



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
15 November 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 - 24)

To approve as a correct record the minutes of the meeting of the Committee held on 18 October 2011, and to authorise the Chairman to sign them.

5 PARK LANE AREA PARKING REVIEW (Pages 25 - 38)

Outcome of consultation on revised proposed parking scheme

6 UPMINSTER ACCIDENT REDUCTION PROGRAMME (Pages 39 - 54)

St Mary's Lane and Corbets Tey Road – The outcome of public consultation

7 HIGHWAY SCHEMES APPLICATIONS (Pages 55 - 62)

The Committee is requested to consider the report relating to Highway Schemes Applications

8 TRAFFIC AND PARKING SCHEMES REQUESTS (Pages 63 - 74)

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

9 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
18 October 2011 (7.30pm – 11.15pm)**

Present:

COUNCILLORS:

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

An apology for absence was received from Councillor Brian Eagling.

+Substitute Member: Councillor Ron Ower (for Brian Eagling).

Councillors Linda Hawthorn, Linda Van den Hende, Garry Pain, Pam Light, Fred Osborne, Jeff Tucker and Melvin Wallace were present for parts of the meeting.

There were ten 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.

40 MINUTES

The minutes of the meeting of the Committee held on 20 September 2011 were agreed as a correct record and signed by the Chairman.

41 PROPOSAL TO IMPROVE TRAFFIC FLOW AND PARKING IN UPMINSTER TOWN CENTRE

The Committee considered a report that detailed the outcome of a consultation relating to various measures to improve traffic flow and parking in Upminster Town Centre. The report also included 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 following proposals were detailed in the report:

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

The junction of St Mary's Lane/Corbets Tey Road/Station Road handles considerable amount of both local and long distance traffic which resulted in long queues of traffic developing on all arms of the junction particularly during the peak periods.

The above junction was locally known as Bell Corner and it was connected with a major network of local distributor roads. To the north of the junction, was 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

In St Mary's Lane (eastbound approach to the junction) there was 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 was for right turning traffic.

There were pedestrian crossing facilities provided on all arms of the junction. All crossings are signal controlled which allowed pedestrians to cross in two stages. The bus stops on the west side in Station Road were 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 provided poor accessibility for passengers particularly disabled people, elderly people or people with push chairs.

Site observations and traffic flow data showed that queuing was 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 did not represent the number of vehicles which were part of the rolling queue on the approach to the junction.

Another contributory factor which caused traffic congestion at the junction was 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

Station Road in Upminster conveyed 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.

There was also a school bus route 648 which operates 2 services in the morning and 2 in the afternoon, Monday to Fridays only.

Details of the Feasibility Studies

The report informed the Committee that 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.

Proposals for a roundabout

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.

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.

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.

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

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.

Results of the computer model

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.

Results of the output of the computer model indicated that there are two options which are financially justifiable to consider. These were 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.

It was 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.

The proposals to widen the southern end of Station Road (Option D) to incorporate a left turn filter lane were abandoned. This was 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.

Alternative Measures to Improve traffic

As the traffic signals did 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 were described in details in the report.

Existing parking facilities in Corbets Tey Road, Upminster

At present, parking in Corbets Tey Road was by Disc Parking which the vast majority of shopkeepers and businesses considered was 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.

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. 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.

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 were included in appendix C of the report.

Based on survey with the shopkeepers and businesses in Corbets Tey Road, it was proposed to convert existing Disc parking bays to Pay and Display and there were further proposals to provide 10 new bays for Pay and Display. The total number of Pay and Display bays would be 34. The proposals were shown on drawing nos. QJ019-of-103 and QJ019-of-104.

Review of existing waiting and loading restrictions

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 was also permitted during these restricted times. Loading in the road had a detrimental impact on the traffic flows, particularly during

peak periods.

The existing bus stops in Corbets Tey Road restricted waiting and loading from 7am to 7pm, throughout the week. It was, therefore, important that the restrictions at the bus stops were upgraded to Clearways. As this was the case, changing the restricted period to bus stop clearways would 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 would bring Corbets Tey Road into line with the bus stops in Station Road, Upminster.

Proposed loading bays in Corbets Tey Road and Station Road

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

It was 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 was proposed close to the main entrance to Upminster Park and one outside no 34. The proposals were shown on drawing nos. QJ019-of-103 and QJ019-of-104.

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

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

The access for delivery to the shops for 119 to 133 St Mary's Lane and nos. 1 to 29 Station Road was via an service road. The service road laid 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

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.

The Gaynes Road car park had been leased to Aldi Store by the Council, therefore, the operation of the car park was the responsibility of Aldi. The car park was open at 7am and closes at 8pm. The car park

operated on Pay and Display, Monday to Saturdays with maximum stay of 2 hours. The car park had a capacity of 100 cars of which 4 parking spaces are allocated for blue badge holders.

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

To overcome the problems, it was important to design the parking restrictions to ensure that the delivery period was adequately covered to justify their installation and provide benefits to the shops. In addition, there were proposals to provide three parking bays for blue badge holders and a loading bay at the southern end of the service road. The proposals were shown on drawing no. QJ019-of-102.

Proposals to improve accessibility for passengers at existing bus stops

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 extended up to the junction. This problem was further accelerated particularly when alighting or boarding school children.

Passengers with disabilities found it difficult to alight or board buses as buses are unable to pull close to the kerb (within 200mm). To overcome the problem, it was 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 allowed buses to use the stops more efficiently thus minimising the length of time a bus is stationary. The proposals were shown on drawing nos. QJ019-of- 101/102/103 /104 of the report.

Outcome of the consultation

Following the Approval in Principle by the Council's Highways Advisory Committee as part of the 2010/11 Transport for London (TfL) LIP programme staff proceeded with the design and consultation on various proposals, including informal discussions with the Upminster ward councillors and local businesses.

Approximately 400 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder (2 September 2011), London Gazette, on the website of Havering Residents' Association and site notices were displaced 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.

The closing date for receiving any comments was set for 23 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.

The proposals described in the report were associated with improving the traffic flow through Upminster Town centre which was 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 would 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 was 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.

In accordance with the public participation arrangements the Committee was addressed by a resident who expressed her views against part of the scheme.

Councillor Linda Van den Hende spoke in favour of the scheme. She felt that the Gaynes service road should be named "Chestnut Road or Close". She agreed that the issues in the town centre were complex with many people trying to access the network at the same time. She also felt the scheme gave a good balance and created additional parking which was needed and with loading facilities to help traffic flow. She recognised that paying for parking was not universally popular, but

a pragmatic and strategic approach was needed.
She also expressed her appreciation to officers for their work.

Councillor Hawthorn supported the proposed naming of the unnamed road Chestnut Road or Close.

During deliberations the Committee raised the following issues:

- If officers had considered separating the two arms of St Mary's Lane into individual movements. In response, the Committee was informed that it was considered and discounted early on as to do this would mean the overall cycle time for the junction would increase, which in itself would create queues and might mean separate pedestrian flows which were currently mixed into the phasing.
- Disc Bays in St Mary's Lane (East of Bell Corner) – it was explained to the Committee that it was felt locally that these were working fine and therefore officers did not propose a change. A member enquired if some grace could be given to disc holders in the pay and display.
- Bus Stops lay-bys. The Committee was informed that there were no proposals to provide lay-bys. All stops were staying in existing locations.
- Pedestrian Guardrail at Corbets Tey Road - The Committee was informed that the cost of new hoop type guardrail would be around £8.5 thousand for supply only plus fitting. A member was of the view that it was not worth spending money changing things when we could reuse existing railings.
- The timings of the Puffin Crossing on Station Lane in terms of traffic hold ups. The Committee was informed that TfL had adjusted the green time for traffic beyond the normal limits to try and balance traffic and pedestrian demand.
- A Member raised an issue that he felt the St. Mary's Lane Puffin Crossing timings were causing issues. The Principal Engineer offered to refer the matter to TfL to check.
- A Member raised asked if the pedestrian "count down" signals could be looked at Bell Corner. The Principal Engineer explained that currently there were 8 trial sites in London, that the service would put a request to TfL for a potential scheme, although the council might be expected to fund the works.

Councillor Breading, seconded by Councillor Kelly, proposed that the recommendations be varied so that with No.2, the existing guardrail be reused rather than buy new and that the Head of StreetCare proceed to advertise the conversion of the disc parking bay to pay-and-display on St Mary's Lane, east of Bell Corner.

The Committee **RESOLVED** to:

1. Recommends to the Cabinet Member for Community Empowerment that the measures listed in Appendix B (schedules 1A, 1B, 2, 3, 4 and 5) of the report be implemented and the necessary traffic orders are made.
2. 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 be agreed, including the kerb build outs at both crossings. The proposals were shown on drawing no. QJ019-of-103/104.
3. 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.
4. Recommends to the Assistant Chief Executive Legal and Democratic Services that the service road on the south side of Gaynes Road be named Chestnut Road.
5. Note that the waiting restrictions and provision of three parking bays for blue badge holders in the service road would be the subject of a further report in the future.
6. 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.

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

The report before the Committee detailed the finding of the feasibility study, public consultation and set out recommendations for the safety improvements outlined in the report to be approved.

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 had 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.

The following safety improvements were proposed:

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 were proposed along White Hart Lane and Mawney Road as shown on Plan Nos. QK003/W/1 to QK003/W/8.

The following safety measures were 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.

Following the 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 on the proposals.

London Buses raised concerns about the bus stop along Chase Cross Road opposite to Lawns Way. Following discussion, London Buses decided to move the bus stop approximately 10metres to the northwest of the road. A resident raised concerns about the pedestrian refuge near Lawns Way which would 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.

From the public consultation results, the majority of residents along Mawney Road and White Hart Lane were 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 would be repaired. It was 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 were necessary to improve safety and parking conditions outside the Crownfield infant and junior schools.

In reply to an enquiry it was clarified to the Committee that there were no proposals to change the existing speed cushions.

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

1. 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 would be omitted from the original

proposals instead the carriageway and footway damages in the vicinity of speed cushions would 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 would be met from the Transport for London's (TfL) 2011/12 financial year allocation to Havering for Accident Reduction Programme.

43 SOUTH HAVERING ACCIDENT REDUCTION PROGRAMME – SOUTH END ROAD AND RAINHAM ROAD. THE OUTCOME OF PUBLIC CONSULTATION

The Committee considered a report for South End Road and Rainham Road Area. The 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 had been carried out and this report detailed the finding of the feasibility study, public consultation and recommends safety improvements be considered.

The following safety improvements were 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.

Outcome of public consultation

The outcome of the public consultation was summarised in the Appendix of the report.

The report also informed the Committee that the relocation of pedestrian refuge along Rainham Road would be included in the final detail design stage. The mini roundabout, traffic signal and additional traffic calming measures along South End Road were 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.

