



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
18 October 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:
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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 - 14)

To approve as a correct record the minutes of the meeting of the Committee held on 20 September 2011, and to authorise the Chairman to sign them.

5 PROPOSALS TO IMPROVE TRAFFIC FLOW AND PARKING IN UPMINSTER TOWN CENTRE (Pages 15 - 62)

Report Attached

6 COLLIER ROW ACCIDENT REDUCTION PROGRAMME - CHASE CROSS ROAD AND MAWNEY ROAD/WHITE HART LANE (THE OUTCOME OF PUBLIC CONSULTATION) (Pages 63 - 84)

Report Attached

- 7 SOUTH HAVERING ACCIDENT REDUCTION PROGRAMME - SOUTH END ROAD AND RAINHAM ROAD (THE OUTCOME OF PUBLIC CONSULTATION)** (Pages 85 - 110)

Report Attached

- 8 PROPOSED WAITING RESTRICTIONS APPLETON WAY/ DORRINGTON GARDENS AREA - COMMENTS TO ADVERTISED PROPOSALS**

Report to follow if available

- 9 HIGHWAY SCHEMES APPLICATIONS** (Pages 111 - 118)

The Committee is requested to consider the report relating to Highway Schemes Applications and work in progress.

- 10 TRAFFIC AND PARKING SCHEMES REQUESTS** (Pages 119 - 126)

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
20 September 2011 (7.30pm – 10.35pm)**

Present:

COUNCILLORS:

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

Councillor Linda Hawthorn was also present for part of the meeting.

There were approximately thirty 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.

32 MINUTES

The minutes of the meeting of the Committee held on 16 August 2011 were agreed as a correct record subject to an amendment to the members of the Committee being present which should have read that Councillor Lynden Thorpe was present and Councillor Linda Trew was not present. The minutes were signed by the Chairman.

33 PROPOSED TRAFFIC IMPROVEMENTS AT A125 – WATERLOO ROAD/EXCHANGE STREET JUNCTION ROMFORD

The report before the Committee presented the views of a consultation to relocate the existing pedestrian crossing in Waterloo Road on the 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 Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the following measures be implemented:

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 the north side of Exchange Street be 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 be implemented as 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 kerbline of the northbound carriageway of Waterloo Road be implemented as shown on drawing no. QK011-of-201.
- 1.4 That the proposal to provide a dedicated footway for pedestrians be implemented. The new footway would commence from the southern end of St Andrews Road and extend eastwards up to the western kerbline of the northbound carriageway of Waterloo Road as shown on drawing no. QK011-of-201.

2. Shared cycle facility in Exchange Street

That the existing footway on south side of Exchange Street be converted for shared use for pedestrians and cyclists. The shared use would commence from the eastern kerb line of the southbound carriageway of Waterloo Road, extending eastwards for 170 metres. as 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 be implemented. The widening would commence from the eastern kerbline of the southbound carriageway of Waterloo Road and continue eastwards for 40 metres along the southern kerbline of Exchange Street as 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 it's junction with Waterloo Road be implemented as listed and 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 of £100,000 would be met by Transport for London through the Local Implementation Plan for 2011/12, at no cost to the Council.

34 ATLANTA BOULEVARD KISS & RIDE PARKING BAY

The report before the Committee set out the responses to a public consultation for a proposed “Kiss & Ride” parking facility in Atlanta Boulevard to serve Romford Station.

The report outlined that at its meeting of 15 July 2008, the former Romford Area Committee agreed to a proposal in principle and subject to public consultation the introduction of a proposed “Kiss & Ride” parking facility.

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

1. Recommend to the Cabinet Member for Community Empowerment that the scheme be implemented as shown on Drawings B0928800/Atlanta Boulevard/1A Rev 2 and B0928800/DFT Approval/Sign 2 Rev 1a.
2. It be noted that the estimated cost of £1,000 for implementation would be met from the Council’s 2011/12 revenue budget for Minor Parking Schemes.

35 GIDEA PARK CONTROLLED PARKING ZONE

At its meeting on 16 August, the Committee deferred this matter in order for officers to undertake a wider consultation which would include consulting with local businesses and residents.

The report before the Committee outlined further proposals suggested by staff in consultation with Squirrels Heath Ward Members and recommended a further course of action within and around the fringe of the Gidea Park Controlled Parking Zone.

The report detailed the following proposals for the consideration of the Committee.

1.1 Balgores Crescent/ Squirrels Heath Avenue

The proposal was to introduce ‘At any time’ waiting restrictions for 15 metres on all arms of the Balgores Crescent and Squirrels Heath

Avenue junction.

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

The proposals were:

- 1) To convert and extend the existing Free Parking bay on the south-eastern side of Crossways to a Pay & Display parking bay operational from 8.00am to 6.30pm Monday to Saturday inclusive, with a maximum stay period of two hours.
- 2) To implement 'At any time' waiting restrictions in Crossways, fronting no. 76, from a point opposite the western boundary to a point opposite the northern boundary.
- 3) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the western side of Crossways, from the common boundary of nos. 72 and 76 to the common boundary of nos. 58 and 60.
- 4) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the eastern and south-eastern sides of Crossways, between a point 15 metres south of the southern kerb-line of Wallenger Avenue and the existing Taxi Rank to the rear of Gidea Park Station.
- 5) To implement 'At any time' waiting restrictions at the Crossways junction with Wallenger Avenue, in Crossways, on its eastern side, from the common boundary of nos. 73 and 75, to a point 15 metres south of the southern kerb-line of Wallenger Avenue. To extend in to Wallenger Avenue on its southern side to a point 15 metres north-east of the north-eastern kerb-line of Cranbrook Drive and on its northern side, to a point 10 metres north-east of the eastern kerb-line of Crossways.
- 6) To implement 'At any time' waiting restrictions in Wallenger Avenue, on its western and north-western sides, from the common boundary of nos. 58 and 60 to the existing Free Parking bay along the flank wall of no. 75 Crossways.
- 7) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the eastern side of Wallenger Avenue, from a point 15 metres north-east of the north-eastern kerb-line of Cranbrook Drive, to a point 15 metres south of the southern kerb-line of Compton Avenue.
- 8) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the western side of Wallenger Avenue, from the common boundary of nos. 48 and 50 to the common boundary of nos. 58 and 60.

9) To implement 'At any time' waiting restrictions in Wallenger Avenue, on its eastern side, from a point 10 metres north-west of the northern kerb-line of Compton Avenue to a point 15 metres south of the southern kerb-line of Compton Avenue, extending into Compton Avenue on its northern side for 10 metres and on its southern side for 15 metres

10) To implement 'At any time' waiting restrictions for 10 metres on all arms of the Compton Avenue and Pemberton Avenue junction.

11) To implement 'At any time' waiting restrictions for 10 metres on all arms of the Cranbrook Drive and Eyre Close junction.

12) To implement 'At any time' waiting restrictions in Cranbrook Drive, on its northern side, from its junction with Wallenger Avenue, to the common boundary of nos. 1 and 3 and on its southern side from its junction with Wallenger Avenue, to the common boundary of nos. 2 and 4.

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

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

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

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

The proposals were:

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

2) To convert the existing Disc Parking Bay on the north-eastern side of Balgores Crescent to a Pay & Display parking bay operational from 8.00am to 5.00pm Monday to Saturday inclusive, with a maximum stay period of two hours. (This would provide further free parking for the residents of the maisonettes fronting this area in the early evening, encourage parental usage when dropping off and picking up children attending Gidea Park College and provide a more convenient parking facility for users of local retailers and banks).

3) To convert the existing Free Parking bay on the south-western side of Balgores Crescent to a Pay & Display parking bay operational from 8.00am to 5.00pm Monday to Saturday inclusive, with a maximum stay period of two hours. (This will reduce the level of long term parking in the bay whilst providing a further parking facility for parents dropping off and picking up children attending Gidea Park College and provide additional parking facilities for users of the local retailers and banks). However, this proposal may have an impact on the long term parking facilities for residents of the maisonettes.

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

The proposals were to extend the existing residents parking scheme for the GP1 area to the common boundary of nos. 36 and 38 and to introduce a Resident Parking bay directly in front of nos. 34 and 36. To also implement 'At any time' waiting restrictions on the approach and exits of the central island area and to extend the associated waiting restrictions throughout the remainder of the road.

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

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

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

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

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

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

1.9 A wider review area

To consult with Romford Town Ward Members on a more extensive review of the zone and undertake further consultation to amend the part-time restriction throughout the zone from 8.00am to 10.00am Monday to Friday to 12 noon to 1.00pm Monday to Friday.

During the debate, the Committee requested that officers include the following proposals as part of the scheme:

- Design in to the proposals for Squirrels Heath Avenue, a residents parking bay outside No.31
- Reduce the proposed 'At any time' waiting restrictions at the junction of Balgores Crescent and Squirrels Heath Avenue to 10 metres on all arms of the junction
- Retain the existing free parking bay in Balgores Crescent, on its southern side, near its junction with Balgores Lane.

The Committee **RESOLVED**:

1. To recommend to the Head of Streetcare that all of the schemes proposed in the report be publicly advertised, and should any comments be received, they be reported back to the Committee in order that a further course of action could be agreed.
2. That the Committee recommend to the Head of Streetcare to amend the 8.00am to 10.00am Monday to Friday waiting restrictions in Crossways, Squirrels Heath Avenue and Wallenger Avenue to 12noon - 1pm Monday to Friday, in areas of these roads that are not otherwise outlined in the report.
3. That subject to detailed agreement the Committee recommends to the Cabinet Member for Community Empowerment, that the above schemes be implemented in unison.
4. That further consultation with adjoining Ward Members be carried out for a possible further review of the Zone.

36 HAVERING 2012/13 LOCAL IMPLEMENTATION PLAN FUNDING SUBMISSION

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

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

The draft 2012/13 LIP Funding Scheme Submission as detailed in Appendices A and B and the indicative allocations set out in Appendices A and B of the report be recommended to the Cabinet Members for Community Empowerment and Environment.

37 HIGHWAYS SCHEMES – Schemes Progress and Applications, September 2011

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

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

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

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

SECTION A - Highway scheme proposals with funding in place			
Item Ref	Scheme	Description	Decision
H1	Philip Road	Conversion of 2 sets of speed cushions to humps and 2 additional speed humps.	REJECTED (8 TO 1)
H2	North Road/ Orange Tree Hill	Review and adjustment of pinch points to improve passability and cyclist safety.	AGREED
H3	67-69 Squirrels Heath 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.	AGREED
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.	REJECTED (8 TO 1)
H5	Academy Fields Road & Estate (off Heath Park Road)	Provision of 20mph Zone and one-way loop in advance of road adoptions.	AGREED
SECTION B - Highway scheme proposals without funding available			
H6	Newbury Road, Harold Hill	Measures to prevent use of street by articulated vehicles serving Hilldene Shops	WITHDRAW 8 TO 1 (TO BE CONSIDERED WITHIN A WIDER PARKING SCHEME)
H7	Ewan Road, Harold Wood	Speed humps to slow speeding traffic	REJECTED

H8	Carter Drive, Collier Row	Remove speed cushions	REJECTED 8 WITH 1 ABSTENSION
H9	Archway, Harold Hill	Speed bumps to stop speeding traffic between Grange Road and bend in Archway	REJECTED
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.	REJECTED
H11	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 "knobbly" 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,	REJECTED 8 WITH 1 ABSTENTION

38 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.

39 TRAFFIC AND PARKING SCHEMES – Schemes Progress and Applications, September 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
SECTION A – Minor Traffic and Parking Scheme Requests			
TPC88	Spring Gardens	Additional double lines to provide two-way traffic flow	Rejected (8 TO 1)
TPC89	Wykeham Avenue, Emerson Park	Request for part-time restriction until 10am to deter all day commuter parking	Rejected
TPC90	Amersham Close, Harold Hill	Request for junction protection at junction with Amersham Road	Rejected
TPC91	Cambridge Avenue, Gidea Park	Request for junction protection at junction with Belgrave Road	Rejected
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	Rejected
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	Deferred
TPC94	Lichfield Terrace, Upminster	Request for junction protection at junction with Lichfield Terrace and Chester Avenue	Rejected (4 – 3 with 2 abstentions)
TPC95	515 Upper Brentwood Road	Request for double yellow lines beside 515 and to introduce a residents parking scheme in the area	Rejected
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	Rejected
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	Progress to advert

		inconsiderate parental parking	
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	Progress to advertisement (8 TO 1)
TPC99	Allen Road, Rainham	Request for junction protection at junction with Upminster Road North	Rejected (7-1 with 1 abstention)
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	Rejected
TPC101	Links Avenue, Gidea Park	Request for one hour restriction to deter increasing amount of all day commuter parking	Rejected (8 TO 1)
TPC102	Frazer Close, Romford	Request for residential parking due to increasing amount all day commuter parking for Queen's Hospital and Romford Station	Rejected (8 TO 1)
TPC103	Stewart Avenue, Upminster	Request for footway parking bays	Rejected (5-2 with 2 abstention)
TP104	Hillfoot Road, Collier Row	Extend double yellow lines a short distance from pinch point into Hillfoot Road to help motorists align with pinch point.	Rejected
TP105	Grosvenor Road, Romford	Request for restrictions or a residents parking scheme to be introduced to deter long term commuter parking from Queen's Hospital	Rejected (8 TO 1)
TP106	Fairfield Avenue, Upminster	Request for parking restrictions to deal with long term commuter parking	Rejected (6-2with 1 abstention)
TP107	The Parade, Colchester Road	Request for one hour restriction to deter all day commuter parking	Rejected
TPC108	Heath Park Road, Romford	Request for double yellow lines in front of her garage (access to garage from Salisbury Road)	Rejected
TPC109	Sunrise Avenue, Hornchurch	Request for junction protection at junction with Abbs Cross Lane	Rejected (8 with 1 abstention)
TPC110	Chiltern Gardens, Hornchurch	Request for junction protection at junction with Kenilworth Gardens	Rejected
TPC111	Arbour Way/Coronation Drive/Calbourne Avenue/Maylands	Request to review the parking facilities and restrictions as a result of the expansion of Elm Park Primary School	Rejected

	Avenue/Spring Gardens, Elm Park		
TPC11 2	Lonsdale Road, Romford	Request for residents parking scheme due to increased long term commuter parking in the area	Rejected
TPC11 3	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	Rejected (7-1with 1 abstention)
TPC11 4	Elvet Avenue Car Park, Gidea Park	Request to restrict car park to resident permit holders only	Move to Gidea Park review
TPC11 5	Oaklands Avenue, Romford	Convert meter bays to Pay and Display to free up meter head and de-clutter street furniture in the area	Progress to advertisement
TPC11 6	Hilldene, Farnham Road, East Dene Drive, West Dene Drive, Chippenham Road (in part)	Complete review of the parking provision in the area	Approved
TPC11 7	Appleton Way, Hornchurch	Request to implement pay and display in free parking areas to rear of retailers and restaurants	Rejected
Item Ref	Scheme	Description	Decision
SECTION B – Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			
TPC2	Short term parking for shops around Main Road commercial area	Provision of meter style parking in area as not everyone has a disc and some areas have long term parking after 10am	Move to Gidea Park review
TPC6	20 Tudor Avenue	Extend existing restrictions to prevent obstructive parking by parents of Gidea Park College with concern about safety	Move to Gidea Park review
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	Move to Gidea Park review
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	Move to Gidea Park review
TCP18	Wentworth Way	Request for junction protection at A1306 junction with Wentworth Way	Rejected (8 – 1)

TPC27	Durham/Elvet Avenues	Request for CPZ extension due to the impact of the redevelopment of the Snowdon Court site	Move to Gidea Park review
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	Rejected
TPC45	25 Tudor Avenue	Request for short-term restrictions to deter increasing amount of 'all day' commuter parking	Move to Gidea Park review
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	Move to Collier Row Town Centre review
TPC64	Gelsthorpe Road, Collier Row	Request for double yellow line restrictions on apex of bend outside number 86 and neighbouring properties	Move to Collier Row Town Centre review
TCP70	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	Defer for wider review
TCP81	Ingrave Road, Romford	Request to replace parking meter bays with resident parking bays for residents of Dunton Road	Rejected (8 – 1)
TCP82	Lodge Lane, Collier Row	Request for double yellow lines on one side or alternately up to Frinton Avenue as current parking on both sides is dangerous and causes congestion	Rejected (6 – 1 with 2 abstentions)

Chairman
18 October 2011

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HIGHWAYS ADVISORY COMMITTEE

REPORT

18 October 2011

Subject Heading:

Proposals to Improve Traffic Flow and Parking in Upminster Town Centre

Report Author and contact details:

Musood Karim
Principal Engineering Assistant
01708 432804
masood.karim@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 relating to various measures to improve traffic flow and parking in Upminster Town Centre. The report also includes a review of existing waiting restrictions, upgrading of on-street parking facilities, provisions for loading facilities for businesses, improving accessibility for passengers at existing bus stops, pedestrian crossing improvements and pedestrian guardrail relocation.

The scheme is within **Upminster** Ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures as listed in Appendix B (schedules 1A, 1B, 2, 3, 4 and 5) of this report are implemented and the necessary traffic orders are made.
2. That the Committee recommends to the Cabinet Member for Community Empowerment that the proposals to remove the existing guard railing along the east side of Upminster Park are agreed with replacement railings of a “hoop style” at the rear of the footway. The proposals are shown on drawing no. QJ019-of-103/104.
3. That the Committee recommends to the Cabinet Member for Community Empowerment that the proposals to provide parking along west side of Corbets Tey Road between the two puffin crossings is agreed, including the kerb build outs at both crossings. The proposals are shown on drawing no. QJ019-of-103/104.
4. That the Committee recommends to the Cabinet Member for Community Empowerment that the proposals to amend the traffic signal phasing and timings at Bell Corner be implemented as set out in the report.
5. That the Committee note the service road on the south side of Gaynes Road will be named and the details of suggested road names are provided in item 11 of this report.
6. That the Committee notes that the waiting restrictions and provision of three parking bays for blue badge holders in the service road will be the subject of a further report in the future.
7. That it be noted the cost of carrying out the works is £150,000. This would met by Transport for London through the allocation for 2011/12 Local Implementation Plan for the Upminster Town Centre Package.

REPORT DETAIL

1. **Background**
 - 1.1 Ward Members and the local residents had expressed their concerns at the former Upminster Area Committee meetings about the delays they experience when travelling through Upminster town centre. As an interim

measure, the signal timings were reviewed and adjusted by Transport for London with a view to enhance the traffic flow. This had a minor improvement on the traffic flow and it was identified that there was no further scope for improvements as the signals at the time in the absence of funding for a detailed review. The current project included the scope to review the signals in detail.

Existing traffic conditions at St. Mary's Lane/ Corbets Tey Road / Station Road Junction, Upminster

- 1.2 The junction of St Mary's Lane/Corbets Tey Road/Station Road handles considerable amount of both local and long distance traffic which results in long queues of traffic developing on all arms of the junction particularly during the peak periods.
- 1.3 The above junction is locally known as Bell Corner and it is connected with a major network of local distributor roads. To the north of the junction, is Station Road which leads to Hall Lane which in turn connects to the A127 Southend Arterial Road, thus providing access to Central London and the M25 motorway. The eastern arm of St Mary's Lane connects to Brentwood whereas the western arm (A124) connects to Hornchurch town centre, Rush Green and continues into the Borough of Barking and Dagenham. In the south, Corbets Tey Road leads to country roads heading towards Ockendon, Aveley and beyond.

Traffic movements at the junction of Bell Corner

- 1.4 In St Mary's Lane (eastbound approach to the junction) there is one traffic lane which flares to three lanes at the stop line. The first lane permits left turn movements into Station Road, second lane permits ahead movements whereas the third lane permits right turn movements into Corbets Tey Road. In St Mary's Lane (east side of the junction) there are two traffic lanes, the first lane permits ahead and left (Corbets Tey Road.) movements whereas the second lane permits right turn movements into Station Road. In Station Road there are two lanes, the first lane permits ahead (with a short left turn filter lane) whereas the second lane is for ahead and right turning traffic. Corbets Tey Road has similar traffic movements as Station Road, except lane 2 is for right turning traffic.
- 1.5 There are pedestrian crossing facilities provided on all arms of the junction. All crossings are signal controlled which allow pedestrians to cross in two stages. The bus stops on the west side in Station Road are situated in the existing lay-bys which experience a regular occurrence of illegal parking throughout the day, thus forcing buses to stop in the road which in turn causes delays to other traffic. This provides poor accessibility for passengers particularly disabled people, elderly people or people with push chairs.

- 1.6 Site observations and traffic flow data shows that queuing is present during all peak periods but worst after 07:30 in AM peak with queues reaching a total of 24 vehicles in Corbets Tey Road, 26 vehicles in Station Road , 32 vehicles in St Mary's lane (west) and 27 vehicles in St Mary's Lane (east). The figures only represents the stationary queue at the time when the lights turn green, therefore, it does not represent the number of vehicles which are part of the rolling queue on the approach to the junction.
- 1.7 Another contributory factor which causes traffic congestion at the junction is due to the close proximity of local schools where parents park inconsiderately when dropping or collecting children from St. Joseph's Catholic Primary School and Upminster Primary School.

Public Transport facilities in Station Road, Upminster

- 1.8 Station Road in Upminster conveys high frequency of bus services. Bus routes namely 248 (7), 346 (4), 370 (4), which equates to 15 buses per hour in each direction. In addition, route 347 provides 2 services every two hours daily, Monday to Fridays. The figures in the bracket indicate number of buses operating per hour in each direction.
- 1.9 There is also a school bus route 648 which operates 2 services in the morning and 2 in the afternoon, Monday to Fridays only.

2. Details of the Feasibility Studies

Jacobs Consultancy was commissioned by the Council's Streetcare Services to carry out feasibility studies for the following measures:

- i) A feasibility study to replace the existing signalised junction of the Bell Corner with a roundabout.
- ii) Change the Method of Control of the traffic signals to improve safety for pedestrians. The problem occurs when vehicles wait in the central turning area at the junction to turn right from St Mary's Lane (east arm) into Station Road are delayed as they are not aware about the change of the traffic lights and when they move they come in conflict with pedestrians crossing Station Road on phase K as shown on the existing Method of Signal Control at the junction.
- iii) Improve the traffic congestion by taking into account the possibility of widening the southern end of Station Road to increase the length of the left turn filter lane.
- iv) Review the existing waiting, loading restrictions including on road parking facilities and upgrade them which would economically benefit the area, particularly in Corbets Tey Road.

3. Traffic data collection

Classified traffic count data was manually collected in November 2010 over a 12 hour period ie 7am to 7pm. Vehicles were classified into standard categories eg pedal cycles, motor cycles, cars, taxis, heavy good vehicles, PSV etc. From the traffic data, weekday peak periods were established as 07:15 to 08:15 for AM peak, 14:30 to 15:30 for Inter peak and 16:00 to 17:00 for PM peaks.

The schematic diagram, figure 3.1 below summarises the AM, Inter Peak and PM peak hour flows, whereas figure 3.2 provides the maximum queue lengths for each traffic lane at the junction.

Figure 3.1 AM, Inter Peak and PM Peak hour traffic flows

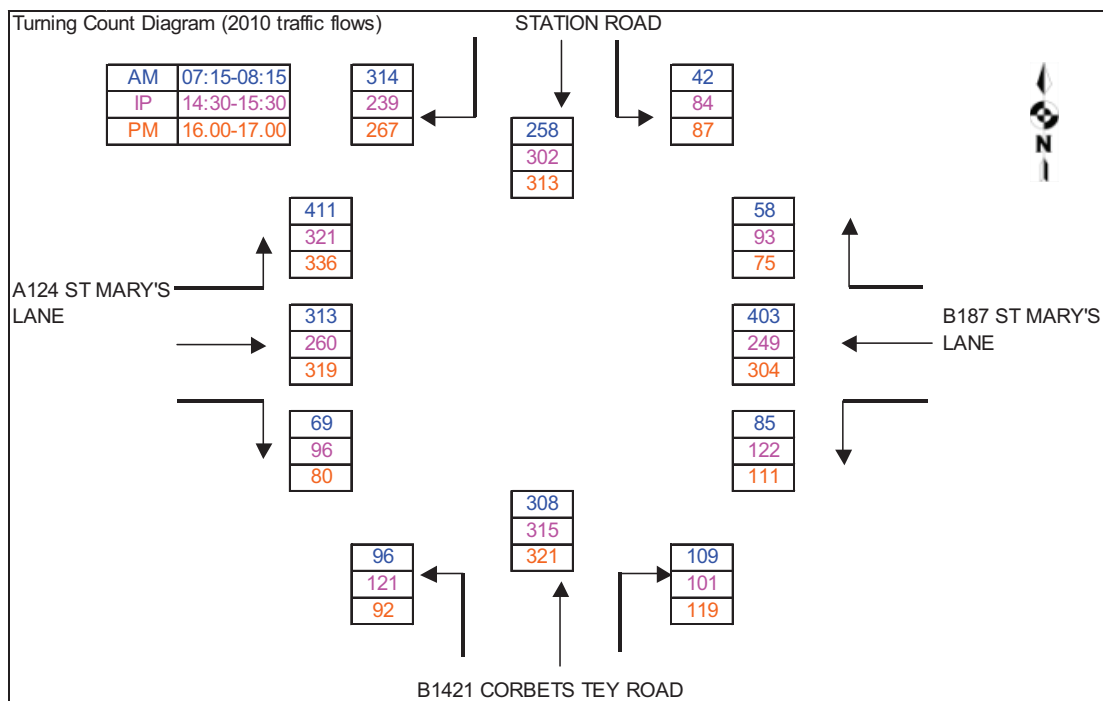
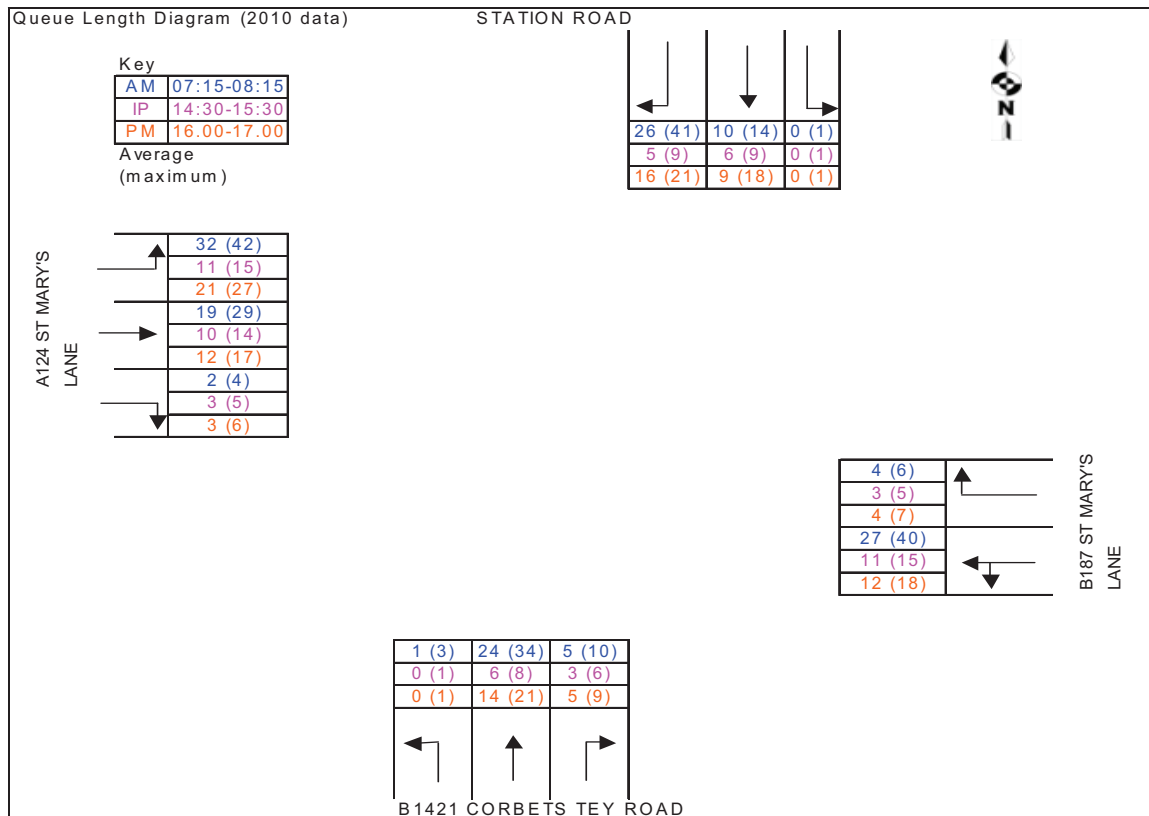


Figure 3.2 AM, Inter Peak and PM Peak hour traffic queue lengths



4. Proposals for a roundabout

- 4.1 Feasibility studies were carried out to replace the existing signalised junction with a roundabout. A normal roundabout was considered with a 4 metre diameter central island and provision of zebra crossings on each approach arm to preserve the current level of existing pedestrians facilities.
- 4.2 Pedestrian counts were undertaken at Bell Corner during in AM, Inter Peak and PM peak periods as input parameters into the ARCADY program to calculate the likely queues to be generated within the peak periods. The results of the modelling indicated that the roundabout would not operate satisfactorily mainly due to the influx of pedestrians crossing. Alternative options were considered to overcome the problem but the options developed would need more land acquisition which could involve footways and shops at the south west corner of Bell Corner. These options would be very costly and difficult to financially justify the scheme.
- 4.3 In addition, there are high numbers of pedestrians using the junction and these range from commuters to Upminster Station, bus passengers, shoppers, Upminster Park, school children (Upminster Junior School and St. Joseph's Catholic Primary School) and therefore zebra crossing facilities would have an adverse impact in developing excessive traffic queues thus reducing the overall capacity of the roundabout. The proposals for a roundabout were consequently abandoned as unfeasible.

