



## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
20 March 2012**

**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

**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 - 10)

To approve as a correct record the minutes of the meeting of the Committee held on 21 February 2012, and to authorise the Chairman to sign them.

### 5 SUSTRANS CONNECT 2 - PHASES 2 & 3 HIGHWAY WORKS (PAGES WOOD TO RAINHAM VILLAGE) (Pages 11 - 66)

### 6 37 - 55 COLLIER ROW LANE PARKING, BUS STOP AND ENVIRONMENTAL IMPROVEMENTS - OUTCOME OF PUBLIC CONSULTATION (Pages 67 - 72)

Report Attached

### 7 SCHOOL CROSSING PATROL IMPROVEMENTS - BROADFORD PRIMARY SCHOOL FARRINGDON AVENUE (Pages 73 - 78)

Report Attached

**8 FRONT LANE/MOOR LANE PROPOSED PAY & DISPLAY AND WAITING RESTRICTIONS - COMMENTS TO ADVERTISED PROPOSALS** (Pages 79 - 86)

**9 PROPOSED PARKING SCHEMES - COMMENTS TO ADVERTISED PROPOSALS** (Pages 87 - 112)

**10 HIGHWAYS SCHEMES APPLICATIONS** (Pages 113 - 118)

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

**11 TRAFFIC AND PARKING SCHEMES REQUESTS** (Pages 119 - 130)

The Committee is requested to consider the report relating to Minor Traffic and parking Schemes

**12 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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# Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Town Hall, Main Road, Romford  
21 February 2012 (7.30 - 9.45 pm)**

**Present:**

**COUNCILLORS**

**Conservative Group** Billy Taylor (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, Lynden Thorpe and Damian White

**Residents' Group** Brian Eagling and John Mylod

**Labour Group**

**Independent Residents Group** David Durant

Apologies were received for the absence of Councillors Denis Breading and John Wood.

+Substitute Member: Councillor John Mylod (for John Wood)

There were no declarations of interest

Councillor Barry Tebutt was present for the meeting.

There were five 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 an emergency.

**69 MINUTES**

The minutes of the meeting of the Committee held on 24 January 2012 were agreed as a correct record and signed by the Chairman.

**70 SUSTRANS CONNECT 2 - PHASES 2 & 3 HIGHWAY WORKS (PAGES WOOD TO RAINHAM VILLAGE)**

The Committee considered the report that recommended that various highway improvement works between Pages Wood (Harold Wood) and

Rainham Village are approved for implementation to support the Sustrans Connect 2 scheme, following the completion of public consultation.

At its meeting of 15 July 2009, the Council's Cabinet approved the Sustrans Connect2 scheme for the Ingrebourne Valley in principle. This approval was subject to funding (with Cabinet Member for Regeneration approvals for each phase) and various consents being in place.

The scheme was supported with £880,000 of Big Lottery grant funding provided through Sustrans and additional Council capital funding, grants via the Transport for London Local Implementation Plan and Veolia Havering Riverside Trust.

The scheme's overarching aim was to improve local travel in 79 communities around the UK by creating new walking and cycling networks for everyday journeys.

By means of bridges, tunnels and other crossings, barriers such as busy roads, rivers and railways can be overcome to make travelling on foot or bike easier and more direct. With each new crossing linking to a local network of walking and cycling routes, there will be direct access to local schools, shops and workplaces, as well as green spaces.

In terms of design, the route was being designed for pedestrians, both the experienced and inexperienced cyclist and equestrian riders where possible.

Sustrans and the Council were promoting a scheme for the Ingrebourne Valley which would build on, connect to and improve existing routes, some of which had been in place for some time.

The 13 mile route, called the "Ingrebourne Way" would form the new National Cycle Route No.136, starting in Noak Hill and ending at Rainham Marshes, running through Harold Hill, Harold Wood, Harold Park, Cranham, Upminster, Hornchurch, Elm Park and South Hornchurch.

The project was split into three phases with Phase 1 (Noak Hill to Pages Wood) had been completed.

The current focus of activity was now Phases 2 & 3 which would complete the scheme between Pages Wood and Rainham Marshes by March 2013.

As well as any statutory consultation processes, the project was overseen by the Connect 2 Steering Group which sought to engage various stakeholders in the development of the route. The group included Council Staff, Sustrans, local walking and cycling groups, Forestry Commission, Environment Agency, biodiversity groups and others as required.