A Member of the Committee enquired if the proposals included measures as a result of fatality at South End Road/ Coronation Drive. The Principal Engineer informed the Committee that the fatality was under investigation by the Police and had not been through an inquest to reach a coroner's verdict and as such the matter had not been included.

The Committee **RESOLVED:**

To recommend 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)

That, it be noted that the estimated cost of £120,000 would be met from the Transport for London's (TfL) 2011/12 financial year allocation to Havering for Accident Reduction Programme.

44 PROPOSED WAITING RESTRICTIONS – APPLTON WAY/DORRINGTON GARDENS AREA – COMMENTS TO ADVERTISED PROPOSALS

The report before the Committee outlined the responses received to the advertised waiting restrictions for the Appleton Way/ Dorrington Gardens area, and recommends a further course of action.

The schedules for the proposed restrictions were appended to the report as Appendix A.

The summaries of responses received to the advertised proposals, along with staff comments were appended to the report as Appendix B.

The report informed the Committee that from the five responses received, there were no specific objections to the outlined proposals, although there were concerns over the long term parking situation in the area outside what was proposed. As there have been no specific objections to the proposals, it is therefore considered they are generally well received and are needed. The effects of any new restrictions are normally monitored to ensure that further problems are not created.

Following a brief debate the Committee **RESOLVED** to recommend the following restrictions:

Abbs Cross Gardens, the north, north-west, west sides, implemented to a point opposite the southern building line of no.27.

Appleton Way

- (a) the south-west side, between a point 20 metres west of the western kerb-line of Station Lane and the common rear boundary of Nos. 2 and 4 Woodfield Way;
- (b) the south side, between a point 15 metres east of the eastern kerb-line of Victor Gardens and a point 10 metres west of the western kerb-line of Victor Gardens.

Bruce Avenue

- (a) both sides, between the eastern kerb-line of Sandown

- Avenue and a point 10 metres east of that kerb-line;
- (b) both sides, between the western kerb-line of Sandown Avenue and a point 10 metres west of that kerb-line.

Dorrington Gardens

- (a) both sides, between the eastern kerb-line of Sandown Avenue and a point 10 metres east of that kerb-line;
- (b) the north side, between the south-western kerb-line of Appleton Way and a point 10 metres west of the western kerb-line of Woodfield Way;
- (c) the south side, between the south-western kerb-line of Appleton Way and the eastern boundary of No. 30 Dorrington Gardens.

Sandown Avenue

- (a) both sides
 - (i) between the northern kerb-line of The Avenue and a point 10 metres north of that kerb-line;
 - (ii) between the southern kerb-line of Victor Gardens and a point 10 metres south of that kerb-line;
- (b) the east side
 - (i) between a point 10 metres south of the southern kerb-line of Bruce Avenue and a point 10 metres north of the northern kerb-line of Bruce Avenue;
 - (ii) between a point 10 metres south of the southern kerb-line of Dorrington Gardens and a point 10 metres north of the northern kerb-line of Dorrington Gardens;
- (c) the west side, between a point 10 metres south of the southern kerb-line of Bruce Avenue and a point 10 metres north of the northern kerb-line of Bruce Avenue.

The Avenue, the north side, between a point 10 metres east of the eastern kerb-line of Sandown Avenue and a point 10 metres west of the western kerb-line of Sandown Avenue.

Victor Approach, both sides, between the south-western kerb-line of Abbs Cross Gardens and a point 15 south-west of that kerb-line.

Victor Gardens

- (a) the west side, between the southern kerb-line of Appleton Way and a point 15 metres south of that kerb-line;
- (b) the east and north sides, between the southern kerb-line of Appleton Way and the common boundary of Nos. 30 and 32 Victor Gardens;
- (c) the south side
 - (i) between the western kerb-line of Woodfield Way and a point 10 metres west of that kerb-line;
 - (ii) between a point 10 metres east of the eastern kerb-line of Sandown Avenue and a point 10 metres west of the western kerb-line of Sandown Avenue.

Woodfield Way

- (a) both sides, between the northern kerb-line of Dorrington Gardens and a point 10 metres north of that kerb-line;
- (b) the west side, between the southern kerb-line of Victor Gardens and a point 10 metres south of that kerb-line.

45 HIGHWAYS SCHEMES – Schemes Progress and Applications, October 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	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.	AGREED 8 TO 1
H2	Phillip Road, South Hornchurch	Conversion of 2 sets of speed cushions to humps and 2 additional speed humps.	DEFERRED
H3	High Street & Church Lane, Romford	Provision of on-street Car Club parking bays	AGREED
H4	Mawney Road, Romford	Bus Stop Accessibility improvements outside 235/237 - 140mm kerb and bus stop clearway.	AGREED
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	REJECTED

		turning around on residents driveway and there have been instances of large vehicles hitting width restriction at night causing disturbance to residents.	
H6	Brentwood Road	Provide speed humps through bend near Marwell Close to reduce speed of traffic.	REJECTED
H7	Front Lane, south of railway	Provision of a weight limit with time restriction to prevent HGVs using road.	REJECTED

46 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.

47 TRAFFIC AND PARKING SCHEMES – Schemes Progress and Applications, October 2011

The report before the Committee detailed all Minor Traffic and Parking Scheme application requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

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

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

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

Minor Traffic and Parking Scheme Applications Schedule

Item Ref	Scheme	Description	Decision
SECTION A – Minor Traffic and Parking Scheme Requests			
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	Rejected
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	Rejected
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	Defer for wider review
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.	Both the junctions with Laburnum and Chestnut Progress to advert
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	Rejected
TPC123	Bryant Avenue Romford	Cllr Eagling also put forward a request (TPC3) to HAC on 19 April 2011 and August 2010	Extend restrictions for up to 20

		and on both occasion this was rejected A request was also received from a Mr Fletcher, Corporate Affairs Manager for Tesco to improve safety and sight-lines. 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.	metres either side of entrance Progress to advert
TPC124	Beauly Way Romford	Request for junction protection marking on the Beauly Way at its junction with Pettits Lane	Deferred for wider review of Pettits Lane, between Beauly way and Pettiits Boulevard
TPC125	Hainault Road Romford (north of Eastern Avenue)	Request for residents parking scheme for Hainault Road	Rejected
TPC126	24 St Neots Road	Request for residents parking scheme for St Neots Road	Rejected
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	Progress to advert
TPC128	Carlton Close Upminster	Request via resident to introduce a resident parking scheme in Carlton Close, for the residents	Rejected
TPC129	Mount Pleasant Road, Collier Road	Request via resident for restrictions to prevent parking around the junction	Rejected
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	Deferred for wider review of the Essex Gardens Estate
TPC131	Cornflower Way Romford	Request by resident to extend the CPZ up to the fire gate	Rejected
TPC132	Howard Road Upminster	Request to increase the limited waiting time to prevent	Deferred for site visit and

		parking/obstruction residents drive	to further consultation with 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	Noted
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	Noted

Chairman
15 November 2011

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HIGHWAYS ADVISORY COMMITTEE

15 November 2011

REPORT

Subject Heading:

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

Report Author and contact details:

Nicola Childs
Engineer
01708 433103
nicola.childs@havering.gov.uk

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

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

SUMMARY

This report presents the views of those responding to a revised public consultation on an extension to the Romford Controlled Parking Zone Sector 3, into Park Lane and Clifton Road.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the following proposals be implemented as shown on the relevant Drawings,
 - (a) Extension to Sector 3 Controlled Parking Zone, Drawings QJ054.OF.102.C and .105.C;
2. That it be noted that the estimated cost of implementing the residual elements of the scheme is £5,000 which can be met from the 2011/12 revenue allocation for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 Residents of Clifton Road and Park Lane north of Malvern Road were part of a wider consultation on the extension of the Sector 3 Controlled Parking Zone (CPZ) and other parking related issues in July 2011.
- 1.2 Insufficient numbers of residents affected by the CPZ proposals expressed their opinion. This resulted in staff recommending in a report to the Highways Advisory Committee, at its meeting on 16th August 2011, (item 6) that the CPZ element of the scheme be rejected.
- 1.3 A Ward Councillor spoke on behalf of the residents at the meeting and the Committee decided that the Head of StreetCare be authorised to re-consult the residents of Park Lane between Brentwood Road and Malvern Road and Clifton Road on being included in the Sector 3 residents parking scheme.
- 1.4 Very minor changes were made to the initial proposed scheme. On 16th September, one hundred and thirty five residents and businesses in Park Lane, north of Malvern Road, Clifton Road and Globe Road in the vicinity of Clifton Road were re-consulted on the proposals as shown on drawings QJ054.OF.102.C and .105.C. The Notice of Proposal was also displayed on site. The changed elements of the scheme are outlined below:
 - Bring Clifton Road and Park Lane into the current Sector 3 Controlled Parking Zone (north of Malvern Road);
 - Provision of 1 no. business permit bay in Park Lane, outside nos. 33 and 35.

- 1.5 On 22nd September, a subsequent letter had to be sent following an error with the cost of visitor permits, which have increased to £10 for 10 scratch cards.
- 1.6 There are 62 properties in Clifton Road and the scheme will provide parking for approximately 51 vehicles plus 3 existing disabled parking bays located outside registered properties.
- 1.7 The closing date for the responses was Friday 7th October. A greater number of responses were received, which are summarised in Appendix II.
- 1.8 The Sector 3 area is currently bounded by Malvern Road, Globe Road, Brentwood Road, Victoria Road, South Street, Thurloe Gardens and Clydesdale Road. Any resident with a permit can park in the zone.
- 1.9 The Permit bays and single yellow lines will be operational Monday to Saturday 8.30am to 6.30pm.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, thirty seven responses had been received which is a 27% response rate, 36 of these were from Clifton Road. No businesses replied. The comments are summarised in Appendix II.
- 2.2 Twenty six were in favour of the proposals although some still had reservations about the detail. Ten objected.
- 2.3 The general comments received are given below;
 - Some of those in favour of joining the existing CPZ would like to see continuous parking bays otherwise they lose the parking bay across their private driveways,
 - The scheme will prevent those using local amenities from parking in Clifton Road, taking up valuable parking space,
 - Single yellow line restrictions should operate during school times only,
 - Complaints about difficulties parking,
 - Comments about there not being a parking problem,
 - Not enough parking enforcement around the school and in existing resident bays,
 - Comments that the proposals are a money-making scheme or another motoring tax and will be costly when receiving visitors,
 - Objecting to the increase in size of the disabled bays.

