



## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
13 December 2011**

**Town Hall, Main Road,  
Romford**

Members 9: Quorum 4

**COUNCILLORS:**

**Conservative Group  
( 5 )**

**Residents' Group  
( 2 )**

**Labour Group  
( 1 )**

**Independent  
Residents' Group  
( 1 )**

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

Brian Eagling  
John Wood

Denis Breading

David Durant

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

**For information about the meeting please contact:  
Taiwo Adeoye 01708 433079  
taiwo.adeoye@havering.gov.uk**

## **AGENDA ITEMS**

### **1 CHAIRMAN'S ANNOUNCEMENTS**

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2007. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include anyone who specifies or alters a design, or who specifies the use of a particular method of work or material. Whilst the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

### **2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

(if any) - receive.

### **3 DECLARATION OF INTERESTS**

Members are invited to declare any interests in any of the items on the agenda at this point of the meeting. Members may still declare an interest in an item at any time prior to the consideration of the matter.

### **4 MINUTES (Pages 1 - 14)**

To approve as a correct record the minutes of the meeting of the Committee held on 15 November 2011, and to authorise the Chairman to sign them.

### **5 GOOSHAYS DRIVE HEALTH CENTRE (Pages 15 - 24)**

Pedestrian Crossing and Parking Improvements - Outcome of public consultation

### **6 IMPROVEMENTS TO SUPPORT SCHOOL TRAVEL PLANS - MEAD PRIMARY SCHOOL (Pages 25 - 30)**

School Keep Clear Restriction

### **7 UNION ROAD, NIGHTINGALE CRESCENT, RIVERSIDE CLOSE AND KIDMAN CLOSE (Pages 31 - 46)**

Outcome of consultation on proposed parking restrictions and 20mph zones for new developments

**8 HIGHWAYS SCHEMES APPLICATIONS** (Pages 47 - 52)

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

**9 TRAFFIC AND PARKING SCHEMES REQUESTS** (Pages 53 - 76)

The Committee is requested to consider the report relating to Minor traffic and Parking schemes

**10 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  
15 November 2011 (7.30pm – 11.15pm)**

**Present:**

**COUNCILLORS:**

<b>Conservative Group</b>	Billy Taylor (in the Chair) +Wendy Brice-Thompson, Steven Kelly, Frederick Thompson and Lynden Thorpe,
<b>Labour Group</b>	Denis Breading
<b>Residents' Group</b>	Brian Eagling and John Wood
<b>Independent Local Residents' Group</b>	David Durant

An apology for absence was received from Councillor Damian White.

+Substitute Member: Councillor Wendy Brice-Thompson (for Damian White).

Councillors Mike Armstrong, Michael Deon-Burton, Andrew Curtin, Nic Dodin, Fred Osborne and Linda Trew 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.

## **48 MINUTES**

The minutes of the meeting of the Committee held on 18 October 2011 were agreed as a correct record and signed by the Chairman.

## **49 PARK LANE PARKING REVIEW**

The Committee considered a report that detailed 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. The Sector 3 area was presently bounded by Malvern Road,

Globe Road, Brentwood Road, Victoria Road, South Street, Thurloe Gardens and Clydesdale Road. Any resident with a permit could park in the zone.

The following scheme was proposed:

- To bring Clifton Road and Park Lane into the current Sector 3 Controlled Parking Zone (north of Malvern Road);
- To provide 1 no. business permit bay in Park Lane, outside nos. 33 and 35.

The Permit bays and single yellow lines would be operational Monday to Saturday 8.30am to 6.30pm.

The report informed the Committee that there were 62 properties in Clifton Road and the scheme would provide parking for approximately 51 vehicles plus 3 existing disabled parking bays located outside registered properties.

By the close of consultation, thirty seven responses had been received which was a 27% response rate, 36 of these were from Clifton Road. No businesses replied. The comments were summarised in the report. Twenty six were in favour of the proposals although some still had reservations about the detail. Ten residents objected.

Many residents mentioned the problems caused by businesses, commuters, school parents and 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.

Several residents, whilst in favour of the scheme in principle, objected to the extent of the single yellow lines.

The single yellow lines would result in a net loss of available parking space. The affect this would have would only be borne out with time as, once the scheme was implemented, commuters, drivers from schools and other local amenities would be unable to park in Clifton Road, freeing up spaces for permit holders.

An elderly lady residing in Clifton Road depended heavily on non-resident family carers who spent 5 to 6 hours per day with her. They all objected because the carers permit was for a maximum of 2 hours and one visitor permit allowed parking for 4 hours only. This would therefore become expensive for the family.

Some objections related to the increase in length of the disabled bays but this proposal only brought the bay size up to standard. With the proposed parking bays abutting the disabled bays at either end, the increased length allowed room for the disabled driver to manoeuvre.

In accordance with the public participation arrangements the

Committee was addressed by two residents who expressed their views for and against the scheme respectively. The resident who spoke in favour of the scheme outlined various problems residents faced from non-resident parking causing problems to the extent that “free parking” in Clifton Road was being locally advertised. She also expressed residents’ concern that the road gets blocked for deliveries and ambulances and residents’ driveways get blocked by non-residents.

The resident who spoke against the scheme explained that she and other members of her family cared for an elderly relative and as she did not have a car, she would not obtain a permit. She objected to the 2 hour maximum stay for carers and the cost of the carer’s permit.

Councillor Andrew Curtin spoke in favour of the scheme. He explained that he was strongly in favour of the scheme and that residents were also strongly in favour. He said that for Clifton Road, about half had responded and of those, about 73% agreed with the scheme. He urged approval of the proposed scheme.

During deliberations the Committee raised the following issues:

A Member felt that the council should be reviewing the existing CPZ to provide additional parking spaces. He felt that some people agreed with the scheme but also had concerns and so these views should be discounted as they did not fully agree. He felt the scheme would actually reduce the available parking spaces and as such felt the scheme was the wrong solution.

The carer to contact the Cabinet member for Individuals to discuss her relative’s circumstances as he felt there was a way of dealing with her issue.

The Committee voted 8 to 1 in favour of the scheme.

The Committee **RESOLVED** to:

1. Recommend to the Cabinet Member for Community Empowerment that the proposals be implemented as shown on the drawing.
  - (a) An extension to Sector 3 Controlled Parking Zone, Drawings QJ054.OF.102.C and 105.C.
2. That the estimated cost of implementing the residual elements of the scheme of £5,000 be met from the 2011/12 revenue allocation for Minor Parking Schemes.

## 50 UPMINSTER ACCIDENT REDUCTION PROGRAMME

The report before the Committee detailed the findings of the feasibility study and public consultation and set out recommendations for safety improvements.

In October 2010, Transport for London (TfL) approved funding for a number of Accident Reduction Programmes as part of the 2011/12 Havering Borough Spending Plan settlement. The St Mary's Lane and Corbets Tey Road Area – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study had been carried out to identify accident remedial measures in the area.

The Government and Transport for London had set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50% and pedestrian and cyclist KSIs 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 would help to meet these targets.

Traffic surveys showed that two-way traffic flows were 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 set out as follows.

Location	85th percentile 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 85<sup>th</sup> percentile speed was the speed not exceeded by 85% of vehicles and was 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 were 30mph. The speed survey showed that the vehicle speeds were higher than the speed limit along these roads.



The report detailed that 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. From the 50 PIAs in St Mary's Lane, six were speed related; twelve occurred during the hours of darkness and six involved pedestrians. The record outlined that of the 23 PIAs in Corbets Tey Road, two were speed related, seven occurred during the hours of darkness and four involved pedestrians.

The following safety improvements were proposed and shown on Drawing Nos QK002/U/1 to QK002/U/5 of the report.

### **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

The report informed the Committee that these proposals would reduce vehicle speeds and minimise accidents in the area.