The route and design of the various features had also been reviewed by Sustrans both from a network planning and engineering point of view and fully acceptable to the organisation.

In accordance with the public participation arrangements the Committee was addressed by three residents who expressed their views for and against parts of the scheme.

In accordance with the public participation arrangements, the Committee was addressed by an objector followed by two speakers in support of the scheme.

With its agreement Councillor Tebbutt addressed the Committee. Councillor Tebbutt raised questions in relation to the proposed move of the bus stop; external funding; public consultation requirements.

During the debate members raised general concerns over the design of the scheme including the safety of having mixed use, cycle and pedestrian, paths through Upminster Park. Members also queried the technical specification of the proposed cycle lanes and raised concerns about the proposed 3 meter width of the lanes.

A **motion** was moved to defer the item in order to give officers sufficient time to consider the various design and safety issues raised by members. The Committee noted that, due to the timetable for external funding, the item may need to be dealt with at a special meeting of the Committee.

The motion to defer was seconded.

The Committee **RESOLVED** to defer the item by 6 votes in favour, 1 abstention and 1 against.

71     **395 - 405 BRENTWOOD ROAD (LAY-BY PARKING CONTROLS)**

The Committee considered the report and after a brief debate, **RESOLVED** to reject the recommendations of the report. The Committee considered that the scheme would be suitable for inclusion as part of a comprehensive parking review for the area.

72     **SCHOOL CROSSING PATROL IMPROVEMENTS - RAINHAM VILLAGE PRIMARY SCHOOL**

The report before the Committee recommended improvement works to the school crossing facility outside Rainham Village Primary School following the completion of public consultation.

During a brief debate the Committee questioned whether the east bound bus stop outside the clinic could be better placed by moving it towards Rainham Village to allow for drop offs at the clinic.

A motion was moved to recommend the implementation of the scheme with further consideration given to the positioning of the east bound bus stop by the Head of Street Care in conjunction with London Buses. The motion was seconded.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Empowerment that the work to the pedestrian crossing facility outside Rainham Village Primary School be approved for implementation as shown on drawing: QK009/NC/41.A
2. To recommend to the Cabinet Member for Community Empowerment that the addition of two new bus stop clear ways on Upminster Road South and in the vicinity of Rainham Village Primary School be approved for implementation the position of the east bound bus stop is to be the subject of a further review by the Head of Street care in conjunction with London Buses whose findings will be presented to this in a further report to this committee.
3. That it be noted that the estimated cost of the scheme would be £600 which would be met from the 2011/12 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

73 **PROPOSED PARKING SCHEMES - COMMENTS TO ADVERTISED PROPOSALS**

Each scheme was presented to the Committee and voted on as a separate item

**1. Oldchurch Road/ Dagenham Road – Drawing No. DAG/01/03**

The Committee considered the report and without debate, **RESOLVED** to recommend implementation of the scheme.

**2. Heather Glen– Drawing No. HG/01/01**

The Committee considered the report and after a short debate, a **motion** was moved to reject the scheme on the basis that the scheme would not solve the parking problems on the road.

The **motion** was seconded.



The Committee **RESOLVED** that the scheme be rejected.

### **3. Pond Walk – Drawing No. FLP/01/01**

The Committee considered the report and after a short debate a **motion** was moved to implement the 'At any time' waiting restriction as advertised and shown on drawing FLP/01/01 and to reject the proposed 8.00am – 6.30pm waiting restriction. The **motion** was seconded.

The Committee **RESOLVED** to recommend implementation the 'At any time' waiting restrictions by 7 votes in favour to 1 against.

### **4. Collier Row Road, Clockhouse Lane and Associated Waiting Restrictions – Drawing Nos. QK056-OF-101, 102, 103, 104, 105, 106, 107, 108. FLP/01/01**

The Committee considered the report and after a short debate a **motion** was moved to implement the scheme with the following amendments:

- proposed free parking bay on drawing QK056-OF-102 to be changed to residents bay to assist residents of flats and shopkeepers
- proposed free parking bay on drawing QK056-OF-103 to be changed to residents bay
- proposed free parking bay on drawing QK056-OF-107 to be changed to residents bay

The **motion** was seconded.

The Committee **RESOLVED** to recommend the scheme as amended.