5. **Traffic signal Improvements**

Four options were modelled to test proposed measures to the operation of the signalised junction of St Mary's Lane/Corbets Tey Road/Station Road junction. Below is a list of the options identified:

Option A: This option includes the following measures:

- Widen Station Road approach (between St Lawrence Road and the Bell Corner junction) to increase the offside flare length.
- Increasing the radius of the Station Road exit to improve swept path of vehicles leaving the junction. This would also lead to the increase the saturation flows for the traffic travelling ahead from Corbets Tey Road.
- Signal timing optimisation.
- Maintaining the existing staging of the signals.

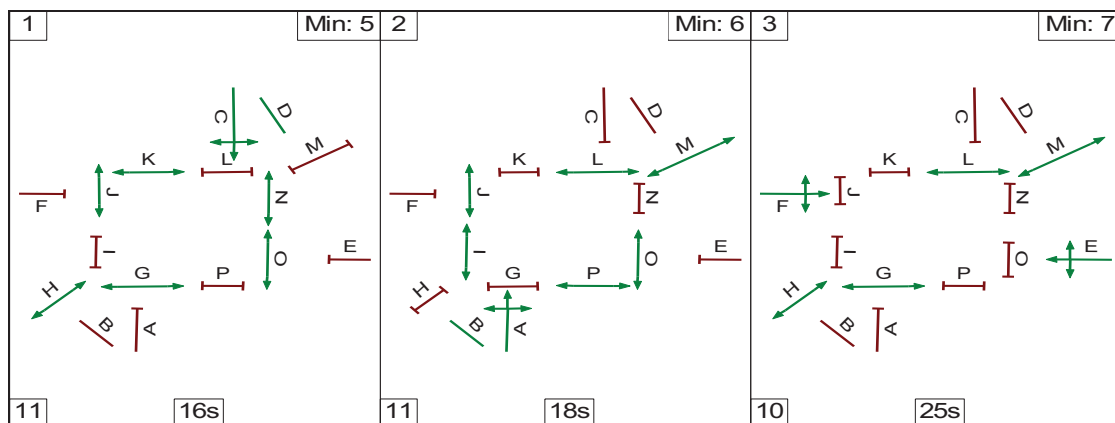
Option B: This option includes the following measures:

- Maintaining the existing layout of the Bell Corner junction.
- Running Station Road and Corbets Tey Road in the same stage.
- Signal timing optimisation.

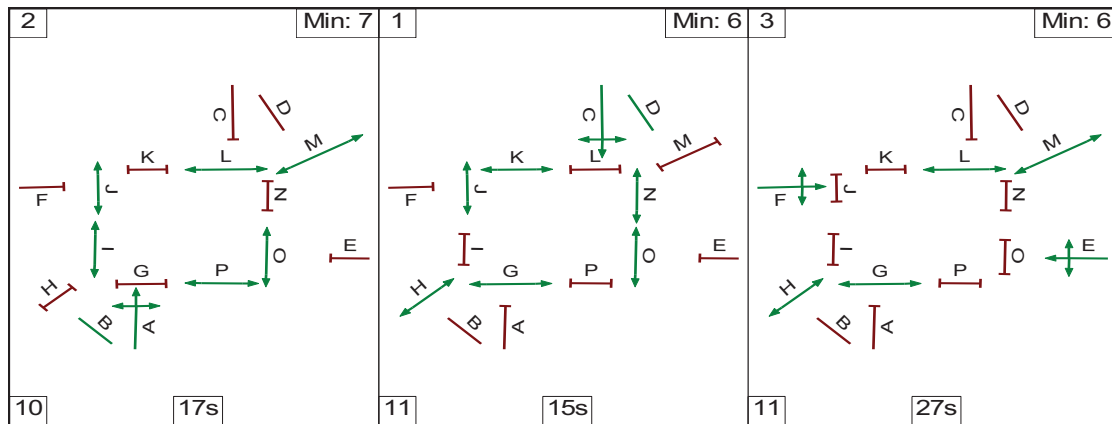
Option C: This option includes the following measures:

- Maintaining the existing layout of the Bell Corner junction.
- Running the phase of Corbets Tey Road before the Station Road.
- Signal timing optimisation.

Bell Corner - Existing Method of Signal Control



Bell Corner - Proposed Method of Signal Control (Option C)



Option D: This option includes the following measures:

- Widen the Station Road approach (between Roomes Stores to the Bell Corner) to increase the length of the nearside left turn flare.
- Signal timing optimisation.
- Maintaining the existing staging.

Options C and D combined includes the following measures:

- Widen the Station Road approach (between Roomes Stores to the Bell Corner) to increase the length of the nearside left turn flare.
- Running Station Road and Corbets Tey Road in the same stage.
- Signal timing optimisation.

6. Results of the computer model

6.1 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 signals were optimised to determine whether any improvements in the signals could be achieved by adjusting the 'green' timings which would maximise the traffic flow.

6.2 Results of the output of the computer model indicated that there are two options which are financially justifiable to consider. These are optimisation of the signals at the junction and option C which involves allowing the stage for Corbets Tey Road to run before Station Road. This option would resolve the conflict problems between the traffic turning right from St Mary's Lane (east) and pedestrians crossing Station Road.

- 6.3 It is anticipated that option C would resolve the conflict problems between the pedestrians crossing Station Road and the traffic turning right from St Mary's Lane (east) into Station Road. Further more, optimisation of the signal timings would improve the capacity of the junction.
- 6.4 The proposals to widen the southern end of Station Road (Option D) to incorporate a left turn filter lane were abandoned. This is based on further modelling works undertaken on the junction by applying the projected future growth factors to traffic in the base model to determine the time period the widening will sustain the increase in traffic. The results showed that the widening would not be able to accommodate the increase in traffic beyond 2015, therefore, it was not financially justifiable.

7. **Alternative Measures to Improve traffic**

As the traffic signals do not have any further potential to sustain the traffic growth in the future and with proposals for a roundabout not viable, therefore, other measures were considered in details such as measures to restrict inconsiderate parking and loading which causes significant disruption to the traffic flow. These measures are described in details in the rest of the report.

8. **Existing parking facilities in Corbets Tey Road, Upminster**

- 8.1 At present, parking in Corbets Tey Road is by Disc Parking which the vast majority of shopkeepers and businesses consider is out of date and not beneficial to the area, particularly to Corbets Tey Road. As a result, the local shopkeepers and businesses were informally consulted to seek their views if they were satisfied with the current parking arrangements or if they would prefer alternative facilities.
- 8.2 The occupiers expressed their concerns that they were not satisfied with the current Disc Parking Scheme and many felt that the scheme is now out of date. The problem associated with the Disc scheme is that it tends to only benefit local residents who own the Discs but it does not encourage the passing trade to stop, which is an important source of income for local businesses. Based on the comments received from both shopkeepers and shoppers alike, infrequent users are not willing to pay the cost for a Disc, they do not understand how the scheme works and do not know where to purchase the Disc's. As a result, the shopkeepers feel that they are losing the passing trade and that businesses in Corbets Tey Road have been affected the most as compared with their counter parts.
- 8.3 Shopkeepers who purchase the Disc's for their customers are also liable to lose them as shoppers inadvertently drive away without returning them. It would seem that as the level of Disc sales are generally declining throughout the borough, that the scheme is only being utilised to its maximum potential, by a decreasing number of local residents that are

regular users of the town centres. As a result, the Council is trying to out phase the Disc and replace it with Pay and Display parking.

- 8.4 The results of the informal parking survey indicated that 87% of the shopkeepers would prefer the introduction of on-street Pay and Display parking facilities whereas 13% preferred to retain the current Disc parking scheme. The results of the survey are included in appendix C of this report.
- 8.5 Given the significant support for changes to the current Disc Parking scheme it is, therefore proposed to convert the existing Disc Parking bays in Corbets Tey Road to Pay and Display parking bays, which will provide a greater turnover of short term parking, and leave more potential spaces to attract passing trade. Ticket machines would be installed at convenient locations to enable drivers to purchase the tickets.
- 8.6 Being able to pay for the amount of time that shoppers want to park, a parking bay could work out more cost effective for them and it has the added convenience of using coins, which most potential shoppers have in their possession.
- 8.7 Based on survey with the shopkeepers and businesses in Corbets Tey Road, it is proposed to convert existing Disc parking bays to Pay and Display and there are further proposals to provide 10 new bays for Pay and Display. The total number of Pay and Display bays would be 34. The proposals are shown on drawing nos. QJ019-of-103 and QJ019-of-104.

9. Review of existing waiting and loading restrictions

- 9.1 The existing waiting and loading restrictions in Upminster vary between 'At Any' time (near Upminster Station) to standard parking restrictions applicable between 08:30am to 06:30pm, Monday to Saturdays whereas loading is also permitted during these restricted times. Loading in the road has a detrimental impact on the traffic flows, particularly during peak periods.
- 9.2 The existing bus stops in Corbets Tey Road restrict waiting and loading from 7am to 7pm, throughout the week. It is, therefore, important that the restrictions at the bus stops are upgraded to Clearways. As this is the case, changing the restricted period to bus stop clearways will have little effect on businesses parking in the area as business vehicles should not be parked or load/unload in the existing bus stop facilities and this will bring Corbets Tey Road into line with the bus stops in Station Road, Upminster.

9.3 Proposed loading bays in Corbets Tey Road and Station Road

It is proposed to provide loading bays for delivery to shops in Station Road and in Corbets Tey Road as a lack of on-street loading facilities has

been raised locally. The loading bays will permit loading for maximum 30 minutes with no return within 2 hours. The loading bays will permit free loading and will operate from 08:00am to 06:30pm, Monday to Saturdays which will be in line with the restricted hours currently in operation on the main streets in Upminster area.

It is proposed to provide two loading bays in Station Road, one outside the Roomes Stores (Nos. 45 to 49) and one outside nos. 34/36. See drawing nos. QJ029-of-101. In Corbets Tey Road, one bay is proposed close to the main entrance to Upminster Park and one outside no 34. The proposals are shown on drawing nos. QJ019-of-103 and QJ019-of-104.

10. **Existing parking and delivery arrangements in service road (off Gaynes Road), Upminster**

10.1 The shop owners of St Mary's Lane and Station Road, Upminster had brought to the attention of the Council about the problems their delivery vehicles experience when gaining access to their service yards due to inconsiderate parking in the service road. Delivery vehicles sometimes have to wait for considerable time before drivers move their cars.

10.2 The access for delivery to the shops for 119 to 133 St Mary's Lane and nos. 1 to 29 Station Road is via an service road. The service road lies between Gaynes Road in the north and to the rear side of shop nos. 119 to 133 St Mary's Lane, Upminster.

Delivery of goods to Aldi Store, Upminster

10.3 Aldi Store in Upminster is open to business between 9am to 7pm, Monday to Saturdays and between 10am to 4pm on Sundays. The store mainly receives deliveries in the afternoons between 4pm to 7:30pm, Monday to Saturdays and sometimes on Sundays particularly during Christmas and Easter times.

10.4 The Gaynes Road car park has been leased to Aldi Store by the Council, therefore, the operation of the car park is the responsibility of Aldi. The car park is open at 7am and closes at 8pm. The car park operates on Pay and Display, Monday to Saturdays with maximum stay of 2 hours. The car park has a capacity of 100 cars of which 4 parking spaces are allocated for blue badge holders.

10.5 There is a private car park for the residents of the flats above the Aldi Store situated immediately south of Gaynes Road car park.

10.6 To overcome the problems, it is important to design the parking restrictions to ensure that the delivery period is adequately covered to justify their installation and provide benefits to the shops. In addition, there are proposals to provide three parking bays for blue badge holders

and a loading bay at the southern end of the service road. The proposals are shown on drawing no. QJ019-of-102.

11. **Suggested road names for unnamed service road, Upminster**

11.1 During the feasibility studies it was considered important to designate a name to the service road which links with Gaynes Road in the north and to the rear side of property nos. 119 to 133 St Mary's Lane in the south. This makes it easier for the Council to define parking controls, keep street records by street name etc.

11.2 Below is a list of some suggested road names for the service road provided by the Council's Legal Services. A brief history is also provided as the road names in the borough are associated with the local history as far as possible. The road is a cul-de-sac (i.e. a street or a road closed at one end), therefore, each road name is accompanied by a suffix 'Close' except for Chestnuts Close or Road.

- i) **Ambrose Close** – The windmill was built in 1803 by a local farmer, James Noakes to grind wheat to produce flour. The windmill was auctioned by James Noake's son, Thomas Noake in 1849. The windmill was later snapped by a bidder, Ambrose Coleson who in turn sold it to James Wadeson.
- ii) **Barn Close** - Name associated with the Tithe Barn Museum in Upminster. One of the largest 16th century thatched Tithe Barns in the country. It now houses a local Museum of Nostalgia, displaying artefacts of the past.
- iii) **Farmer Close** – Upminster was predominately an agricultural community.
- iv) **Maritime Close** – The Branfills owned the first property in Upminster in 1683. The family had shipping and marine interests and was well established business in London.
- iv) **Merchants Close** – Merchants in London had ambitious interests in developing country estates for their families as a resort from their town houses. Upminster was an ideal location for the development which is 28 miles away from London.
- v) **Chestnuts Close or Road**– The former Aggiss Garage (now known as Time Tees Cars) was established by William Aggiss in Station Road, Upminster on land to the rear of Lockley Villas and The Chestnuts.
- vi) **Wind Close** – name associated with the famous Upminster Windmill (formerly known as Abraham's Mill), a defining landmark in Upminster.

- 11.3 Members are asked to select an appropriate road name from the above list so that the Council's Legal Services can designate it in the Highway Register and appropriate signs are installed at the entrance into the road.
12. **Proposals to improve accessibility for passengers at existing bus stops**
- 12.1 At present, buses experience difficulties to gain access into the existing bus lay-bys to pick up or alight passengers due to inconsiderate parking at existing bus stops in Corbets Tey Road and Station Road by the Time Tees Garage. This forces buses to stop in the road thus blocking the traffic which in turn extends up to the junction. This problem is further accelerated particularly when alighting or boarding school children.
- 12.2 Passengers with disabilities find it difficult to alight or board buses as buses are unable to pull close to the kerb (within 200mm). To overcome the problem, it is proposed to convert the bus lay-bys to clearways. Clearways will reduce the problem of accessibility by allowing buses to pull close to the kerb and safely deploy their ramps. In addition clearways allow buses to use the stops more efficiently thus minimising the length of time a bus is stationary. The proposals are shown on drawing nos. QJ019-of- 101/102/103 /104.
13. **Outcome of the consultation**
- 13.1 Following the Approval in Principle by the Council's Highways Advisory Committee as part of the 2010/11 TfL LIP programme (when the HAC was established), staff proceeded with the design and consultation on various proposals, including informal discussions with the Upminster ward councillors and local businesses.
- 13.2 Approximately 400 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder (2nd September 2011), London Gazette, on the website of Havering Residents' Association and site notices were displayed at various locations of the affected area. In addition, there were two public surgeries held at the Upminster library where staff from Streetcare Services were in attendance to explain the scheme and answer any questions. More than 150 people had attended and there was generally a very positive response from business holders and residents.
- 13.3 The closing date for receiving any comments was set for 23rd September 2011. Only 34 (8.5%) responses were received and these were analysed carefully and a summary of the consultation is included in appendix A.

Conclusions

The proposals described in this report are associated with improving the traffic flow through Upminster town centre which is heavily trafficked particularly during peak periods, notwithstanding the immense physical and financial difficulty of major capacity improvements.

Roundabout options simply do not improve traffic flow because of the need to provide crossing facilities and road widening on Station Road would provide only very short term improvements. The proposed re-phasing and timing adjustments will create a safety improvement and a modest capacity increase for a relatively small cost.

Along with the traffic improvements, it was considered necessary to review the existing waiting and loading restrictions, upgrade the existing parking facilities from Disc to Pay and Display, provisions of loading facilities for businesses, improving safety for pedestrians by rephrasing the traffic lights and improving accessibility for passengers at existing bus stops.

The results of the public consultation indicated that the existing Disc parking benefits the local residents of Upminster and those in possession of it whereas it does not attract potential shoppers from outside Upminster which is vital for the economic benefit of the area particularly for businesses in Corbets Tey Road.

The proposed Waiting and Loading restrictions will not have any detrimental impact on frontagers arising from the ban on parking. There are car parks in the vicinity of the scheme such as Gaynes Road, Hobby Hall car parks, other privately owned by Roomes Stores, Waitrose etc and on street parking. It is envisaged that converting the existing Disc parking to Pay and Display would increase the turn over of parking which is essential for businesses in Corbets Tey Road.

It is anticipated that the traffic in Upminster is likely to increase due to Aldi Stores, Marks & Spencer, Waitrose Supermarkets and other planned developments in the future, therefore, the proposed measures will benefit in reducing the traffic congestion.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £150,000, which would met by Transport for London through the allocation for

2011/12 Local Implementation Plan for the Upminster Town Centre Package.

Legal Implications and risks:

- i) There are no legal implications associated with carriageway widening aspect of the scheme as the Council has the power to vary the width of the carriageway within the highway boundaries.
- ii) The Waiting and Loading restrictions, provision of Loading bays and Pay & Display require traffic management orders to be drafted and publicly advertised in the local press in accordance with the relevant Regulations before a decision can be taken on their implementation.
- iii) Relocating the pedestrian guard rail outside the Upminster Park in Corbets Tey Road will require approval from the Council's Parks Services.
- iv) Bus Stop Clearways do not require traffic orders, but the transport for London guidance suggests that local consultations should take place.

Human Resources Implications and risks:

It is anticipated cash collection from the new facilities can be met from within existing resources. However, demand for new facilities may require cash collection and response levels to be reviewed at a later date.

Equalities Implications and risks:

The proposed measures would improve the traffic flow in Upminster town centre and increase safety for pedestrians.

The new measures for clearways at bus stops will help the Council meet its obligations under the Equalities Act 2010 in providing an accessible highway network.

Blue-badge holders are able to park for unlimited period of time in Pay and Display bays and up to three hours where restrictions apply (unless a loading ban is in force).

Waiting restrictions can sometimes displace on-street parking, but are considered vital in some special circumstances to enhance road safety particularly at junctions. There would be some visual impact arising from any required signing and new road markings.

BACKGROUND PAPERS

Project scheme file: QJ019 – HAC report on Proposals to Improve Traffic and Parking in Upminster Town Centre

Appendix A

Consultation area & summary of responses

Summary of Consultation Responses

1. Cllr Linda Van den Hende, Ward Member of Upminster

Has commented '*Given the overall strategic purpose of the scheme which is to improve traffic flow and safety through the Town Centre are acceptable and I support it*'

2. Mr D.J Parish, Gates, Parish & Company, Station Road, Upminster

- Supports the proposals of Pay & Display parking, particularly the limitation of the tariff of 20p for the first hour.
- Narrowing the road at the pelican crossings in Corbets Tey Road would inhibit the free flow of traffic.
- Considers that parking along the park side will not be safe particularly when opening the doors in the flow of traffic. The problem would further increase with larger vehicles such as buses or larger commercial vehicles trying to get through this area.
- Does not support the proposals for the disabled parking bays in the service road as delivery vehicles would not be able to gain access to Aldi service yard.
- Consideration needs to be given to prevent indiscriminate parking in the area opposite the entrance to the Upminster Station.

3. Mr D.J Parish, Chairman of Upminster Conservation Partnership

- The Committee supports the Council's objectives but there are areas of concerns raised as below:
- The tariff of 20p for Pay & Display & Display. Should be less than the car parks to ensure better availability for shopkeepers.
- Committee is concerned that the kerb build out at the pelican crossings will inhibit traffic flow.
- Parking bays in service road will cause traffic congestion and inhibit access of delivery vehicles.

- Proposed parking bays adjacent to the park will cause access difficulties to delivery vehicles and buses.
- Provide waiting restrictions at the entrance to Upminster station to prevent indiscriminate parking.
Staff comments: Full responses on both the above items were sent to Mr Parish.

4. Mr P. Addison, works in Upminster

- The re-phasing of the traffic lights at Bell Corner may have an affect of the traffic movements.
- The existing toucan crossing in Station Road by Howard Road is called too soon giving very little time for the traffic to flow.
- Enforcement needs to be carried out in bus lay-bys including the disabled drivers.
- Agrees with loading bays in the town centre. M & Co of 55/57 Station Road have no loading area, therefore, delivery vehicles are forced to park in the existing bus lay-by. With new clearway restrictions installed in the lay-by and with proposed restrictions where does the Council expect those businesses to unload.
- Proposed bays for Disabled parking in service road are pointless as disabled drivers and others will still park in the road irrespective of the marked bays.

5. Mr Vincent Stops, London TravelWatch

London TravelWatch supports the proposals of clearway restrictions at existing bus stops and 'At Any Time' Waiting & Loading restrictions. It is vital that buses are able to pull close to the kerb side without being impeded by illegal parking.

6. Mr S. Clark, Time Tees Cars, Station Road

Since Aldi has opened business, traffic has increased immensely and also the use of the car park. When the car park is full, queues form in the service road and the problem is worsened when disabled drivers park their cars. He does not object the proposals but has suggested that the Council should reconsider its proposals about the provision of disabled parking in the service road and the level of illegal parking that takes place in the service road throughout the whole day.

7. Mr J.C Fraser, The Original London Sightseeing Tour Ltd

Has no objections about the proposals but is concerned that the proposed kerb build out at the pelican crossing will affect vehicle access to the

properties, therefore, consideration needs to be given to cars and vans for access or egress including the sight lines is imperative.

8. The West Lodge, 67 Corbets Tey Road, Upminster

- Their driveway is constantly being blocked by cars and delivery lorries. Staff are unable to exit unless the drivers move their vehicles.
- Visitors are further inconvenienced where there are funeral receptions.

Staff comments: the Lodge was advised that the proposals including 'At Any Time' waiting and loading restrictions.

9. Mr J Little, Upminster

- Agrees with 'At Any Waiting' restrictions in St Mary's Lane outside St Joseph's School is a 'welcome step in the right direction'.
- Has suggested that the previous phasing of the traffic signals is re-installed i.e. first phase allows east/west movements whereas second phase allows north/south movements.

Staff comments: Mr Little was provided with full details about the phasing of the traffic lights and agreed with it.

10. Ms R. Aldridge, 1 Gaynes Road, Upminster

- Has pointed out in details about the parking problems which occur in the service road. After 630pm on Sundays the service road is lined up with cars and delivery lorries are unable to enter into the road. Lorries park out her house in Gaynes Road and the noise of refrigeration unit running is unbearable. The lorries park there until such time when the traffic clears. She considers that the parking bays for disabled will increase the problem further.
- The resident has further pointed out that she has applied an application for a dropped kerb at the rear side of her property to allow access into the garage via Gaynes Road.

11. Bressloff Shoes Ltd, 15 Corbets Tey Road, Upminster

- As a trader in the area for seven years, he considers that there is lack of long term parking and the lack of loading/unloading facilities.
- Corbets Tey Road is wide enough to allow additional parking. We need to encourage shoppers in the area and not deter them. He has suggested considering examples of parking in Hilldene shopping centre.

Staff comments: His comments have been noted and the current proposals include provision of parking in Corbets Tey Road.

12. Mr J Gibbons, 165 Corbets Tey Road, Upminster

Schedule 5: Pay & Display parking places

- Objects to Pay and Display along the west side of Corbets Tey Road.
- Decrease in safety once the guard railing is removed
- Increased danger to cyclists from opening of car doors.

- Installation of a loading bay within zig-zag markings and on opposite side of the access to the school will be dangerous and this option must not proceed.
- It is not fair for drivers to have different methods of payment in the same town centre given that the Disc parking will continue in St Mary's Lane and new Pay & Display parking in the rest of the roads.

13. Mrs Janet Davies, Chair of Friends of Upminster Park

Mrs Davies 'deprecates' the proposals on the following grounds:

- Provision of new parking in Corbets Tey Road along the Upminster Park and relocating the railings to the edge of the park.
- The park would lose its open aspect by the relocation of the guard railings which is its great feature to gain the Green Flag status which the residents are very proud.
- Removal of the guard railing would lead the pedestrians to walk in the road.
- Parking on both sides in Corbets Tey Road would cause traffic congestion as it currently occurs in St Mary's Lane (east side).
- Shoppers could park in Hoppy Hall car park but the car park lacks direction signs.

14. Mr Keith Webb, Treasurer of Friends of Upminster Park

Strongly objects the proposals on following grounds:

- The Friends of Upminster Park were not consulted. He only found out about the consultation when he visited the library.
- Cannot see how authorised parking along the Upminster Park will help to ease the traffic congestion but it will merely add more congestion.
- The proposals will ruin the open aspect of the park.
- Money could be spent better somewhere else.

Staff comments: A full response was provided to Mr Webb explaining that the proposals were advertised in the Romford Recorder, London Gazette, Notices were posted on the lamp columns and were advertised on the website of Havering Residents' Association. He was further advised that he had responded within the consultation period.

The Green Flag Award Manager of Keep Britain Tidy was consulted if the park would lose its national status by relocating the existing guard rail from the rear of the kerb to the rear of the footway. The manager had confirmed that as the changes are not directly within the park the main issue would be to consider safety of park users and consult all the relevant bodies before the changes are made and once this is carried out he can no reason why this should affect future Green Flag Award applications.

15. Martin Stanton, Parks & Open Spaces Manager

Objects to the proposals to relocate the existing guard railings along the Upminster Park, as the park has been awarded the Green Flag status in the borough and open nature of the park has been commended by Green Flag judges. He is concerned that if the scheme goes ahead, it would be risking the success in the future applications.

16. Ms A. Head, Upminster

- Why is the Council permitting parking on both sides of the Corbets Tey Road. This will obscure the good view of the park.
- Mrs Head has queried why are no Disabled parking bays in the town centre. Her Husband is disabled and is not able to park in dedicated bays in St Mary's Lane and Corbets Tey Road.

Staff comments: Mrs Head was advised that her husband can park in the Disc parking bays in St Mary's Lane, in the two car parks, dedicated bays in Branfill Road and on single yellow lines for 2 hours as long as he displays the Blue Badge permit.

17. Mr B. Ward, 129 Corbets Tey Road, Upminster

- Considers that the plans displayed at the library were incomplete or were not available on the Council's website
- Lives at no. 129 Corbets Tey Road and his driveway is constantly blocked by parked vehicles. Has suggested providing KEEP CLEAR markings across his drive way or reduce the length of the parking bay.
- Is horrified to note the proposals to relocate the existing guard railings along the park. This will destroy the open aspect of the park which is the key characteristic of the Upminster Park. The existing railing was carefully selected to complement the park and the surrounding area.
- Proposals to provide Clearway restrictions at the bus stop is unnecessary. Local shops rely on trade be able to stop briefly. He considers that enforcing the existing restrictions with permanent penalty cameras if necessary.
- If you want to improve traffic in Upminster town centre, the Council needs to work with National Express to widen the railway bridge which currently causes narrowing of the carriageway.

18. Mr M Finigan, 43 Gaynes Park Road, Upminster

- Agrees with 'At Any Time' waiting and loading restrictions.
- Disagrees with proposals to install Pay & Display along Upminster Park. This will not improve the traffic flow but it will have the opposite effect.
- The guard railing adjacent to the kerb side has safety features as pedestrians now use the existing controlled crossings.
- Resist the chance to get more financial income from the proposed parking.

19. Miss M.C Poulten, 1 Ingrebourne Gardens, Upminster

- The proposed parking bays for disabled in service road are very close to the junction and as there is traffic congestion (bottleneck) in the road between 8am to 930am and 3pm to 4pm, it is very difficult for vehicles trying to exit the car park.
- Delivery vehicles turning at the junction of Gaynes Park Road into the service road will conflict with the parked cars.
- Has suggested to locate the parking bays inside the turning bays situated at the rear of Essex House.

20. Mr J Bennett, 7 Beech Avenue, Upminster

- i. Reducing congestion Traffic congestion at the Bell Corner is determined by traffic movements where it is necessary to control opposing flows with traffic signals. This control is the primary factor in the traffic build up on all four approaches. Signal timings are regularly rephrased with a view to reduce congestion and any further adjustments will produce minimal improvements.
- ii Parking and Loading bay on the west side of Corbets Tey Road

Considers that there is no logic in providing additional on street parking. This will have a negative effect on congestion and will be counter productive to the signals and include additional delays whilst drivers attempt to park.

Repositioning of the guard railing will conflict with the needs of vulnerable road users such as pedestrians particularly the children who use the footway.

There will be hazards involved in drivers opening their doors and this would be dangerous to running traffic. Cyclists will be forced to ride further away from the parked cars thus reducing the road space.

Has further suggested if the proposals if the proposals for go ahead to permit parking along the park side, then remove the guardrail to maintain a pleasant open access to the park given that football games are not played at this end of the park.

The proposals to provide parking between the puffin crossings will further compromise the safety for pedestrians. Despite the build out at the signals, sight lines deteriorate due to reduced number of zig-zag markings ie space will be given to parking bays instead. Considers that safety needs to considered carefully. Increase the number of zig-zag markings to 8 instead of 4 as shown on the drawings.

iii. Footway loading bays in Station Road outside Roomes Store and Coasta Coffee.