In accordance with the public participation arrangements the Committee was addressed by Councillor Dodin. He raised concern over the refuge on Upminster Road near Norfolk Road. He was of the opinion that it would be better outside 164 as it would better serve pedestrians crossing and a potential new Tesco store. In reply the Committee was informed that the design location was to provide some right turning separation and to coincide with a pedestrian injury. If the Committee took a different view, the proposal could be looked at again but consultation on a new location would have to be undertaken.

The Principal Engineer provided the Committee with the following breakdown of the scheme costs:

- Drawing QK002/U/1 - £15k (£9k refuge and £6k street lighting)
- Drawing QK002/U/2 - £8k (£4k VA sign and £4k surfacing/markings)
- Drawing QK002/U/3 - £20k (mainly street lighting)
- Drawing QK002/U/4 - £500 for road marking
- Drawing QK002/U/5 - £33k (£2k for roundabout dome, £9k for refuge, £2k for speed cushions and £20k for street lighting)

In addition the following provisions were made:

- £5k toward sign maintenance within the rural part of St Mary's Lane,
- £4k for public consultation,
- £9k for staff costs (design and implementation)

The Committee was informed that around 50% of the physical works were street-lighting related and this included:

- Lanterns upgrade
- Replacing concrete columns
- Power connections
- Tree pruning
- Replacing damaged columns

During deliberations the Committee raised the following issues:

Members of the Committee were supportive of relocating the refuge as raised by Councillor Dodin.

A Member felt that the total scheme was not value for money. He felt that only the lighting elements and refuge near Norfolk Road should be implemented.

Another Member was of the view that as the funding was coming from TfL the council should proceed with the scheme.

The Principal Engineer responded that the scheme was prepared as a result of officers' investigation into casualties along the routes and represented their views and advice as a result.

Some Members raised concerns at the low level of responses received during consultation.

A Member proposed that the Committee proceed with the lighting works, reconsult on the refuge and that staff consider new proposals which reduce casualties in a more cost effective way.

A Member stated that officers had been working on the Council's policy to reduce casualties on the road network, hence these proposals.

Councillor Thorpe proposed a motion that the refuge on Upminster Road be reconsulted to be in region of no.164, Councillor Eagling

seconded this motion which was unanimously agreed.

Councillor Kelly proposed a motion that the Committee recommend the lighting works for implementation and refuge move for consultation; this proposal was seconded by Councillor Brice-Thompson. The Committee voted in favour by 7 votes to 2 against.

The substantive motion being a combination of the two above was agreed by 7 votes to 2 against.

The Committee considered the report and **RESOLVED**:

1. To recommend 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) Street lighting improvements and along St Mary's Lane between Aylett Road and Argyle Road (Drawing No.QK002/U/3)

(c) Reconsultation on the position of the pedestrian refuge in the vicinity of 164 Upminster Road to be reported back to a further meeting of Highways Advisory Committee.

**Corbets Tey Road**

(a) Street lighting improvements at the Corbets Tey Road / Gaynes Park Road / Park Drive mini roundabout (Drawing No.QK002/U/5)

2. That 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 would be reported to a future Highways 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 the Accident Reduction Programme.

**51 HIGHWAYS SCHEMES – Schemes Progress and Applications, November 2011**

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

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

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

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

<b>SECTION A - Highway scheme proposals with funding in place</b>			
<b>Item Ref</b>	<b>Scheme</b>	<b>Description</b>	<b>Decision</b>
H1	Phillip Road, South Hornchurch	Provision of a speed hump (sleeping policeman) either approach to the junction with Edmund Road.	<b>AGREED</b>
<b>SECTION B - Highway scheme proposals without funding available</b>			
H2	Kings Gardens, Cranham	Request for speed humps or camera.	<b>REJECTED</b>
H3	Heath Drive, Gidea Park	Traffic calming to deal with speeding motorists	<b>REJECTED</b>
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.	<b>REJECTED</b>
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	<b>REJECTED</b>
H6	Lynton Avenue, Collier Row	Traffic calming to deal with rat running motorists and motorcyclists	<b>REJECTED</b>

## **52 SUSPENSION OF COMMITTEE PROCEDURE RULES**

During the discussion of the 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.

## Applications, November 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
<b>SECTION A – Minor Traffic and Parking Scheme Requests</b>			
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	<b>REJECTED</b>
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	<b>REJECTED</b>
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	<b>REJECTED</b>
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.	<b>Deferred for wider review of Sector 5</b>
TPC137	Mavis Grove/Mill	Request of implementation	<b>REJECTED</b>

	Park Avenue, Hornchurch	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 DYs and a free bay close to it's junction with Ravenscourt Road	
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	<b>REJECTED</b>
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	<b>REJECTED</b>
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	<b>REJECTED</b>
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	<b>REJECTED</b>
TPC142	Lonsdale Avenue, Romford	Request for residents parking scheme due to increased long term commuter parking in the area	<b>Authority given to consult with Questionnaire, in Lessington Ave, Derby Ave, Kimberly Ave, Ainsley Ave</b>
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	<b>REJECTED</b>
TPC144	Witham Road, Gidea Park	Request for restrictions on one side of the road up to the access route for the	<b>REJECTED</b>

		flats opposite No. 2 to deter obstructive parking for a resident who has a disability and has difficulty accessing and egressing their driveway	
TPC145	7 Eastern Road	Request to extend double yellow line across dropped kerb and garage access to the business premises	<b>REJECTED</b>
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	<b>REJECTED</b>
TPC147	Venette Close, Rainham	Request to extend single yellow line past 1 Venette Close to deter obstructive parking	<b>REJECTED</b>
TCP148	North Street, Romford	Request for residents parking scheme for residents of North Street adjacent to The Avenue	<b>REJECTED</b>
TCP149	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	<b>DEFERRED</b>
TCP150	Bus Stop Clearways	Request to amend plates across borough to show 'local buses' only in bus stop clearways	<b>Agreed</b>
TCP151	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	<b>Agreed</b>
TCP152	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	<b>REJECTED</b>
TCP153	Masefield Crescent, Harold Hill	Request to implement junction protection at the junction of Masefield	<b>REJECTED</b>

		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	
TCP154	Appleton Way, Hornchurch	Request to implement pay and display in free parking areas to rear of retailers and restaurants	<b>Agreed</b>
<b>SECTION B – Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>			
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	<b>Noted</b>
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	<b>Noted</b>
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	<b>Noted</b>
TPC124	Beaully Road Romford	Request for junction protection marking on the Beaully Road at its junction with Pettits Lane	<b>Noted</b>
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	<b>Noted</b>
TPC132	Howard Road Upminster	Request to increase the limited waiting time to prevent parking/obstruction to residents drive	<b>Noted</b>



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Chairman  
13 December 2011

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# HIGHWAYS ADVISORY COMMITTEE

13 December 2011

# REPORT

**Subject Heading:**

**GOOSHAYS DRIVE HEALTH CENTRE  
Pedestrian Crossing and Parking  
Improvements  
Outcome of public consultation**

**Report Author and contact details:**

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

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

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

**SUMMARY**

This report sets out the various comments received in response to a public consultation on proposals for a new zebra crossing, junction table, removal of several pedestrian refuges and the provision of a short term parking facility outside Gooshays Health Centre, Gooshays Drive, Harold Hill.

This scheme is within **Gooshays** ward.

## RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the various elements be implemented as shown on the following Drawings;
  - QK012/102 – Gooshays Health Centre
2. That it be noted that the estimated cost of £45,000 will be met from the 2011/12 Transport for London Local Implementation Plan for the Gooshays Drive/ Gubbins Lane Package.