3.0 Staff Comments

- 3.1 Many residents mentioned the problems caused by businesses, commuters, school parents, users of the local church and dance school parking in Clifton Road. It was claimed that existing CPZ residents have also been parking in Clifton Road for 'free'. Some respondents did raise the point of these parking problems shifting on to other streets should this scheme go ahead.
- 3.2 Several residents, whilst in favour of the scheme in principle, object to the extent of the single yellow lines. Experience of parking enforcement has shown that having continuous bays across private drives encourages erroneous parking. Where there is less than 7 metres between driveways (enough room for a 5 metre bay and 2 x 1 metre clearance), the single yellow line continues along the gap in between, again to prevent vehicles parking over the driveway.
- 3.3 The single yellow lines will result in a net loss of available parking space. The affect this will have will only be borne out with time as, once the scheme is implemented, commuters, drivers from schools and other local amenities will be unable to park in Clifton Road, freeing up spaces for permit holders.
- 3.4 An elderly lady lives in Clifton Road and she depends heavily on non-resident family carers who spend 5 to 6 hours per day with her. They all objected because the carers permit is for a maximum of 2 hours and one visitor permit allows parking for 4 hours only. This would become expensive for the family.
- 3.5 Some objected to the increase in length of the disabled bays. The proposal only brings the bay size up to standard. With the proposed parking bays abutting the disabled bays at either end, the increased length allows room for the disabled driver to manoeuvre.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £5,000 for residual elements of the scheme can be met from the Council's 2011/12 revenue budget for Parking Schemes.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

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

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

BACKGROUND PAPERS

Project File: QJ 054 Park Lane Area Parking Review

APPENDIX I - CONSULTATION LETTER



Bob Wenman
Head of StreetCare

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

Resident / Occupier / Business

Parts or all of: Park Lane, Clifton Road, Globe Road,
Claremont Road, Malvern Road and Brentwood Road.

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

My Ref: QJ054/NC
Your Ref:

Date: 16th September 2011

Dear Sir or Madam,

**PARK LANE AREA – PARKING REVIEW
RECONSULTATION SEPTEMBER 2011**

This letter and attached drawings detail the revised consultation for the Park Lane and Clifton Road Controlled Parking Zone.

Residents and businesses were consulted in July 2011 on proposals for the extension of the existing Controlled Parking Zone (CPZ) along with other parking related restrictions, to enable StreetCare to make recommendations to the Highways Advisory Committee (HAC). Responses were collated road by road and proposals modified depending on the approvals and objections. Based on the comments received StreetCare recommended that the CPZ should not be extended and the only junction parking restrictions recommended were those that would have specific road safety benefits.

After much debate at the HAC, it was concluded that the CPZ scheme should be re-consulted. The only parts of the original proposals to be implemented are: alteration to the duration of the Clifton Road school keep clear marking and removal of the existing school keep clear marking in Malvern Road plus extension of the residents' permit bay.

The attached drawings QJ054.OF.102.C and 105.C show the extent of what is being consulted on now; virtually the same as before. Based on resident comments received previously, the following is for clarification.

It is no longer Council policy to provide permit bays along the entire length of a street, crossing private driveways. To maintain the street as a Controlled Parking Zone, it is therefore necessary to provide the single yellow line restrictions (operational Monday to Saturday 8.30am to 6.30pm) across private driveways.

Existing disabled bays have been lengthened. They are shown to the correct standard 6.6 metres and this gives enough room for the disabled driver to manoeuvre in the bay with parking bays abutting either end of the disabled bay.

The double yellow lines at the Clifton Road junction with Globe Road and Claremont Road, Clifton Road and Malvern road junctions with Park Lane remain as this completes the CPZ scheme. There are no other double yellow lines proposed throughout the original review area.

The costs of permits and more information about the CPZ are detailed overleaf.

A copy of the revised draft Traffic Order will be placed on site near all locations affected by a proposal. The supporting schedules can be viewed in the Romford Recorder and the London Gazette newspapers from 16th September 2011.





Bob Wenman
Head of StreetCare

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

Resident / Occupier / Business

Parts or all of: Park Lane, Clifton Road, Globe Road,
 Claremont Road, Malvern Road and Brentwood Road.

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

My Ref: QJ054/NC
 Your Ref:

Date: 22nd September 2011

Dear Sir or Madam,

PARK LANE AREA – PARKING REVIEW
AMMENDMENT OF VISITOR PARKING PERMIT CHARGE

My letter of 16th September regarding the Park Lane Area Parking Review contained an error.

Please be advised that permits for visitors are actually **£10.00 for 10 scratch cards** and not £5.00 as previously stated.

For further details of Parking Permits, you can call Parking Enquiries 01708 432787 or look online at <http://www.havering.gov.uk/Pages/Streetparkingpermits.aspx>.

Resident (annual)		Business (annual)
First permit	£20.00	£71.05 Maximum of 2 permits per business
Second permit	£25.00	
Third and subsequent permits	£60.00	
Permits for visitors £10.00 for 10 scratch cards, 15 books per annum per property (150 visits). Duration of stay 4 hours.		
Domestic Home Carer's permits £36 per annum. Duration of stay 2 hours.		

Please note that the Council cannot allocate bays for individual people or premises or provide bays across dropped kerbs (driveway accesses).

The use of any bay is on a first come first served basis. If the numbers of permits in circulation exceed the available number of bays on-street, then some users may have difficulty in finding a parking space.

Blue Badge holders may park for up to 3 hours on a single or double yellow line unless a loading restriction is in operation.

Yours faithfully,

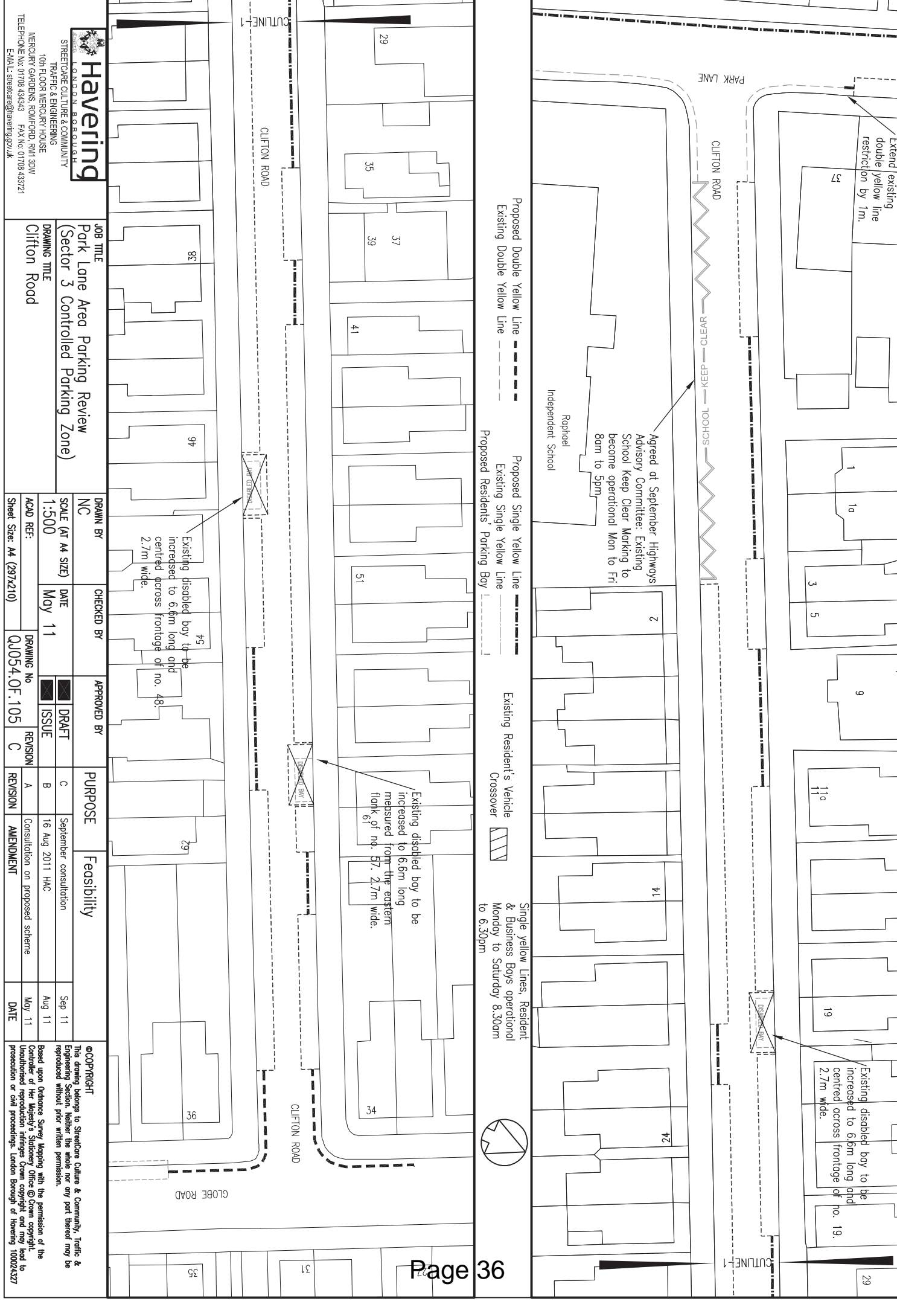
Nicola Childs IEng AMICE, Traffic & Engineering

Clifton Road			Resident view		Comments
Date	Name	Address	Object	Agree	
20.08.11 24.09.11	Ms Randall & Mr Randall	49 Clifton Road		1	Did not appreciate that July consultation letter required a response. In favour of CPZ. Fully support scheme.
16.09.11	Ms Underwood	21 Clifton Road		1	Welcomes the proposals. Parking is a major problem.
23.08.11 19.09.11	Mrs Evans	14 Clifton Road		1	Constantly experience parking problems with parents and commercial vehicles.
19.09.11 23.09.11	Mrs Godfrey	Clifton Road	1		Cannot understand why it is necessary to introduce CPZ. Yet another cost to motoring. Outrage at high visitor permits.
19.09.11	Miss Biscomb	52 Clifton Road		1	Many problems with school parents, commuters, etc and residents of Globe Road wanting to park for free. Does NOT want SYL across driveways.
19.09.11	Mr Gilbert	Clifton?		1	In favour. Does NOT want SYL across driveways.
19.09.11	Mr Hill	Clifton		1	Many problems with school parents, commuters, commercial vehicles etc and residents of surrounding areas.
19.09.11	Mr Sayer	Clifton		1	Happy for CPZ to go ahead.
19.09.11	Mr Hammond	36 Clifton		1	Happy for CPZ to go ahead.
19.09.11	Mr Potter	Clifton		1	Happy for CPZ to go ahead.
19.09.11	Ms Blandford	45 Clifton Road		1	Cars from adjoining roads frequently park in Clifton Road.
19.09.11	Mrs Comben	10 Clifton Road		1	Please progress scheme asap.
20.09.11	Ms Stock	47 Clifton Road		1	Regularly has to park in adjacent roads.
22.09.11	Mr York	20 Clifton Road		1	Looks forward to scheme going ahead.
22.09.11	Ms Worman	20 Clifton Road		1	Looks forward to scheme going ahead.
23.09.11	Mr & Mrs Russell	23 Clifton Road		1	In favour. Current situation unworkable.
26.09.11	Mr Doig	46 Clifton Road	1		Has rarely experience parking problems. And not noticed commuters.
26.09.11	Ms Stafford	6 Clifton Road		1	Many problems with vehicles from other road and schools parking long term in Clifton Road.