Has suggested to relocate the loading bay outside Costa into Lawrence Road and remove the provision of loading bays out the Roomes store. This involves taking footway form the pedestrians and creates illegal parking.

21. Mr J.A Bunker, 11 Waldegrave Gardens, Upminster

Objects against the plan to relocate the existing guardrail along Upminster Park and provision of new parking in Corbets Tey Road. Such parking would cause hazards to drivers and to traffic when crossing the road.

22. Mr & Mrs Pullin, 32 Brookdale Avenue

- Pay & Display will not improve traffic flow.
- Current Disc parking scheme should continue until the 'Pay & Display scheme comes into force.
- Station Road – traffic congestion in this part of the road is caused by current phasing of the traffic signals outside Marks and Spencer Simply Food Store. Could traffic be allowed to flow for at least 90 seconds before the demand for pedestrians is invited. The present timing of 30 seconds is far too short.
- Bell Corner traffic lights – traffic congestion could be eased by removing the short traffic phases, particularly in east and west directions in St Mary's Lane.
- Gaynes Road/Aldi Car park – The current closure of the car park at 8pm is too early as visitors to the restaurants park in the service road thus restricting access into their service yard. Provide waiting restrictions at all times to facilitate access to delivery vehicles.
- Corbets Tey Road – oppose the introduction of parking along the park side on two grounds
 - a) This would result in narrower road space as they have witnessed at night time when drivers park on this side of the road and congestion will increase even more during the day time when the traffic flow is heavy.

- b) The parking would be detrimental to the environment which will reduce the visual appeal of the Upminster Park as viewed from the shops.
- Wedding/Funerals services – Traffic wardens are expected to their common sense when wedding or funeral cars are parked on double yellow lines outside churches.
 - Trinity United Reformed Church – As the proposals include extending waiting restrictions on Sundays, they do not support the measures as parents drop and collect their children from the church both on Sundays and weekdays.

23. Mr P Hetchin, Highview Gardens, Upminster

- Does not oppose all the proposals but has stated that consideration needs to be given to Upminster Park/Corbets Tey Road. Relocating the guard rail will increase the risk where children will cross the road between parked cars rather than crossing at the signal crossings.
- He cannot understand how the provision of parking along the park will have in reducing the traffic congestion in Upminster.

24. Mr & Mrs Lee, Alder Court, Upminster

They are concerned that they will not be able to park near their house should Pay & Display parking be introduced. As the live in Alder Court, the Council has not provided parking for the residents of the court.

25. Ms Lee Chilver

Is a frequent traveller in Upminster and he experiences delays in getting past The Bell Corner junction. He has explained that the traffic turning left towards Upminster station is sometimes blocked which in turn blocks the other traffic travelling ahead and right turn into Corbets Tey Road. He has suggested widening the traffic lanes beginning from the bus stop by Cranborne Gardens so that more traffic can get through the lights.

26. Jane Sweeney, Judith Anne Court, Upminster

- Agrees with the changing the phasing of the traffic lights at the Bell Corner and agrees with additional parking in the town centre.
- Considers that since the price of the Discs has increased more than 50%, she considers that the price of the Discs is lowered so that more residents would purchase them. She considers that Disc is very popular with the local residents for shopping, dropping/collecting school children.
- She has questioned the need for more parking bays for the disabled in the service road as most of the dedicated bays are never full.

Staff comments

Throughout the public consultation process and two public surgeries held at the library, there was generally a very positive response from business holders and residents with only minimal comments against elements of the scheme.

The two main areas of concerns are the area fronting Upminster Park and the Gaynes Road service road. The issues relating to the park are mainly cosmetic which relates to the relocation of the guard rail and parked vehicles preventing the passage of traffic. The area fronting the parking is generally parked and the proposal for this area will provide much needed parking spaces for the town centre, in an area where parking is certainly taking place but it is prohibited at present.

Summary of comments received from occupiers of Nos. 1 to 27 Station Road, Upminster

27. J. Halliday & P Lindsay, No. 1A Station Road

Objects to the proposals on the following grounds

- The service road is used as a pick up and drop off point their son's school transport who is on very high needs disability.
- Elderly customers visiting Aldi use this road as a very safe pick up or drop off area and they feel that the proposals will affect them.
- School parents and shoppers need more car parking space.

28. Ms. O. Daby, No. 5A Station Road, Upminster

Has lived in this flat before Aldi store was opened. She has always parked her car close to the flat without causing any obstruction and with the proposed restrictions she will have no where to park. She hopes that the proposals to provide parking restrictions are not approved.

29. Mrs S. Simmonds, No. 7A Station Road, Upminster

- Considers that improving the phasing of the traffic lights at Bell Corner may reduce traffic congestion but a simple solution would be to install a yellow box to restrict vehicles from entering into that area when it is not clear to do so.
- Welcomes the proposals the proposals of the loading bays for businesses in the area but considers that the loading bay proposed in the service road 'makes no sense'. She is of the opinion that the complaint must have been raised by Pizza Express and she considers that the restaurant has caused numerous health and environmental concerns to the residents over considerable number of years. She has further suggested locating the loading bays in St Lawrence Road and Gaynes Road to enable deliveries to be made to all shops and businesses.

- Considers that narrowing the crossing points at the two pelican crossings in Corbets Tey Road is a sensible idea and has suggested providing eshlon type of parking as in Sheffield.

30. Ms S Hickman, No. 9A Station Road.

- Understands the need for Aldi to have a clear access in the service road to their loading bays, the imposition of 'At Any' time waiting and loading restrictions in the service road are not necessary.
- Has suggested that if eshlon type of parking is allowed in Station Road this would satisfy the shopkeepers and the restaurants at night time. Loading bays sited in Lawrence Road and Gaynes Road would ease two key areas where traffic congestion occurs frequently.
- Given the lack of any parking facilities within a reasonable proximity of their home, the Council needs to identify the provision of parking bays in the service road for the residents.

31. Orin Richards, Hair & Beauty, No.15 Station Road, Upminster

- Has been in the area for the past years and considers that the lack of parking facilities in Upminster has a huge impact on their businesses.
- His clients fear the risk of parking in the car parks that they may risk in getting a Penalty Notice if they are late by few minutes.

32. Kinda's Ladyplus Ltd, No.23 Station Road, Upminster

- Disagrees with proposals to charge disabled people
- Disagrees with introducing parking charges in Gaynes Road and Hobby Hall Car Parks as this would be detrimental to the businesses.

Staff comments: The current proposals do not involve charging the blue badge holders and there are charges applicable to parking on both Gaynes Road and Hobby Hall Car Parks.

33. Mr D Jenkins, resident of the service road, Upminster

Considers that the residents of the service road have been neglected. With the new restrictions the residents will have nowhere to park.

34. Mr F. Ali, No. 27A Station Road, Upminster

He is the owner of the property and is concerned about the lack of parking for the residents who live above the shops backing the service road.

Staff Comments

There have been several comments raised about this area from residents and businesses alike. There are concerns of the location of the proposed parking bays for blue badge holders and a vehicle crossover application has been received from the resident of 1 Gaynes Road to create a new vehicle access from the rear side of the property, therefore, not making these bays viable.

There were also concerns that these proposed parking bays for blue badge holders would have a detrimental affect on traffic flow at peak times when parents come to drop or collect their children from schools.

Furthermore, the residents of the flats in the road raise significant objection to the proposals that they have very limited parking space. However, it is considered Waiting and loading restrictions are a necessity on the entire length of the car park side of the service road.

A p p e n d i x B

Draft schedule for recommendations:

- Waiting and Loading restrictions
- Loading bays for businesses
- Pay and Display parking bays
- Clearways at existing bus stops

Schedule

**Schedule 1A: At AnyTime Waiting Restrictions and 8a.m. – to 6.30p.m.
Mondays to Sundays Loading Restrictions**

Branfill Road

- (a) the north side
 - (i) between the western kerb-line of Station Road and a point 15 metres west of that kerb-line;
 - (ii) between a point opposite the western flank wall of No. 5 Branfill Road and a point 24 metres east of a point opposite that wall;
- (b) the south side, between the western kerb-line of Station Road and the eastern boundary of No. 1 Branfill Road.

Corbets Tey Road

- (a) the east side
 - (i) between the southern kerb-line of St. Mary's Lane and the common boundary of Nos. 1 and 3 Corbets Tey Road;
 - (ii) between the northern kerb-line of the access road leading to Byron Mansions, Corbets Tey Road and a point 0.5 metres north of the common boundary of Nos. 13 and 15 Corbets Tey Road;
 - (iii) between a point 3.5 metres south of the common boundary of Nos. 61 and 63 Corbets Tey Road and a point 10.5 metres south of that common boundary;
- (b) the west side
 - (i) between the southern kerb-line of St. Mary's Lane and a point 10 metres south of the southern kerb-line of the unnamed access road leading to the St. Laurence's Church Car Park;
 - (ii) between a point 4 metres north of the northern kerb-line of Stewart Avenue and a point 16 metres south of the southern kerb-line of Stewart Avenue.

Gaynes Road

- (a) the north side, between the western kerb-line of Station Road and a point 20 metres west of that kerb-line;
- (b) the south side
 - (i) between the western kerb-line of Station Road and a point 12.5 metres west of that kerb-line;
 - (ii) between a point 16 metres east of the eastern kerb-line of the unnamed road which links Gaynes Road with the car park lying to the rear of Nos. 1 to 21 Gaynes Road and a point 10 metres west of the western kerb-line of that unnamed road.

Howard Road, Upminster

- (a) the north side, between the eastern kerb-line of Station Road and a point 13 metres east of that kerb-line;
- (b) the south side, between the eastern kerb-line of Station Road and the western boundary of No. 2 Howard Road.

St. Lawrence Road

- (a) the north side, between the eastern kerb-line of Station Road and a point 15 metres east of that kerb-line;
- (b) the south side, between the eastern kerb-line of Station Road and a point 20 metres east of that kerb-line.

St. Mary's Lane

- (a) north side
 - (i) between the north eastern common boundary of No. 131/133 St Mary's Lane and a point 7 metres east of the eastern kerb-line of Champion Road;
 - (ii) between the eastern kerb-line of Station Road and the common boundary of Nos. 157 and 159 St. Mary's Lane;
 - (iii) between a point 2 metres east of the common boundary of Nos.189 and 191 St. Mary's Lane and a point 12 metres east of the eastern boundary of No. 189 St. Mary's Lane;
- (b) the south side
 - (i) between the western kerb-line of Corbets Tey Road and a point 17 metres west of a point opposite eastern boundary of No. 117 St. Mary's Lane;
 - (ii) between the eastern kerb-line of Corbets Tey Road and a point 24 metres east of the eastern kerb-line of Tudor Gardens.

Station Approach, both sides, between the eastern kerb-line of Station Road and a point 6.5 metres east of that kerb-line.

Station Road, Upminster

- (a) the east side, between the northern kerb-line of St. Mary's Lane and a point 10 metres south of the southern kerb-line of Branfil Road;
- (b) the west side, between the northern kerb-line of St. Mary's Lane and a point 4 metres north of the common boundary of No. 36 and 38 Station Road.

Stewart Avenue

- (a) the north side, between the western kerb-line of Corbets Tey Road and the eastern boundary of No. 2 Stewart Avenue;
- (b) the south side, between the western kerb-line of Corbets Tey Road and a point 23.5 metres west of that kerb-line.

Sunnyside Gardens, both sides, between the southern kerb-line of St. Mary's Lane and a point 15 metres south of that kerb-line.

The unnamed road which links Gaynes Road with the car park lying to the rear of Nos. 1 to 21 Gaynes Road

- (a) the east side
 - (i) between the southern kerb-line of Gaynes Road and a point 6 metres south of a point opposite the southern boundary of No. 1 Gaynes Road;
 - (ii) between a point 1.5 metres north of the rear common boundary of Nos. 11 and 13 Station Road and its southern extremity;
- (b) west side
 - (i) between the southern kerb-line of Gaynes Road and a point 15 metres south of that kerb-line;
 - (ii) between a point 35 metres south of the southern kerb-line of Gaynes Road and its southern extremity;
- (c) the south side of the turning head situated at its southern extremity
 - (i) between its western extremity and a point 5.61 metres east of the easternmost western rear flank wall of Nos. 119 to 129 St. Mary's Lane;
 - (ii) between its eastern extremity and a point 15.61 metres east of the easternmost western rear flank wall of Nos. 119 to 129 St. Mary's Lane.

Tudor Gardens

- (a) the east side, between the southern kerb-line of St. Mary's Lane and a point 28.5 metres south of that kerb-line;
- (b) the west side, between the southern kerb-line of St. Mary's Lane and the northern boundary of No. 2 Tudor Gardens.

Schedule 1B: Waiting Restrictions, Mondays – Saturdays, 8a.m. - 6.30p.m

The unnamed road which links Gaynes Road with the car park lying to the rear of Nos. 1 to 21 Gaynes Road, the east side, between a point 6 metres south of a point opposite the southern boundary of No. 1 Gaynes Road and a point 1.5 metres north of the rear common boundary of Nos. 11 and 13 Station Road and its southern extremity;

Schedule 2: Clearways at existing bus stops in Corbets Tey Road and Station Road

The existing bus stops are converted to 24 hour clearways for buses only are agreed and arrangements are made to implement them at the following locations:

Corbets Tey Road

- (a) east side
 - (i) from the northern flank wall of No. 17 Corbets Tey Road to a point 2 metres south of the southern flank wall of No. 31 Corbets Tey Road;
 - (ii) from the common boundary of Nos. 103 and 105 Corbets Tey Road extending northward for a distance of 20 metres;

- (b) west side, from a point 4 metres north of the northern kerb-line of Stewart Avenue extending northward for a distance of 36 metres.

Station Road, Upminster

- (a) east side, from a point 4 metres south of the southern kerb-line of Howard Road extending southward for a distance of 52 metres;
- (b) west side
 - (i) from a point 24 metres north of the northern kerb-line of Branfill Road extending northward for a distance of 32 metres;
 - (ii) from a point 10.5 metres south of the southern kerb-line of Gaynes Road extending southward for a distance of 50 metres.

Schedule 3: Loading Places Mondays to Sundays, 8a.m. to 6.30p.m.

Corbets Tey Road

- (a) the east side, from a point 2.5 metres south of the common boundary of Nos. 39 and 41 Corbets Tey Road extending southward for a distance of 15 metres;
- (b) west side
 - (i) from a point 33 metres south of the southern kerb-line of the unnamed access road leading to the St. Laurence's Church Car Park extending southward for a distance of 9.2 metres;
 - (ii) from a point 9 metres south of a point opposite the common boundary of Nos. 61 and 63 Corbets Tey Road extending southward for a distance of 10.6 metres.

Station Road, Upminster

- (a) the east side, from the common boundary of Nos. 34 and 36 Station Road extending northward for a distance of 7 metres;
- (b) the west side, from a point opposite the common boundary of Nos. 48 and 50 Station Lane extending southward for a distance of 21 metres.

The unnamed road which links Gaynes Road with the car park lying to the rear of Nos. 1 to 21 Gaynes Road, the south side of the turning head situated at its southern extremity, from a point 5.61 metres east of the easternmost western rear flank wall of Nos. 119 to 129 St. Mary's Lane extending eastward for a distance of 10 metres.

Schedule 4: 8a.m. - 6.30p.m. Mondays to Saturdays Disabled Persons Parking Places

The unnamed road which links Gaynes Road with the car park lying to the rear of Nos. 1 to 21 Gaynes Road, the west side, from a point 15 metres south of the southern kerb-line of Gaynes Road extending southward for a distance of 19.6 metres south of the southern boundary of No. 1 Gaynes Road.

**Schedule 5: Pay & Display Parking Places, Mondays to Saturdays,
9.30 a.m. to 6.30p.m.**

That new Pay and Display parking bays are agreed and arrangements are made to install them at the following locations. The proposals are shown on drawing nos. QJ019-of-103 and 104.

Branfill Road, the north side, from a point opposite the common boundary of Nos. 13 and 15 Branfill Road extending eastward for a distance of 37.5 metres.

Corbets Tey Road

- (a) east side
 - (i) from the common boundary of Nos. 1 and 3 Corbets Tey Road to the common boundary of Nos. 13 and 15 Corbets Tey Road;
 - (ii) from a point 10 metres north of the common boundary of Nos. 49 and 51 Corbets Tey Road extending southward for a distance of 47 metres;
 - (iii) from a point 3.5 metres north of the common boundary of Nos. 85 and 87 Corbets Tey Road extending southward for a distance of 34.8 metres;
 - (iv) from the common boundary of Nos. 117 and 119 Corbets Tey Road extending southward for a distance of 36 metres;
- (b) west side
 - (i) from a point 10 metres south of the southern kerb-line of the unnamed access road leading to the St. Laurence's Church Car Park extending southward for a distance of 23 metres;
 - (ii) from a point opposite the common boundary of Nos. 43 and 45 Corbets Tey Road to a point 9 metres south of a point opposite the common boundary of Nos. 61 and 63 Corbets Tey Road.

Gaynes Road, the south side, from a point 12.5 metres west of the western kerb-line of Station Road extending westward for a distance of 16.50 metres.

Howard Road, Upminster, the north side, from a point 13 metres east of the eastern kerb-line of Station Road extending eastward for a distance of 30 metres.

St. Lawrence Road

- (a) the north side
 - (i) from a point 15 metres east of the eastern kerb-line of Station Road extending eastward for a distance of 14 metres;
 - (ii) from a point 36.5 metres east of the eastern kerb-line of Station Road extending eastward for a distance of 7.5 metres;
- (b) the south side, from a point 20 metres east of the eastern kerb-line of Station Road extending eastward for a distance of 17.5 metres.

A p p e n d i x C
Summary of survey with shopkeepers
of
Corbets Tey Road

Upminster Town Centre Parking Survey March/April 2011

Property No	Road name	Disc	P+D	Comments
2	Bell Corner Bell Corner Jewellers	0	1	People cannot park in Upminster so they don't come. More parking is needed. Pay & Display is acceptable. Level of charging is important. Customers at the shop also agreed.
3	Greggs PLC -bakery		1	Pay & Display would help.
No. 4	Ladbrokes PLC - betting		1	More parking needed in the road/town. Pay & Display needed in the road.
5	Subway		1	Provide Pay + Display. Not everyone has Discs.
6	Superdrug Stores PLC	0	0	Revisit shop - manager not available
Corbets Tey Road				
1	Mr. Simms - The Olde Sweets Shop	1	1	Combination of parking would be acceptable. 2hrs of parking is ideal. £2 for 2hrs would be expensive. Where will manager & staff park with P+D.
3	Flaxten Cards		1	P+D is welcome with 20p for 2hrs.
5	Pink Lily		1	Enhance parking - very supportive. P+D is welcome
7	Boots Opticians		1	Enhance parking - very supportive P+D is welcome
9	Metropolitan Police (Upminster & Cranham)	0	0	Revisit shop
11	Coral Bookmakers	1		Disc parking is better.
13	Upminster Café	0	0	Revisit
15	Bressloff Shoes Ltd		1	Enhance Parking - very supportive Prefer P+D parking.
17	Mark Bowyer Estate Agent		1	Businesses have been affected due to lack of adequate parking so enhance parking. Staff parking may be a problem with P+D.

Property No	Road Name	Disc	P+D	Comments
19	Floral Affairs		1	Parking is a major problem. Out of town people come to Upminster. Enhance parking. Agree P+D will catch passing trade. Provide loading bays.
21	Santander	0	0	revisit - busy with customers.
23	Click Hearings	0	0	revisit
25(a)	Hair & Body shop		1	Enhance parking in the area. P+D is welcome. Very supportive
25(b)	Travel goods		1	Enhance parking. P+D is welcome.
27	Swan Books	0	0	Revisit shop
29	High Tide Take Away	0	0	Revisit shop
31	Hot shots hairdressers		1	Enhance parking. P&D is better.
33-37	The Crumpled Horn Pub.	0	0	Re-visit
39	Healthy Planet		1	Support P& D parking Staff parking is a problem.
41	Upper Hair cut	0	0	
43	Barnardo's		1	Enhance parking. Agreed with P&D.
45	Acumagic Chinese herbal medicines	1		Prefers Disc parking as he can provide one to his customers to park.
47 to 49	Iceland Stores		1	Enhance parking in the area. P+D is better for passing trade.
51	Rainbow Trust -charity	0	1	Enhance parking in the area. P+D is better for passing trade.
53	Prezzo restaurant	0	0	Speak to Head office
55	Richard House - charity		1	P+D is better
57-59	Boots Pharmacy		1	Agree with P+D parking - catches more trade
61	De-Luxe Beauty Spa Ltd	0	0	closed - Re-visit
63	Papa John's Pizza t/away	1		Disc is better for their business

Property No	Road Name	Disc	P+D	Comments
65 - 67	West Lodge	0	0	Re-visit
69	Manhattan Star Nails	0	0	Revisit
71	Dominos Pizza take-away	1		Disc parking is better.
73	Darjeeting Tandoori t/away	0	0	Revisit
75	Spear Travel		1	Anything that will help people to park is welcome. Would prefer P+D as long as tariffs are kept low.
77	SANDS Charcoal Grill	1		Prefer Disc Parking
79	S&D Solicitors	0	0	Revisit
81	Vacant property	0	0	Revisit shop
83	Kingcotts Bakery	0	0	Revisit shop
85	Sue Ryder Care Charity Trust		1	Would prefer P+D to enhance passing trade. Would support the scheme.
87	Crazy Beat Records		1	90% parking is taken by Voucher parking. People don't know where to purchase them. P+D will be clear to everyone. He would support the scheme.
89	Absolute Fabulous Tanning		1	Would support P+D parking
91	Renaissance hairdressers		1	P+D would be better & is a brilliant idea.
93	Cartridge World		1	The existing parking stops people from coming into Upminster. Visitors do not know where to buy the permits, if so, they are expensive to buy for short time.
95	Vacant	0	0	
97A	Studio Florists		1	Would welcome P+D parking.
97B	Bizora		1	P+D is fine as long as the tariff does not increase radically.
99	Kearean Parlar	0	0	Closed
101	Lalos Mexican resturant	0	0	Closed
103	Teacher's Board	1	1	50/50 decision. Instead provide parking in the footway as it is wide..

Property No	Road Name	Disc	P+D	Comments
105	Farm Fresh Produce		1	Disc is expensive to purchase. Parking is a problem in the area. P+D will help. This bring more people into the area.
107	Johnson & Son Ltd		1	P+D will operate better and will support it.
109	Fish Monger		1	Have been in business for 18 years. People will not come into the area as they are not aware about Disc parking. Signage to car park needs to be improved.
111	Carpet Shop Flooring		1	Current parking arrangement is driving customers away. P+D will be good idea.
113-115	Londis Stores		1	People should park free but P+D would be better.
117	Paint & Paper Emporium		1	Parking is a major problem. People come Upminster & get parking tickets. They don't understand the Disc parking operates. Would welcome P+D parking.
119	Laura Louise		1	Parking is a major problem in Upminster. Would welcome P+D parking.
121-123	Plum Valley	0	0	Closed
125	Prestige dry cleaners		1	Anything that will help to overcome the current parking arrangement would be welcome. Build a multi-story car park. P+D would operate better.
127	Stuart Ikeman Hair design		1	P+D would be welcome. Not all customers have Discs.
28	Bateman News Plus		1	Parking is a problem in the Upminster area. P+D would better.
30	3 Zero Bar		0	Closed
32	Kalijera	0	0	Closed
34	Amethyst		1	P+D would be a very good idea.
36	Britiannia Pharmacy		1	P+D would be good and 20p tariff would be reasonable.
38	Print -Trek		1	P+D would be welcome.
40	Pink Florists		1	Parking is a real problem in the area. P+D would be welcome as long as the tariff does not increase.

Property No	Road Name	Disc	P+D	Comments
42	Chassie Chassis		1	Existing car park is rarely used. He has problems with offloading deliveries. P+D and business bays would be welcome. All staff supported P+D.
44	Maridarin Gardens		1	With Disc parking customers virtually drive through. Customer agreed P+D will help the local shops and customers.
46	New Beijing			Closed
48	Fishy Business II		1	Customers don't understand Disc parking. P+D is better.
50	Tasty Bits	0	0	Closed
52	Stevens Charles hair dressing		1	No one knows where to buy Disc, if so, are expensive for short term parking. P+D would be a good idea.
	Sub-total	7	47	
	Total	7	47	
	Percentage (%)	13.0	87.0	

Appendix D

Proposed layout drawings

(QJ019-of-101 to QJ019-of-106)



Havering
 LONDON BOROUGH
 STREETCARE - CULTURE & COMMUNITY

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

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JOB TITLE
 Upminster Public Consultation

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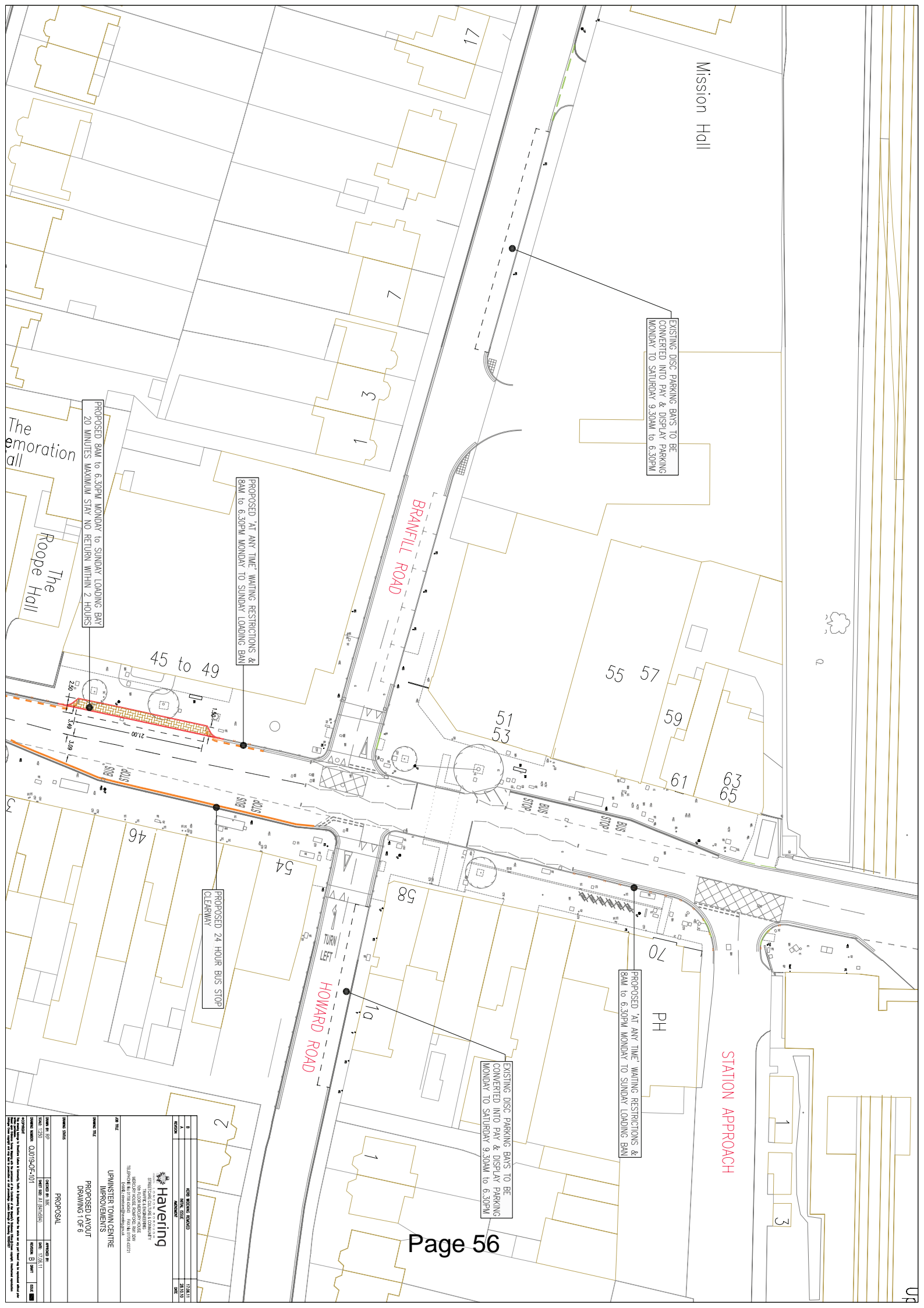
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SCALE (AT A4 SIZE) NTS
DATE 2/09/11
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 ISSUE

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 Sheet Size: A4 (210x297)
DRAWING No UPPC/01/01

REVISION	AMENDMENT	DATE



Mission Hall

EXISTING DISC PARKING BAYS TO BE CONVERTED INTO PAY & DISPLAY PARKING MONDAY TO SATURDAY 9.30AM TO 6.30PM

PROPOSED 8AM TO 6.30PM MONDAY TO SUNDAY LOADING BAY 20 MINUTES MAXIMUM STAY NO RETURN WITHIN 2 HOURS

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS & 8AM TO 6.30PM MONDAY TO SUNDAY LOADING BAN