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Council, through its Regeneration and StreetCare Departments, has been undertaking a review and master-planning exercise along the Gooshays Drive and Gubbins Lane Corridor in support of wider regeneration initiatives forming part of the Harold Hill Ambitions Programme.
- 1.2 One aspect of the review of Gooshays Drive identified a need to rationalise pedestrian crossing facilities in the vicinity of the Gooshays Heath Centre and to provide a short term parking facility to assist those being dropped off or picked up at the health centre.
- 1.3 As the work predated the Highways Advisory Committee, the Gooshays Drive and Gubbins Lane Package was agreed with the programme at the time en-bloc at the HAC meeting of 15<sup>th</sup> June 2010.
- 1.4 The master-planning exercise identified that the line of 4, narrow pedestrian refuges could be reviewed and that there was a need for a parking facility outside the health centre because illegal parking on the footway, or vehicles blocking the road were often apparent.
- 1.5 Photographs of the 4 pedestrian refuges and an example of the parking situation are shown in Appendix I.
- 1.6 StreetCare staff have reviewed the issues and consider that the 4 refuges can be replaced with a single zebra crossing immediately at the pedestrian entrance to the health centre providing a direct access route from

## **Highways Advisory Committee, 13 December 2011**

Trowbridge Road. There are crossing facilities to the north and south of this location which serve other desire lines.

- 1.7 In order to assist pedestrians crossing the entrance of Trowbridge Road (within an existing 20mph Zone); Staff have considered that the provision of a raised entry treatment in Trowbridge Road would be desirable.
- 1.8 To provide a short-term parking facility staff have looked to provide a lay-by area near to the health centre which is limited to a short stay of 10 minutes to either allow someone to assist a passenger into or out of the health centre or perhaps for someone to pick up a prescription.
- 1.9 The bay arrangement is similar to that recently provided in Atlanta Boulevard to serve Romford Station (sometimes known as a “kiss and ride bay” or “limited stopping bay”). This arrangement limits stopping for all drivers, including blue badge holders.
- 1.10 The concern with the health centre lay-by is that with a traditional parking bay, blue badge holders would be permitted to park without time limit and so a limited stopping arrangement would promote the availability of space for dropping off or picking up of passengers.
- 1.12 Letters were hand-delivered to those potentially affected by the proposals on or just after 14<sup>th</sup> October 2011 (including the health centre and pharmacy), with a closing date of 7<sup>th</sup> November 2011 for comments. The parking lay-by, zebra crossing and entry table were also advertised and site notices placed.
- 1.13 In addition, all ward councillors within the area were provided with copies of the consultation information, plus the emergency services and London Buses were contacted for their views.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 4 responses were received; comprising of 1 from the Metropolitan Police Traffic Unit, 1 from Newlands Pharmacy, 1 from the NHS and 1 from a ward councillor.

2.2 The comments are summarised as below;

<b>Respondent</b>	<b>Comment</b>
Metropolitan Police Traffic Unit PC Graham Harris	South-bound approach to zebra crossing has 6 sets of zig-zags and would recommend 8 sets.
Mr Vasu Newlands Pharmacies	Supportive of scheme.
Cllr Bull (Gooshays Ward)	Plans look good.
Ray Heath Estates Manager NHS Outer North East London	Completely supports schemes.

### **3.0 Staff Comments**

- 3.1 In response to the comments made by the Metropolitan Police regarding the amount of zig-zags on the south-bound approach to the crossing, Staff would agree that 8 sets would be appropriate.
- 3.2 There is also support from the, NHS, the pharmacy and a ward councillor.
- 3.3 Given the lack of objection, Staff recommend that the scheme be implemented.
- 3.4 Drawing QK012/102 reflects the comments made by the police.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £45,000 will be met from the 2011/12 Transport for London Local Implementation Plan for the Gooshays Drive/ Gubbins Lane Package.

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

Zebra crossings and parking restrictions require advertisement and public consultation before a decision can be made on implementation.

“Kiss & Ride” parking bays require special authorisation by the Department for Transport on a scheme by basis and for this project, the application is being reviewed by the DfT.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

Zebra crossings can help pedestrians gain priority over traffic in order to cross the road.

A speed table in the entrance Trowbridge Road would provide a step-free crossing of the junction and therefore benefit pedestrians, including those who find crossing roads more difficult.

For this particular scheme, the specially authorised “kiss & ride” parking bay is open for use by all motorists for a period of up to 10 minutes. Whilst this includes blue badge holders, Staff believe it necessary for the same regime to apply; otherwise an “ordinary” parking bay would be potentially occupied by blue badge holders on an unlimited basis and remove the turnover required to serve the health centre.

There are parking spaces for disabled people within the health centre and the wider area is generally unrestricted. Therefore Staff are of the view that the “kiss & ride” facility provides a fair balance.

**BACKGROUND PAPERS**

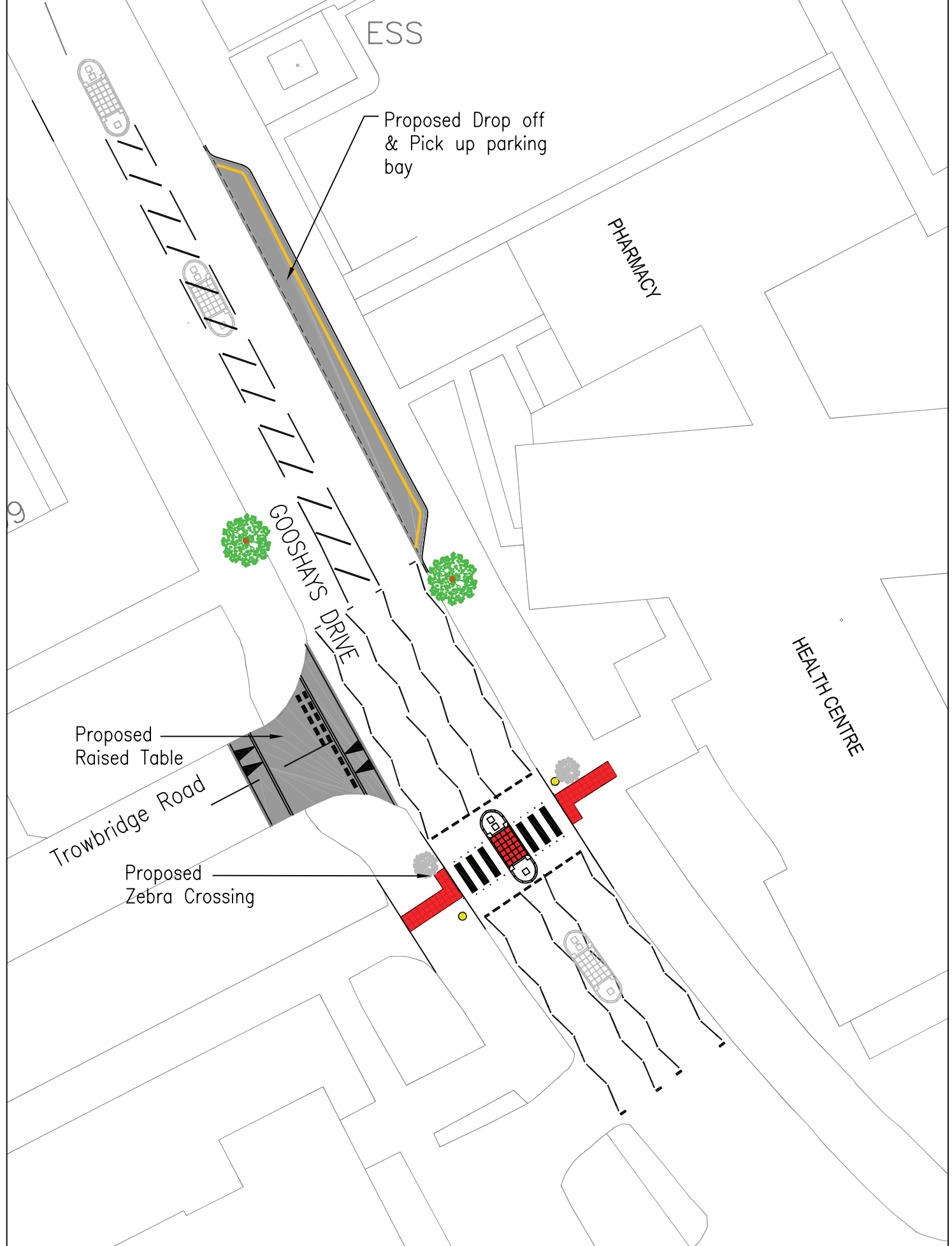
Project Scheme File Ref:  
QK012 – Gooshays Health Centre Scheme

**Appendix I  
Site Photographs**





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GOOSHAYS DRIVE, HAROLD HILL – Health Centre  
 Proposed Crossing Facilities & Pick up and Drop off bay  
 Committee Drawing

ACAD DWG.