		Clifton Road		Resident view		Comments
Date	Name	Address	Object	Agree		
19	27.09.11	L Thrower	30 Clifton Road		1	In agreement with proposal.
20	27.09.11	Mr & Mrs Stone	57 Clifton Road		1	In favour. Too many from other roads park in Clifton Road.
21	28.09.11	Ms Alsop	37 Clifton Road	1		CPZ too costly. Wants Romford's car parks to be cheaper.
22	29.09.11	Mrs Elderton	Peartree Close Ockendon	1		Mother aged 88 resident of Clifton, no registered car so family not entitled to resident permit; makes caring for mother very expensive.
23	28.09.11 & 5.10.11	Mr & Mrs Clements	Warren Drive	1		Carer of family member. Concerned that Domestic Carer permit only allows 2 hours parking and this is inadequate. Concerned about displaced parking from neighbouring amenities that currently advertise 'free' parking in Clifton Road.
24	30.09.11	Mrs Clements	Clifton Road	1		As a pensioner with non-resident family carers, concerned they will not be able to park and also have to pay for the privilege. Carers permit insufficient time.
25	30.09.11	Mr & Mrs Clements	Upper Rainham Road	1		Carer of family member. Concerned that Domestic Carer permit only allows 2 hours parking and this is inadequate. Loss of space due to SYL.
26	3.10.11	Ms Dower	4 Clifton Road		1	In favour. CPZ would be fairer system.
27	3.10.11	Ms Acors	Clifton Road	1		Objects to having to pay for own and visitor permits. There will be less space for parking. Not guaranteed a space even though will have paid for it.
28	4.10.11	Charnick	60 Clifton Road	1		Strongly objects to visitors having to pay. Another tax on motorists. Does not think there is a parking problem other than school traffic.
29	4.10.11	Sumpton	9 Clifton Road		1	Registers approval.
30	4.10.11	Sumpton	9 Clifton Road		1	In favour. Too many from other roads park in Clifton Road.
31	5.10.11	Mr Oliver	Clifton		1	In favour. Is concerned that SYL across drives are excessive.
32	5.10.11	Mr & Mrs Carroll	26 Clifton Road		1	In favour.

		Clifton Road		Resident view		Comments
Date	Name	Address	Object	Agree		
33	6.10.11	Mr & Mrs Gosling	55 Clifton Road		1	In favour.
34	6.10.11	Ms Norwick	Clifton Road		1	Happy with the idea but does not approve with current proposals - length of disabled bays, excessive yellow lines, Park Lane residents may start to park in Clifton Road, unhappy that permit does not guarantee a space.
35	7.10.11	Mr Aberdeen	15 Clifton Road		1	In favour. Would like residents to each be allocated 1 bay near their property as there will still be problems finding space. Visitor charges prohibitive and would like a charge 'per day' and not 4hrs.
36	7.10.11	Ms Nairac	12 Clifton Road	1		On behalf of her grandmother, not in favour as no one guaranteed a space. Visitor permit expensive when many come to visit at a time. Objects to increase in disabled bay size; disproportionate to car size.
37	7.10.11	T Macdonald	27 Clifton Road		1	Agrees with scheme.
65	LETTERS DELIVERED					
37	RESPONSES RECEIVED BY CLOSE OF SURVEY			10	27	
56.9% Response Rate				27.0%	73.0%	

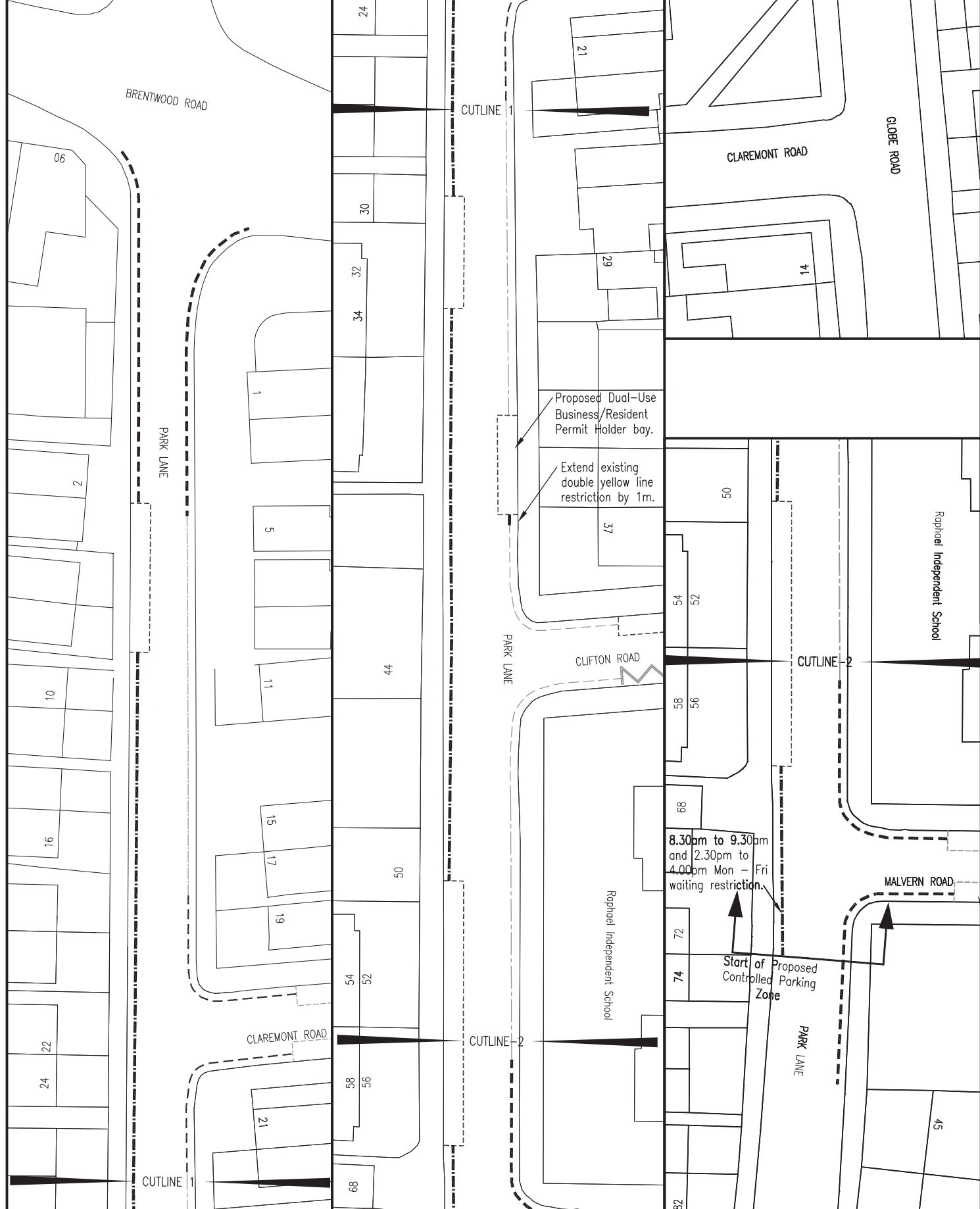
Park Lane (north)				Resident view		Comments
Date	Name	Address	Object	Agree		
17.08.11 & 16.08.11	Ms Mond	38 Park Lane		1	Did not appreciate that July consultation letter required a response. In favour of CPZ.	
2						
3						
4						
5						
6						
70	LETTERS DELIVERED					
1	RESPONSES RECEIVED BY CLOSE OF SURVEY		0	1		
1.4% Response Rate			0.0%	100.0%		



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

DRAWN BY NC	CHECKED BY	APPROVED BY	PURPOSE	Feasibility
SCALE (AT A4 SIZE) 1:500	DATE MAY 11	DRAFT	REVISION	
ACAD REF:	DRAWING No QJ054.0F.105	ISSUE	REVISION	
Sheet Size: A4 (297x210)		C	A	DATE
			AMENDMENT	
			September consultation	Sep 11
			Consultation on proposed scheme	Aug 11
				May 11

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

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

SCALE (AT A4 SIZE)
 1:500

DATE
 May 11

DRAFT
 DRAFT
 ISSUE

PURPOSE
 Feasibility

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 NC

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APPROVED BY

ACAD REF:

DRAWING NO.
 QJ054.OF.102

REVISION
 C

Proposed Double Yellow Line - - - - -

Existing Double Yellow Line - - - - -

Proposed Single Yellow Line - · - · - ·

Existing Single Yellow Line · - · - · - ·

Proposed Residents' Parking Bay [Symbol]

Existing Resident's Vehicle Crossover [Symbol]

Single yellow Lines, Resident & Business Bays operational Monday to Saturday 8.30am to 6.30pm unless shown otherwise.

C	September consultation	Sep 11
B	16 Aug 2011 HAC	Aug 11
A	Consultation on proposed scheme	May 11
REVISION	AMENDMENT	DATE

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HIGHWAYS ADVISORY COMMITTEE

REPORT

15 September 2011

Subject Heading:

UPMINSTER ACCIDENT REDUCTION
PROGRAMME – ST MARY’S LANE AND
CORBETS TEY ROAD (THE OUTCOME OF
PUBLIC CONSULTATION)

CMT Lead:

Cynthia Griffin

Report Author and contact details:

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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 [X]
- Excellence in education and learning []
- Opportunities for all through economic, social and cultural activity []
- Value and enhance the life of every individual [X]
- High customer satisfaction and a stable council tax [X]

SUMMARY

St Mary’s Lane and Corbets Tey Road Area – Upminster 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 pedestrian refuge, vehicle activated sign, street lighting improvements, speed cushions, coloured surfacing, road signs and road 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.