The Emorration Hall
The Roper Hall

BRANFILL ROAD

45 to 49

55 57

51 53

59

61

46

54

58

70

HOWARD ROAD

PH

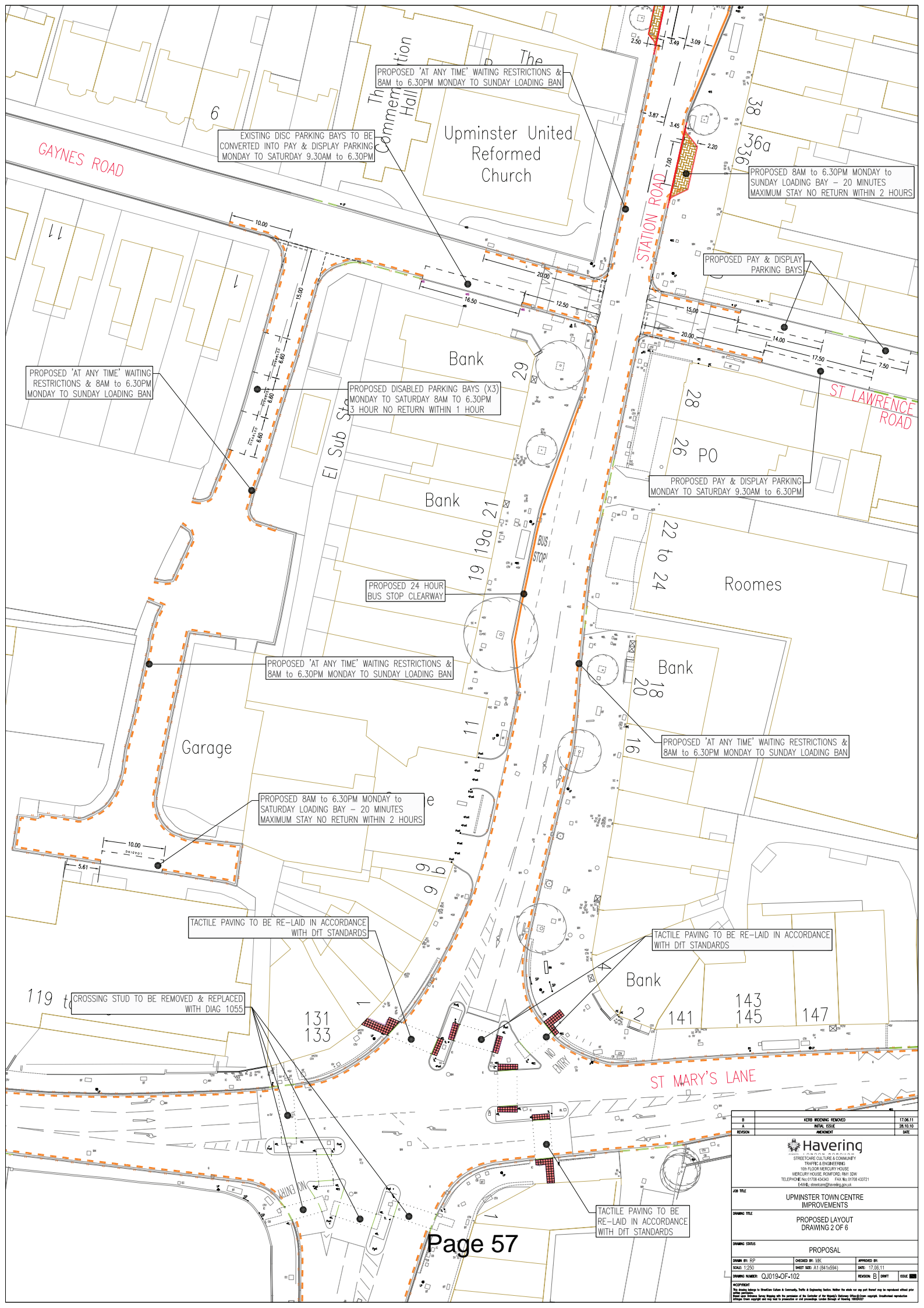
STATION APPROACH

EXISTING DISC PARKING BAYS TO BE CONVERTED INTO PAY & DISPLAY PARKING MONDAY TO SATURDAY 9.30AM TO 6.30PM

PROPOSED 24 HOUR BUS STOP CLEARWAY

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS & 8AM TO 6.30PM MONDAY TO SUNDAY LOADING BAN

<p>THE HAVINGTON GROUP OF COMPANIES HAVINGTON ENGINEERING 100, HAVINGTON ROAD, HAVINGTON, ESSEX, S.S.16 2JG TEL: 01702 411111 FAX: 01702 411112 EMAIL: HAVINGTON@HAVINGTON.CO.UK</p>	
<p>PROPOSAL UPMINSTER TOWN CENTRE IMPROVEMENTS PROPOSED LAYOUT DRAWING 1 OF 8</p>	
<p>DATE: 17/05/11 SCALE: 1:250 DRAWN: J.M. CHECKED: A.T. APPROVED: J.M.</p>	<p>DATE: 17/05/11 SCALE: 1:250 DRAWN: J.M. CHECKED: A.T. APPROVED: J.M.</p>



PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS & 8AM to 6.30PM MONDAY TO SUNDAY LOADING BAN

EXISTING DISC PARKING BAYS TO BE CONVERTED INTO PAY & DISPLAY PARKING MONDAY TO SATURDAY 9.30AM to 6.30PM

PROPOSED 8AM to 6.30PM MONDAY to SUNDAY LOADING BAY - 20 MINUTES MAXIMUM STAY NO RETURN WITHIN 2 HOURS

PROPOSED PAY & DISPLAY PARKING BAYS

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS & 8AM to 6.30PM MONDAY TO SUNDAY LOADING BAN

PROPOSED DISABLED PARKING BAYS (X3) MONDAY TO SATURDAY 8AM to 6.30PM 3 HOUR NO RETURN WITHIN 1 HOUR

PROPOSED PAY & DISPLAY PARKING MONDAY TO SATURDAY 9.30AM to 6.30PM

PROPOSED 24 HOUR BUS STOP CLEARWAY

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS & 8AM to 6.30PM MONDAY TO SUNDAY LOADING BAN

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS & 8AM to 6.30PM MONDAY TO SUNDAY LOADING BAN

PROPOSED 8AM to 6.30PM MONDAY to SATURDAY LOADING BAY - 20 MINUTES MAXIMUM STAY NO RETURN WITHIN 2 HOURS

TACTILE PAVING TO BE RE-LAID IN ACCORDANCE WITH DfT STANDARDS

TACTILE PAVING TO BE RE-LAID IN ACCORDANCE WITH DfT STANDARDS

CROSSING STUD TO BE REMOVED & REPLACED WITH DIAG 1055

TACTILE PAVING TO BE RE-LAID IN ACCORDANCE WITH DfT STANDARDS

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A	META ISSUE	28.10.10
	REVISION	DATE
 Havering STREETSIDE CONSULTANTS & COMMUNITY TRAFFIC ENGINEERING 108 FLORENCE MERCURY HOUSE MERCURY HOUSE, POPOVED, RPT 10W TELEPHONE No: 01708 434343 FAX No: 01708 433721 EMAIL: haversing@havering.co.uk		
JOB TITLE		
UPMINSTER TOWN CENTRE IMPROVEMENTS		
DRAWING TITLE		
PROPOSED LAYOUT DRAWING 2 OF 6		
DRAWING STATUS		
PROPOSAL		
DRAWN BY: RP	CHECKED BY: JMK	APPROVED BY:
SCALE: 1:250	SHEET SIZE: A1 (841x594)	DATE: 17.08.11
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St Laurence's Church

St Laurence's Church

PROPOSED 6No. PAY & DISPLAY PARKING BAYS
MONDAY TO SATURDAY 9.30AM TO 6.30PM

EXISTING SCHOOL KEEP CLEAR
MARKINGS TO REMAIN

CORBETS TEY ROAD

St Laurence Hall

Library

26

PCs

PROPOSED 8AM TO 6.30PM MONDAY TO
SATURDAY LOADING BAY - 20 MINUTES
MAXIMUM STAY NO RETURN WITHIN 2 HOURS


PROPOSED 24 HOUR BUS STOP CLEARWAY

PROPOSED 4No. PAY & DISPLAY PARKING BAYS
MONDAY TO SATURDAY 9.30AM TO 6.30PM

PROPOSED KERB BUILD OUT

EXISTING GUARDRAIL TO BE
RELOCATED TO REAR OF
FOOTPATH

PROPOSED 8AM TO 6.30PM MONDAY TO
SATURDAY LOADING BAY - 20 MINUTES
MAXIMUM STAY NO RETURN WITHIN 2 HOURS

B	KERB WORKING REMOVED	17.06.11
A	INITIAL ISSUE	28.10.10
REVISION	AMENDMENT	DATE
 Havering STREETScape CONSULTANTS & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY HOUSE, ROYFORD, RPT, DNW TELEPHONE No: 01708 434243 FAX No: 01708 433721 EMAIL: haversing@havering.co.uk		
JOB TITLE		
UPMINSTER TOWN CENTRE IMPROVEMENTS		
DRAWING TITLE		
PROPOSED LAYOUT DRAWING 3 OF 6		
DRAWING STATUS		
PROPOSAL		
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PROPOSED 8AM to 6.30PM MONDAY to SUNDAY LOADING BAY
20 MINUTES MAXIMUM STAY NO RETURN WITHIN 2 HOURS

PROPOSED 10No. PAY & DISPLAY PARKING BAYS
MONDAY TO SATURDAY 9.30AM to 6.30PM

Upminster
Park

EXISTING GUARDRAIL TO BE RELOCATED
TO REAR OF FOOTPATH

PROPOSED 8AM to 6.30PM MONDAY to SUNDAY LOADING BAY
20 MINUTES MAXIMUM STAY NO RETURN WITHIN 2 HOURS

PROPOSED 8No. PAY & DISPLAY PARKING BAYS
MONDAY TO SATURDAY 9.30AM to 6.30PM

PROPOSED KERB BUILD OUT

PROPOSED 24 HOUR BUS STOP CLEARWAY

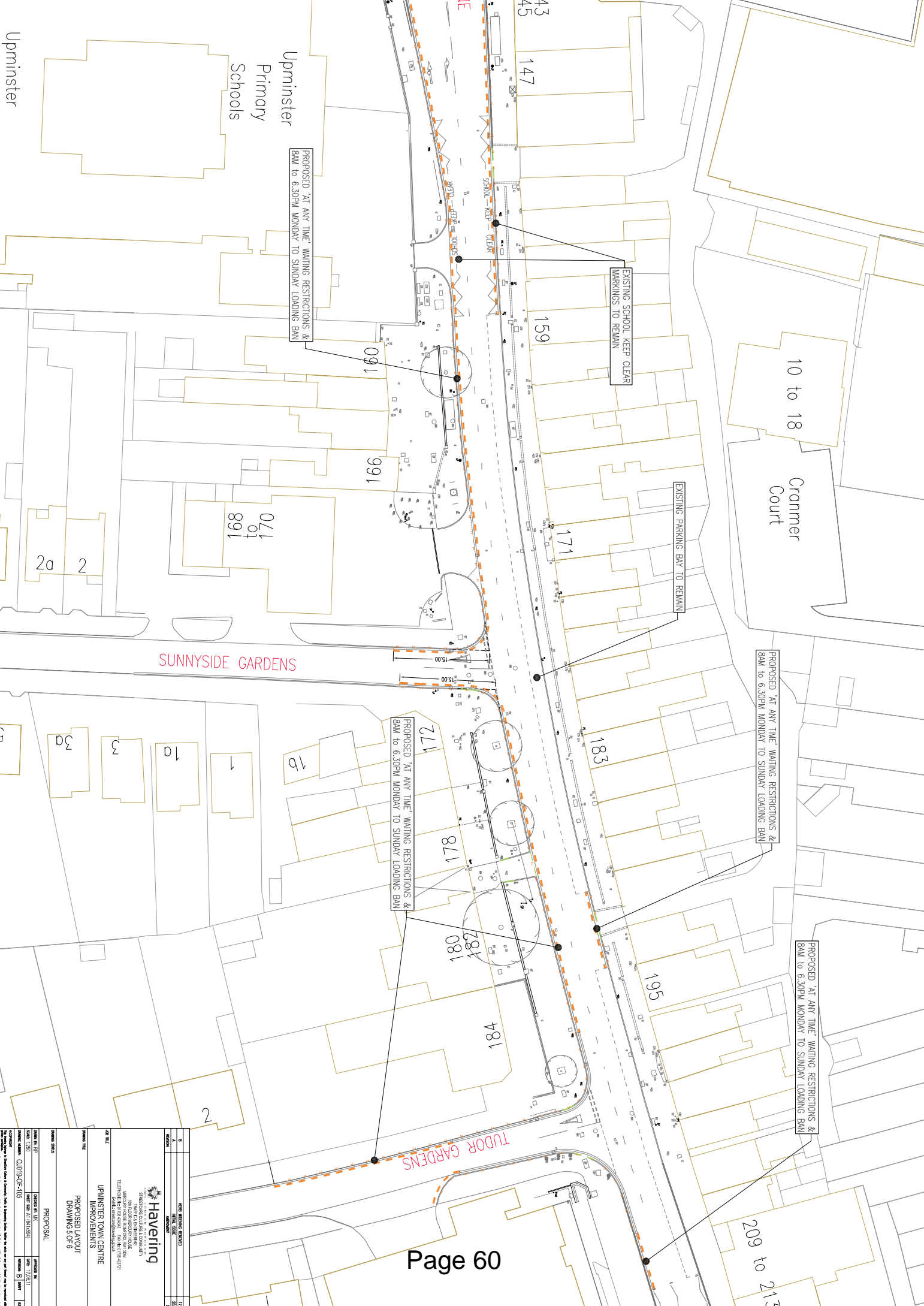
PROPOSED 6No. PAY & DISPLAY PARKING BAYS
MONDAY TO SATURDAY 9.30AM to 6.30PM

STEWART AVENUE

CORBETS TEY ROAD

PROPOSED "AT ANY TIME" WAITING RESTRICTIONS &
8AM to 6.30PM MONDAY TO SUNDAY LOADING BAN

REVISION	REVISION	DATE
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A	INITIAL ISSUE	28.10.10
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JOB TITLE UPMINSTER TOWN CENTRE IMPROVEMENTS		
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DRAWING STATUS PROPOSAL		
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Upminster

Upminster Primary Schools

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS & BAN TO 6.30PM MONDAY TO SUNDAY LOADING BAN

EXISTING SCHOOL KEEP CLEAR MARKINGS TO REMAIN

EXISTING PARKING BAY TO REMAIN

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS & BAN TO 6.30PM MONDAY TO SUNDAY LOADING BAN

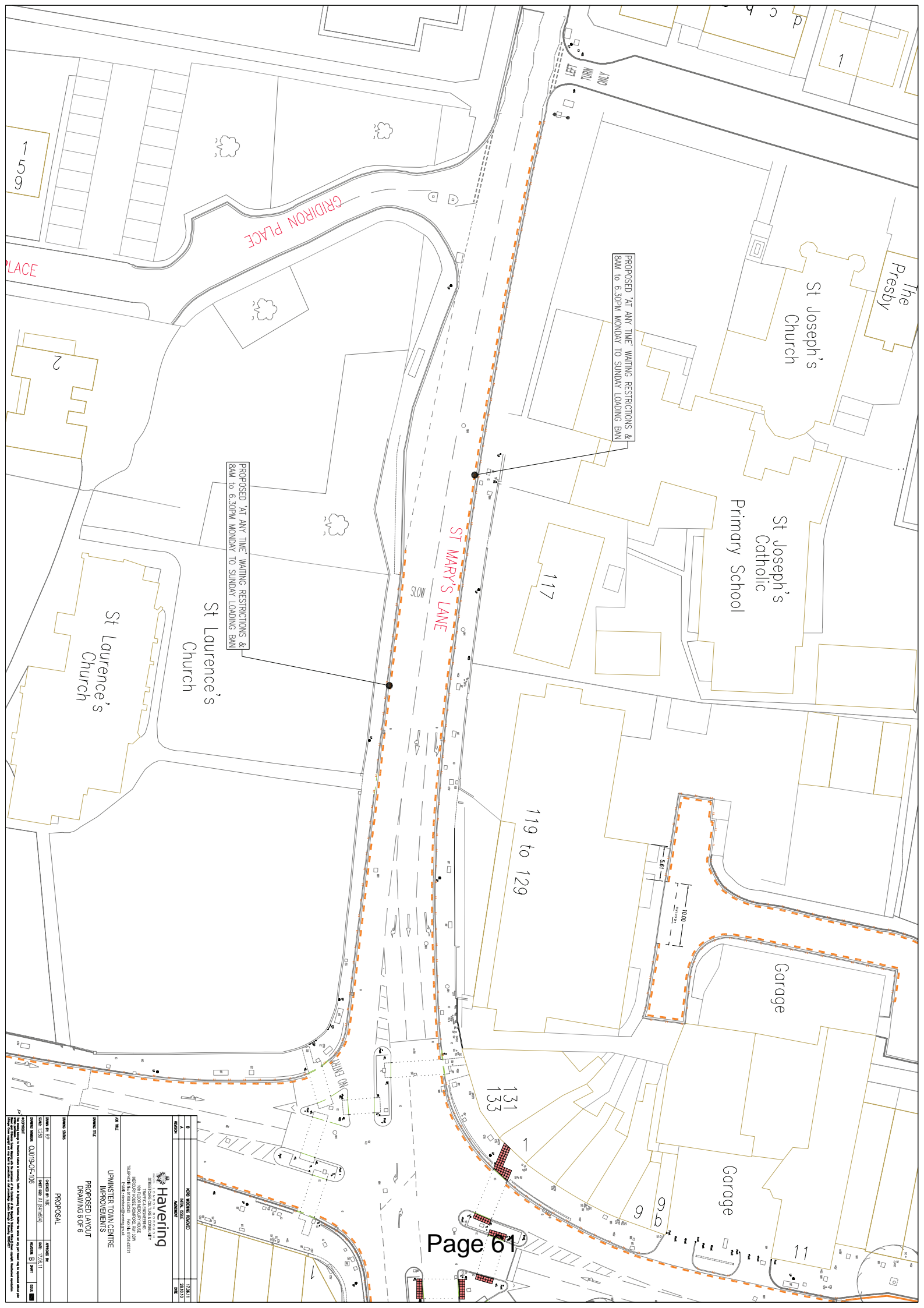
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SUNNYSIDE GARDENS

TUDOR GARDENS

10 to 18
Crammer Court

PROPOSAL	PROPOSAL	DATE	17.06.17
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Havering TOWN & COUNTRY PLANNING CONSULTANTS 100, THE GARDENS, UPMINSTER, ESSEX, SS16 5JH TEL: 01702 411111 FAX: 01702 411112 EMAIL: info@haveringtownplanning.co.uk			
PROJECT NO.	02	PROJECT NO.	170617
CLIENT NO.	170617-105	CLIENT NO.	170617
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CLIENT NO.	170617-105	CLIENT NO.	170617
DATE	17.06.17	DATE	17.06.17
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PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS & 8AM TO 6.30PM MONDAY TO SUNDAY LOADING BAY

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS & 8AM TO 6.30PM MONDAY TO SUNDAY LOADING BAY

ST MARY'S LANE

SLOW

St Laurence's Church

St Joseph's Catholic Primary School

St Joseph's Church

The Presby

119 to 129

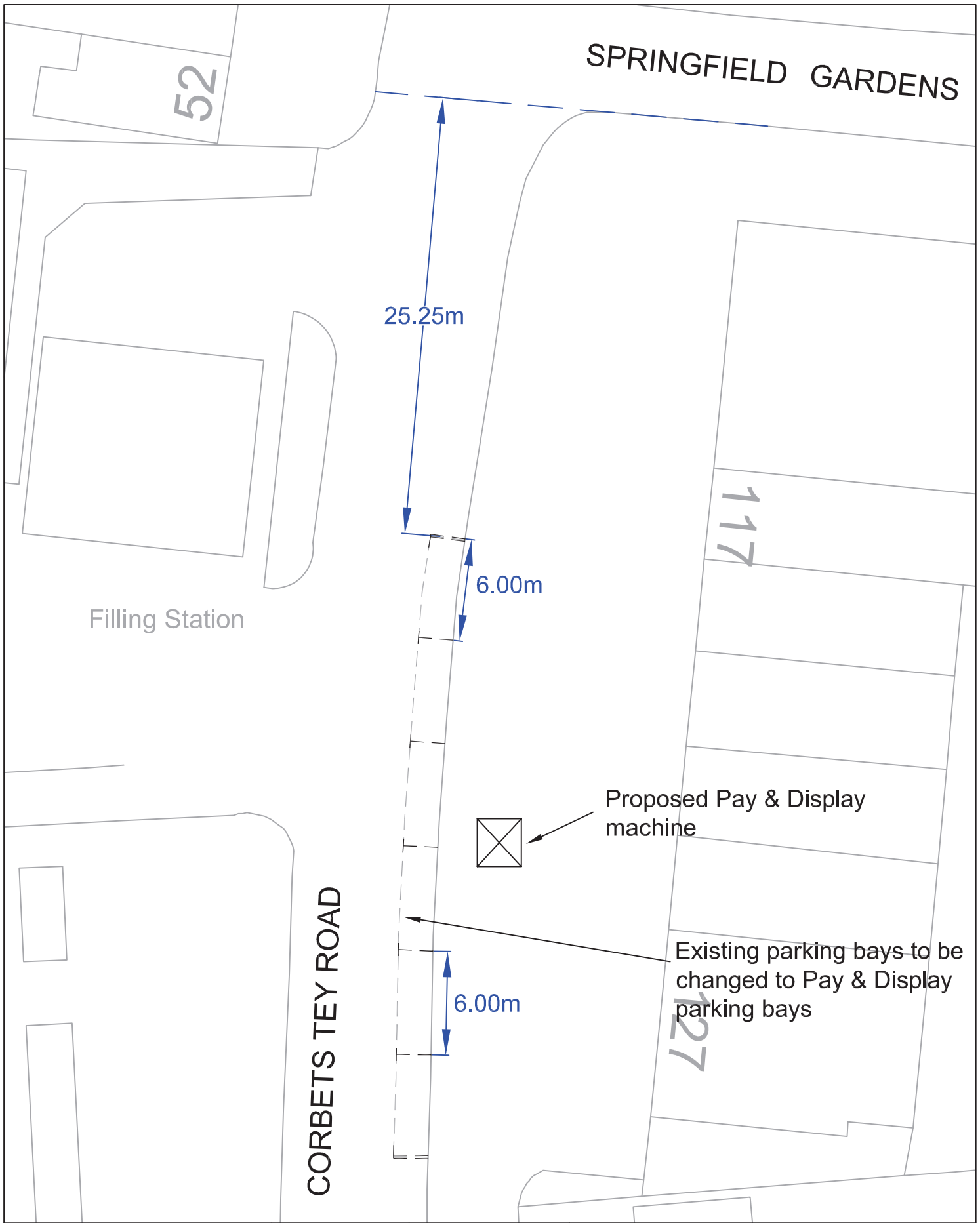
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Garage

Garage

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Haverling CONSULTING ENGINEERS 100, THE WINDMILL, WINDMILL LANE, WINDMILL, HAVERTING, MK45 1JG TEL: 01494 474444 FAX: 01494 474445 EMAIL: info@haverling.co.uk	
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DATE 17/05/17	PROJECT NO. 1705/17
PROJECT TITLE PROPOSAL	DRAWING NO. QJ079-04-105
SHEET NO. 17 OF 17	DATE 17/05/17



Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE Information		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.	
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DRAWING TITLE Proposed Pay & Display Parking Bays		DRAWN BY DJ		CHECKED BY MK		REVISION _____	
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				REVISION _____		DATE _____	

HIGHWAYS ADVISORY COMMITTEE

REPORT

18 October 2011

Subject Heading:

COLLIER ROW ACCIDENT REDUCTION PROGRAMME – CHASE CROSS ROAD AND MAWNEY ROAD / WHITE HART LANE (THE OUTCOME OF PUBLIC CONSULTATION)

CMT Lead:

Cynthia Griffin

Report Author and contact details:

SIVA Velup
Senior Engineer
01708 433142
velup.siva@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 checked="" type="checkbox"/>

SUMMARY

Chase Cross Road, Mawney Road and White Hart lane Area – Collier Row Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and zebra crossing upgrade with pedestrian refuges, illuminated beacon posts, wider speed cushions, school keep clear markings changes, carriageways repair, street lighting improvements, and slow markings are proposed.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the safety improvements as described in the recommendation be approved.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the following safety improvements be implemented as shown on the relevant drawings.

Chase Cross Road

- (a) Chase Cross Road between Felstead Road and Lawns Way
(Plan No:QK003/C/1)
- Upgrading existing zebra crossing
 - Pedestrian refuge as shown
 - Tactile pavings alteration
 - Illuminated Belisha beacon posts
 - Reduced crossing width to accommodate pedestrian refuge
- (b) Chase Cross Road outside properties 247 and 249
(Plan No:QK003/C/2)
- Upgrading existing zebra crossing
 - Pedestrian refuge as shown
 - Tactile pavings
 - Illuminated Belisha beacon posts

Mawney Road and White Hart Lane

- (c) The following safety measures are proposed in the vicinity of Crownfield Infant and Junior Schools as shown on Plan No. QK003/W/3.
- Changes to the existing School Keep Clear markings operation time from Monday to Friday, 815am – 0915 am & 3.00pm – 4.15pm to Monday to Friday, 0800-1700.
 - Changes to the existing large radius kerbs to 6metre radius as shown.
 - Repairing existing damaged carriageway and kerbs as shown.
- (d) From the public consultation results, the wider speed cushions will be omitted from the original proposals instead the carriageway and footway damages in the vicinity of speed cushions will be repaired along White Hart Lane and Mawney Road. The original wider speed cushion proposals are shown on Plan Nos. QK003/W/1 to QK003/W/8.
2. That, it be noted that the estimated cost of £100,000 can be met from the Transport for London's (TfL) 2011/12 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2010, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2011/12 Havering Borough Spending Plan settlement. Chase Cross Road, Mawney Road and White Hart Lane – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study has now been completed and has looked at ways of reducing accidents and it is considered that the accident remedial measures, as described in the recommendations will improve road safety. In April 2011, Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The Chase Cross Road, Mawney Road and White Hart Lane Area Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1100 vehicles per hour during peak periods along Chase Cross Road and Mawney Road / White Hart Lane.

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

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
Chase Cross Road by Mount Pleasant Road	34	36	54	44
Chase Cross Road by Lawns Way	33	35	37	40
White Hart Lane by Victory Way	31	34	39	42

Mawney Road between Birch Road and Forest Road	33	32	36	40
--	----	----	----	----

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

Accidents

1.4 In the four-year period to December 2010, twelve and eighteen personal injury accidents (PIAs) were recorded along Chase Cross Road and Mawney Road/White Hart Lane respectively. Of the twelve PIAs in Chase Cross Road, one was speed related; five were occurred during the hours of darkness and three involved pedestrians. Of the eighteen PIAs in Mawney Road and White Hart Lane, two were speed related; five were occurred during the hours of darkness and one involved pedestrian.

Location	Fatal	Serious	Slight	Total PIAs
Chase Cross Road				
Between Clockhouse Roundabout and Irons Way	0	0	1	1
In the vicinity of zebra crossing and Lawns Way	0	0	3 (2-Peds) (1-Dark)	3
Faircross Avenue junction	0	0	1	1
Between Ascension Road and Belle Vue Road	0	0	1	1
Belle Vue Road junction	0	0	1 (1-Dark)	1
In the vicinity of Avelon Road and zebra crossing	0	2 (1-Ped) (1-Dark)	1 (1-Speed) (1-Dark)	3
Between Zebra crossing and traffic signals	0	0	2 (1-Dark)	2
Total	0	2	10	12
Mawney Road				
Birch Road Junction	0	0	1	1
Between Forest Road and Susan Close	0	0	1	1
Susan Close Junction	0	0	3 (1-Ped) (1-Dark)	3
Essex Road Junction	0	0	2	2

Blenheim Close Junction	0	0	1	1
Marlborough Road Junction	0	0	4	4
			(2-Dark) (1-Speed)	
Between Marlborough Road and A12	0	0	1	1
			(1-Speed)	
Total	0	0	13	13
White Hart Lane				
Lynton Avenue Junction	0	1	0	1
Victory Way Junction	0	0	2	2
			(1-Dark)	
Between Victory Way and Vanguard Close	0	0	1	1
Cross Road Junction	0	0	1	1
			(1-Dark)	
Total	0	1	4	5

Proposals

- 1.5 The following safety improvements are proposed as shown on the relevant plans.

Chase Cross Road

- Chase Cross Road between Felstead Road and Lawns Way (Plan No:QK003/C/1)
 - Upgrading existing zebra crossing
 - Pedestrian refuge as shown
 - Tactile pavings alteration
 - Illuminated Belisha beacon posts
 - Reduced crossing width to accommodate pedestrian refuge
- Chase Cross Road outside properties 247 and 249 (Plan No:QK003/C/2)
 - Upgrading existing zebra crossing
 - Pedestrian refuge as shown
 - Tactile pavings
 - Illuminated Belisha beacon posts

Mawney Road and White Hart Lane

- Wider speed cushions are proposed along White Hart Lane and Mawney Road as shown on Plan Nos. QK003/W/1 to QK003/W/8.

The following safety measures are proposed in the vicinity of Crownfield Infant and Junior Schools as shown on Plan No. QK003/W/3.

- Changes to the existing School Keep Clear markings operation time from Monday to Friday, 815am – 0915 am & 3.00pm – 4.15pm to Monday to Friday, 0800-1700.
- Changes to the existing large radius kerbs to 6metre radius as shown.
- Repairing existing damaged carriageway and kerbs as shown.

These proposals would reduce vehicle speeds and minimise accidents in the area.

2.0 Outcome of public consultation

- 2.1 Following Highways Advisory Committee approval for a public consultation in April 2011, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals.