SHEET SIZE:  
 A3 (210x297)

DRN.  
 TAB

DATE  
 Nov 11

SCALE  
 NTS

DRAWING No.  
 QK012-102

Rev  
 -

STREETCARE CULTURE & COMMUNITY  
 TRAFFIC & ENGINEERING  
 10th FLOOR MERCURY HOUSE  
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# HIGHWAYS ADVISORY COMMITTEE

13 December 2011

# REPORT

**Subject Heading:**

**IMPROVEMENTS TO SUPPORT  
SCHOOL TRAVEL PLANS  
Mead Primary School,  
Amersham Road, Harold Hill.**

**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 results of the public consultation on a proposed School Keep Clear restriction opposite Mead primary school's pedestrian entrance nearest Petersfield Avenue.

**RECOMMENDATIONS**

1. That the Committee having considered the information set out in this report recommends to the Cabinet Member for Community Empowerment that the School Keep Clear marking, as shown on Drawing QK009/mead/OF/01, be implemented.
2. That it be noted that the estimated cost of implementing the scheme is £200 which can be met from the 2011/12 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

**REPORT DETAIL**

**1.0 Background**

- 1.1 Last year, as a result of the Mead Primary School Travel Plan, two consecutive School Keep Clear markings were installed in Amersham Road outside the pedestrian entrance nearest Petersfield Avenue. These were to discourage parents from dropping children off outside the school entrance which is on the outside of a bend.
- 1.3 The school made further representations to the StreetCare team. Due to the bend in the road, parents dropping children off on the inside of the bend (opposite the new SKC markings) are still blocking the footway and carriageway. Also at the school's request, two panels of pedestrian guardrail were installed in the summer across the entrance to prevent children running straight into the road.
- 1.4 The school requested a single School Keep Clear marking opposite the school entrance.
- 1.5 This proposal will help to maintain visibility for pedestrians and drivers in the school vicinity.
- 1.6 Details are shown on drawing no. QK009/mead/OF/01. The marking will be operational Monday to Friday 8.00am to 5.00pm.
- 1.7 Ten residents were consulted, a notice was erected on site and the proposals advertised on Friday 16<sup>th</sup> September with comments to be received by 16<sup>th</sup> October.

**2.0 Outcome of Public Consultation**

- 2.1 One resident replied and does not think anyone will adhere to the new markings without sufficient enforcement. He thinks the street also needs traffic calming.

**3.0 Staff Comments**

- 3.1 Staff consider that without sufficient enforcement, the car parking problem may still continue but the restriction is required for enforcement. If used properly, the school keep clear markings will help pedestrians cross Amersham Road to access the school. This is especially helpful for unaccompanied children.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The estimated cost of £200 can be met from the 2011/12 TfL Local Implementation Plan allocation for School Travel.

**Legal implications and risks:**

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

**Human Resources implications and risks:**

None.

**Equalities implications and risks:**

Parking restrictions outside school are often installed to improve road safety especially for those walking to school.

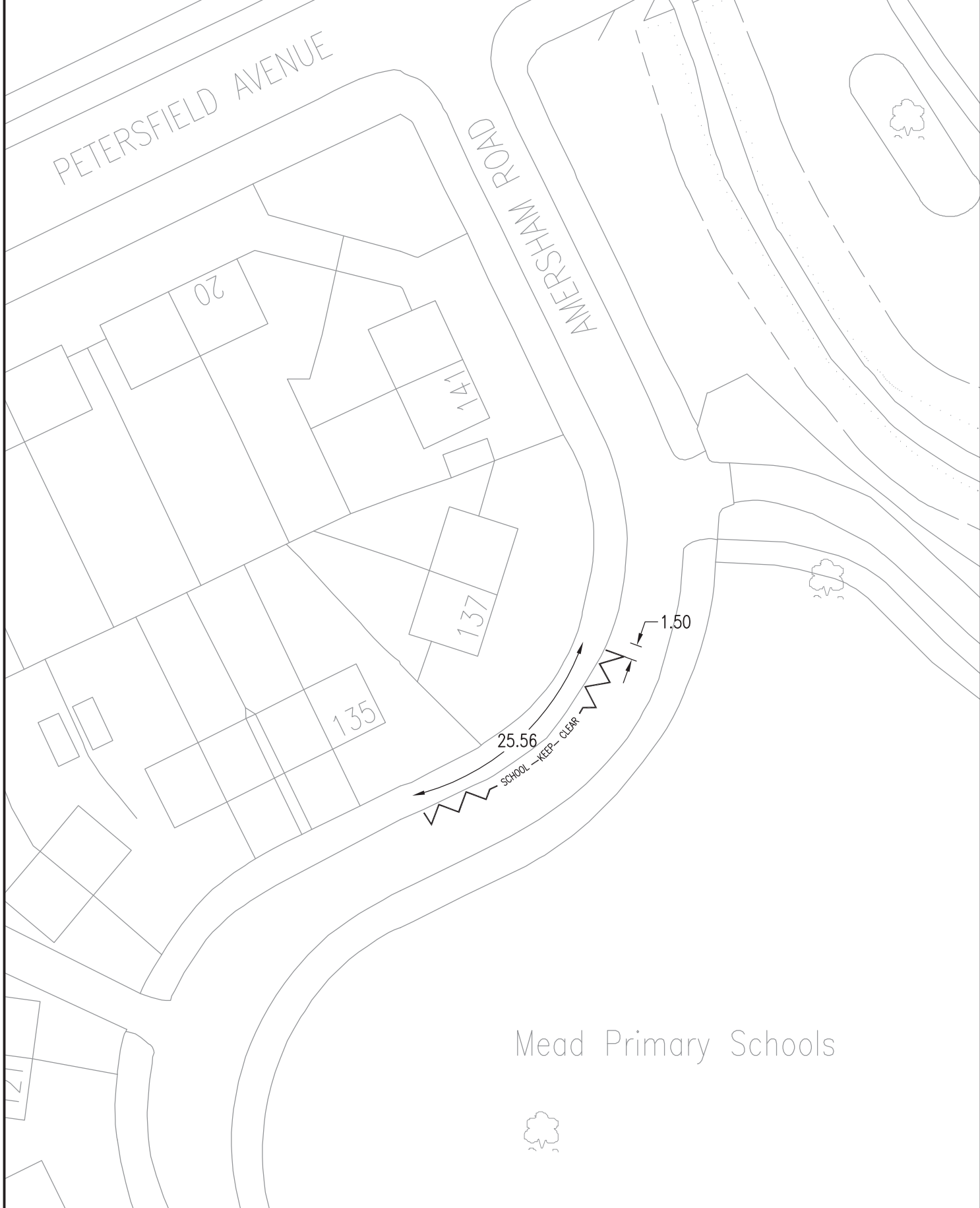
There will be some visual impact, due to the required signing and road markings.