St Mary's Lane

- (a) Pedestrian refuge and street lighting improvements along St Mary's Lane by Norfolk Road (Drawing No.QK002/U/1)
- (b) Vehicle activated sign, buff coloured surfacing and slow road markings along St Mary's Lane by Sacred Heart of Mary RC School (Drawing No.QK002/U/2)
- (c) Street lighting improvements and slow road markings along St Mary's Lane between Aylett Road and Argyle Road (Drawing No.QK002/U/3)
- (d) 'Giveaway' road markings along St Mary's Lane by Lichfield Terrace (Drawing No.QK002/U/4)

Corbets Tey Road

- (e) Pedestrian refuge, larger dome construction, speed cushions and street lighting improvements at the Corbets Tey Road / Gaynes Park Road / Park Drive mini roundabout (Drawing No.QK002/U/5)

2. Following the public consultation results, additional safety improvements including parking restrictions at the St Mary's Lane / Lichfield Terrace junction will be considered as a separate study. The public consultation results of these proposals will be reported to future Highway Advisory Committee meeting.
3. 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. St Mary's Lane and Corbets Tey 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 St Mary's Lane and Corbets Tey 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 1600 vehicles per hour during peak periods along St Mary's Lane and Corbets Tey Road.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
St Mary's Lane by Sacred Heart of Mary RC School	33	35	38	40
St Mary's Lane by Coopers Coborn School	33	38	39	43
St Mary's Lane by Jobbers Rest public House	32	32	37	40
Corbets Tey Road by The Approach	33	32	37	36
Corbets Tey Road by Longwood Close	34	34	41	41

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 limits along part of St Mary's Lane and Corbets Tey Road are 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, fifty and twenty three personal injury accidents (PIAs) were recorded along St Mary's Lane and Corbets Tey Road respectively. Of the fifty PIAs in St Mary's Lane, six were speed related; twelve were occurred during the hours of darkness and six involved pedestrians. Of the twenty three PIAs in Corbets Tey Road, two were speed related; seven were occurred during the hours of darkness and four involved pedestrians.

Location	Fatal	Serious	Slight	Total PIAs
St Mary's Lane / Upminster Road				
The Walk Junction	0	0	1	1
Minster Way Junction	0	0	2 (1-Dark) (1-speed)	2
Norfolk Road Junction	0	1	2 (1-Ped) (2-Dark)	3
Between Norfolk Road and Abraham Court	0	0	1	1
Abraham Court Junction	0	0	2 (1-Ped)	2
Bridge Avenue Junction	0	0	1	1
Boundary Road Junction	0	0	1 (1-Dark)	1
Between Boundary Road and Cranborne Gardens	0	1 (1-Ped)	1 (1-Ped)	2
Cranborne Gardens Junction	0	0	1	1
Champion Road Junction	0	0	1	1
Gridiron Place Junction	0	0	1 (1-Speed)	1
Between Gridiron Place and Station Road	0	0	1 (1-Dark)	1
Sunnyside Gardens Junction	0	0	2 (1-Dark)	2
Tudor Gardens Junction	0	1 (1-Ped)	3 (1-Speed)	4
New Place Gardens Junction	0	0	2 (2-Dark)	2
Between New Place Gardens and Argyle Gardens	0	0	1	1
Argyle Gardens Junction	0	0	4 (1-Dark)	4
Howard Road Junction	1	0	1 (1-Speed)	2
Between Howard Road and The Chase	0	0	2 (1-Dark)	2
Front Lane mini roundabout	0	0	1	1
Between Front Lane and Lichfield Terrace	0	0	1	1
In the vicinity of pelican crossing and Lichfield Terrace Junction	0	1 (1-Ped)	2 (1-Dark)	3
Between Pike Lane and M25	0	0	1	1
Clay Tye Road mini roundabout	0	0	2 (2-Speed)	2

Between Clay Tye Road and Warley Street	0	1 (1-Dark)	1	2
Warley Road Junction	0	0	4	4
Between Warley Street and Borough Boundary	0	1	0	1
Warley Street	0	0	1	1
Total	1	6	43	50
Corbets Tey Road				
Between St Mary's Lane and Stewart Avenue	0	2 (1-Dark) (1-Ped)	1 (1-Ped)	3
Stewart Avenue unction	0	1 (1-Dark) (1-Ped)	1 (1-Dark)	2
Springfields Gardens Junction	0	0	3 (1-Dark) (1-Speed)	3
Between Springfield Gardens and Gaynes Park Road	0	0	1 (1-Ped)	1
Gaynes Park Road/Park Drive Junction	0	0	7 (3-Dark)	7
Little Gaynes Lane Junction	0	1	0	1
Tawny Avenue Junction	0	0	1	1
Freshfields Avenue Junction	0	0	1	1
Between Freshfields Avenue and Longwood Close	0	0	1	1
Parkland Avenue Junction	0	0	1 (1-Speed)	1
Foxhall Road Junction	0	0	1	1
Londons Close Junction	0	0	1	1
Total	0	4	19	23

Proposals

- 1.5 The following safety improvements are proposed and shown on Drawing Nos QK002/U/1 to QK002/U/5.

St Mary's Lane

- St Mary's Lane by Norfolk Road. (Drawing No:QK002/U/1)
 - Pedestrian refuge
 - Street lighting improvements
- St Mary's Lane by Sacred Heart of Mary RC School. (Drawing No:QK002/U/2)
 - Vehicle Activated sign
 - Buff coloured surfacing
 - Slow road marking

- St Mary's Lane between Aylett Road and Argyle Road (Drawing No:QK002/U/3)
 - Street lighting improvements
 - Slow road marking
- St Mary's Lane by Lichfield Terrace (Drawing No:QK002/U/4)
 - 'Giveaway' road sign and markings as shown

Corbets Tey Road

- Corbets Tey Road/Park Drive/Gaynes Park Road mini roundabout (Drawing No:QK002/U/5)
 - Larger dome construction
 - Pedestrian refuge as shown
 - Speed cushions as shown
 - Street lighting improvements

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.

St Mary's Lane

- 2.2 Approximately, 150 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 31st October 2011 were invited. Four written responses from Metropolitan Police, London Fire Brigade, Local Member, London Buses and resident were received and the comments are summarised in the Appendix.

Corbets Tey Road

- 2.3 Approximately, 80 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 31st October 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 Majority of respondents are in favour of the proposed safety improvements. Two respondents requested additional measures such as rumble strips, No entry and no right turn at the Corbets Tey Road / Gaynes Park Road mini roundabout. Staff considered that the proposed safety improvements would be adequate to reduce accidents at this location. Additional measures could be considered at a later date if necessary. Additional safety improvements

including parking restrictions at the St Mary's Lane / Lichfield Terrace junction would be considered and public consultation results will be reported to future Highway Advisory Committee. The accident analysis indicated that fifty and twenty three personal injury accidents (PIAs) were recorded along St Mary's Lane and Corbets Tey 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 St Mary's Lane and Corbets Tey 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 £100,000. St Mary's Lane and Corbets Tey 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. 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 pedestrian refuges and speed cushions proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

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

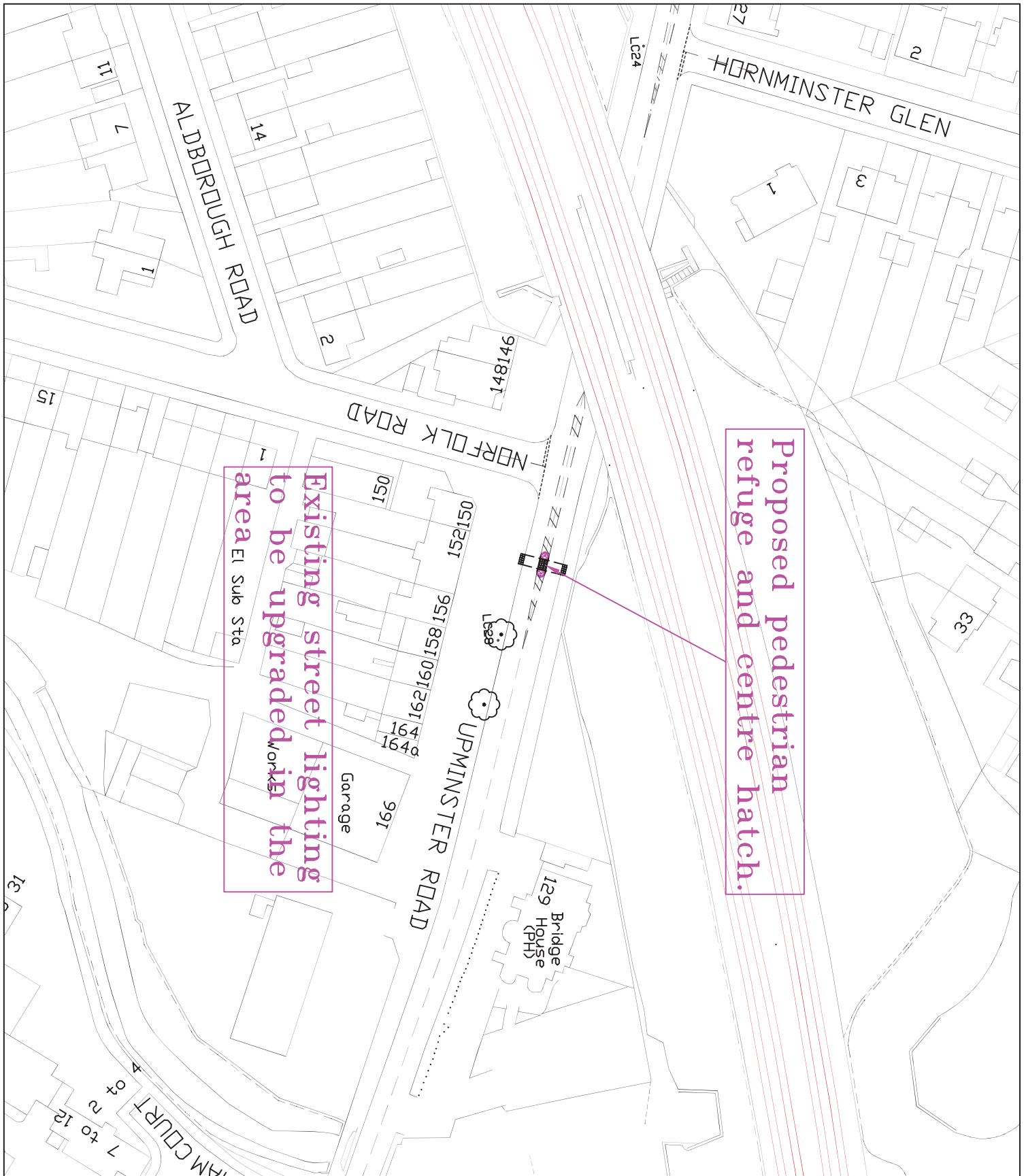
**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QK002/1 (Metropolitan Police)	For St Mary's Lane, we have no comment or observations. For Corbets Tey Road, we will support the proposal to install speed cushions.	-
QK002/2 (London Fire Brigade)	From the LFB's perspective, I see no problems with the proposals.	-
QK002/3 (London Buses)	London buses have no comments on the proposed schemes.	-
QK002/4 (Local Member)	We agree with all the proposals for St Mary's Lane with one exception. Not convinced need for the 'Giveaway' road sign and markings at the Lichfield Terrace junction. We agree with the proposals for Corbets Tey Road mini roundabout. Request for speed cushions at the Gaynes Park Road approach.	Additional measures including parking restrictions will be considered for Lichfield Terrace junction. The speed cushions at the Gaynes Park Road approach could be considered at a later date if necessary.
QK002/5 (165 Corbets Tey Road)	Wish to object to the proposals and wish to speak at the Highways Advisory Committee. .	Staff considered that the proposed safety improvements would improve road safety at this location. The resident will be notified about the Highway Advisory Committee.
QK002/6 (169 Corbets Tey Road)	Welcome your ideas. Use of speed cameras may be help.	The Council has no control over the sites selection for speed cameras. London Safety Camera Partnership is responsible for the site selection, operations and maintenance of these speed cameras in London.
QK002/7 (173, Corbets Tey Road)	Request to confirm the speed cushion location.	Staff confirmed the exact speed cushion location.
QK002/8 (177 Corbets Tey Road)	We would be very happy to see the proposed improvements take place.	-
QK002/9 (8 Park Drive)	Request for rumble strips instead speed cushions.	Staff considered that speed cushions are best suited to this location compared with rumble strips which are normally used in rural areas.