Chase Cross Road

- 2.2 Approximately, 110 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 05th September 2011 were invited. Eight written responses from Metropolitan Police, London Fire Brigade, London Buses, Local Members and residents were received and the comments are summarised in the Appendix.

Mawney Road / White Hart Lane

- 2.3 Approximately, 380 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 05th September 2011 were invited. Twelve written responses from Metropolitan Police, London Fire Brigade, London Buses, Cycling Representative and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 London Buses raised concerns about the bus stop along Chase Cross Road opposite to Lawns Way. LBH staff and London buses had discussions about moving the bus stop. Following the discussion, London Buses decided to move the bus stop approximately 10metres to the northwest. One resident raised concerns about the pedestrian refuge near Lawns Way which will restrict the carriageway width. Since two pedestrian PIAs occurred at this location, staff considered that the proposed pedestrian refuge would minimise these accidents. It would not cause significant problems at this location. Another resident concerned about the parking conditions in the vicinity of shops and zebra crossing outside No. 247 Chase Cross Road. Parking team would review the parking restrictions at this location.
- 3.2 From the public consultation results, the majority of residents along Mawney Road and White Hart Lane are not in favour of wider speed cushions. Although the wider speed cushions would help to reduce vehicle speeds, staff decided to omit the original proposals of wider speed cushions instead the carriageway and footways in the vicinity of speed cushions will be repaired. It is also possible to improve street lighting along these two roads. The proposals of school keep clear time changes, narrow radius kerbs and

carriageway/footways repair are necessary to improve safety and parking conditions outside the Crownfield infant and junior schools.

IMPLICATIONS AND RISKS

Financial implications and risks

The estimated cost of the proposals is £100,000. Chase Cross Road / Mawney Road / White Hart Lane Area is one of the schemes approved by TfL which is to be implemented from Havering's 2011/12 allocation for Accident Reduction Programme. This scheme is fully funded by TfL.

Legal Implications and Risks

Parking management schemes including school keep clear restrictions require consultation and the advertisement of proposals before a decision can be taken on their introduction. Legal resources will be required in making traffic orders.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

There would be some visual impact from the speed table proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Public consultation responses.**

**APPENDIX
SUMMARY OF RESPONSE**

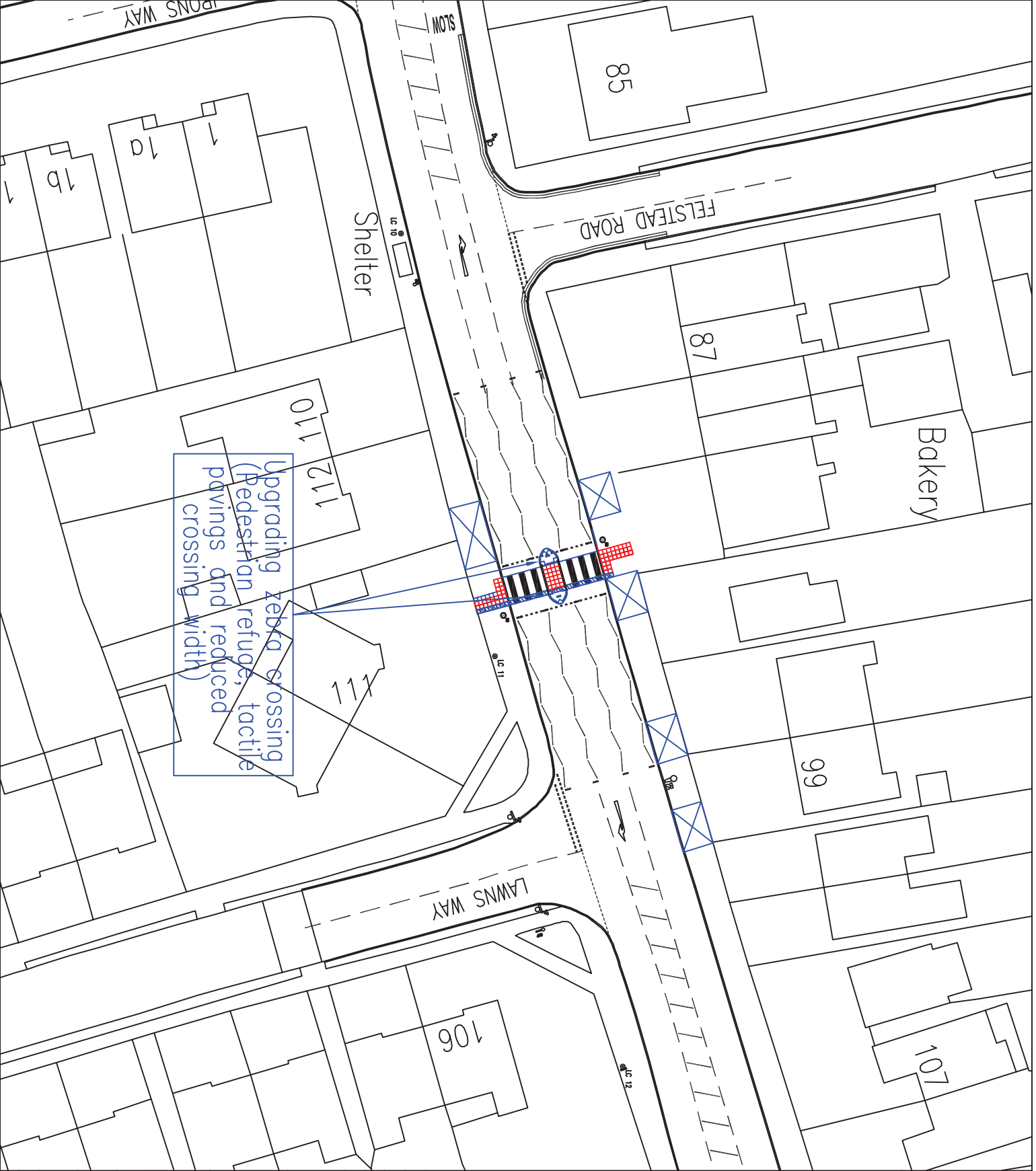
RESPONSE REF:	COMMENTS	STAFF COMMENTS
CHASE CROSS ROAD		
QK003/C/1 (London Fire Brigade)	No problem from Fire Services.	-
QK003/C/2 (Metropolitan Police)	No comments or observations regarding these proposals.	-
QK003/C/3 (London Buses)	London buses have no concerns with the new proposed pedestrian island. Appreciate this will not affect our buses serving bus stop opposite to Lawns Way.	London buses are planning to move the bus stop approximately 10metres to the northwest.
QK003/C/4 (London Buses Infrastructure)	London buses have no concerns with the new proposed pedestrian island. Appreciate this will not affect our buses serving bus stop opposite to Lawns Way.	London buses are planning to move the bus stop approximately 10metres to the northwest.
QK003/C/5 (Cllr Billy Taylor)	Inquiry about the accidents along Chase Cross Road.	Accident details were provided.
QK003/C/6 (Cllr Linda Trew)	Anything that creates a safer environment for our residents is of course a welcome proposal.	
QK003/C/7 (87, Chase Cross Road, Greenhouse Water Gardens)	Despite protest, existing zebra crossing went ahead. Zebra crossing is hardly used by pedestrians. There have been several shunts due to right turning traffic into Lawns Way and Felstead Road. The Introduction of an island will have no appreciable difference to but will reduce manoeuvring width.	Staff considered that the proposal would improve pedestrian safety at this location. Although the proposal would reduce the carriageway width for right turning traffic, the road safety benefits outweigh any disadvantages. Our survey showed that the crossing is well used. The proposed zebra crossing with pedestrian refuge would not cause significant problems.
QK003/C/8	-Any plans to make the crossing safer will be very welcome. --Concerns about congestion	It is possible to investigate further

	and indiscriminate parking outside the shops. -Need more than these proposals for addressing safety of this stretch of road.	proposals to improve parking situation at this location It is considered that further proposals could be considered at a later date.
MAWNEY ROAD AND WHITE HART LANE		
QK003/W/1 (London Fire Brigade)	No objections	-
QK003/W/2 (Metropolitan Police)	Appreciate that you have taken our previous comments into consideration and designed this scheme with slightly wider cushions. In the locations where there are currently two cushions we understand that situation is to remain the same. No other observations or comments at this time.	-
QK003/W/3 (London Buses)	Appreciate that you have taken our previous comments into consideration and designed this scheme with slightly wider cushions, in preference to 3 cushions across and have no further comment to make.	-
QK003/W/4 (Road Safety Manager)	Agree with the proposals.	-
QK003/W/5 (99 White Hart Lane)	-Not enough consideration with two wheel users -Road is not enough to accommodate the humps -Too many cars parked in the road which is a hazard -Weather conditions are the dangerous -Blind spots and roads leading to the humps are asking for trouble. -Request for road widening and speed camera.	No plans to change the existing cycle lanes. We do not design for extreme weather conditions such as heavy snow. However, these roads are high on priority for gritting to prevent ice formation. Additional road hump signs could be considered along these roads. The provision of speed cushions at the bend served the purpose in reducing accidents. The Council has no control over the selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, maintenance and operation of speed cameras. Further parking restrictions could be considered at a later date.

<p>QK003/W/6 (105 White Hart Lane)</p>	<p>-Money could be better spend elsewhere. -More accidents may happen as vehicles are forced to pass over them in the middle of the road when vehicles are parked. -I dislike these humps as my wife uses wheelchair whose rear floor has been lowered to easy access. -Request for average speed cameras and remove speed humps altogether.</p>	<p>-Funding also used for carriageway repairs in the area. -Staff believes that these proposals would not increase accidents along these roads. -Speed cushions are designed to cater for all type of vehicles including for lower floor level vehicles. Alternative routes could be used if necessary. -The Council has no control over the selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, maintenance and operation of speed cameras. The Council has no plans to remove speed cushions which currently help to reduce accidents.</p>
<p>QK003/W/7 (129, White Hart Lane)</p>	<p>-Strongly against these proposals. -Widening speed cushions damage my house due to vibration. -Do not want to loose 252 bus route -Ambulance drivers don't like cushions/humps -No evidence that these cushions stop speeding -Repair the pot holes etc on the footway and carriageway -Request to turn the bus stop shelter around outside my house</p>	<p>-Staff considered that these proposals would reduce vehicle speeds and subsequently reduce accidents. -It is possible not to widen these particular speed cushions as the resident claimed that it caused problems in the past. -London Buses has no plans to remove this bus route. -Ambulance does generally not object to the speed cushions. -The reason for these proposals are to reduce vehicle speeds even further. -As part of this scheme, some of the footway and carriageway will be repaired. -London Buses will be advised about this request as they are responsible for the installation of these bus shelters.</p>
<p>QK003/W/8 (191 Mawney Road)</p>	<p>-Concerns about proposed speed cushions when HGVs hit these cushions, vibration shake the property and cause pollution. -We are all for safety improvements and accident</p>	<p>- It is considered that the speed cushions would not cause significant problems</p>

	<p>reduction schemes are good thing</p> <ul style="list-style-type: none"> - Request for flashing vehicle activated signs or speed camera 	<ul style="list-style-type: none"> - The Council has no control over the selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, maintenance and operation of speed cameras. The vehicle activated signs could be considered at a later date.
<p>QK003/W/9 (244 Mawney Road)</p>	<p>-Agree Mawney Road is very busy and cars travel to fast at times.</p> <p>Concerns</p> <ul style="list-style-type: none"> -Width and height of speed cushions makes access difficult and lower level cars may have difficulty in driving over them -Cars park across the speed cushions are dangerous -Request for speed camera 	<p>Staff does not believe that existing speed cushions would cause any access problems. Waiting restrictions adjacent to speed cushions could be considered along Mawney Road.</p> <p>The Council has no control over the selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, maintenance and operation of speed cameras.</p>
<p>QK003/W/10 (273 Mawney Road)</p>	<p>Request for relocating the speed cushions outside the property, roads signs and road markings.</p>	<p>It is not possible to re-locate the speed cushions due to turning traffic getting access to the alley way and Birch Road. Road hump signs and road markings could be considered.</p>
<p>QK003/W/11 (390 Mawney Road)</p>	<ul style="list-style-type: none"> -Cannot see upgrading existing speed cushions will stop speeding -Request for mini roundabout at the Mawney Road / White Hart Lane junction. 	<p>Staff considered that the proposals would reduce vehicle speeds.</p> <p>Mini Roundabout could be considered at a later date, if necessary.</p>
<p>QK003/W/12 (CTC 'Right to Rides' Network)</p>	<ul style="list-style-type: none"> -If existing cycle Lane width is reduced, it will cause difficulties for cyclists -Request for 2metre cycle lane 	<p>No plans to reduce the existing cycle lane width.</p> <p>-Current carriageway width is not sufficient to provide 2metre cycle lane.</p>

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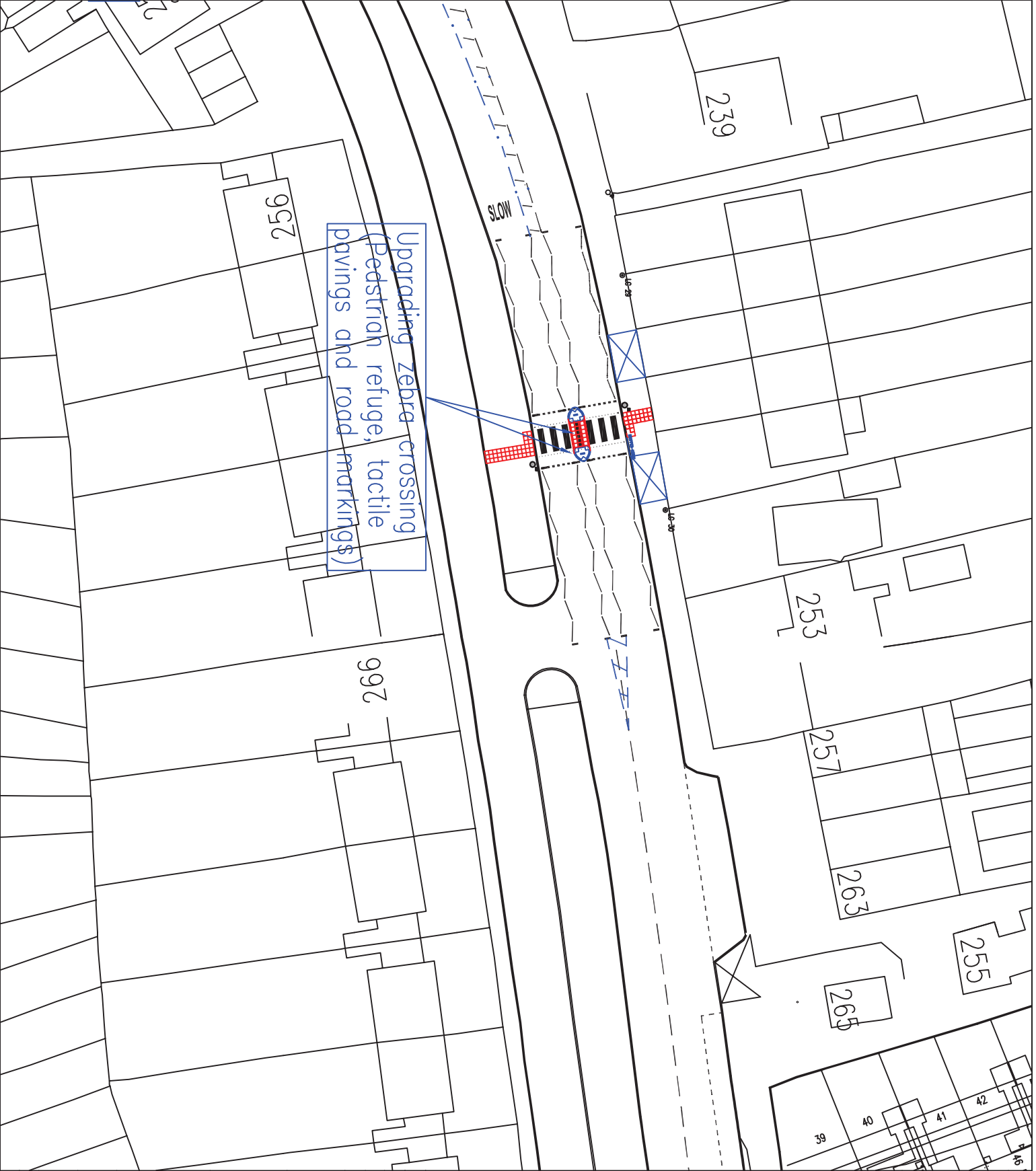
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CHASE CROSS ROAD ACCIDENT REDUCTION PROGRAMME			
Drawing Title			
PROPOSED MEASURES			
REVISION	AMENDMENT	DATE	
Havering LONDON BOROUGH			
STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR, MERCURY HOUSE MERCURY GARDENS, ROYDON, RM1 3WJ TELEPHONE: No. 01708 434443 FAX No. 01708 432721 E-MAIL: streetcare@havering.gov.uk			
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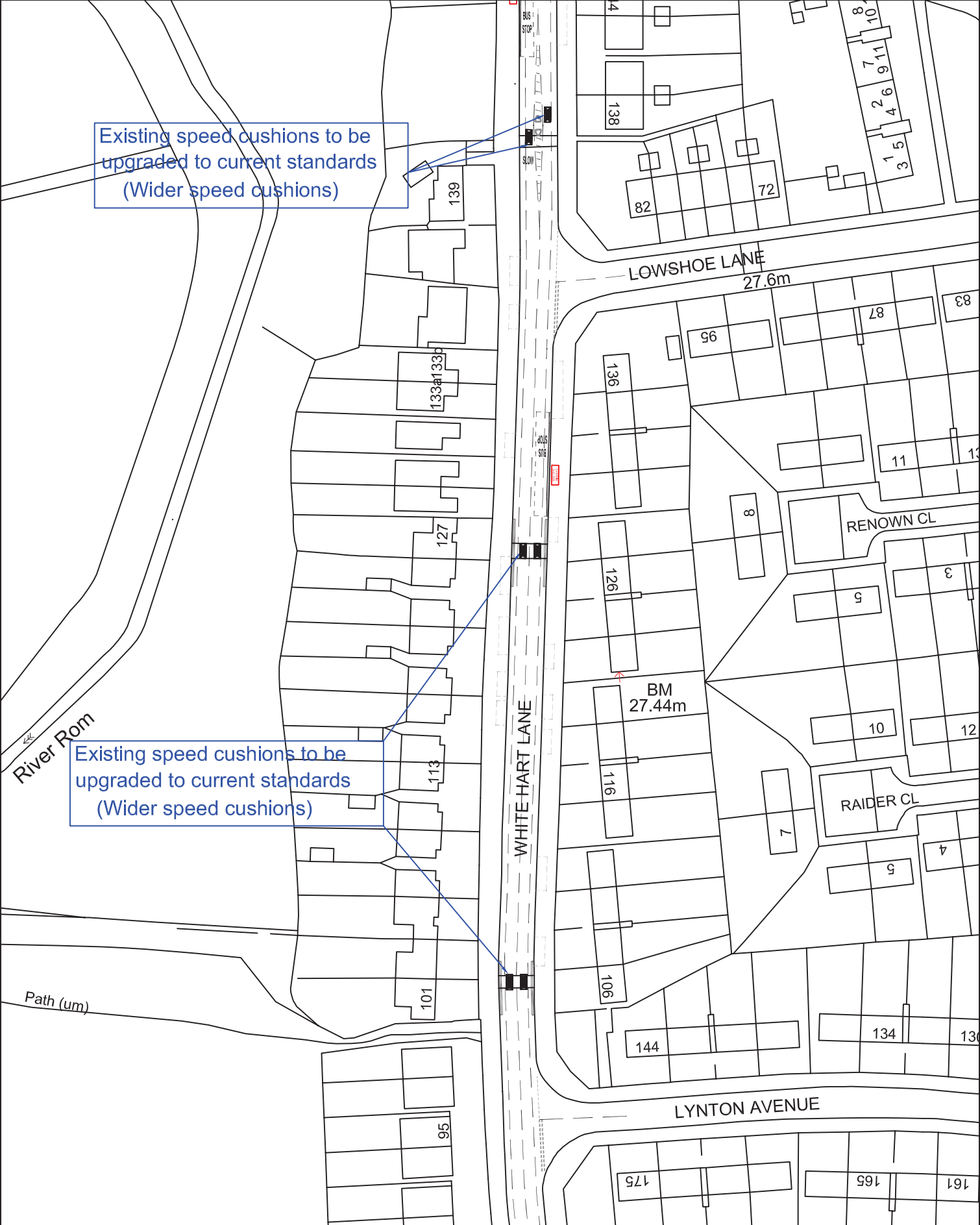
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Existing speed cushions to be upgraded to current standards
(Wider speed cushions)

Existing speed cushions to be upgraded to current standards
(Wider speed cushions)



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JOB TITLE
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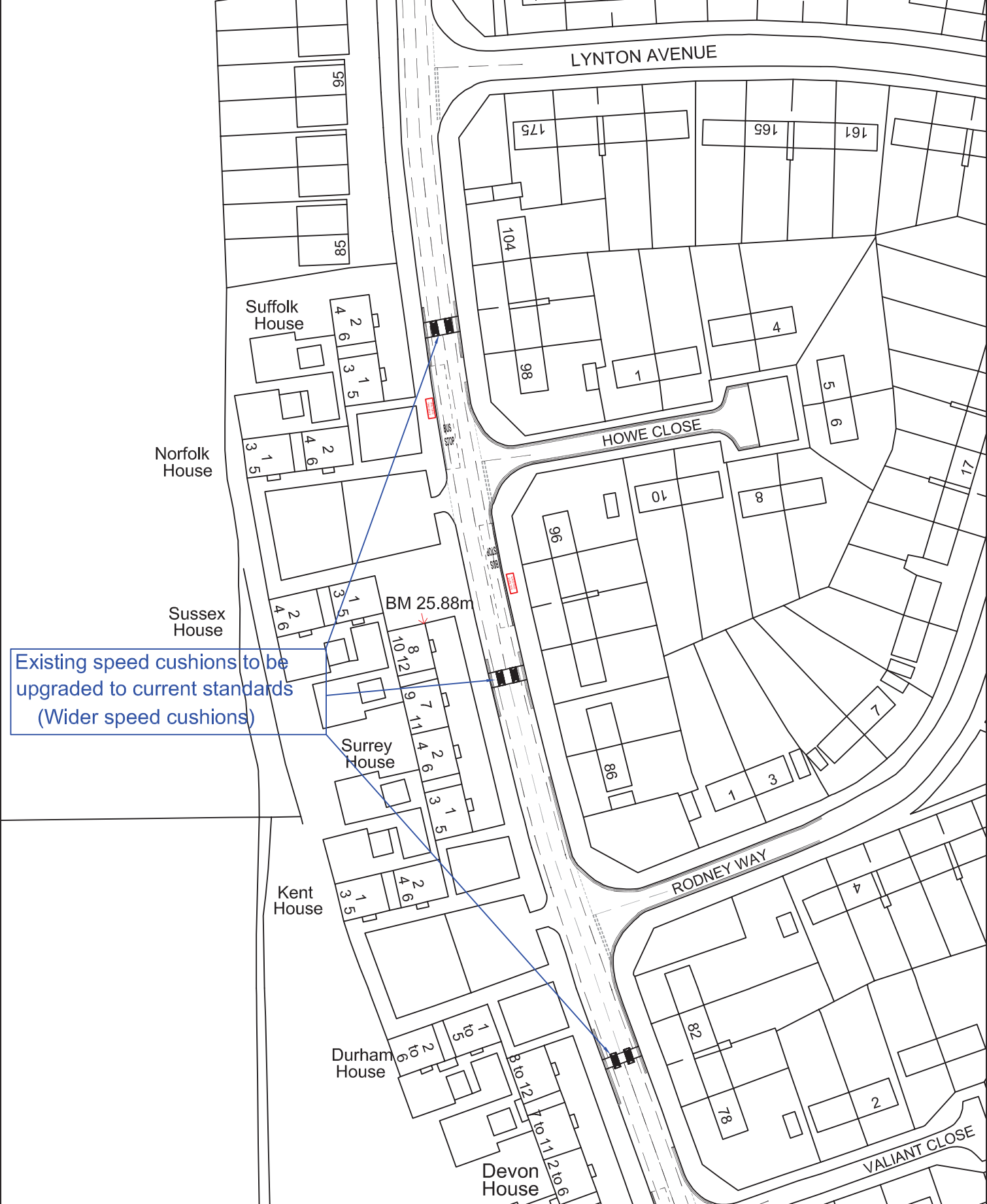
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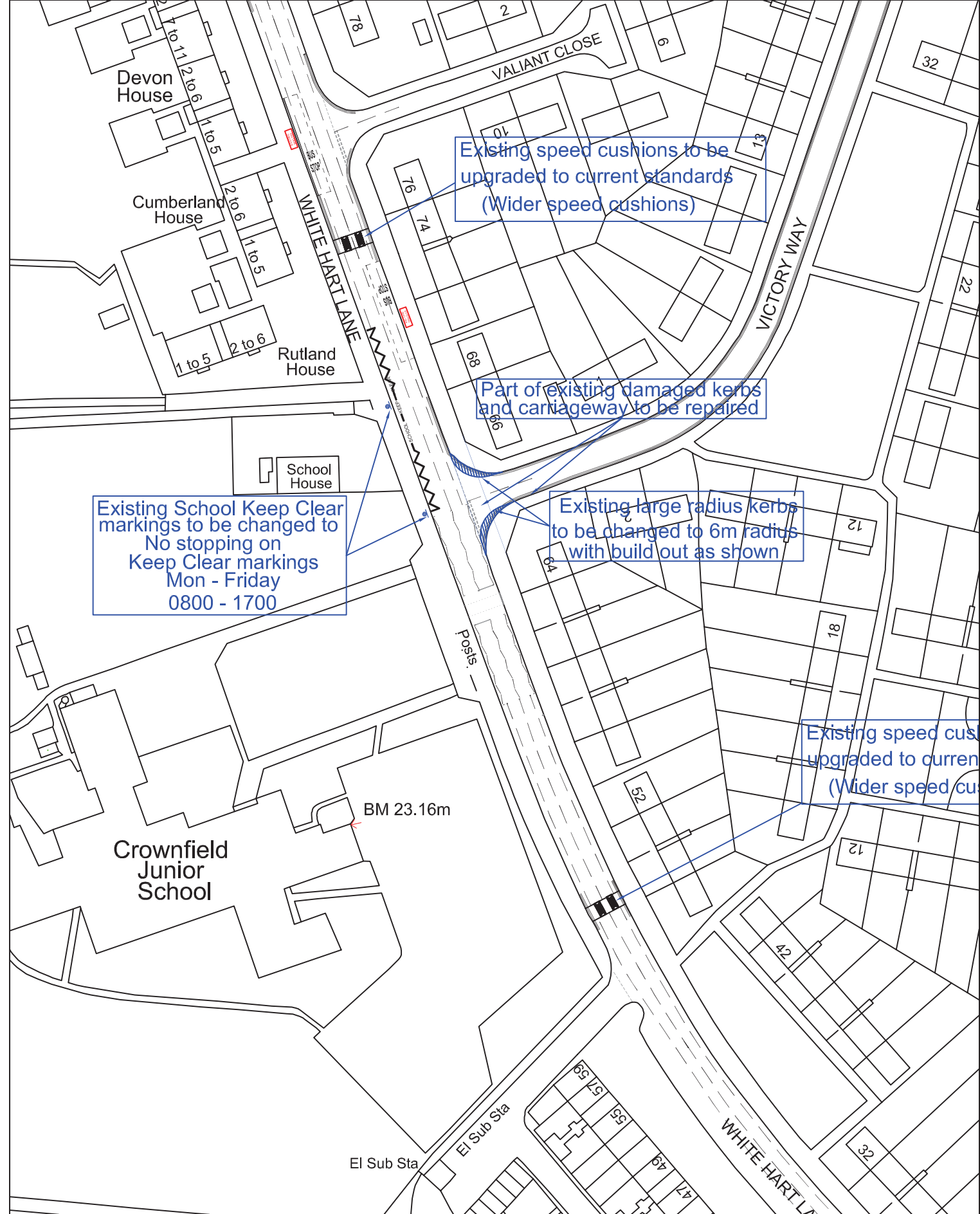
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Existing speed cushions to be upgraded to current standards (Wider speed cushions)

Part of existing damaged kerbs and carriageway to be repaired

Existing School Keep Clear markings to be changed to No stopping on Keep Clear markings Mon - Friday 0800 - 1700

Existing large radius kerbs to be changed to 6m radius with build out as shown

Existing speed cushions to be upgraded to current standards (Wider speed cushions)