**BACKGROUND PAPERS**

Project File: QK 009 STP Implementation

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Mead Primary Schools

<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<b>PURPOSE</b> OF ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
<b>JOB TITLE</b> Mead Primary School School Travel Plan		<b>DRAWN BY</b> NC		<b>CHECKED BY</b>	
<b>DRAWING TITLE</b> Proposed School Keep Clear Marking		<b>APPROVED BY</b>			
<b>SCALE (AT A4 SIZE)</b> 1:500	<b>DATE</b> Sept 11	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	<b>ACAD REF:</b>	<b>DRAWING No</b> QK009/mead/OF/01	<b>REVISION</b>
			Sheet Size: A4 (210x297)	Page 29 of 30 REVISION A	<b>AMENDMENT</b>
				<b>REVISION</b>	<b>AMENDMENT</b>
				<b>REVISION</b>	<b>DATE</b>

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# HIGHWAYS ADVISORY COMMITTEE

# REPORT

13 December 2011

**Subject Heading:**

**UNION ROAD, NIGHTINGALE  
CRESCENT, RIVERSIDE CLOSE AND  
KIDMAN CLOSE**  
Outcome of consultation on proposed  
parking restrictions and 20mph zones  
for new developments

**Report Author and contact details:**

Nicola Childs & David Ballm  
Engineer  
01708 433750  
david.ballm@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 four public consultations in the following roads:

Union Road, Romford: 'At any time' parking restrictions and 20mph zone,  
Nightingale Crescent, Harold Wood: 20mph zone,  
Riverside Close, Romford: 20mph zone,  
Kidman Close, Gidea Park: 'At any time' parking restrictions and 20mph zone.

**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) Union Road 'At any time' parking restrictions and 20mph zone, QE069.A
  - (b) Nightingale Crescent 20mph zone QA642/OF/01.A;
  - (c) Riverside Close 20mph zone QD023/OF/01.A
  - (d) Kidman Close 'At any time' parking restrictions and 20mph zone, QE067/OF/01.B
  
2. The developers contribute 10% of the cost of the development works as Section 38 contributions, for the adoption of the roads listed above. The estimated cost of £1,000 for the implementation of the works detailed in this report can be met from these contributions.

**REPORT DETAIL**

**1.0 Background**

- 1.1 Union Road – Union Road was constructed to provide vehicular and pedestrian access to the keyworker units that form part of the new residential estate that replaces Oldchurch hospital. Union Road is 5m wide and to ensure access for emergency and refuse vehicles it is necessary to introduce at any time waiting restrictions. A 20mph restriction is required on the road to enforce the speed limit and because of the presence of traffic calming features which were constructed as part of the development.
  
- 1.2 Nightingale Crescent – Nightingale Crescent was constructed to provide vehicular and pedestrian access to the initial units that form part of the new residential estate that replaces Harold Wood hospital. A 20mph restriction is required on the road to enforce the speed limit and because of the presence of traffic calming features which were constructed as part of the development.
  
- 1.3 Riverside Close - Riverside Close was constructed to provide vehicular and pedestrian access to new residential units that replaced an existing industrial estate. The first letter delivered to Riverside Close contained an error in that it made mention of proposed 'at any time' parking restrictions as well as the 20mph zone. There are no parking restrictions proposed for

Riverside Close and a revised letter was sent. A 20mph restriction is required on the road to enforce the speed limit and because of the presence of traffic calming features which were constructed as part of the development.

- 1.5 Kidman Close – double yellow lines were installed by the developer some years ago in response to the problem of parked vehicles obstructing the street. No order was in place as the land was not highway. Following adoption of Kidman Close these lines have now been advertised as part of the statutory process to make the markings legal and enforceable by the Council. A 20mph restriction is required on the road to enforce the speed limit as the road effectively extends an existing 20mph Zone.
- 1.6 Traffic notices were advertised in the local press, placed on site and letters hand delivered to residents and occupiers affected by the proposals.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, one response each was received for Riverside Close and Kidman Close. The comments are summarised below.
- 2.2 Union Road – No comments received
- 2.3 Nightingale Crescent – No comments received;
- 2.4 Riverside Close – The two comments received were regarding the double yellow lines which were proposed in error. On-street parking would appear to be problem in this street. Both residents were in favour of the proposed 20mph zone with one asking how well it would be enforced.
- 2.5 Kidman Close- One resident requested that the length of double yellow line outside 25 to 30 Nyall Court not be implemented.  
Another resident requested that double yellow lines be installed on both sides of Kidman Close at the start, so opposing drivers do not have to give way to each other.

## **3.0 Staff Comments**

- 3.1 Union Road, Nightingale Crescent and Riverside Close are to be implemented as proposed.
- 3.2 After discussion with the refuse collection co-ordinator, the Kidman Close double yellow line may be reduced outside 25 – 30 Nyall Court as suggested by the resident; vehicles that currently park here do not interfere with the manoeuvring of the refuse vehicles. Proposal shown in Appendix I on drawing QE067/OF/01.B.
- 3.3 The proposal at Kidman Close to leave the northern half of the street at the start available for parking will remain and drivers will be expected to give

way to each other. This provides a balance for on-street parking and using parked vehicles to deter drivers from speeding along vacant roads.

## IMPLICATIONS AND RISKS

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

The estimated cost of £1,000 for the implementation of the works can be met from the various Section 38 contributions for the adoption of the roads set out above.

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

20mph Zones seek to address local injury collisions and also to reduce the real and perceived risk of danger from traffic.

20mph zones further reduce road collision risk by promoting lower vehicle speed and indicating to drivers that they are encountering a different type of street environment compared with major routes.

Waiting Restrictions can displace parking, but are considered necessary, where it improves road safety or emergency access.

### **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, emergency services and refuse vehicles.

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

Blue-badge holders are able to park for up to three hours on restricted areas (unless a loading ban is in force).

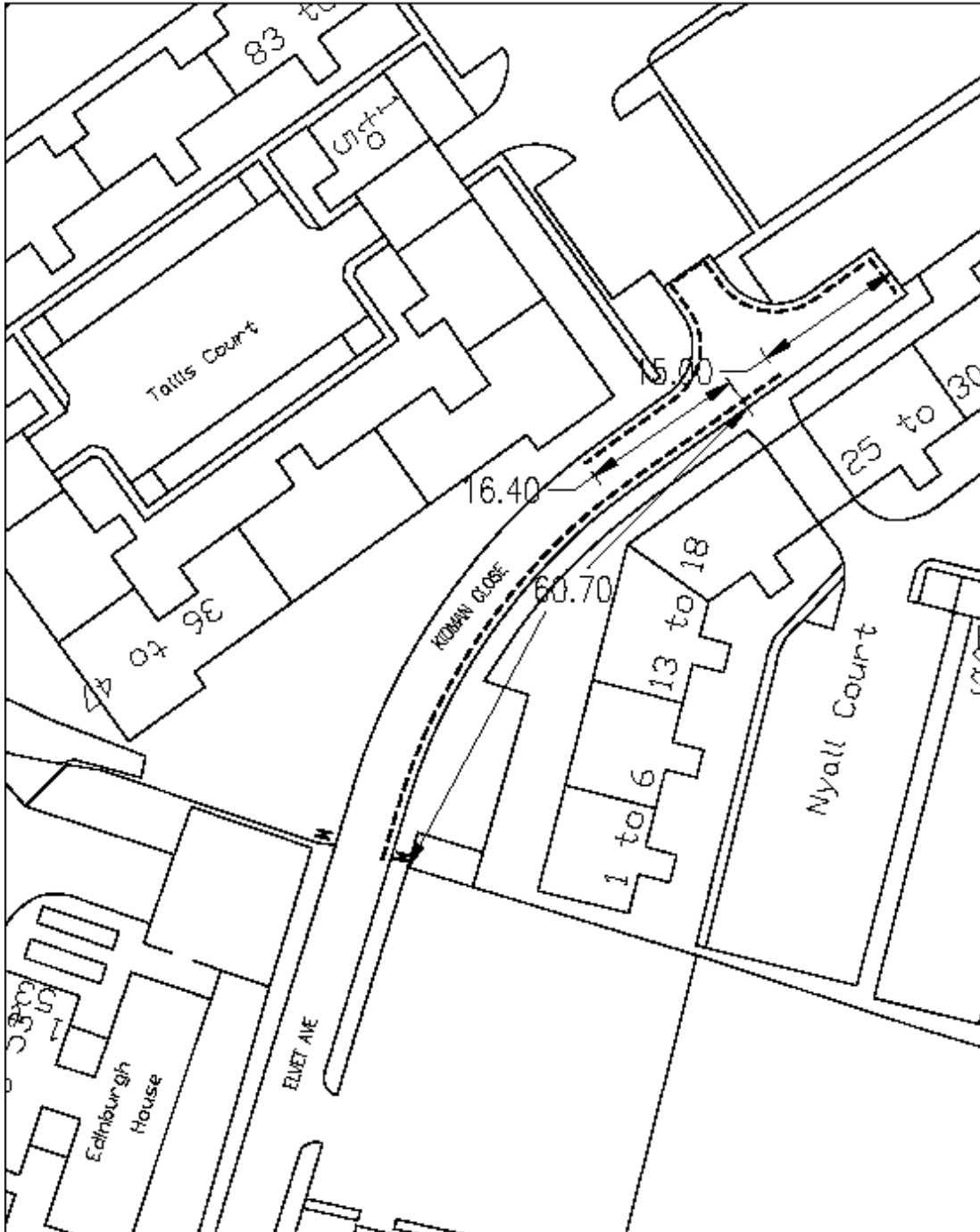
There will be some visual impact, due to the required signing and road markings.