HIGHWAYS ADVISORY COMMITTEE, 15 September 2011

QK002/10 (197 Corbets Tey Road)	'No entry' from Corbets Tey Road and No Right turns from those roads would be more effective solution.	Staff considered that the proposed safety improvements would be adequate to minimise accidents at this location. The proposals of 'No Entry' and right turn bans would cause a significant inconvenience to the local residents and public.
QK002/11 (2 Lichfield Terrace)	Any safety improvements would be welcome. Request for no parking at the Lichfield Terrace junction and near pedestrian crossing.	Additional measures including parking restrictions will be considered for Lichfield Terrace junction.

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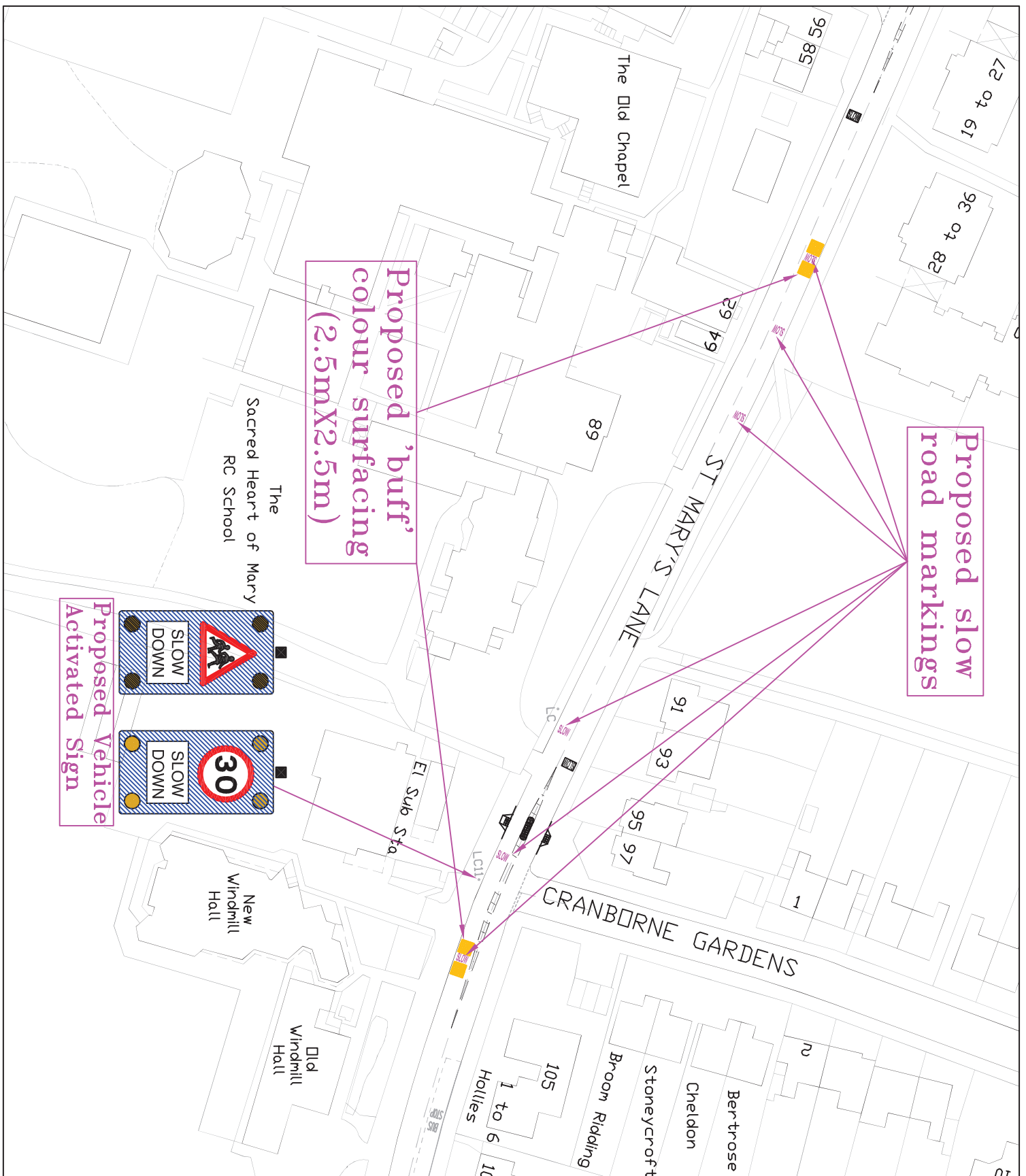
JOB TITLE
 UPMINSTER PACKAGE
 ACCIDENT REMEDIAL MEASURES

DRAWING TITLE
 PROPOSED
 SAFETY MEASURES

STREETCARE
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 TRAFFIC & ENGINEERING
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Proposed slow road markings

Proposed 'buff' colour surfacing (2.5mX2.5m)

Proposed Vehicle Activated Sign

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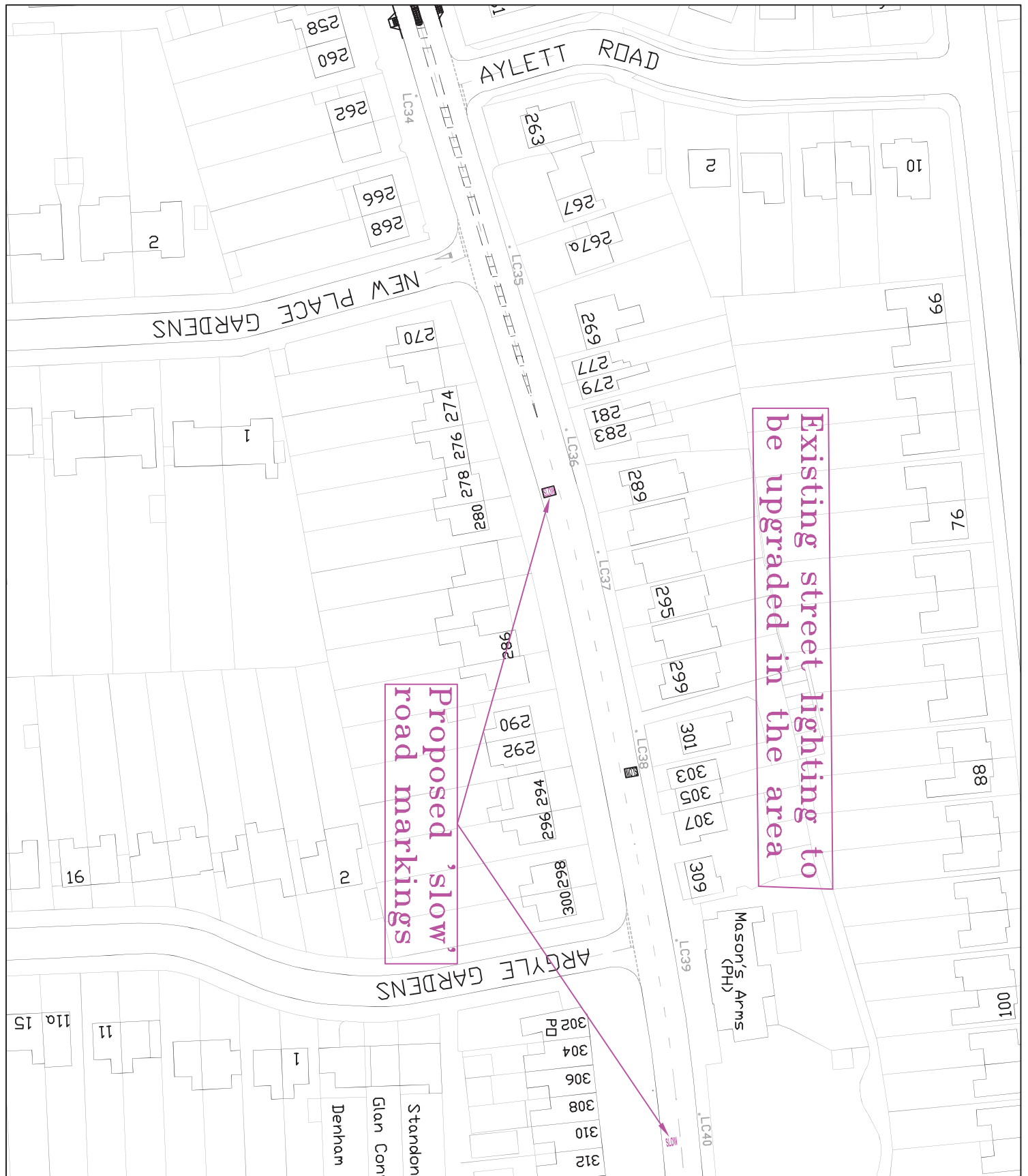
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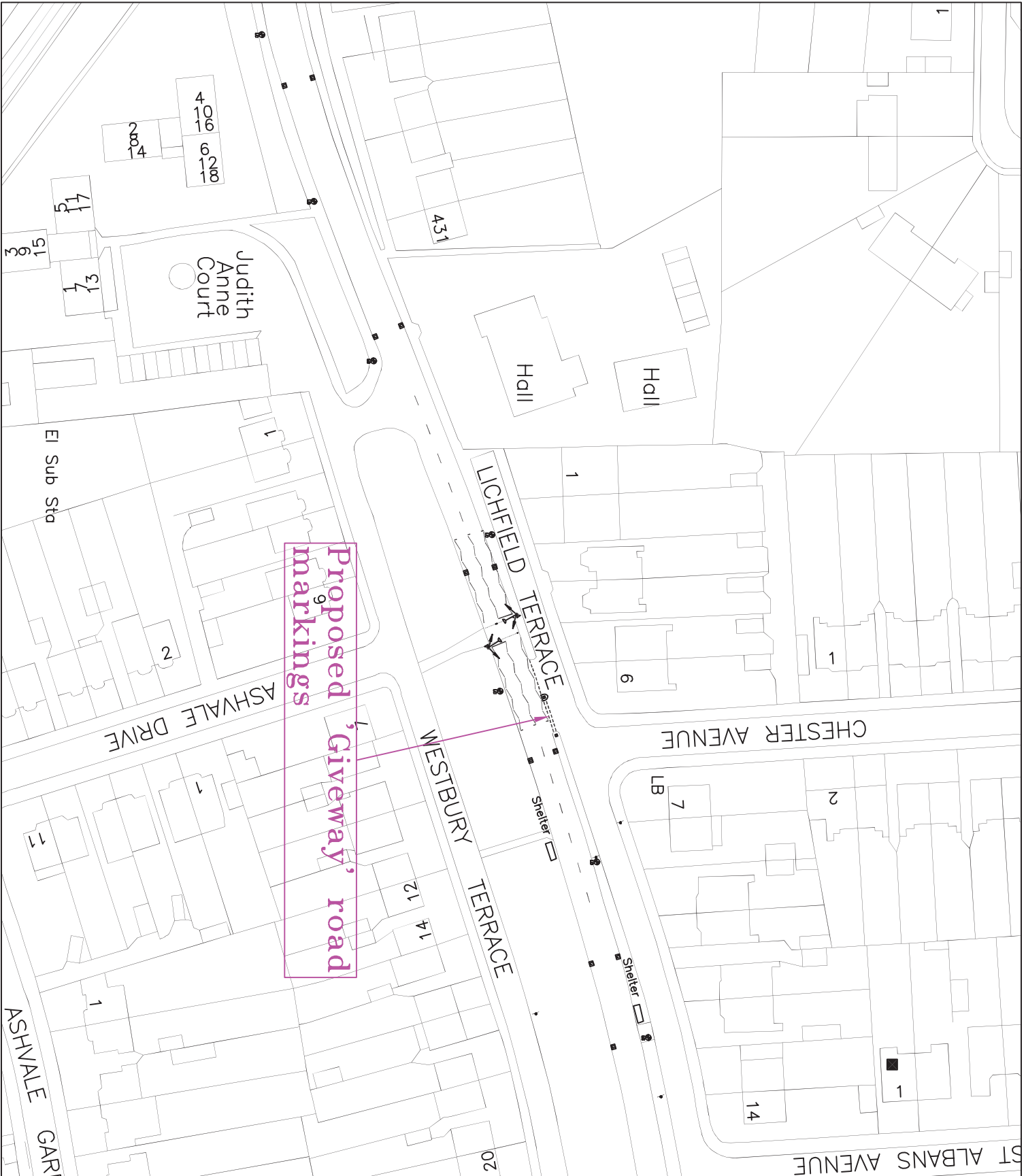
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A	Give way sign removed	01/11/11