### **5. Hacton School**

The Committee considered the report and after a short debate, a **motion** was moved to reject the scheme. The **motion** was seconded.

The Committee **RESOLVED** to reject the scheme.

### **6. Clunas Gardens – Drawing No. QJ123-OF-101**

Without debate, a **motion** was moved to reject the scheme. The **motion** was seconded.

The Committee **RESOLVED** to reject the scheme by 7 votes in favour to 1 against.

74 **HIGHWAYS SCHEMES APPLICATIONS**

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 en bloc.

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

Item Ref	Scheme	Description	Decision
<b>SECTION B - Highway scheme proposals without funding available</b>			
H1	Lodge Lane, Near Frinton Road Request for zebra crossing	Feasible but not funded	<b>REJECTED</b>
H2	Lodge Avenue, crossing outside Gidea Park school 160 signature request for zebra crossing outside Gidea Park School because parking makes it difficult for pedestrians to see and be seen	A zebra crossing would only be used twice a day and rarely out of school hours. Motorists may become used to nobody crossing and so reduces impact. Would remove residents' parking on a permanent basis. It might be better to look at a speed table with additional school keep clear restrictions, which would remove residents' parking, but not all the time. May be held for future STP bid.	<b>REJECTED</b>
H3	Main Road 160 signature request for pedestrian guardrail along substantial length of Main Road.	Exiting footways are wide and we do not believe there is justification. Will not provide physical protection from errant vehicles, creates a safety issue for cyclists (pinned between vehicles and PGR), pedestrians will walk the wrong side and costly.	<b>REJECTED</b>
H4	Junction Road 160 signature request for pelican crossing at entry to	Pelican crossings should not be placed within 15 metres of a junction because of the risk of	<b>REJECTED</b>

	Junction Road	motorists assuming the whole junction is controlled by traffic signals. Those seeing a green light may assume priority in the junction and so creates a significant crash risk. Placing a pelican crossing further into Junction road would mean that pedestrians are unlikely to divert into the road to use is and therefore it would be a little used and costly scheme.	
H5	Pettits Lane 160 signature request for pedestrian guardrail at Pettits Lane	Exiting footways are wide and we do not believe there is justification. Will not provide physical protection from errant vehicles, creates a safety issue for cyclists (pinned between vehicles and PGR), pedestrians will walk the wrong side and costly.	<b>REJECTED</b>

**75 TRAFFIC AND PARKING SCHEMES REQUESTS**

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:

<b>Item Ref</b>	<b>Scheme</b>	<b>Description</b>	<b>Decision</b>
<b>SECTION A – Minor Traffic and Parking Scheme Requests</b>			
<b>TPC21</b>	Market Link/Ducking Stool/The Mews	Request for double yellow lines and a no waiting/no loading ban due to serious obstruction and road safety issues for Market	<b>Agreed</b>

		Traders particularly from 5am	
<b>TPC191</b>	London Road, Romford	Request to remove existing parking bays and install yellow line restrictions outside Ilford Motors, 137-143 London Road to prevent parked vehicles obscuring the view of passing trade.	<b>Rejected</b>
<b>TPC192</b>	Norfolk Road, Upminster	Request for Residents Parking Scheme - resident in rented property with no off street parking	<b>Rejected</b>
<b>TPC193</b>	Windermere Avenue, Elm Park	Request to review marked bays in Windermere Ave and install junction protection at the junction with St Andrews Ave as sight line of driver obstructed when exiting his drive and the Avenue	<b>Rejected</b>
<b>TPC194</b>	299-307 Collier Row Lane, Romford	Request for loading bay outside Romford Mazda to allow drivers to load/unload vehicles without getting PCNs	<b>Rejected</b> <b>7-1</b>
<b>TPC195</b>	Firham Park Estate, Harold Wood	Request from resident and visitor to estate for parking restrictions to deter commuter parking and junction protection to deter inconsiderate parking on corners obscuring sight lines.	<b>Deferred for further report to committee to include consultation with local residents and costing. Consideration to be given to include proposals in wider scheme dealing with parking issues in the Firham Park Estate.</b>
<b>TPC196</b>	Merlin Road, Romford	Request for junction protection at junction of Merlin Road and Avalon Road	<b>Rejected</b>
<b>TPC197</b>	Paignton Close, Romford	Request for yellow lines in Paignton Close to deter inconsiderate parking	<b>Rejected</b>
<b>SECTION B – Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>			
<b>TPC70</b>	Mashiters Walk, Romford	Request for single yellow line restriction between 10am and 11am following increase in	<b>Noted</b>