## BACKGROUND PAPERS

Project File:

- Union Road, QE069.
- Nightingale Crescent, QK051
- Riverside Close, QD023
- Kidman Close, QE067

APPENDIX I – REVISED PROPOSAL AT KIDMAN CLOSE



<p>FOR CONSULTATION ONLY                  TEL: 0115 951 5500                  FAX: 0115 951 5501                  E-MAIL: <a href="mailto:planning@leeds.gov.uk">planning@leeds.gov.uk</a></p>		<p>PURPOSE OF                  DEVELOPMENT                  This drawing belongs to Leeds City Council. It is the property of Leeds City Council. It is not to be reproduced without the written permission of Leeds City Council.                  Leeds City Council is not responsible for any errors or omissions in this drawing. It is the responsibility of the user to ensure that the drawing is used in accordance with the relevant legislation.</p>		<p>Proposed double yellow line parking restrictions                  Start of 20mph zone on new development.</p>	
<p>JOB TITLE                  Kidman Close Development</p>		<p>DRAWN BY                  NC</p>		<p>CHECKED BY</p>	
<p>DRAWING TITLE                  At Any Time Parking Restrictions</p>		<p>APPROVED BY</p>		<p>B Amendment for HAC Nov 11</p>	
<p>SCALE (AT A4 SIZE)                  1:500</p>		<p>DATE                  Aug 11</p>		<p>REVISION                  B</p>	
<p>DRAFT</p>		<p>ACAD REF:                  QEQ07.QF.01</p>		<p>REVISION                  AMENDMENT</p>	
<p>ISSUE</p>		<p>DATE</p>		<p>DATE</p>	





**Havering**  
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 TELEPHONE No: 01708 434343  
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 STREETCARE - CULTURE & COMMUNITY

**PURPOSE**  
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**H** Start of 20mph zone on new development.

**JOB TITLE**  
 Nightingale Crescent Development

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**DRAWING TITLE**  
 20mph Zone

**DRAWN BY**  
 NC

**CHECKED BY**

**APPROVED BY**

**SCALE (AT A4 SIZE)**  
 1:1000

**DATE**  
 Sept 11

**DRAFT**

**ISSUE**

**ACAD REF:**

**DRAWING No**  
 QA642/OF/01

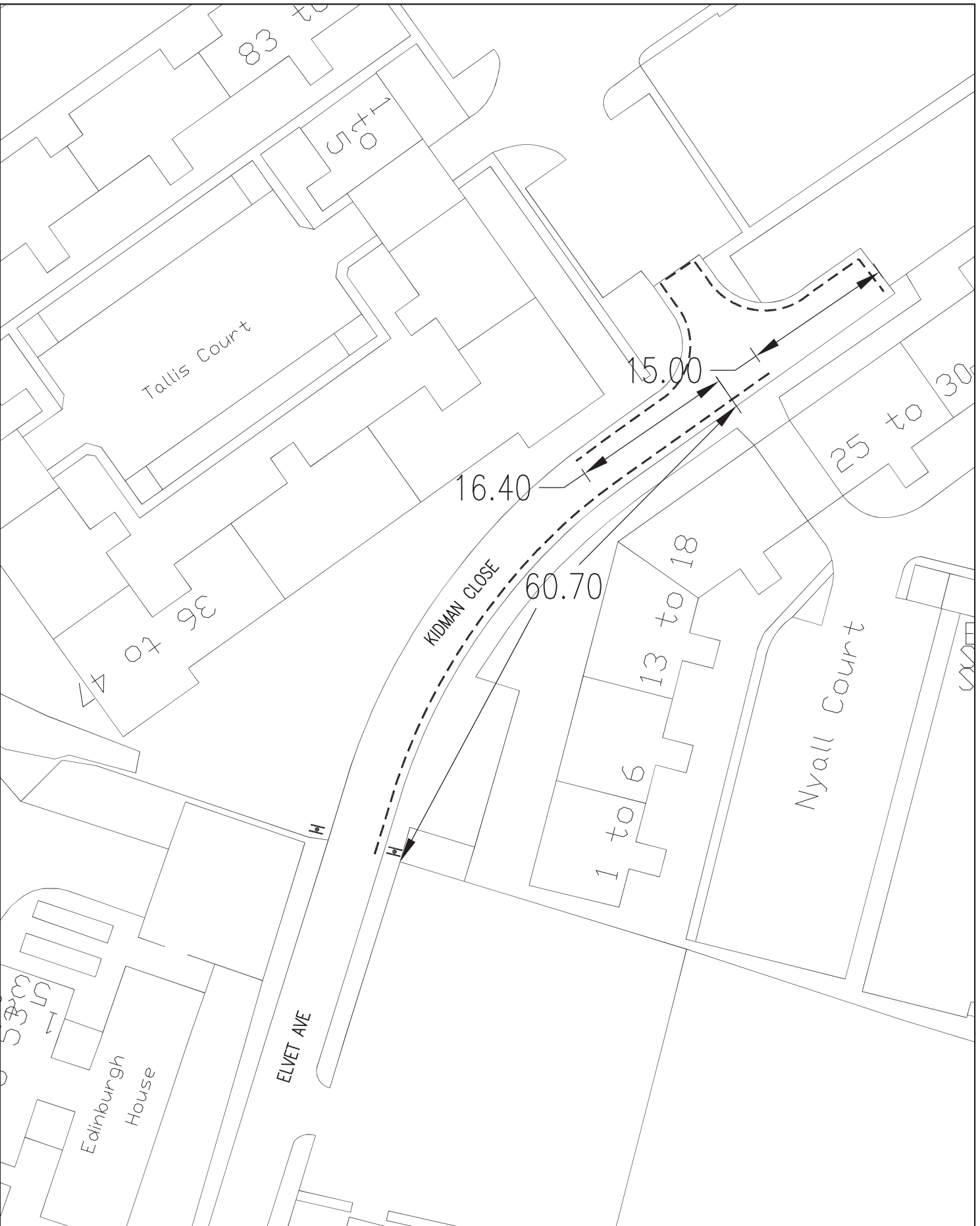
**REVISION**  
 A

REVISION	AMENDMENT	DATE

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		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE OF ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327		- - - - - Proposed double yellow line parking restrictions H Start of 20mph zone on new development.	
STREETCARE - CULTURE & COMMUNITY JOB TITLE <b>Kidman Close Development</b>		DRAWN BY NC		CHECKED BY		APPROVED BY	
DRAWING TITLE <b>At Any Time Parking Restrictions</b>		ACAD REF:		DRAWING No QE067.OF.01		REVISION B Amendment for HAC A Proposal accompanying Notice of Provision B AMENDMENT	
SCALE (AT A4 SIZE) 1:500	DATE Aug 11	<input checked="" type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	Sheet Size: A4 (210x297)	REVISION B	AMENDMENT	DATE Nov 11	DATE Aug 11