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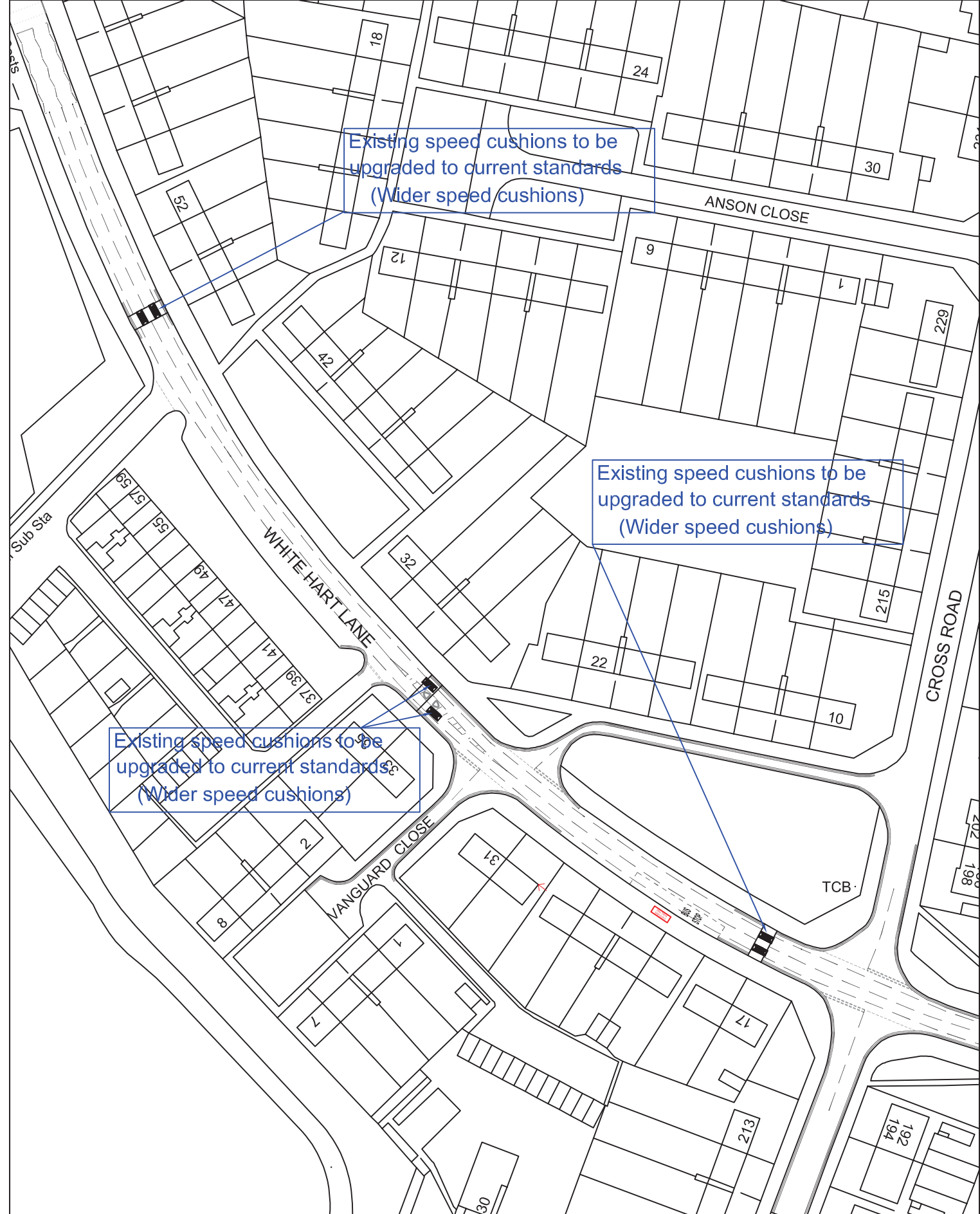
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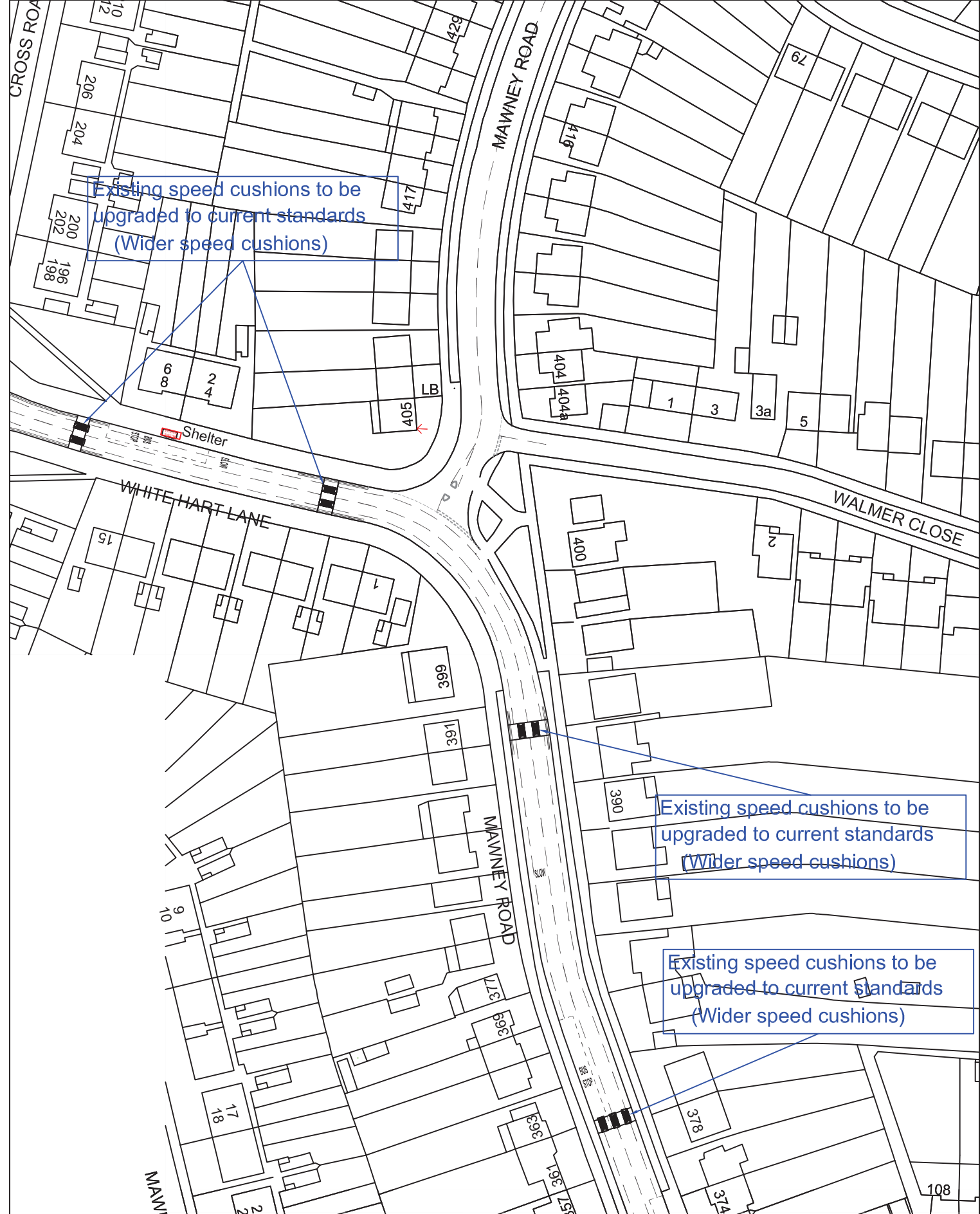
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Existing speed cushions to be upgraded to current standards (Wider speed cushions)

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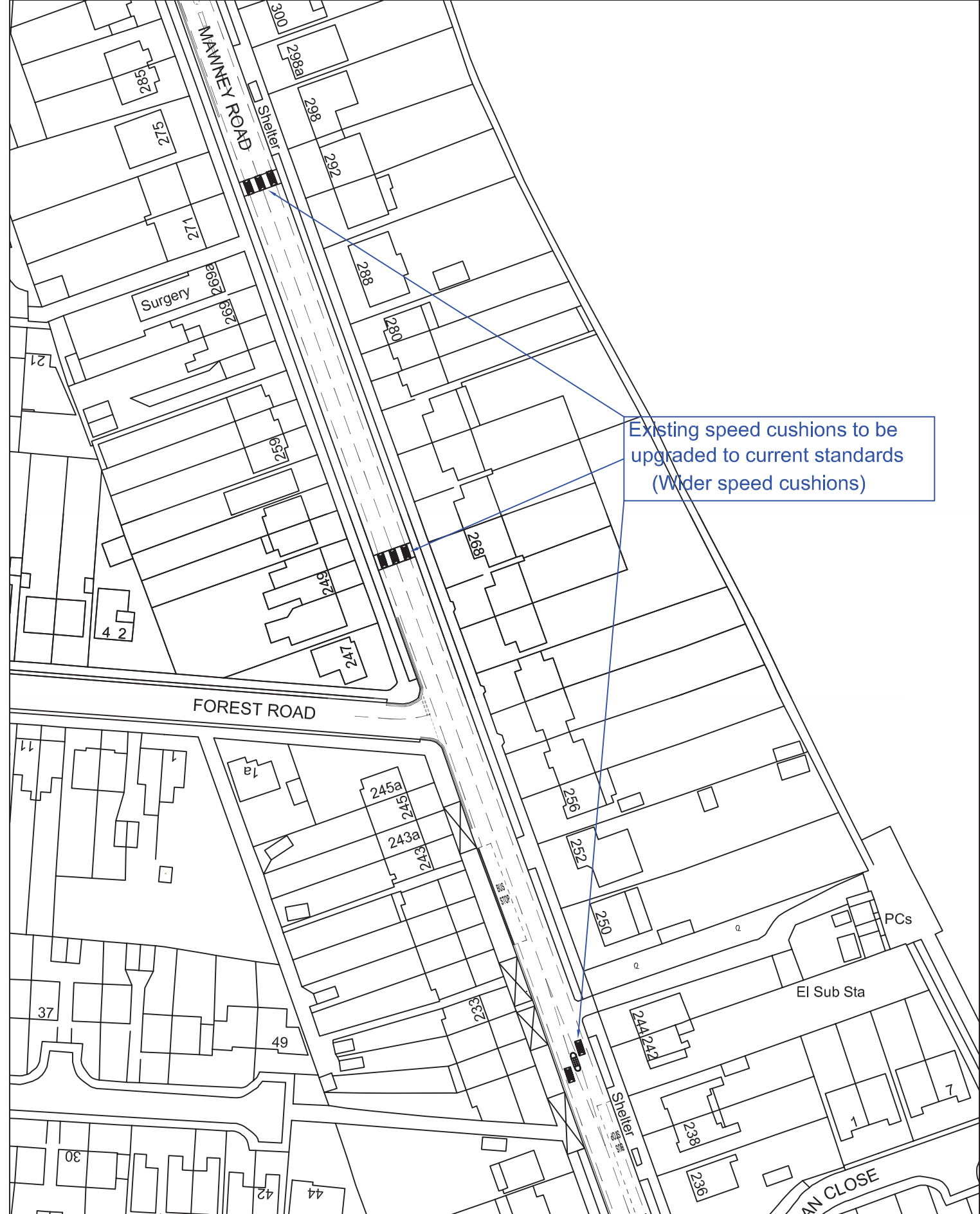
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Existing speed cushions to be upgraded to current standards (Wider speed cushions)

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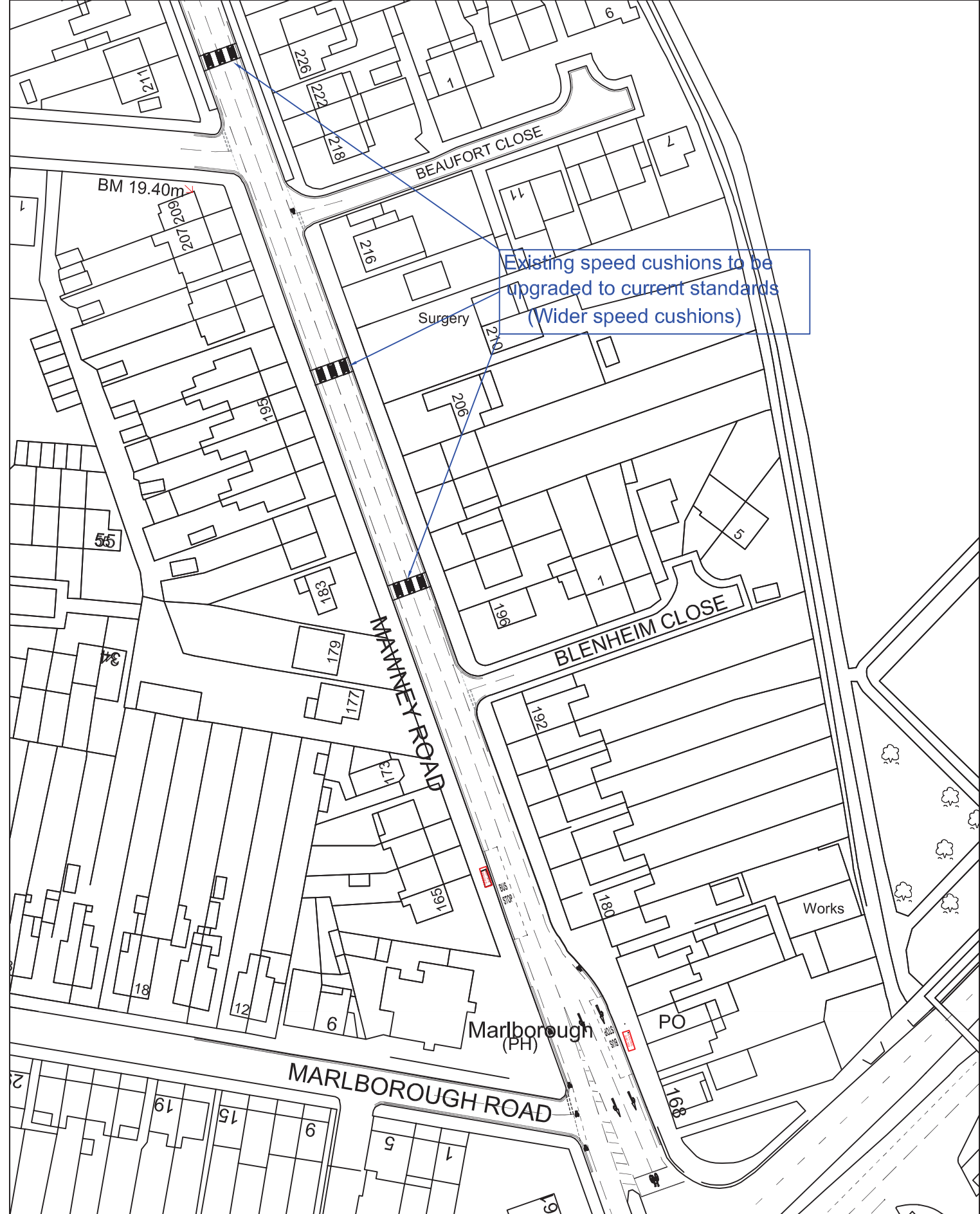
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HIGHWAYS ADVISORY COMMITTEE

REPORT

18 October 2011

Subject Heading:

SOUTH HAVERING ACCIDENT
REDUCTION PROGRAMME – SOUTH
END ROAD AND RAINHAM ROAD (THE
OUTCOME OF PUBLIC
CONSULTATION)

CMT Lead:

Cynthia Griffin

Report Author and contact details:

SIVA Velup
Senior Engineer
01708 433142
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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

South End Road and Rainham Road Area – South Havering Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and zebra crossing, pedestrian refuges, illuminated beacon posts, minor carriageway widening, street lighting improvements, road signs, centre line hatch and slow markings are proposed.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above safety improvements be approved.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the following safety improvements be implemented as shown on the relevant drawings.

South End Road

- (a) Pedestrian refuges, minor carriageway widening, removal of existing un-controlled crossing point and slow road markings along South End Road by Coronation Drive (Drawing No.QK001/S/1)
- (b) Tarmac dome construction, illuminated zebra crossing beacon posts at the South End Road / Wood Lane mini roundabout (Drawing No.QK001/S/2)
- (c) Zebra crossing with illuminated beacon posts along South End Road by Condor walk (Drawing No.QK001/S/3)
- (d) Remove existing beacon posts and install yellow globes at the existing lighting column along South End Road by Ford Lane (Drawing No.QK001/S/4)
- (e) Centre line hatch road markings along South End Road between Blacksmith's Lane and Guysfield Drive (Drawing No.QK001/S/5)

Rainham Road

- (f) Sharp deviation chevron sign, street lighting improvements, slow and lane arrow road markings along Rainham Road by Wood Lane (Drawing No.QK001/R/1)
- (g) Illuminated zebra crossing beacon posts and street lighting improvements along Rainham Road between Sowrey Avenue and Bretons Cottages (Drawing No.QK001/R/2)
- (h) Street lighting and slow road markings along Rainham Road by Stanley Road North (Drawing No.QK001/R/3)
- (i) Following the public consultation results, the proposed pedestrian refuge will be relocated to improve residents' access along Rainham Road outside property No. 237 (Drawing No.QK001/R/4)
- (j) Extend zigzag road markings to assist school crossing patrol along Rainham Road by Blacksmith's Lane (Drawing No.QK001/R/5)
- (k) Centre hatch road markings along Rainham Road by Cherry Tree Close and Stanhope Road (Drawing No.QK001/R/6)
- (l) Centre line white studs, re-marking centre line and removing traffic island along Rainham Road by Victory Road (Drawing No.QK001/R/7)
- (m) Slow road markings along Rainham Road by Dovers Corner (Drawing No.QK001/R/5)

2. That, it be noted that the estimated cost of £120,000 can be met from the

Transport for London's (TfL) 2011/12 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2010, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2011/12 Havering Borough Spending Plan settlement. South End Road and Rainham Road Area – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study has now been completed and has looked at ways of reducing accidents and it is considered that the accident remedial measures, as described in the recommendations will improve road safety. In April 2011, Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The South End Road and Rainham Road Area Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1400 vehicles per hour during peak periods along South End Road and Rainham Road. A speed survey was carried out and the results are as follows.

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
South End Road by Maybank Avenue	32	33	34	39
Rainham Road by Simpson Road	35	37	39	40
Rainham Road by Blake Close	35	36	40	40

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

Accidents

1.4 In the four-year period to December 2010, thirty one and thirty eight personal injury accidents (PIAs) were recorded along South End Road and Rainham Road respectively. Of the thirty one PIAs in South End Road, two were speed related; five were occurred during the hours of darkness and six involved pedestrians. Of the thirty eight PIAs in Rainham Road, five were speed related; eleven were occurred during the hours of darkness and one involved pedestrian.

Location	Fatal	Serious	Slight	Total PIAs
South End Road				
Between Railway Bridge and Farm Way	0	0	2	2
Farm Way Junction	0	0	1 (1-Dark) (1-speed)	1
Coronation Drive / Maybank Avenue Junction	0	0	4 (1-Ped) (1-Dark)	4
Morecambe Close Junction	0	0	2 (1-Ped)	2
Airfield Way / Heron Flight Avenue Junction	0	0	4	4
Hayes Drive Junction	0	0	2 (1-Ped) (1-Dark)	2
Mungo Park Road Junction	0	0	3 (1-Speed)	3
Between Mungo Park Road and Princes Park	0	0	1	1
St John's Close Junction	0	1	1	2
Elmer Gardens Junction	0	0	1 (1-Ped)	1
Ford Lane Junction	0	0	1 (1-Ped)	1
Between Ford Lane and Blacksmiths Lane	0	0	1 (1-Dark)	1
Between Blacksmiths Lane and Guysfield Drive	0	0	2	2
Alexandra Road Junction	0	0	2 (1-Ped) (1-Dark)	2
Between Alexandra Road and Rainham Road	0	1	2	3
Total	0	2	29	31

Rainham Road				
Between Upper Rainham Road and Newton's corner Roundabout				
Between Railway Bridge and Dunningford Close	0	1 (1-Dark)	1	2
Dunningford Close Junction	0	0	1 (1-Dark)	1
Coniston Way Junction	0	0	3 (2-Dark) (1-Speed)	3
Between Wood Lane and Sowrey Avenue	0	0	1 (1-Dark) (1-Speed)	1
Sowrey Avenue Junction	0	0	1 (1-Dark)	1
Between Sowrey Avenue and Simpson Road	0	0	2 (2-Dark)	2
Simpson Road Junction	0	0	2	2
Ford Lane Junction	0	0	1	1
Between Newtons Corner Roundabout and Cherry Tree Lane				
Between Newton's Corner and Stanley Road North	0	0	1 (1-Dark)	1
Stanley Road North Junction	0	0	2 (1-Dark) (1-Speed)	2
Between Stanley Road North and Blake Close	0	0	1	1
Blake Close Junction	0	0	1	1
Harlow Road Junction	0	0	1	1
Nelson Road Junction	0	0	1	1
Between Nelson Road and Hubert Road	0	0	1	1
Hubert Road junction	0	1 (1-Ped)	0	1
Between Hubert Road and Cherry Tree Lane	0	0	2 (1-Speed)	2
Between Cherry Tree Lane and Dovers Corner				
Cherry Walk Junction	0	0	2 (1-Dark)	2
Cherry Tree Close and Stanhope Road Junctions	0	0	4	4
Between Victory Road and Knightswood Road	0	0	1	1
Knightswood Road Junction	0	0	1	1
Dominion Way Junction	0	0	1	1
Between Dominion Way and	0	1	4	5

Dovers Corner			(1-Dark) (1-Speed)	
Total	0	3	35	38

Proposals

1.5 The following safety improvements are proposed and shown on Plan Nos QJ005/1 to QJ005/3.

South End Road

- South End Road by Coronation Drive and Maybank Avenue (Plan No:QK001/S/1)
 - Pedestrian refuge
 - Minor carriageway widening
 - Slow road markings
 - Removal of existing un-control crossing point
- South End Road/Wood Lane mini roundabout (Plan No:QKJ001/S/2)
 - Tarmac dome construction (50mm high) as shown
 - Illuminated zebra crossing beacon posts
- South End Road by Condor Walk (Plan No:QK001/S/3)
 - 'Zebra crossing with illuminated beacon posts as shown.
- South End Road by Ford Lane and Grove Park Road (Plan No:QK001/S/4)
 - Remove existing beacon posts and install yellow globes at the existing lighting posts
- South End Road between Blacksmith's Lane and Guysfield Drive. (Plan No:QK001/S/5)
 - Centre line hatch and slow road markings as shown.

Rainham Road

- Rainham Road by Coniston Way and Wood Lane (Plan No:QK001/R/1)
 - Sharp deviation chevron sign as shown
 - Slow and lane arrow road markings as shown
 - Street lighting improvements
- Rainham Road between Sowrey Avenue and Bretons Cottages (Plan No:QKJ001/R/2)
 - Illuminated zebra crossing beacon posts as shown
 - Upgrading existing street lightings in the area
- Rainham Road by Stanley Road North (Plan No:QK001/R/3)
 - 'Slow road markings as shown
 - Upgrading existing street lighting in the area
- Rainham Road outside property No. 237 (Plan No:QK001/R/4)
 - Pedestrian refuge
 - Minor carriageway widening
 - Slow road markings
 - Upgrading existing street lighting in the area
- Rainham Road by Blacksmith's Lane (Plan No:QK001/R/5)

- Extend zigzag road markings to assist school crossing patrol.
- Rainham Road by Cherry Tree Close and Stanhope Road (Plan No:QK001/R/6)
 - Centre line hatch road markings.
- Rainham Road by Victory Road (Plan No:QK001/R/7)
 - Centre line white studs
 - Re-mark centre line markings
 - Existing traffic island to be removed
- Rainham Road near Dovers corner (Plan No:QK001/R/8)
 - Slow road markings

These proposals would reduce vehicle speeds and minimise accidents in the area.

2.0 Outcome of public consultation

2.1 Following Highways Advisory Committee approval for a public consultation in April 2011, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals.

South End Road

2.2 Approximately, 320 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 22nd August 2011 were invited. Thirteen written responses from Metropolitan Police, London Fire Brigade, London Buses and residents were received and the comments are summarised in the Appendix.

Rainham Road

2.3 Approximately, 210 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Wednesday 24th August 2011 were invited. Ten written responses from Metropolitan Police, London Fire Brigade, London Buses, Local Member and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

3.1 The relocation of pedestrian refuge along Rainham Road will be included in the final detail design stage. The mini roundabout, traffic signal and additional traffic calming measures along South End Road are not necessary at present. These proposals could be considered at a later date, if necessary. The accident analysis indicated that thirty one and thirty eight personal injury accidents (PIAs) were recorded along South End Road and Rainham Road respectively. Speed survey showed that vehicle speeds are travelling above the speed limit. The proposed safety improvements would reduce vehicle speeds and subsequently minimise accidents along South End Road and Rainham Road. It is therefore recommended that the

proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the proposals is £120,000. South End Road and Rainham Road Area is one of the schemes approved by TfL which is to be implemented from Havering's 2011/12 allocation for Accident Reduction Programme. This scheme is fully funded by TfL.

Legal Implications and Risks

None of the proposals require a traffic order. Notice is required to install a zebra crossing. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

There would be some visual impact from the speed table proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Public consultation responses.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
SOUTH END ROAD		
QK001/S/1 (London Fire Brigade)	No problem from Fire Services.	-
QK001/S/2 (Metropolitan Police)	No comment or observations, except to say we support this scheme.	-
QK001/S/3 (London Buses)	London buses support this scheme.	-
QK001/S/4 (TfL representative)	No comments.	-
QK001/S/5 (London Buses Infrastructure)	No impact on our bus infrastructure.	Owner has been advised to trim the hedges.
QK001/S/6 (363 South End Road)	Request for - Additional traffic calming along South End Road and Wood Lane - Pedestrian refuge north of Wood Lane mini roundabout - Parking restrictions outside fast food outlet. - Speed camera	Staff considered that additional traffic calming measures are not necessary at present. It could be considered at a later date if necessary. It is not feasible to provide pedestrian refuge due to physical constraint such as vehicle crossover, lay-by, bus stops etc. Parking restrictions are not necessary at present. The Council has no control over the site selection, maintenance or operation of speed cameras.
QK001/S/7 (462 South End Road)	Survey results are incorrect. Many vehicles travel above speed limit.	Staff believes that the survey results are correct and true measure of vehicle speeds and traffic flow.
QK001/S/8	The proposed zebra crossing along South End Road by Condor walk would mean a great deal not only to me, but for	-

	all the families at St Albans Primary School and Local residents	
QK001/S/9 11 Maybank Avenue	I am thankful for taking an interest in this matter. Request for mini roundabout or traffic signals at the South End Road/Coronation Drive/Maybank Avenue junction.	Staff considered that mini roundabout or traffic signals are not necessary at present. These could be considered at a later date if necessary.
QK001/S/10 2B Grove Park Road	Request for - Raised speed table at the existing zebra crossing by Ford Lane - Pedestrian refuge along Ford Lane by South End Road	Both of these proposals are not necessary at present. These could be considered at a later date if necessary.
QK001/S/11 17 Kestrel Close	I am concerned about the proposed zebra crossing near Condor Walk. - Pedestrian could be at risk from speed traffic from traffic signals - Increase traffic noise outside my property from the stationary vehicles at the crossing - Unwanted rubbish from pedestrian using the footpath - Public footpath attract groups of youths who make noise for a long time.	It is considered that proposed zebra crossing would provide crossing facilities for pedestrians, particularly for school children. It would not cause any problems pedestrians as adequate visibilities are available for pedestrians and traffic. Staff believes that the proposed zebra crossing would not cause significant problems.
QK001/S/12 Condor Walk	The proposed zebra crossing will be nice for me. However, I am concern about what benefit it would bring rather than crossing at the signal. I am glad that some obstructions are removed.	The proposed zebra crossing would provide pedestrian facility for pedestrians from north and south sides of the crossing.
QK001/S/13	Agree with the proposals. Request that foliage need to be planted on the footpath side of my wall to protect and security.	Staff considered that foliage is not necessary due to the grass verge behind the tarmac. The pedestrians will be waiting on the tarmac and would not cause significant problems at this location. Further measures could be considered at a later date if necessary.
RAINHAM ROAD		
QK001/R/1 (London Fire Brigade)	No problem from Fire Service	-

Highways Advisory Committee, 18 October 2011

QK001/R/2 (Metropolitan Police)	No comment or observations. Support the extra measures proposed.	-
QK001/R/3 (London Buses)	Support this scheme as it should assist our passengers to cross the road accessing the bus stops, the centre line studs on the bend will have no issues for us.	-
QK001/R/4 (London Buses Infrastructure)	This work doesn't effect our infrastructure	-
QK001/R/5 (Cllr Michael Deon Burton)	Any safety improvements to our highway network are to be applauded. Your comments as to what affect these intended works would be appreciated.	Staff advised that while we are carrying out these works, there will be some effect on the free flow and easy movement.
QK001/R/6 (CTC Cycling Representative David Garfield)	<ul style="list-style-type: none"> - Pinch points and road narrowing and can cause problems for cycle users. It is necessary to provide 2metres Advisory Cycle Lane to compensate - Request for traffic island along Rainham Road by Coniston Avenue, Wood Lane and Stanley Road North - The proposed centre hatch markings should be accompanied by Advisory Cycle Lane. - Traffic island along Rainham Road by the bend should be retained. 	It was agreed in the past with cycling representatives that we only provide advisory cycle lane where the cycle lane is already in place. It is considered that the requested advisory cycle lanes are not necessary at present as no personal injury accidents occurred involving pedal cyclists at these locations. Due to maintenance difficulties, staff considered it would be best to remove the traffic island at this location.
QK001/R/7 79, Rainham Road	<ul style="list-style-type: none"> -Strongly in favour of any safety improvements. -Feel that centre line white studs and slow markings will have no effect. -Request for a Toucan crossing outside Ingrebourne Hill country park. 	Staff considered that these proposals will have an effect at this location as it is on the bend. At present, existing pedestrian refuge serves the purpose. Toucan crossing could be considered at a later date.
QK001/R/8 235 Rainham Road	<ul style="list-style-type: none"> - Objection / Pedestrian refuge restrict left turning traffic by commercial vehicles at the rear of 235/237 Rainham Road and the vehicle from 235 and 237 - Request to widen the carriageway north side 	The pedestrian refuge will be relocated slightly west side to improve access. It is not possible to widen the north side carriageway due to tree. Proposed pedestrian refuge would help to cross the road between two bus stops.