		commuter parking as a result of the restrictions recently implemented in the Lake Rise/Rosemary Avenue Area	
<b>TPC93</b>	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>
<b>TPC120</b>	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>
<b>TPC124</b>	Beaully Road Romford	Request for junction protection marking on the Beaully Road at its junction with Pettits Lane	<b>It was noted that this item had been included in a bus stop accessibility scheme being designed by Traffic and Engineering. Agreed to be removed from the list.</b>
<b>TPC130</b>	Cheshire Close, Emerson Park	Request for footway parking bays	<b>Noted</b>
<b>TPC136</b>	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 pending wider review of the area – item noted</b>
<b>TPC149</b>	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>Noted</b>
<b>TPC156</b>	Introduction of Pay by Phone provision	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	<b>Noted</b>

		voucher bays in Crow Lane	
<b>TPC181</b>	Mawney Road, Romford	Request to remove restrictions in Mawney Road in the area north of the A12	<b>Deferred to September 2012 following local Planning issue decision – item noted</b>
<b>TPC188</b>	Hall Lane, Upminster	Request to extend the yellow line further north on the east side of Hall Lane, with restrictions applicable Sunday 9am to 1pm only, to assist with problem parking during football games	<b>Deferred pending wider review of the area – item noted</b>

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**Chairman**

# HIGHWAYS ADVISORY COMMITTEE

# REPORT

20 March 2012

**Subject Heading:**

**SUSTRANS CONNECT 2  
Phases 2 & 3 Highway Works  
Pages Wood to Rainham Village  
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 recommends that various highway improvement works between Pages Wood (Harold Wood) and Rainham Village are approved for implementation to support the Sustrans Connect 2 scheme, following the completion of public consultation.

The scheme is within **Harold Wood, Cranham, Upminster, South Hornchurch and Rainham & Wennington Wards.**

This report was deferred by the Highways Advisory Committee at its meeting of 21<sup>st</sup> February 2012.

**RECOMMENDATIONS**

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the highway improvement works between Pages Wood (Harold Wood) and Rainham Village are approved for implementation as detailed in this report and shown on the following Drawings;  
  
QK042-OI-101A, QK042-OI-102A, QK042-OI-103A, QK042-OI-104A, QK042-OI-105A, QK042-OI-106A, QK042-OI-107A, QK042-OI-108A, QK042-OI-109A, QK042-OI-110A, QK042-OI-111A, QK042-OI-112A, QK042-OI-113A, QK042-OI-114A, QK042-OI-115A, QK042-OI-116A, QK042-OI-117A, QK042-OI-118A, QK042-OI-119A, QK042-OI-120A, QK042-OI-121A, QK042-OI-123A, QK042-OI-124A, QK042-OI-125A
2. That the proposals for relocating a bus stop on Hall Lane to the vicinity of 50/52 be rejected and the Head of StreetCare reviews the design with the residents concerned to see if agreement can be reached, subject to a future report to HAC.
3. That Staff amended the cycle track detail at the northern entrance to the Hall Lane Service Road so that the trees and vegetation screening the residential properties are not removed.
4. That the Head of StreetCare reviews the comments made by the CTC and Havering Cyclists representatives to incorporate minor adjustments to the scheme during the detailed design process (such as minor alignments/ extensions to the advisory cycle lanes, guardrail opposite park entrances and signage strategy).
5. That the Head of StreetCare reviews the requests to amend the positions of start of the 40mph speed limit at Hall Lane and 30mph speed limit at Hall Lane; and the suitability (including physical measures which might be required) for a 20mph speed limit within the Hall Lane Service Road, Branfill Road and Champion Road with detailed design and advertisement, subject to funding and a further report to HAC.
6. That the Head of StreetCare reviews the issues with taxis at Hall Lane with amendments to the design if required, with detailed design and advertisement, subject to funding and a further report to HAC.
7. That it be noted that the estimated cost of the whole Sustrans Connect2 scheme is estimated to be £1,558,000.