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		<b>PURPOSE</b> ©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.		Start of 20mph zone on new development.	
<b>JOB TITLE</b> Riverside Close Development North Street		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
<b>DRAWING TITLE</b> At Anytime Parking Restrictions And 20mph Zone Signs		<b>DRAWN BY</b> NC	<b>CHECKED BY</b> .	<b>APPROVED BY</b> 	
<b>SCALE (AT A4 SIZE)</b> 1:1000	<b>DATE</b> Aug 11	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	<b>ACAD REF:</b> Sheet Size: A4 (210x297)	<b>DRAWING No</b> QD023/OF/01	<b>REVISION</b> A
		<b>REVISION</b>		<b>AMENDMENT</b>	
				<b>DATE</b>	

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# HIGHWAYS ADVISORY COMMITTEE

13 December 2011

# REPORT

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
December 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**  
**Highway Schemes Applications Schedule**

**Highways Advisory Committee**  
**13th December 2011**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
<b>SECTION A - Highway scheme proposals with funding in place</b>								
H1	Highfield Road, Collier Road	Traffic calming scheme as part of a "Highways Contribution" forming part of the S106 obligation for the redevelopment of Hampden Lodge set out in P0127.10	Development of Hampden Lodge site created local interest and requests for traffic calming in Highfield Road, with ward member support. Works linked to S106 and it is recommended to proceed to design and consultation on suitable measures.	Developer S106	£30k	Residents and ward councillors	09/11/2011	Mark Philipotts LBH StreetCare
<b>SECTION B - Highway scheme proposals without funding available</b>								
H2	Dagnam Park Drive	Remove set of speed cushions which is creating vibrations which is causing concern for a disabled resident who is housebound. Resident also concerned that cushions are not reducing speeds anyway.	Speed cushions can cause perceptible vibration which might become a focus for a person who is generally confined to their home. Traffic calming scheme in street successful at reducing death and serious injury. Site could be reviewed to see if there is a compromise, but removal would leave a gap in the traffic calming scheme.	None	£8k	Resident	08/11/2011	1121726
H3	Redriff Road, Collier Row	Request for traffic calming as resident considers calming in Mawney road is diverting traffic to Redriff Road	In 3 years to July 2011, no casualties recorded in street. Traffic calming feasible, but unfunded. Other borough sites more pressing.	None	£30k	Resident	17/11/2011	Cllr Dervish

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

**Highways Advisory Committee**  
**13th December 2011**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H4	Amersham Road, Harold Hill	Request for speed restriction as resident is concerned about the speed people drive, has two schools in the area and feels something should be done before a child gets hurt	In 3 years to July 2011, one casualty recorded at junction with St Neot's Road (driver hit cyclist as driver turned into street on wrong side). Traffic calming feasible, but unfunded. Other borough sites more pressing.	None	£30k	Resident	18/11/2011	1126816
H5	Osborne Road, Hornchurch	Remove speed cushions and provide zebra crossing near Hylands Park entrance	In 3 years to July 2011, 3 casualties recorded. 1 shunt, 1 turning right out of side road and 1 M/C on ice. Speed cushions appear to be providing speed protection. Zebra crossing feasible not not funded.	None	£15k & £25k	Resident	02/12/2011	Mark Philipotts LBH StreetCare
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>								
None to report								





**9**

**HIGHWAYS  
ADVISORY  
COMMITTEE**

**REPORT**

13 December 2011

**Subject Heading:**

**TRAFFIC AND PARKING SCHEME  
REQUESTS  
December 2011**

**Report Author and contact details:**

**Alexandra Watson  
Traffic & Parking Control, Business  
Unit Manager (Schemes & Challenges)  
01708 432603  
alexandra.watson@havering.gov.uk**

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

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

**SUMMARY**

This report presents applications for on-street minor traffic and parking schemes for which the Committee will make recommendations to the Cabinet Member for Community Empowerment who will then recommend a course of action to the Head of StreetCare to either progress, reject or hold pending further review.

**RECOMMENDATIONS**

1. That the Committee considers the on-street minor traffic and parking scheme requests set out in the Schedule, Section A – Minor Traffic and Parking scheme requests for prioritisation and for each application the Committee either;
  - (a) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the minor traffic and parking scheme; or
  - (b) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should not proceed further with the minor traffic and parking scheme.
2. That the Committee notes the contents of the Schedule, Section B – Minor Traffic and Parking scheme requests on hold for future discussion.
3. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Community Empowerment should recommendation for implementation is made and accepted by the Cabinet Member for Community Empowerment.
4. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source and that the budget available in 2011/12 is £90K.
5. At Period 7 £25K 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, 13 December 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.

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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>							
TPC132	Howard Road Upminster	Request to install a free parking bay outside the boundary of nos. 6 and 8 to help with access issues to nos. 4 and 8.	Committee agreed to return request to December HAC from deferral list	LBH Revenue	500	Resident	15/09/11
TPC155	Cottons Park, Romford; Lodge Farm Park, Gidea Park; and Upminster Park, Upminster	Request to introduce pay and display in to selected park car parks to prevent long term commuter parking and encourage more leisure use of the car parks	An MTFS saving has been agreed in principle by Cabinet to introduce charges	Culture & Leisure Capital Programme	20,000	Head of Culture & Leisure	22/11/11
TPC156	Introduction of Pay by Phone	To provide additional method of payment for residents and visitors to the borough in Romford Town Centre car parks and a number of free bays in Upminster and Gidea Park where commuter parking is prevalent and dual usage of voucher bays in Crow Lane	Increasingly London boroughs are implementing the pay by phone option to provide additional payment methods for customers. Costs include enforcement software, licences, advertising and signage	Invest to Save 12/13 Funding	8,000	Head of Streetcare	14/11/11

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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
TPC157	Ethleburga Road/King Alfred Road, Harold Wood	Request for additional residential parking bays	Previously rejected by HAC on 14th June 2011	LBH Revenue	2,000	Residents	17/05/11
TPC158	Cherry Walk, Rainham	Request to extend the double yellow line restriction up to the flank wall of 107 Rainham Road to prevent obstructive parking	Domestic waste vehicles are having difficulty accessing Cherry Walk due to vehicles parked on the carriageway, as such they are being driven over the footway, causing damage to both footway and a flank wall	LBH Revenue	300	Cllr Deon Burton via Area Liaison Officers	20/07/11
TPC159	Vincent Road, Rainham	Request to remove footway parking bays and replace with restrictions to stop large vehicles parking in the bays and obstructing access to Vincent Road for refuse vehicles	Previously rejected by HAC on 14th June 2011. Resident requested it be returned to HAC December meeting	LBH Revenue	1,500	Resident	28/06/11

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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
TPC160	Tindall Mews, Hornchurch	Request to implement staggered single yellow line restrictions in Tindall Mews to prevent obstructive parking	Newly adopted narrow road, staggered restrictions only feasible option to deal with parking issues	LBH Revenue	1,000	Resident	22/10/11
TPC161	Hazelmere Gardens/ Brentwood Road	Request for junction protection at the junction with Brentwood Road to deter obstructive parking	Previously rejected by HAC in August 2010 and on 19th April 2011. This request is from a resident of Brentwood Road who has concerns about inconsiderate and obstructive parking taking place at this junction, particularly outside the hairdressers	LBH Revenue	500	Resident	24/10/11
TPC162	Essex Road, Romford	Request for junction protection at the junction with Cross Road to deter obstructive parking	Cross Road is considered to be a cut through and implementing restrictions to ensure sight lines are maintained at this junction may deliver safety benefits	LBH Revenue	500	Resident via Cllr Trew	30/11/11