	- Bus passengers take the risk of crossing the road.	
QK001/R/9	-In favour of making the road more safe for pedestrians to cross. - Relocate the pedestrian refuge 7metres to the west to improve access.	It may not be possible to move 7 metres. But It is possible to move slightly to the west to improve access.
QK001/R/10	Request not to upgrade LC106 and smaller sharp deviation sign.	The request will be considered at an implementation stage.

Proposed 'SLOW' marking Diag. 1024.

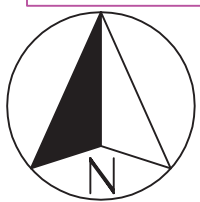
Existing un-control crossing point to be removed

Proposed pedestrian refuge with minor carriageway widening

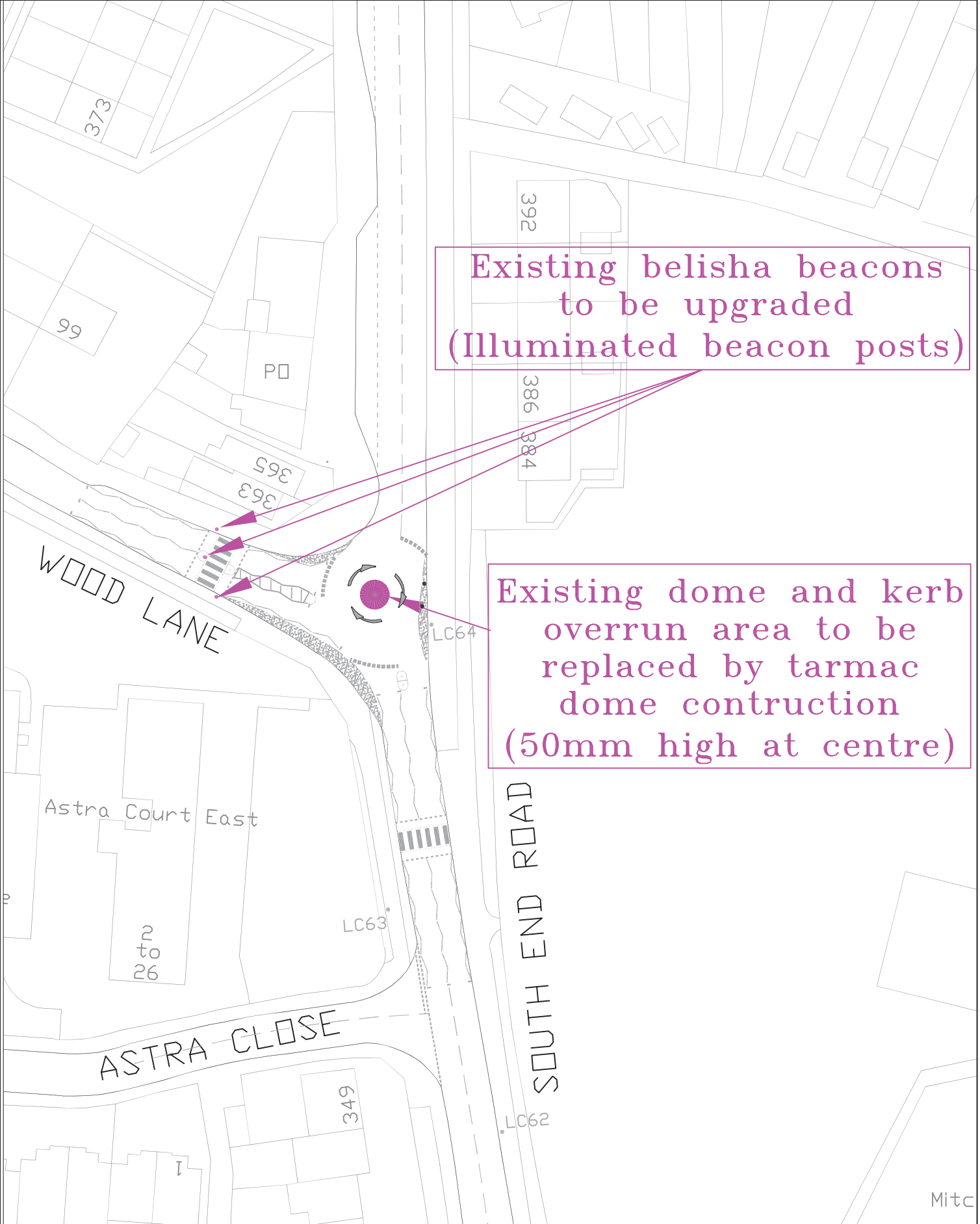
Proposed 'SLOW' marking Diag. 1024.

Existing pelican crossing

Existing street lighting lanterns to be upgraded in the area



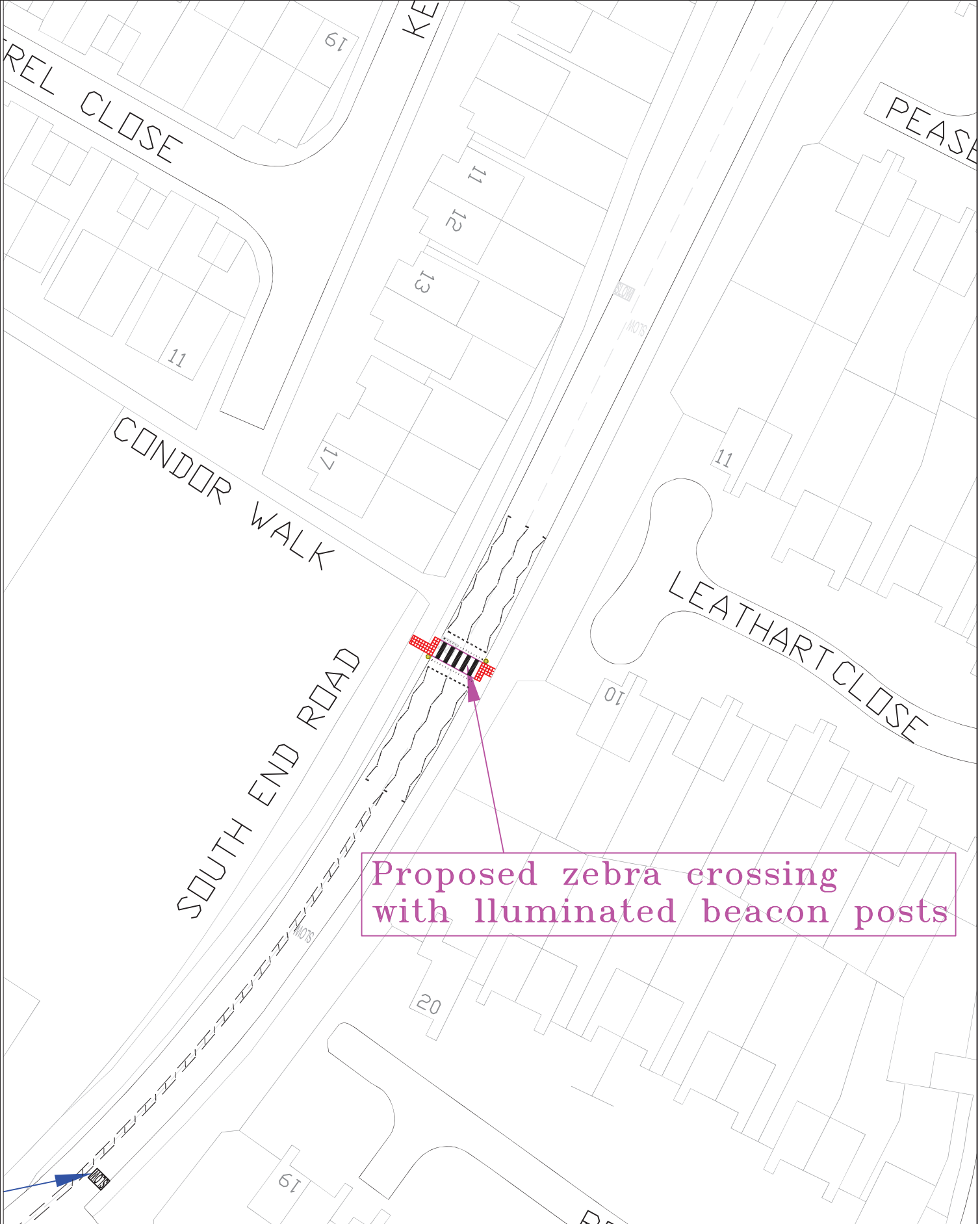
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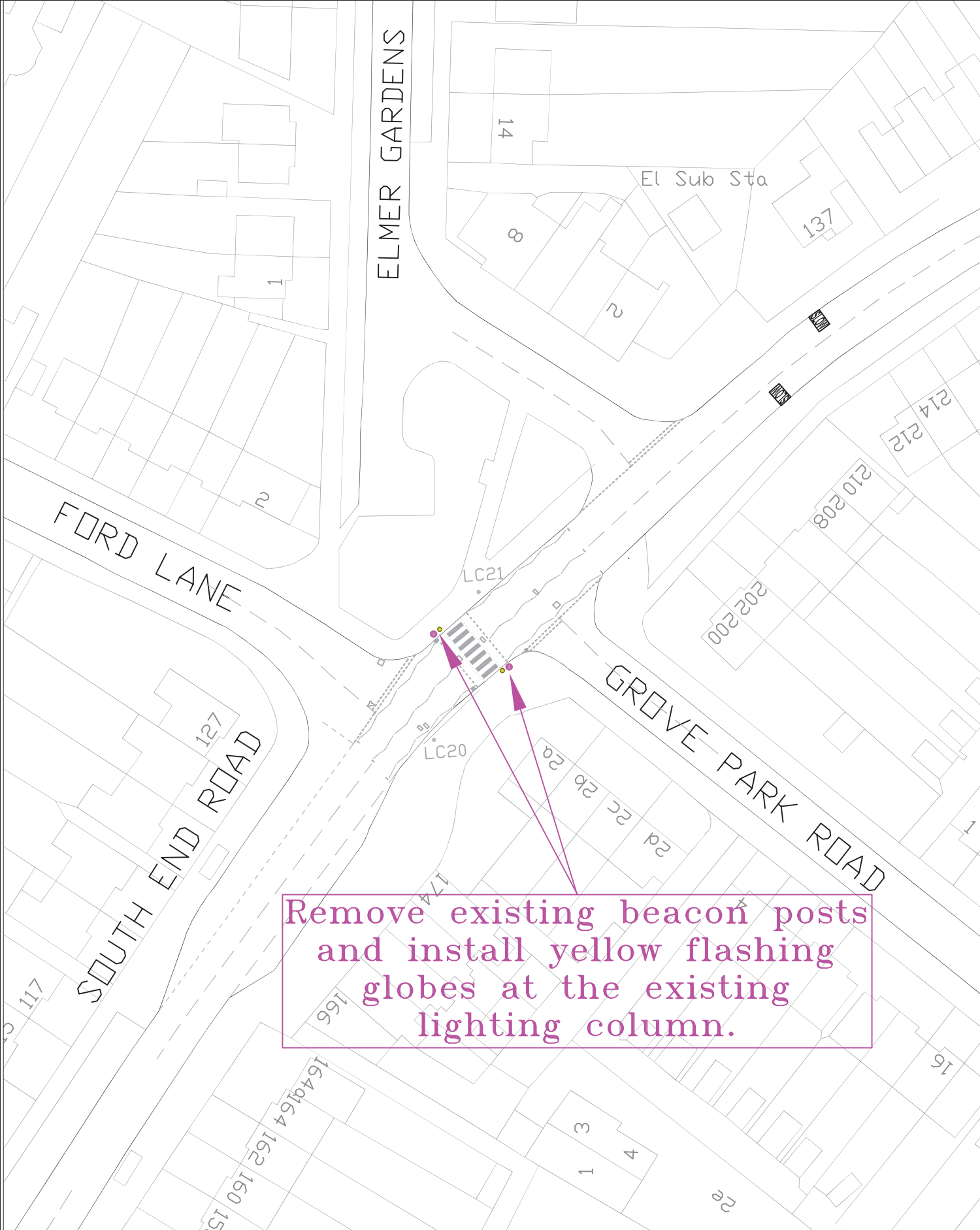
Existing belisha beacons
to be upgraded
(Illuminated beacon posts)

Existing dome and kerb
overrun area to be
replaced by tarmac
dome construction
(50mm high at centre)

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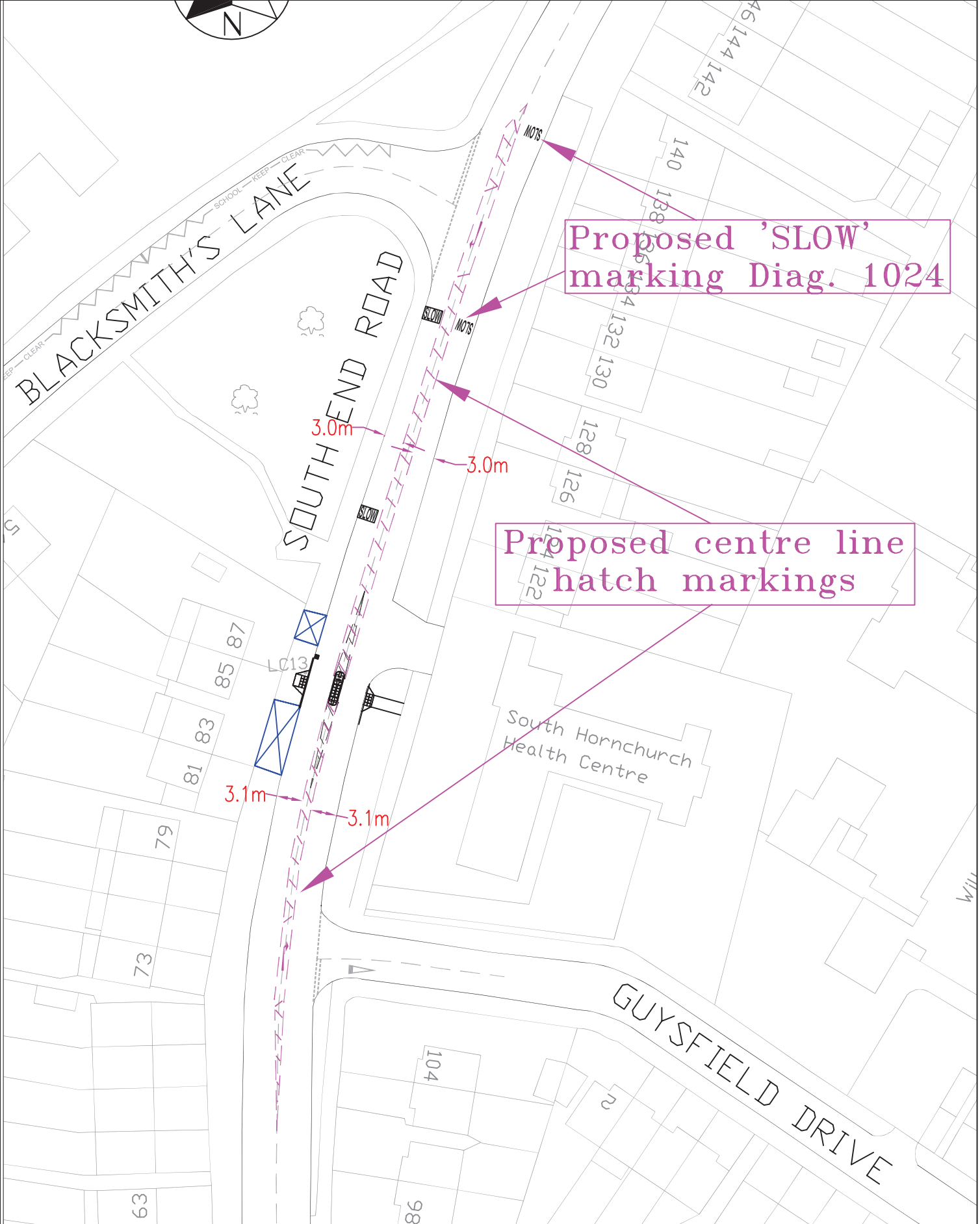


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Remove existing beacon posts and install yellow flashing globes at the existing lighting column.

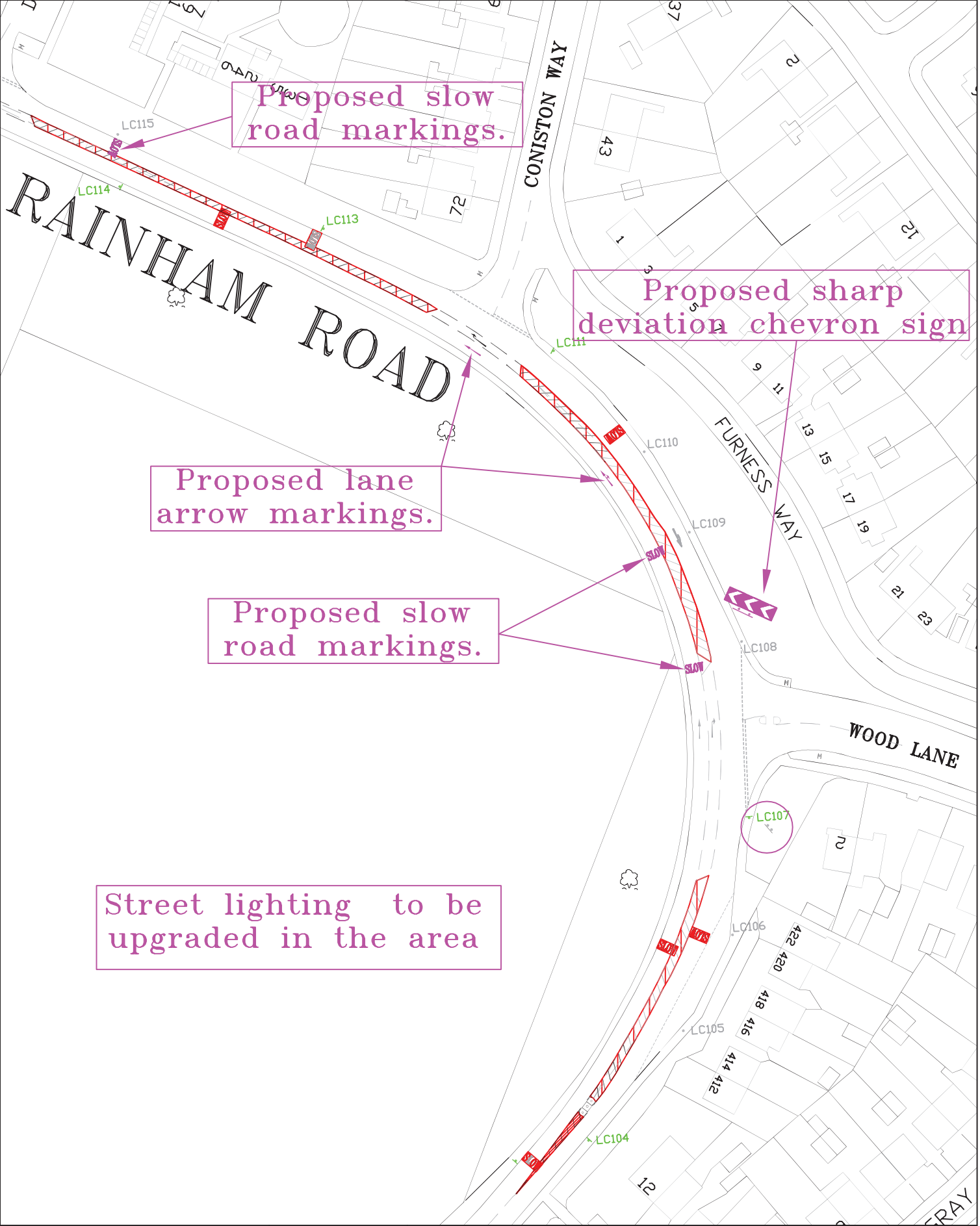
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Proposed 'SLOW' marking Diag. 1024

Proposed centre line hatch markings

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Proposed slow road markings.

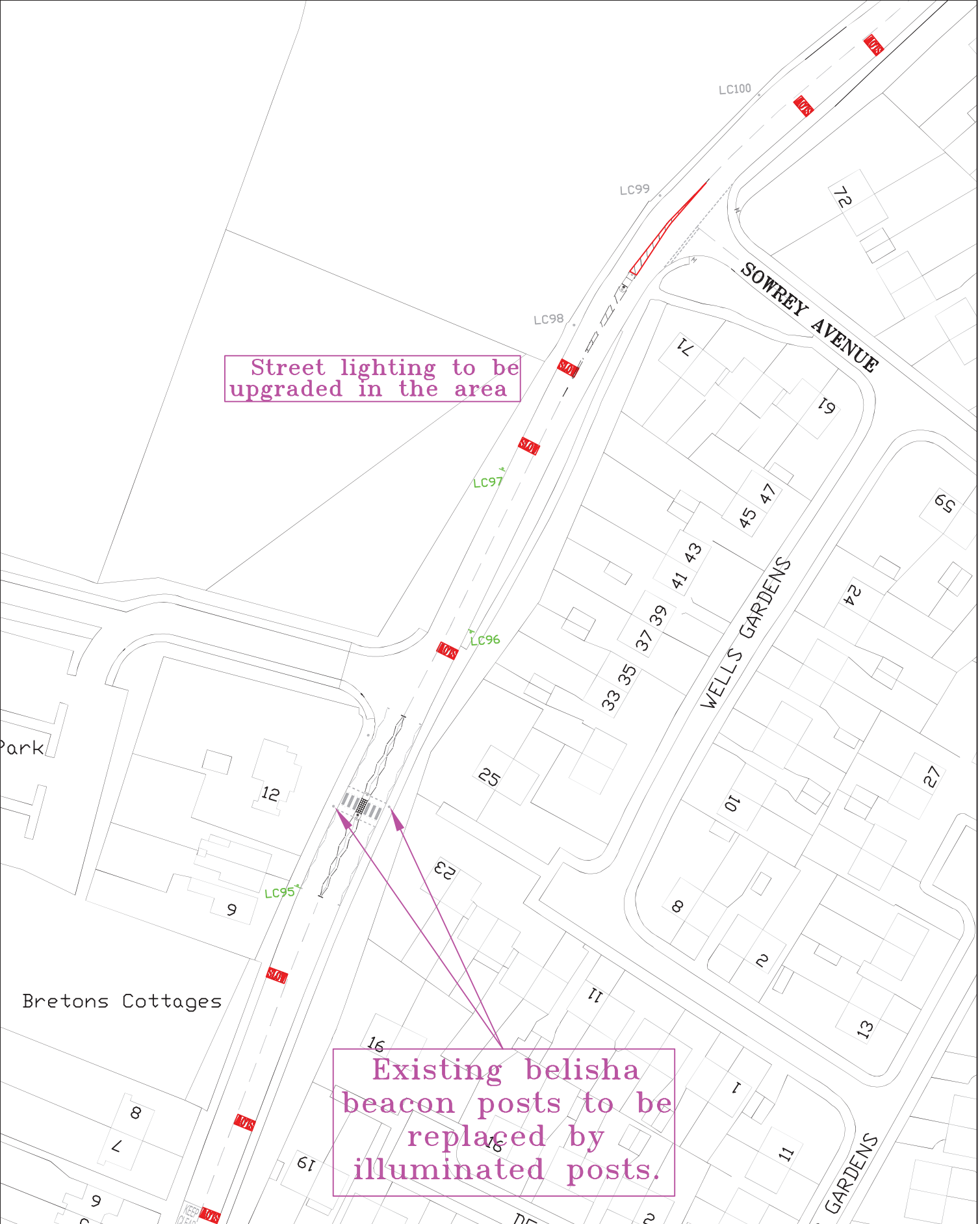
Proposed sharp deviation chevron sign

Proposed lane arrow markings.

Proposed slow road markings.

Street lighting to be upgraded in the area

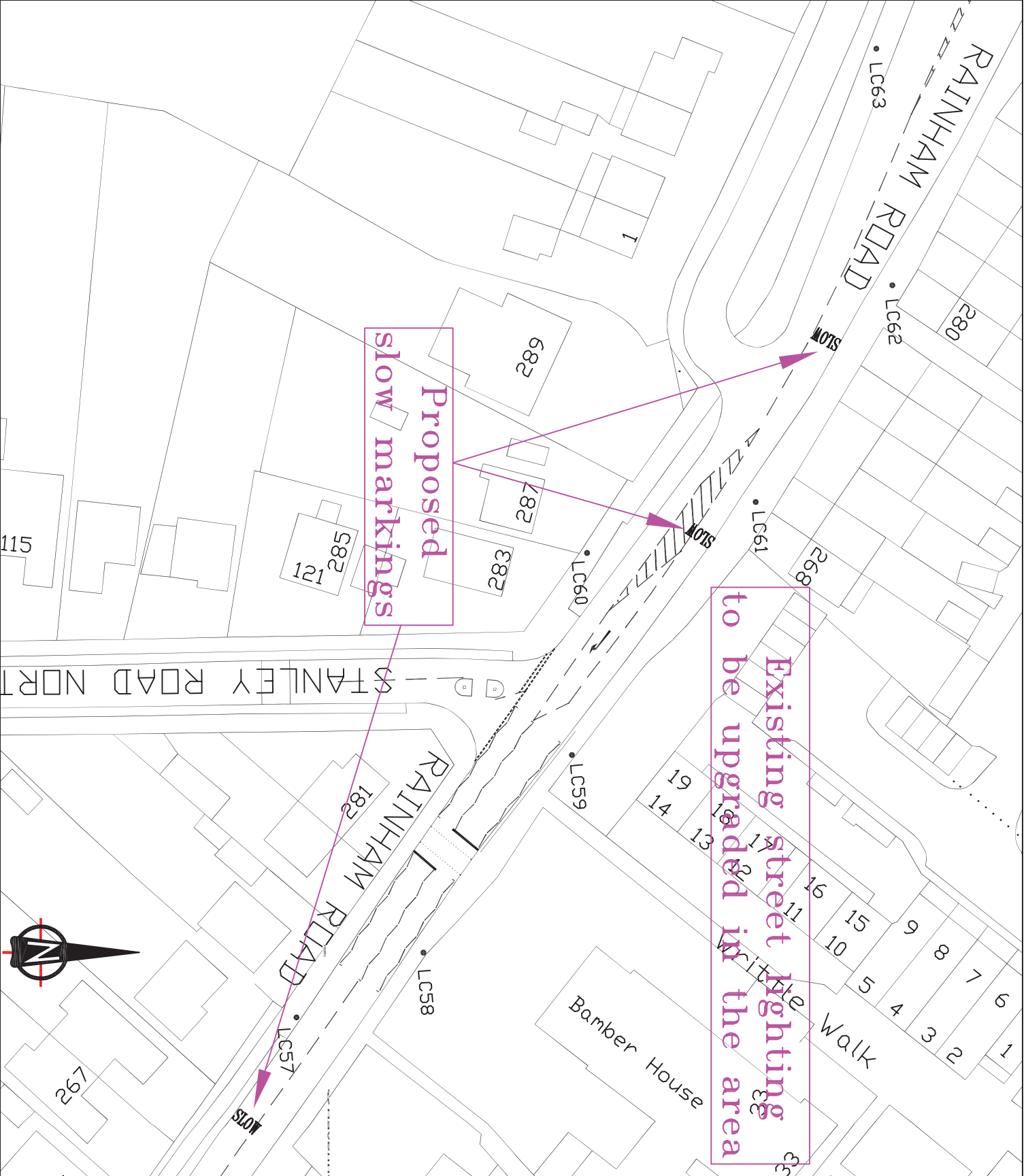
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Street lighting to be upgraded in the area

Existing belisha beacon posts to be replaced by illuminated posts.