8. That it be noted that the estimated cost of the highway elements of the scheme set out within this report is £550,000 and can be funded through the 2012/13 Transport for London Local Implementation Plan allocations for the Ingrebourne Valley Sustrans Connect 2 project and the Big Lottery Sustrans Connect 2 allocation. Management procedures will be put in place to ensure completion within the financial year.

**REPORT DETAIL**

**1.0 Background**

- 1.1 At its meeting of 15th July 2009, the Council's Cabinet approved the Sustrans Connect2 scheme for the Ingrebourne Valley in principle. This approval is subject to funding (with Cabinet Member for Regeneration approvals for each phase) and various consents being in place.
- 1.2 The Council is working with Sustrans, the sustainable transport charity on the Connect2 Scheme in Havering. The scheme is supported with £880,000 of Big Lottery grant funding provided through Sustrans and additional Council capital funding, grants via the Transport for London Local Implementation Plan and Veolia Havering Riverside Trust.
- 1.3 The scheme's overarching aim is to improve local travel in 79 communities around the UK by creating new walking and cycling networks for everyday journeys.
- 1.4 By means of bridges, tunnels and other crossings, barriers such as busy roads, rivers and railways can be overcome to make travelling on foot or bike easier and more direct. With each new crossing linking to a local network of walking and cycling routes, there will be direct access to local schools, shops and workplaces, as well as green spaces.
- 1.5 In terms of design, the route is being designed for pedestrians, both the experienced and inexperienced cyclist and equestrian riders where possible.
- 1.6 Sustrans and the Council are promoting a scheme for the Ingrebourne Valley which will build on, connect to and improve existing routes, some of which have been in place for some time.
- 1.7 The 13 mile route, called the "Ingrebourne Way" and forming the new National Cycle Route No.136, starts in Noak Hill and ends at Rainham Marshes, running through Harold Hill, Harold Wood, Harold Park, Cranham, Upminster, Hornchurch, Elm Park and South Hornchurch.
- 1.8 The project was split into three phases with Phase 1 (Noak Hill to Pages Wood) being completed in recent years.

- 1.9 The current focus of activity is now Phases 2 & 3 (being progressed together), which will complete the scheme between Pages Wood and Rainham Marshes by March 2013.
- 1.10 There are several locations along the where existing roads need to be crossed, where existing crossing facilities need improvement, where shared-use cycle tracks are required and where on-street cycling provision needs to be supported.
- 1.11 As well as any statutory consultation processes, the project is overseen by the Connect 2 Steering Group which seeks to engage various stakeholders in the development of the route. The group includes Council Staff, Sustrans, local walking and cycling groups, Forestry Commission, Environment Agency, biodiversity groups and others as required.
- 1.12 The route and design of the various features have also been reviewed by Sustrans both from a network planning and engineering point of view and fully acceptable to the organisation.

## **2.0 Proposals for Phases 2 & 3 and Consultation**

- 2.1 The general route for Phases 2 & 3 has been agreed with Sustrans and consulted within the Sustrans Connect 2 Steering Group and is as follows;
- Commences in Pages Wood in Harold Wood,
  - Follows Hall Lane into Upminster (with works to the bridge over the A127 to accommodate cyclists, pedestrians and equestrians),
  - Enters Upminster at Station Road and then to Upminster Park via Branfill Road and Champion Road,
  - From Upminster Park to Gaynes Parkway via Brookdale Close, Bridge Avenue and South View Drive and a new foot/ cycle bridge behind Branfill School,
  - Along Hacton Parkway and through Hornchurch Country Park and then on to Dover's Corner,
  - Dover's Corner to Rainham Village and then across the C2C and High Speed 1 railway lines to the Rainham Trackway Bridge and then Rainham Marshes.

2.2 In terms of highway improvements, the following table sets out the various sections and locations, a description of the proposals and the relevant Drawing References.