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 ACCIDENT REMEDIAL MEASURES

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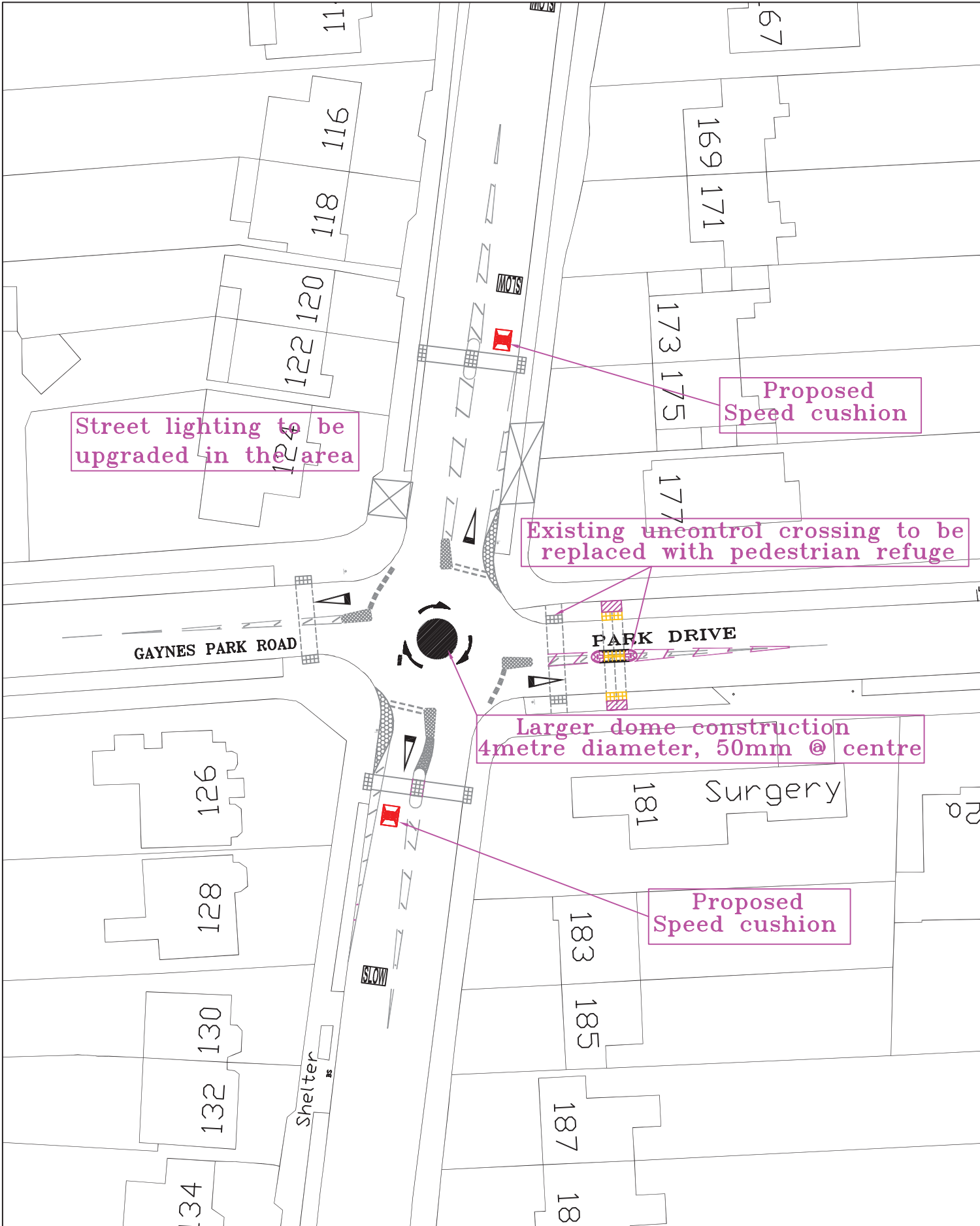



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 <p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 MAIL: streetcare@havering.gov.uk</p>		PURPOSE -			
JOB TITLE UPMINSTER PACKAGE ACCIDENT REDUCTION PROGRAMME		©COPYRIGHT This drawing belongs 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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HIGHWAYS ADVISORY COMMITTEE

15 November 2011

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
November 2011**

Report Author and contact details:

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

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

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

SUMMARY

This report presents applications for new highway schemes for which the Committee will make recommendations to the Head of StreetCare to either progress or the Committee will reject.

RECOMMENDATIONS

1. That the Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the highway schemes applications set out the attached 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 attached Schedule, Section B - Scheme proposals without funding available.
3. That the Committee notes the contents of the Schedule, Section C – Scheme proposals on hold for future discussion.
4. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Community Empowerment if a recommendation for implementation is made.
5. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source. In the case of Section B - Scheme proposals without funding available, that it be noted that there is no funding available to progress the schemes.

REPORT DETAIL

1.0 Background

1.1 The Highways Advisory Committee receives all highway scheme requests; so that a decision will be made on whether the scheme should progress or not before resources are expended on detailed design and consultation.

1.2 Several schemes are funded through the Transport for London Local Implementation Programme and generally the full list of schemes will be presented to the Committee at the first meeting after Annual Council, although some items will be presented during the year as programmes develop.

1.3 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be captured through this process.

1.4 Where any scheme is to be progressed, then the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee which will make recommendations to the Cabinet Member for Community Empowerment. Where a scheme is not to be progressed, then the Head of StreetCare will not undertake further work.

1.5 In order to manage this workload, a schedule has been prepared to deal with applications for new schemes and is split as follows;

(i) Section A - Scheme Proposals with Funding in Place. These are projects which are fully funded and it is recommended that the Head of StreetCare proceeds with detailed design and consultation.

(ii) Section B - Scheme proposals without funding available. These are requests for works to be undertaken where no funding from any source is identified. The recommendation of Staff to the Committee can only be one of rejection in the absence of funding. The Committee can ask that the request be held in Section C for future discussion should funding become available in the future.

(iii) Section C - Scheme proposals on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion should funding become available in the future.

1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including staff design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee decision.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with

the Cabinet Member approval process being completed where a scheme is recommended for implementation.

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

BACKGROUND PAPERS

None.

**London Borough of Havering
Traffic & Engineering - StreetCare**

Highways Advisory Committee

Highway Schemes Applications Schedule

15th November 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								

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

Highways Advisory Committee
15th November 2011

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H1	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). Following deferral at October HAC, police have confirmed results of speed table immediately before the existing speed table to be 27mph northbound and 32mph southbound (both 85% speeds) and therefore staff advice remains the same that additional traffic calming on the approaches to the junction is required. Side roads have give way markings and signs which are in good condition, but double yellow lines at junction may help keep view of junction from side roads clear of parked cars. Collision rate does not suggest problem with street lighting.	TfL LIP	£12k	Police/ Residents/ Ward Cllrs	08/09/2011	Velup Siva LBH StreetCare

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

**Highways Advisory Committee
15th November 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								
H2	Kings Gardens, Cranham	Request for speed humps or camera.	One recorded injury at junction with Moor Lane in 3 years to June 2011. Traffic calming feasible, but unfunded. Other borough sites more pressing. Speed cameras deployed by London Safety Camera Partnership at sites with significant speed-related death and injury only.	None	£25K	Residents x 3	01/11/2011	269214
H3	Heath Drive, Gidea Park	Traffic calming to deal with speeding motorists	One injury recorded in 3 years to June 2011 involving loss of control on a slippery road under snow-fall conditions. Police have undertaken enforcement in past and feel that most drivers are obeying the speed limit. Traffic calming feasible, but unfunded. Other borough sites more pressing.	None	£40k	Resident	01/11/2011	Cllr Armstrong
H4	Randall Drive, Hornchurch	Resident lives on the bend of this road, is concerned that traffic is reaching speeds of 60mph and that somebody will be killed.	One injury in 3 years to July 2011 where Randall Drive becomes Lancaster Drive (shunt - both drivers to blame, first did not signal a turn and second was too close). Traffic calming feasible, but unfunded. Other borough sites more pressing.	None	£30k	Resident	03/11/2011	Mark Philpotts LBH StreetCare

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

**Highways Advisory Committee
15th November 2011**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H5	Ferguson Avenue and Belgrave Avenue, Ardleigh Green	Speeding and rat running traffic accessing A127 from Brentwood Road, recently made even worse by temporary traffic signals. Request to deal with problem	One injury in 3 years to July 2011 (on the rat run route) at junction with Ferguson Court. Car reversed of drive and hit pedestrian. Traffic calming feasible, but unfunded. Other borough sites more pressing. A scheme may lead to similar requests elsewhere in estate.	None	£30k	Resident	3/11/2011	1125916
H6	Lynton Avenue, Collier Row	Traffic calming to deal with rat running motorists and motorcyclists	No recorded injuries in 3 years to June 2011.		£35k	Resident	02/11/2011	Cllr Trew
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
None to report								

HIGHWAYS ADVISORY COMMITTEE

15 November 2011

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
November 2011**

Report Author and contact details:

**Alexandra Watson
Traffic & Parking Control, Business
Unit Manager (Schemes & Challenges)
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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 £30K 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, 15 November 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.