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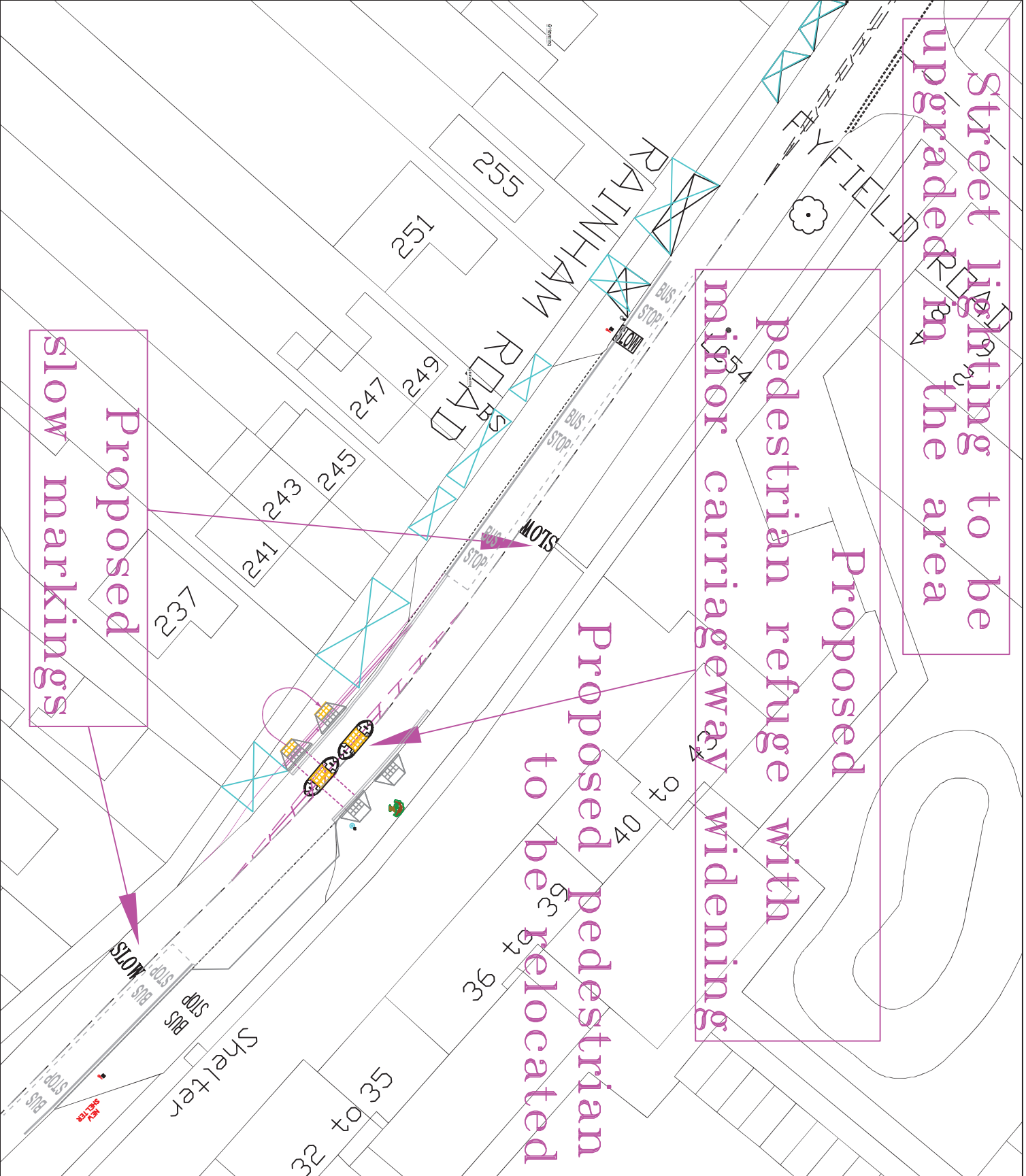
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Street lighting to be upgraded in the area

Proposed pedestrian refuge with minor carriageway widening

Proposed pedestrian to be relocated

Proposed slow markings



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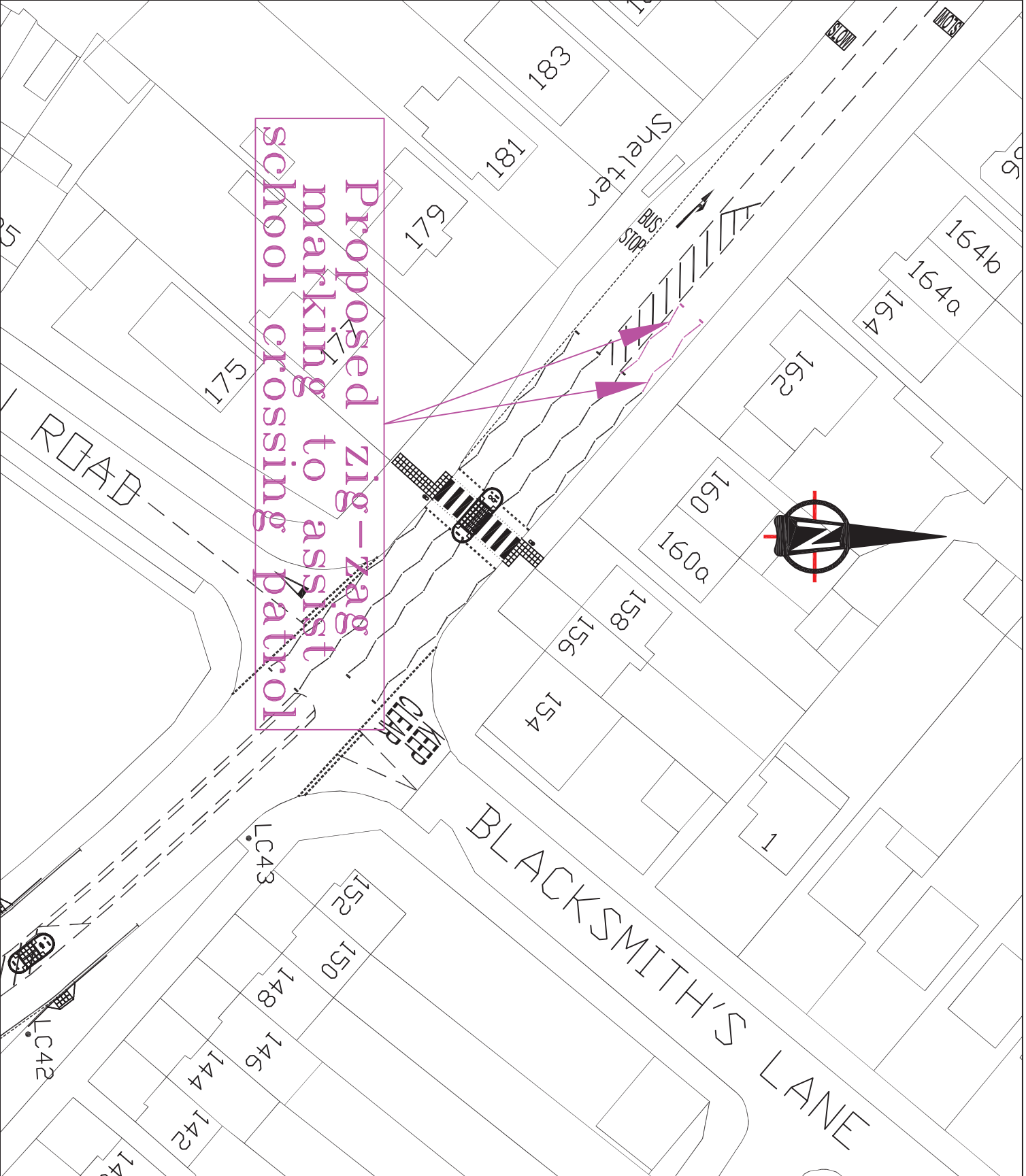
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A	Proposedped refuge to be relocated	10/11

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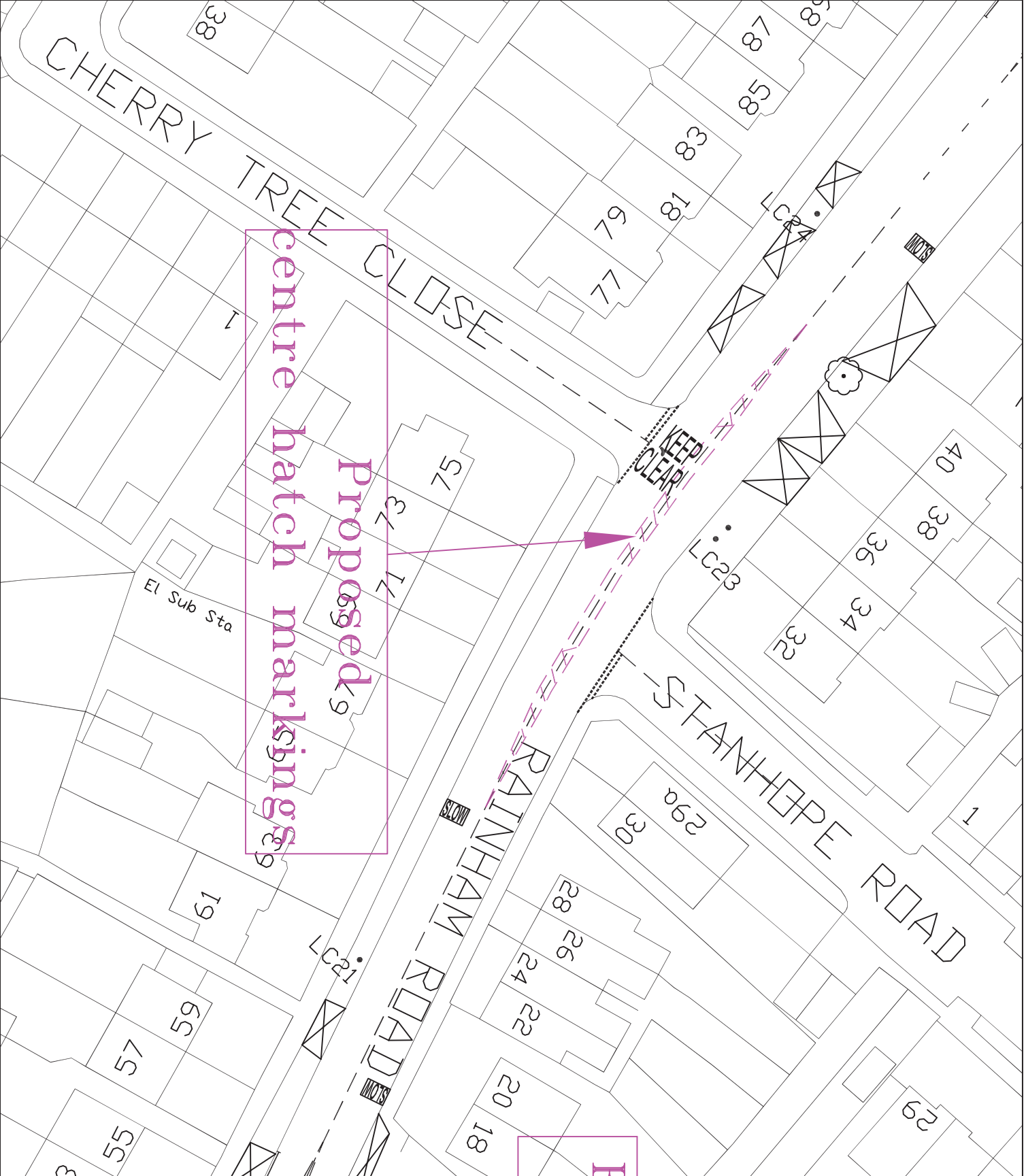
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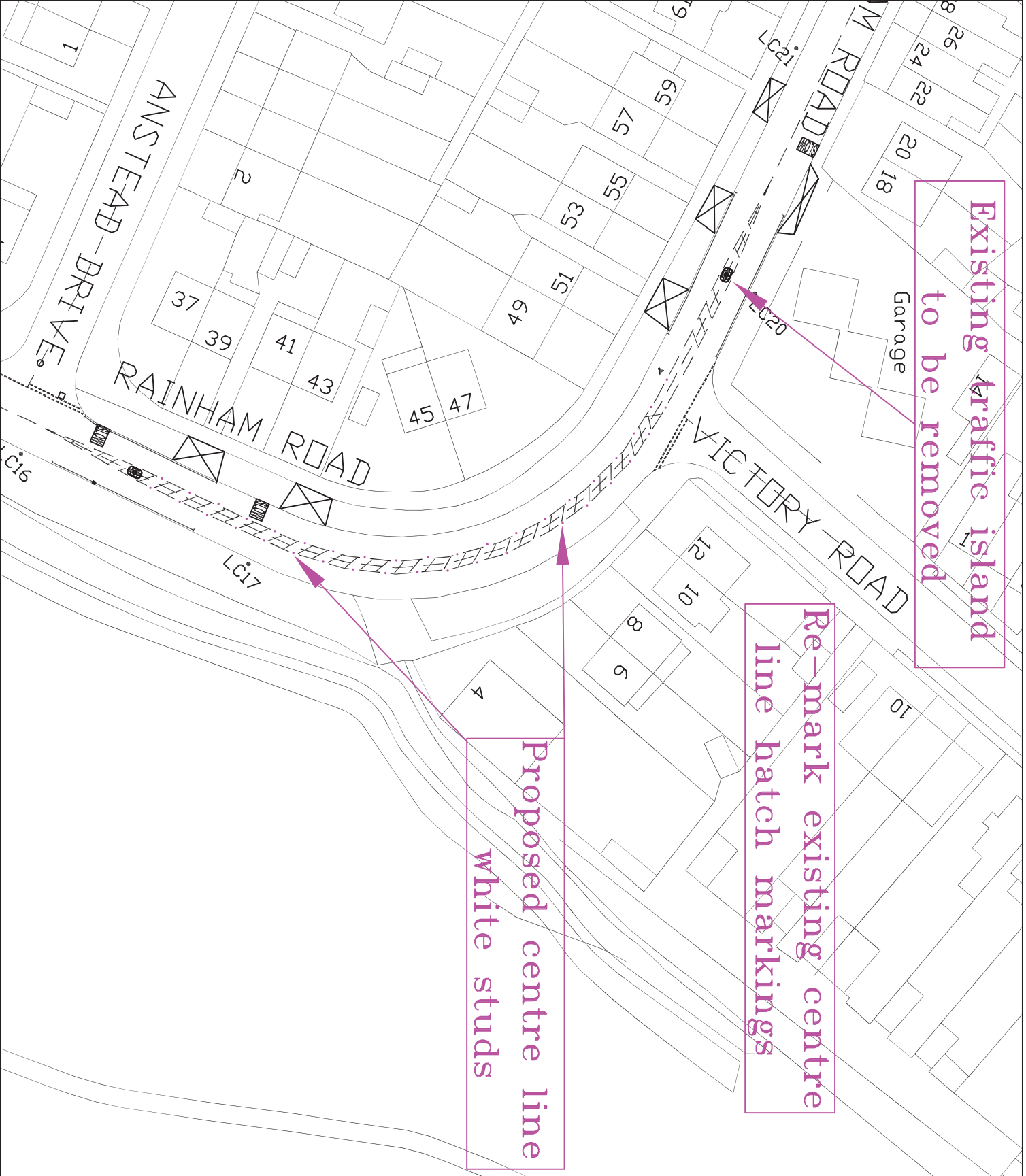


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Existing traffic island to be removed

Re-mark existing centre line hatch markings

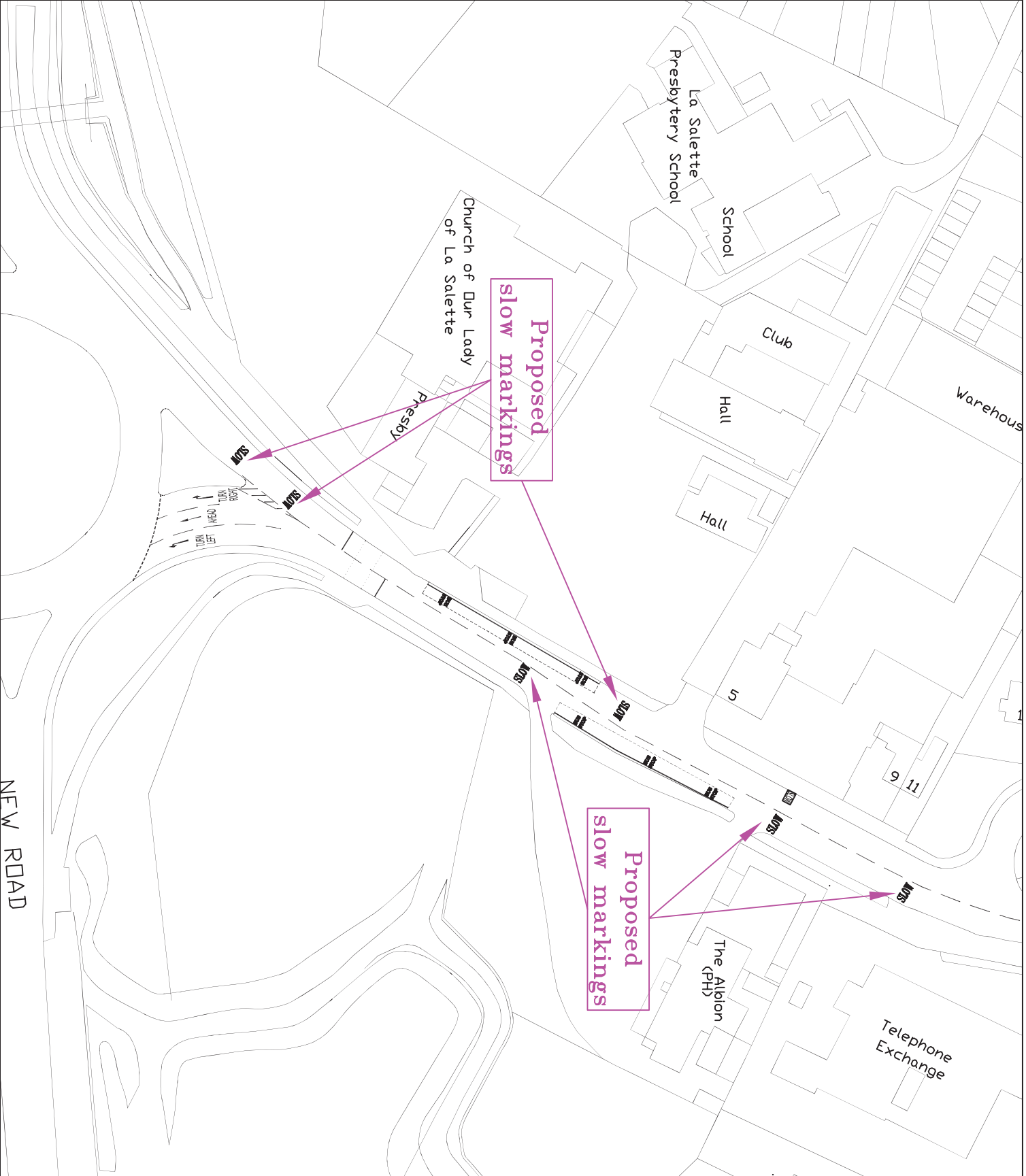
Proposed centre line white studs

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HIGHWAYS ADVISORY COMMITTEE

18 October 2011

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
October 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.

Highways Advisory Committee, 18 October 2011

- 1.4 Where any scheme is to be progressed, then the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee which will make recommendations to the Cabinet Member for Community Empowerment. Where a scheme is not to be progressed, then the Head of StreetCare will not undertake further work.
- 1.5 In order to manage this workload, a schedule has been prepared to deal with applications for new schemes and is split as follows;
- (i) Section A - Scheme Proposals with Funding in Place. These are projects which are fully funded and it is recommended that the Head of StreetCare proceeds with detailed design and consultation.
 - (ii) Section B - Scheme proposals without funding available. These are requests for works to be undertaken where no funding from any source is identified. The recommendation of Staff to the Committee can only be one of rejection in the absence of funding. The Committee can ask that the request be held in Section C for future discussion should funding become available in the future.
 - (iii) Section C - Scheme proposals on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion should funding become available in the future.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including staff design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee decision.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None

Equalities implications and risks:

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

BACKGROUND PAPERS

None.

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

**Highways Advisory Committee
18th October 2011**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Highway scheme proposals with funding in place								
H1	Sustrans Connect 2, Phases 2 and 3 (Pages Wood to Rainham)	Continuance of the design and implementation of the Connect 2 route (highway elements) from Pages Wood (Harold Wood) to Rainham Village, via Hall Lane, Station Road, St Mary's Lane, Bridge Avenue, Hacton Lane, Dover's Corner and Bridge Road.	Cabinet approved scheme principle in July 2009, with each phase approved by relevant Cabinet Member subject to funding and approvals in place. Phase 1 recommended by HAC in July 2010 and signed off by Cabinet Member for Community Empowerment (10-84). Outcome of design and consultation of Phases 2 and 3 highways elements to be reported to future HAC meeting.	various - TfL LIP, Veolia Trust, Big Lottery etc.	Would be confirmed in detail when brought back to HAC following consultation, but in total around £1.5m	Bob Flindall LBH Regeneration	19/09/2011	Mark Philpotts LBH StreetCare

London Borough of Havering
Traffic & Engineering - StreetCare
Highway Schemes Applications Schedule
Highways Advisory Committee
18th October 2011

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H2	Phillip Road, South Hornchurch	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. Rejected by HAC 20th September 2011, but resubmitted with the permission of HAC Chairman. 3 years to May 2011, 4 injury collisions recorded (all 2011 involving failure to give way).	TfL LIP	£12k	Police/ Residents/ Ward Cllrs	08/09/2011	Velup Siva LBH StreetCare
H3	High Street & Church Lane, Romford	Provision of on-street Car Club parking bays	Provision of Car Club parking bays in support of Council's Car Club Pilot Scheme set out in MTFs Savings Plan approved by Cabinet on 13th July 2011	TfL LIP	£10k	LBH Head of Regeneration	10/10/2011	Mark Philipotts LBH StreetCare
H4	Mawney Road, Romford	Bus Stop Accessibility improvements outside 235/237 - 140mm kerb and bus stop clearway.	Rejected by HAC January 2011, resubmitted on the request of Cllr Wallace. Continued complaints from a local resident who has problems accessing stop. Location has no accessible footway.	TfL LIP (Enabling Works - TBC)	£2.5k	Resident	10/10/2011	Cllr Melvin Wallace

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

**Highways Advisory Committee
18th October 2011**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION B - Highway scheme proposals without funding available								
H5	Heath Park Road/ Victoria Road	Close railway bridge to all traffic and divert to other side roads because over size vehicles are turning around on residents driveway and there have been instances of large vehicles hitting width restriction at night causing disturbance to residents.	HAC is aware of reasons for restriction on bridge. A full closure would mitigate the issues adjacent residents are suffering, but other roads (such as Princes Road) would take all diverting traffic and parking controls may be required to allow some vehicles through. No Council funding available and Network Rail would have to be approached.	Possibly Network Rail	£10k	Resident	13/09/2011	
H6	Brentwood Road	Provide speed humps through bend near Marwell Close to reduce speed of traffic.	Staff could not recommend speed humps on this class of street; speed tables or cushions might assist. Complaint as a result of traffic diverting from Heath Park Road. No Council funding available and Network Rail would have to be approached.	Possibly Network Rail	£10k to £30k	Resident	04/10/2011	1120948
H7	Front Lane, south of railway	Provision of a weight limit with time restriction to prevent HGVs using road.	Feasible, but unfunded. Could impact on low railway bridge at St Mary's Lane and may need a signed diversion route on other authorities' roads. Would need an exemption for buses and those loading within the area.	None	£30k +	Resident	04/10/2011	1123428

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

**Highways Advisory Committee
18th October 2011**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
	None to report							

HIGHWAYS ADVISORY COMMITTEE

REPORT

18 October 2011

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
October 2011**

Report Author and contact details:

Alexandra Watson
Business Unit Manager (Schemes &
Challenges)
01708 432603
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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 £47K 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, 18th October 2011

- 1.3 Where the Committee recommends to the Cabinet Member for Community Empowerment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee, which will make recommendations to the Cabinet Member for Community Empowerment.
- 1.4 Where the Committee recommends to the Cabinet Member for Community Empowerment that a scheme should not be progressed subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will not undertake further work and the proposed scheme will be removed from the Schemes application list. Schemes removed from the list will not be eligible for re-presentation for a period of six months commencing on the date of the Highways Advisory Committee rejection.
- 1.5 In order to manage and prioritise this workload, a schedule has been prepared to deal with applications for schemes and is split as follows;
- (i) Section A – Minor Traffic and Parking requests. These requests may be funded through the Council's revenue budget (A24650) for Minor Traffic and Parking Schemes or an alternative source of funding (which is identified) and the Committee advises the Cabinet Member for Community Empowerment to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
 - (ii) Section B – Minor Traffic and Parking scheme requests on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion or funding issues.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee advice to the Cabinet Member for Community Empowerment.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

Decisions need to be made which are in accordance with various equality and diversity considerations, the advice of which will be reported in detail to the Committee so that they may advise the Cabinet Member for Community Empowerment.

BACKGROUND PAPERS

None.

London Borough of Havering
 Traffic & Parking Control - StreetCare
 Minor Traffic & Parking Schemes Applications Schedule

Highways Advisory Committee
 18th October 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Minor Traffic and Parking Scheme Requests								
TPC118	Spilsby Road, Harold Hill	Request to extend existing double yellow line a further 12-15 metres to cover the entrance/exit to Conqueror Court to improve access/egress for HGVs delivering to premises	Feasible	LBH Revenue	200	Business	27/09/11	Business
TPC119	Plover Gardens, Cranham	Request for implementation of double yellow lines on carriageway area opposite residential properties to deter obstructive parking for residents accessing and egressing off-street parking areas	Feasible , but the proposals will limit available parking space in this small narrow road	LBH Revenue	500	Resident	18/07/11	Resident
TPC120	Ruskin Avenue, Spenser Crescent, Masefield Drive and Hall Lane, Upminster	Request for junction protection at junction of Ruskin Avenue with Masefield Drive, Spenser Crescent with Masefield Drive, Spenser Crescent with Hall Lane and Masefield Drive with Hall Lane plus double yellow lines at the apex of bends in Masefield Drive to deter obstructive parking by users of Upminster Hall Playing Fields	Feasible, proposals to restrict four junctions and three apexes of bends. The proposals would always keep the area free from obstructive parking when events are being held on the playing field.	LBH Revenue	1,000	Resident	27/09/11	Resident
TPC121	Acacia Avenue, Romford	Request for junction protection at junction with Laburnum Avenue on evens side of road to deter obstructive parking by heavy vehicles parked along the flank wall.	Officers would recommend 10 metre junction protection on both sides of Acacia Avenue at junction with Laburnum Avenue	LBH Revenue	550	Resident via Cllr D White	12/09/11	1122082
TPC122	Kenilworth Gardens, Hornchurch	Request for junction protection at junction with Connaught Road to deter motorists parking too close to the junction causing sightlines to be obstructed		LBH Revenue	500	Cllr Morgon	29/09/11	Cllr Morgon

London Borough of Havering
 Traffic & Parking Control - StreetCare
 Minor Traffic & Parking Schemes Applications Schedule

Highways Advisory Committee
 18th October 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
TPC123	Bryant Avenue Romford	Request to extend double yellow lines at the new access point for Tesco on Bryant Ave	<p>Cllr Light has asked that we consider the extension of double yellow lines to improve safety at this location and has received the following report from the police: Motorcycle passing stationary traffic at temporary traffic signals loses control and drops bike. Bike hits rear offside corner of stationary van and rider hits tow ball with his head and becomes trapped under rear of van. He suffers serious head and chest injuries. Van lifted off him by LFB (Fire Brigade) and casualty airlifted to Royal London Hospital by HEMS (Air Ambulance). Victim is stable but critical.</p> <p>Cllr Eagling also put forward a request (TPC3) to HAC on 19 April 2011 and August 2010 and on both occasion this was rejected</p> <p>A request was also received from a Mr Fletcher, Corporate Affairs Manager for Tesco to improve safety and sight-lines.</p> <p>Officer would recommend that we take this scheme forward due to the incident report from the police and the number of requests received for this location.</p>	LBH Revenue	500	Cllr Light/Tesco/Resident	04/10/11	Cllr Light/Tesco/Resident

London Borough of Havering
Traffic & Parking Control - StreetCare
Minor Traffic & Parking Schemes Applications Schedule

Highways Advisory Committee
18th October 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
TPC124	Beauly Road Romford	Request for junction protection marking on the Beauly Road at its junction with Pettits Lane	Since the site requested is in close proximity to a pedestrian crossing to improve road safety and visibility the Schemes Team would be in favour of taking this scheme forward	LBH Revenue	500	Resident	16/09/11	Resident
TPC125	Hainault Road Romford (north of Eastern Avenue)	Request for residents parking scheme for Hainault Road	It would be possible to implement a resident parking scheme, but consideration should be given to displaced vehicles in side roads and I would therefore recommend a wider scheme.	LBH Revenue	5,000	Cllr Wallace	19/09/11	Cllr Wallace via resident
TPC126	24 St Neots Road	Request for residents parking scheme for St Neots Road	It would be possible to implement a resident parking scheme, but consideration should be given to displaced vehicles in side roads and I would therefore recommend a wider scheme.	LBH Revenue	3,000	2 Residents	19/09/11	Resident
TPC127	Oldchurch Road, Dagenham Road junction	Request received for junctions protection markings as vehicles are parking in close proximity to the mini roundabout and causing an obstruction for road users especially bus services	Alan Ford of London Buses will investigate to see if there any significant issues for the bus companies. Junction protection would certainly improve traffic flow; however, footway parking facilities may have to be removed to allow for the installation.	LBH Revenue	500	Cllr Osborne	15/09/11	Cllr Osborne
TPC128	Carlton Close Upminster	Request via resident to introduce a resident parking scheme in Carlton Close, for the residents	Feasible, however this would further limit parking provision for residents of flats/masonettes opposite Carlton Close	LBH Revenue	800	Resident	15/09/11	Resident
TPC129	Mount Pleasant Road, Collier Road	Request via resident for restrictions to prevent parking around the junction	Feasible, double yellow lines at the junction to prevent residents parking during the week and church parking during weekends	LBH Revenue	500	Resident	14/09/11	Resident
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	Feasible on the south side of the road	LBH Revenue	250	Resident via Cllr Taylor	12/08/11	Resident via Cllr Taylor
TPC131	Cornflower Way Romford	Request by resident to extend the CPZ upto the fire gate	Feasible - extend the fire zone up to the fire gate and introduce resident parking bay opposite the residential properties.	LBH Revenue	1,000	Resident	30/09/11	Resident

London Borough of Havering
 Traffic & Parking Control - StreetCare
 Minor Traffic & Parking Schemes Applications Schedule

Highways Advisory Committee
 18th October 2011

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
TPC132	Howard Road Upminster	Request to increase the limited waiting time to prevent parking/obstruction to residents drive		LBH Revenue	500	Resident	15/09/11	Resident
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues								
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 - deferred for wider review	LBH Revenue	1,200	8 Residents and supported by Cllr Binion	13/07/11	1114620 1114634 1114638 1114644 1114648 1114652 1114660 1114664
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	118190