<b>Section/ Location</b>	<b>Description</b>	<b>Drawing Reference</b>
Hall Lane Pages Wood to Masefield Drive	<p>Creation of shared-use cycle track (off road) generally on the eastern side of Hall Lane, except the Hall Lane Service Road (running between 124 and 140; and 142 to 194 Hall Lane), where the route will be on carriageway with a new pedestrian/ cyclist refuge on Avon road.</p> <p>Also Includes</p> <ul style="list-style-type: none"> <li>• A pedestrian/ cyclist refuge between Pages Wood and the eastern side of Hall Lane to access the new shared us cycle track,</li> <li>• Shared use cycle track over eastern side of bridge over A127,</li> <li>• A pedestrian/ cyclist refuge over A127 westbound off slip,</li> <li>• Raised table in entry of Hall Lane Service Road outside no.194 Hall Lane</li> <li>• Improved pedestrian refuge across Hall Lane just south of mini-roundabout junction with Hall Lane with a shared use cycle track link to the southern end of the service road.</li> <li>• A pedestrian/ cyclist refuge about 30m north of 131 Hall Lane to allow north-bound cyclists to leave the carriageway and continue north on the new shared-us cycle track.</li> </ul>	<p>QK042-OI-101A QK042-OI-102A QK042-OI-103A QK042-OI-104A QK042-OI-105A QK042-OI-106A QK042-OI-107A QK042-OI-108A QK042-OI-109A QK042-OI-110A</p>

<b>Section/ Location</b>	<b>Description</b>	<b>Drawing Reference</b>
Hall Lane and short section of Station Road Masefield Drive to Branfill Road	On carriageway cycle route with advisory lane markings and on-carriageway cycle logos connecting with Toucan crossing on Station Road (near Branfill Road), including removal of sections of hatched centre of road other than at existing pedestrian refuges and the right turn areas at Deyncourt Gardens and Waldegrave Gardens.  Includes a new zebra crossing on Hall Lane between Deyncourt Gardens and Waldegrave Gardens.	QK042-OI-110A QK042-OI-111A QK042-OI-112A QK042-OI-113A QK042-OI-114A QK042-OI-115A
Branfill Road/ Champion Road	From Station Lane to Branfill Road via an existing Toucan Crossing.  On carriageway cycle route with on-carriageway cycle logos.	QK042-OI-115A QK042-OI-116A QK042-OI-117A
St Mary's Lane, near Champion Road	Conversion of Puffin crossing to Toucan crossing with sections of footway converted to shared use cycle track to allow cycle access between Champion Road, St Mary's Lane and Upminster Park.	QK042-OI-117A QK042-OI-118A
Brookdale Close, Bridge Avenue (part) and South View Drive (part)	On carriageway cycle route with some advisory lane markings and on-carriageway cycle logos to connect Upminster Park with Gaynes Parkway.	QK042-OI-119A QK042-OI-120A QK042-OI-121A QK042-OI-123A

<b>Section/ Location</b>	<b>Description</b>	<b>Drawing Reference</b>
Bridge Road/ Viking Way/ Lamson Road roundabout	Creation of shared use cycle tracks on various arms of roundabout to connect to existing on-carriageway cycle route in Rainham Village, includes; <ul style="list-style-type: none"><li>• Pedestrian/ cyclist refuges in entrance to Viking Way, Lamson Road and Bridge Road (south), just off roundabout</li><li>• New shared use cycle track on northwest side of Bridge Road (north)</li><li>• Conversion of Puffin Crossing to Toucan Crossing on bridge road, north of roundabout</li></ul>	QK042-OI-124A QK042-OI-125A

- 2.3 In terms of public consultation, 450 letters were hand delivered to residents potentially affected by the scheme along or adjacent to the route. Letters were hand-delivered on or just after 20<sup>th</sup> December 2011, with a closing date of 20<sup>th</sup> January 2012 for any comments. The statutory elements of the scheme were advertised on 23<sup>rd</sup> December 2011.
- 2.4 Additionally, consultation information were sent to Councillors where the route passes through their wards, members of the Highways Advisory Committee, members of the Council's Cycling Liaison Group, the emergency services, London Buses and a number of other local and national organisations.
- 2.5 By the close of consultation 20 written responses were received and are set out in Appendix I to this report, but in summary, the general comments were;
- Concerns raised about the impact on taxi parking near Upminster Station on cyclists passing (Hall Lane),
  - Suggestions that the route should go through Hornchurch Stadium, rather than Bridge Avenue and concern about interface with South View Drive,
  - Concern that funding is being used for a scheme without justification,
  - Concerns raised about the safety of using the Hall Lane Service Road as part of the route and suggestions to move the route elsewhere,
  - Objections to relocation of a bus stop in the vicinity of 50/52 Hall Lane,