Where other funding streams are sought, for example Invest to Save bids, no scheme will be progressed until relevant funding is secured and if dependent funding is not secured, then schemes will be removed from the work programme.

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
15th November 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								
TPC133	Woburn Avenue/Elm Park Avenue and Carfax Road/Woburn Avenue, Hornchurch	Request for junction protection at the junction of Woburn Avenue and Elm Park Avenue and at the junction of Carfax Road and Elm Park Avenue	Previously rejected by HAC on 17th May 2011. Further correspondence received from Hornchurch Residents Association on 02/09/11 and 31/10/11 in support of the scheme	LBH Revenue	500	Hornchurch Residents Association	02/09/2011 & 31/10/11	Hornchurch Residents Association
TPC134	Crowlands/Ainsley Avenue	Request for double yellow lines at the apex of the bend between Crowlands and Ainsley Avenues to ensure sightlines are maintained	Previously rejected by HAC on 17th May 2011. Cllr Osborne requested it be bought back to Committee	LBH Revenue	250	Cllr Osborne	11/04/11	Cllr Osborne
TPC135	South Lodge, South Drive, Gidea Park	Request from new owner of property to remove the current parking restrictions or allow on-street parking for residents	Resident requested it be bought back to Committee after six months	LBH Revenue	1,000	Resident	26/04/11	1098690

London Borough of Havering
Traffic & Parking Control - StreetCare

Highways Advisory Committee
15th November 2011

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
TPC136	29 Hill Grove	Request for restrictions in Hill Grove due to increased number of vehicles parked in the road following the implementation of restrictions in Cedric Avenue	This request went to HAC in October 2010 and was rejected. A resident raised the issue again at a public meeting attended by the Leader. Rejected again by HAC on 17th May 2011 but residents continue to email about the parking situation. It is recommended that this request be included in a wider review of the Sector 5 area along with deferred request TPC70 (as outlined in Section B)	LBH Revenue	TBC (pending area review)	Residents	29/06/11	Residents
TPC137	Mavis Grove/Mill Park Avenue, Hornchurch	Request of implementation of Pay and Display in Mavis Grove, adjacent to Zizzi's restaurant and opposite number 9 Mavis Grove. In addition, to introduce a part-time 10.30am until 11.30am restriction in Mill Park Avenue with DYLS and a free bay close to it's junction with Ravenscourt Road	Proposals to implement Pay and Display in Mavis Grove were rejected, following consultation, by HAC on 16th August 2011. Following a complaint from a resident of Mavis Grove the HAC Chair and a local Councillor met with the residents of both roads and having assessed the parking conditions in the area, approved a revised scheme request to be submitted. <i>NB subject to successful/ Invest to Save bid</i>	LBH Revenue/Invest to Save	10,000	Resident/HAC Chair	27/09/11	Resident/HAC Chair
TPC138	Ashvale Gardens (opposite James Oglethorpe School)	Request to introduce part-time restrictions at pick-up and drop off times on carriageway opposite the school site and in the turning head	Request via Area Liaison Team who have been contacted by local Safer Neighbourhood Team - numerous confrontations between residents and motorists parking at school peak times	LBH Revenue	1,000	ALOs	27/09/11	ALOs

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

**Highways Advisory Committee
15th November 2011**

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
TPC139	Beaumont Close, Gidea Park	Request for junction protection at the junction of Beaumont Close and Upper Brentwood Road to deter obstructive parking close to the junction	The junction comes out just after the apex of a bend and keeping sightlines clear will promote road safety	LBH Revenue	500	Resident	10/10/11	Resident
TPC140	Ayr Green, Rise Park	Request for junction protection at the junction of Ayr Green and Ayr Way to deter obstructive parking close to the junction	Resident requested this due to recent non-injury accident which occurred as a vehicle was trying to exit Ayr Green on to Ayr Road	LBH Revenue	500	Resident	13/10/11	Resident
TPC141	Laburnham Gardens, Cranham	Request for junction protection at the junction of Laburnham Gardens and Moor Lane to deter obstructive parking close to the junction	Wide bellmouth of road so restriction would need to be 15 metres	LBH Revenue	500	Cllr Barrett	12/10/11	Cllr Barrett
TPC142	Lonsdale Avenue, Romford	Request for residents parking scheme due to increased long term commuter parking in the area	Previously rejected at HAC on 20th September 2011, however the Chair has agreed to returning the request this month as residents were not afforded the opportunity to address the Committee in September	LBH Revenue	1,500	Resident	16/08/11	1125202

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

**Highways Advisory Committee
15th November 2011**

Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
TPC143	Brights Avenue, Rainham	Request for junction protection at the junction of Brights Avenue and Arterial Avenue to deter obstructive parking close to the junction	On-street parking at peak times does appear to be heavy in this area	LBH Revenue	500	Resident	26/10/11	Resident
TPC144	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 for a resident who has a disability and has difficulty accessing and egressing their driveway	Previously rejected at HAC on 20th September 2011, however Cllr Munday requested it be returned in November with additional information, which the Chair agreed	LBH Revenue	200	Cllr Munday	06/09/11	Cllr Munday 1120936
TPC145	7 Eastern Road	Request to extend double yellow line across dropped kerb and garage access to the business premises	Previously rejected by HAC on 17th May 2011	LBH Revenue	250	Clegg, Gifford and Co Ltd	13/10/11	Clegg, Gifford and Co Ltd
TPC146	Wiltshire Avenue, Hornchurch	Request for junction protection at the junction of Denbigh Close and Wiltshire Avenue and DYL restrictions to the apex of the bend outside 53 Wiltshire Avenue	90° bend: 5 metre wide road with high fence obstructing sight lines	LBH Revenue	400	Resident	19/10/11	1125060

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

**Highways Advisory Committee
15th November 2011**

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TPC147	Venette Close, Rainham	Request to extend single yellow line past 1 Venette Close to deter obstructive parking		LBH Revenue	600	Resident	10/09/11	1125086
TPC148	North Street, Romford	Request for residents parking scheme for residents of North Street adjacent to The Avenue	Resident has off-street parking for two vehicles but has a third vehicle and there is no parking provision in North Street for that third vehicle. Possible review of Sector 5 as per TPC136 and TPC70	LBH Revenue	TBC (pending area review)	Resident	20/10/11	1125096
TPC149	Chase Cross Road, Collier Row	Request for restrictions near the junction with Havering Road to be implemented from the bus stand back to the zebra crossing	The southern side of the road only	LBH Revenue	600	Metropolitan Police/Cllr Binion	20/10/11	Metropolitan Police/Cllr Binion
TPC150	Bus Stop Clearways	Request to amend plates across borough to show 'local buses' only in bus stop clearways	Continuing problems with coaches utilising bus stop clearways to park causing obstruction to local buses	LBH Revenue	Costing TBC	Group Manager, T&PC	19/10/11	Group Manager, T&PC

London Borough of Havering
Traffic & Parking Control - StreetCare

Highways Advisory Committee
15th November 2011

Minor Traffic & Parking Schemes Applications Schedule

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TPC151	Lynwood Drive, Collier Row	Request to extend double yellow lines from junction with Clockhouse Lane to cover the access and egress of Lynwood Medical Centre deterring obstructive parking	The medical centre has three crossovers and parking between the crossovers obstructs sightlines of drivers exiting the site	LBH Revenue	400	Cllr Taylor	01/11/11	Cllr Taylor
TPC152	Etton Close, Hornchurch	Request to implement 'At any time' restrictions in the Close and at its junction to deter obstructive parking, particularly for those residents with vehicle crossovers	Residents experiencing parking problems related to The Cranleigh Restaurant and Banqueting Suite (part of the road is restricted 10.30am till 11.30am Monday to Friday)	LBH Revenue	500	Cllr Taylor/Cllr Pain	01/11/11	Cllr Taylor/Cllr Pain
TPC153	Masefield Crescent, Harold Hill	Request to implement junction protection at the junction of Masefield Crescent and Byron Way; 8.30am till 6.30pm restriction to the junction with Byron Way and the boundary of No 46 Masefield Crescent to deter obstructive parking; implement Pay and Display at shopping areas on junction with Straight Road	Resident experiencing sightline problems accessing and egressing off-street parking place and double parking in shopping area. <i>NB subject to successful Invest to Save bid</i>	LBH Revenue/In vest to Save	8,000	Resident	01/11/11	Resident

London Borough of Havering
Traffic & Parking Control - StreetCare

Highways Advisory Committee
15th November 2011

Minor Traffic & Parking Schemes Applications Schedule

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TPC154	Appleton Way, Hornchurch	Request to implement pay and display in free parking areas to rear of retailers and restaurants	Previously rejected at HAC on 20th September 2011, however the Chair has requested it be returned for further consideration. <i>NB subject to successful Invest to Save bid</i>	Invest to Save/TfL	18,000	Head of Streetcare/Cllr Taylor	01/08/11	Head of Streetcare/Cllr Taylor
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
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, 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 4 junctions and 3 apexes of bends. The proposals would always keep the area free from obstructive parking when events are being held on the playing field - deferred for wider review	LBH Revenue	1,000	Resident	27/09/11	Resident

London Borough of Havering
Traffic & Parking Control - StreetCare

Highways Advisory Committee
15th November 2011

Minor Traffic & Parking Schemes Applications Schedule

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TPC124	Beauly Road Romford	Request for junction protection marking on the Beauly Road at its junction with Pettitts 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 - deferred for wider review of Pettitts Lane (between Beauly Way & Pettitts Boulevard)	LBH Revenue	500	Resident	16/09/11	Resident
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	Feasible on the south side of the road - deferred for wider review of the Essex Gardens Estate	LBH Revenue	250	Resident via Clir Taylor	12/08/11	Resident via Clir Taylor
TPC132	Howard Road Upminster	Request to increase the limited waiting time to prevent parking/obstruction to residents drive	Deferred for site visit and further consultation with resident	LBH Revenue	500	Resident	15/09/11	Resident