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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
TPC163	Wentworth Way, Rainham	Request to create residents only parking lay-by on existing green area	The green area runs alongside the A1306 and removal would impact on noise and light pollution in addition to potentially being a costly scheme	LBH Revenue	350 per sq metre	Residents via Area Liaison Officer	27/10/11
TPC164	Bryant Avenue, Romford	Request for double yellow lines for a distance of approx. 30 metres outside McDonalds to prevent vehicles parking and obstructing sightlines from the restaurant. Further to that vehicles are parking on the grass verge	The grass verge is in very poor condition due to this type of inconsiderate parking behaviour	LBH Revenue	1,000	Cllr Eagling/Resident	02/11/11
TPC165	Wedlake Close, Hornchurch	Request to implement 'At any time' restrictions at apex of bends and junction with North Street to prevent obstructive parking	This road has been recently adopted and it is felt that further restrictions are required to ensure unhindered access to the library car park, timber yard and the rear access to Hornchurch Fire Station	LBH Revenue	1,000	Cllr Durant	07/11/11



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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
TPC166	Gooshays Drive, Harold Hill	Request to implement 'At any time' restrictions outside the Health Centre opposite Trowbridge Road to stop obstructive parking	The Area Liaison Officer who fed back this request confirmed that the road is frequently blocked for buses and private vehicles	LBH Revenue	500	Area Liaison Officer/Resident	08/11/11
TPC167	Junction Road and Oaklands Road, Romford	Request for Police vehicle only parking bays in both Junction Road and Oaklands Road	Police vehicles currently park on the footway outside the Police Station in Main Road. This location could also be considered as a potential parking area for Police vehicles	LBH Revenue	750	Havering Police	11/11/11
TPC168	Harold Wood Station	Request to reduce the taxi rank length and introduce a limited time stopping bay for picking up/dropping off at the station	This has recently been implemented in Atlanta Boulevard, Romford and is also planned for Gidea Park Station. However, this request would require consultation with TfL in the first instance as the bay in question is currently allocated to Hackney Carriages only.	LBH Revenue	1,000	Resident	24/11/11

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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
TPC169	Lodge Lane, Collier Row	Request for a weight restriction on vehicles above 2 tonnes	Officers can confirm there is a farm and a number of industrial units at the end of Lodge Lane and it is reasonable to expect that HGV's will be required to service this area. Any proposed weight limit would effectively limit all but small transit vans to the site, which officers believe would not be acceptable to the businesses in question	LBH Revenue	500	Resident via Cllr Dervish	24/11/11
TPC170	Willow Street, Romford	Request to introduce 'At any time' restrictions on the apex of the bend opposite The Willow Rooms to prevent obstructive parking	Parking problems are particularly problematic on Sundays due to church attendance at the Willow Rooms	LBH Revenue	200	Resident via Cllr Osborne	29/11/11
TPC171	Benjamin Close/Globe Road, Romford	Request to implement a separate residential CPZ for residents of Benjamin Close and Globe Road	Benjamin Close and Globe Road form part of the Romford CPZ Sector 3. If these roads were taken out of the existing sector the residents would not be able to park in the adjoining roads, therefore limiting their parking options	LBH Revenue	1,500	Resident	29/11/11

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TPC172	Squadrons Approach/Carbury Close/ Bennions Close/Franklin Road, Hornchurch	Request for restrictions to deter visitors to Hornchurch Country Park parking obstructively and not utilising the car park facilities in the Country Park	Officers recommend that residents be informally consulted prior to proposals being advertised, as the possible duration of any restrictions could be very restrictive to some residents	LBH Revenue	1,000	Resident on behalf of other residents	24/11/11
TPC173	Hamlet Road, Collier Row	Request for junction protection at the junction with Romford Road due to obstructive parking	This is a relatively narrow road, verged on both sides and is within easy walking distance of the Collier Row Boot Sale	LBH Revenue	500	Resident via Cllr Dervish	29/11/11
TPC174	Clydesdale Road/South Street, Romford	Request to extend the existing CPZ in to South Street for residents residing in maisonettes at corner of Clydesdale Road and South Street	With the implementation of the residents parking scheme in to Clydesdale Road, a resident in the maisonettes on South Street has highlighted that there is now no parking provision for them and makes the request to be included in the zone	LBH Revenue	500	Resident	23/11/11

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TPC175	Westmoreland Avenue, Gidea Park	Request to extend the part-time (8am till 10am) restriction operational in Westmoreland Avenue in to the most recently constructed southern section of the road to prevent inconsiderate and obstructive parking	This section of the road was included in the recent Gidea Park CPZ review, however when Members considered the responses it was agreed no further action should be taken. A resident continues to raise this as an issue in this section of the road	LBH Revenue	750	Resident	02/11/11
<b>SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>							
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 - <b>deferred for wider review</b>	LBH Revenue	1,200	8 Residents and supported by Cllr Binion	13/07/11
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

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Item Ref	Scheme	Description	Officer Advice	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
TPC120	Ruskin Avenue, Spenser Crescent, Masefield Drive and Hall Lane, Upminster	Request for junction protection at junction of Ruskin Avenue with Masefield Drive, Spenser Crescent with Masefield Drive, Spenser Crescent with Hall Lane and Masefield Drive with Hall Lane plus double yellow lines at the apex of bends in Masefield Drive to deter obstructive parking by users of Upminster Hall Playing Fields	Feasible, proposals to restrict 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 - <b>deferred for wider review</b>	LBH Revenue	1,000	Resident	27/09/11
TPC124	Beauly Way, Romford	Request for junction protection marking on the Beauly Road at its junction with Pettits Lane	Since the site requested is in close proximity to a pedestrian crossing to improve road safety and visibility the Schemes Team would be in favour of taking this scheme forward - <b>deferred for wider review of Pettits Lane (between Beauly Way &amp; Pettits Boulevard)</b>	LBH Revenue	500	Resident	16/09/11
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	Feasible on the south side of the road - <b>deferred for wider review of the Essex Gardens Estate</b>	LBH Revenue	250	Resident via Cllr Taylor	12/08/11

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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 e-mail 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) - <b>deferred pending wider review of area</b>	LBH Revenue	TBC (pending area review)	Residents	29/06/11
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 - <b>deferred for further review</b>	LBH Revenue	600	Metropolitan Police/Cllr Binion	20/10/11

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<b>CRM / Contact</b>
Resident
Head of Culture & Leisure
Head of Streetcare

**/ Committee  
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<b>CRM / Contact</b>
Residents
Cllr Deon Burton via Area Liaison Officers
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**/ Committee  
r 2011**

<b>CRM / Contact</b>
Resident
Resident
Resident via Cllr Trew

**/ Committee  
r 2011**

<b>CRM / Contact</b>
Residents via Area Liaison Officer
Cllr Eagling/Resident
Cllr Durant

**/ Committee  
r 2011**

<b>CRM / Contact</b>
Area Liaison Officer/Resident
Havering Police
Resident

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<b>CRM / Contact</b>
Resident via Cllr Dervish
Resident via Cllr Osborne
Resident

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<b>CRM / Contact</b>
Resident on behalf of other residents
Resident via Cllr Dervish
Resident

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<b>CRM / Contact</b>
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<b>CRM / Contact</b>
Resident
Resident
Resident via Cllr Taylor

**r Committee  
r 2011**

<b>CRM / Contact</b>
Residents
Metropolitan Police/Cllr Binion