- Concern about the use of Hall Lane for an on-carriageway cycle route citing congestion and parallels with a Cycle Super Highway route in Tower Hamlets,
- Requests for speed limit changes,
- No requirement for the route,
- Criticism of various design principles (CTC Representative),
- Support for proposals, with various suggestions (Havering Cyclists)
- Clarification on compatibility of the design at Bridge Road roundabout with HGVs,
- Non-related requests for additional parking controls and minor works (Hall Lane Service Road especially)

### **3.0 Staff Comments**

- 3.1 The response rate from residents was low, with particular localised concerns. No comments were received by the emergency services or London Buses. The CTC Right to Ride Network and Havering Cyclists (part of the London Cycling Campaign) both responded. Two Councillors responded with questions during the consultation period which were responded to.
- 3.2 Some residents raised comments about the behaviour of taxis near Upminster Station and the potential impact to cyclists passing. Staff suggest that the layout at that location be reviewed to see if additional protection or management is required.
- 3.3 With regard to Hornchurch Stadium versus Bridge Avenue, Staff would respond by stating that a route through Hornchurch Stadium is possible, but land gradients going into the Parkway would require substantial engineering works to accommodate all users and therefore costly and beyond the current time frame. The Bridge Avenue route is considered by Staff to be an acceptable alternative.
- 3.4 In terms of the use of the Hall Lane Service Road, Staff are of the view that this represents a relatively quiet route compared to Hall Lane and appropriate for cycle use. Similar roads were used for Phase 1 which is now in operation.
- 3.5 The bus stop relocation near 50 Hall Lane was in response to a previous deferral of a bus stop accessibility scheme where Staff were asked to look at an alternative. Given the objection, Staff will need to revisit the matter as it does not impact on this current scheme.
- 3.6 The use of part of Hall Lane as an on-carriageway cycle route is a product of a lack of highway space to continue an off-carriageway shared-use cycle track. The on-carriageway section commences in the built up part of Hall

Lane (giving a indication to drivers that behaviour should change) and has been designed in accordance with the advice within the London Cycle Design Guide.

- 3.7 There have been requests to move the 40mph speed limit at the A127/ Hall Lane junction further towards the A127 to help influence driver speed leaving the trunk Road; the 30mph speed limit slightly further away from the Hall Lane/ Avon Road area to help influence driver speed before the Hall Lane Service Road and 20mph speed limits in the Hall Lane Service Road, Branfill Road and Champion Road.
- 3.8 Staff are of the view that these requests are worthy of investigation and subject to funding and design considerations, could assist with the operation of the route for pedestrians and cyclists.
- 3.9 During the detailed design process, Staff would be looking at appropriate directional and warning signage which may address some of the concerns.
- 3.10 In terms of the principles of creating this new route and the costs, the matter is dealt with in detail within the Cabinet Report of 15<sup>th</sup> July 2009 (Item 6). However, the vast majority of the funding of the scheme is externally provided (Big Lottery, Transport for London & Veolia Trust etc). In addition, the scheme provides new and improved infrastructure along various parts of the route which will be of local use.
- 3.11 CTC Ride to Ride Network have made a number of comments for minor amendments which can be easily accommodated during the detailed design process, as well as seeking some clarifications which were responded to during the consultation process. However, several comments were made criticising the design principles of the scheme and a section of the Design Manual for Roads and Bridges was cited (all in Appendix I).
- 3.12 The criticisms were as follows;
- The advisory cycle lane widths should be 2m and not 1.5m;
  - Advisory cycle lanes should be continued through pedestrian refuges;
  - Shared use cycle track facilities are not favoured by pedestrians and cyclists;
  - A 0.5m buffer should be provided on cyclist tracks next to the road;
- 3.13 With regard to the width of the advisory cycle lanes, Staff have designed the layout using the London Cycle Design Standards where 1.5m is recommended as a minimum. There is debate on lane widths (especially with the work that the now abolished Cycling England was doing) in that although cycle lanes provide information to drivers on the space a cyclist requires, when dividing up road space, motorised traffic still needs to be accommodated (even in narrow traffic lanes, depending on make up of flows). In other words, provide for cyclists, but minimum motorised lane widths are still required.

- 3.14 To provide a layout within which motorised traffic cannot fit means that such traffic would be forced to drive continuously in the cycle lane devaluing its point in trying to keep some separation; it also has the added problem whereby traffic continually running on the road markings will wear them out more quickly which also reduces their impact. In general, if the component of buses and HGVs are a smaller element, then the lane widths would be aimed as car drivers so they can keep out of the cycle facility. Some suggestions are being made that where motorised lane widths cannot be maintained at all, then the centre line should be removed and in quieter situations, this may be appropriate (but not in Hall Lane).
- 3.15 Allied to the debate on lane widths for cyclists is the decision whether or not advisory lanes should be continued through pedestrian refuge areas. Where the cycle lane and a minimum traffic lane can be provided, then Staff are of the view that the lane should continue (the facilities on Main Road, Romford demonstrates this).
- 3.16 Where the lane width is less, then Staff are concerned that the continuance of a cycle lane may give a false impression to motorists that there is space to overtake which creates a safety issue. Bikeability training seeks to encourage cyclists to “take the lane” in such situations which would mean leaving the cycle lane. To be compatible with this idea, Staff are proposing the use of large cycle logos on the carriageway surface immediately before such locations, but are happy to review once in operation.
- 3.17 In response to the comments about shared-use facilities, Staff have looked at providing an off carriageway route between Pages Wood and Hall Lane where there is space to provide a width of 3m (occasionally 2.5m), including the new track across the A127 bridge. This general 3m standard has been agreed with Sustrans and is provided along sections of the route where we have off carriageway space - in some areas there is not the highway land or physical space.
- 3.18 The whole Connect 2 route is off-carriageway where possible and in many cases away from highways all together as the scheme is primarily aimed at leisure cycling. With Hall Lane, the off-carriageway route continues along the 40mph section of Hall Lane and the first part of the 30mph section where space allows, before using the carriageway as there is no other reasonable way in which to provide this route into Upminster.
- 3.19 With regard to a 0.5m separation, there is not the space to provide a 3m wide track plus 0.5m.
- 3.20 In response to the comments about shared use not being favoured by cycle users or pedestrians, Staff are aware that this is the position of some campaign groups, but not something shared by Sustrans in terms of Connect 2. The new and operational routes through areas such as Central Park, Hatters Wood and some of the Harold Hill Greenways are between



- 2.5m and 3m in width and these operate (as far as Staff are aware) without problem.
- 3.21 Havering Cyclists support the principle of the scheme, but have made a number of comments. Minor issues such as provision of guardrail opposite park entrances can be easily accommodated at detailed design stage as well as directional and shared-use signage for the route which will be designed in due course.
- 3.22 The speed limit issues are dealt with above, but with regard to a 20mph Zone in Bridge Avenue, this would require physical traffic calming measures and would therefore be costly. The use of part of the Hall Lane Service Road versus a shared-use cycle track would reduce some of the scheme costs, but Staff feel both options should be retained to maximise accessibility of the route.
- 3.23 In summary, there are some issues raised by residents and cycling group representatives which can be reviewed and incorporated. The position of the representative from the Cyclists Touring Club Right to Ride Network in terms of advisory lane width, extending advisory lanes past pedestrian refuges with minimum running lane width, shared-use facilities (with 0.5m buffer zone) is not shared by Staff who have designed the route using current guidance.
- 3.24 The scheme is a Council priority and in terms of the highway sections, Staff have been able to design a route which provides links between the off-highway areas to provide continuity. Some adjustments can be made to the scheme to allay some of the concerns of residents and some additional work can be undertaken as set out in the report.
- 3.25 CTC Ride to Ride Network has taken a critical position with scheme design principles, whilst Havering Cyclists supports the scheme with suggestions. If the scheme proceeds, Staff will offer to meet both organisations to see where comments can be incorporated, but the decision on shared facilities, cycle lane widths etc. must be for the Council alone and Staff consider the design to be reasonable given the space and funding constraints.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The costs of implementing the whole scheme is estimated to be £1,558,000 delivered in three phases as set out in the Cabinet Report of 15<sup>th</sup> July 2009.

The estimated cost of the highway elements of the scheme set out within this report is £550,000 and can be funded through the 2012/13 Transport for London Local Implementation Plan allocations for the Ingrebourne Valley Sustrans Connect 2 project and the Big Lottery Sustrans Connect 2 allocation.

**Legal implications and risks:**

Waiting restrictions, controlled pedestrian crossing facilities, speed tables, speed limits and cycle tracks require consultation and the advertisement of proposals before a decision can be taken on their introduction.

The Council may convert existing footways into cycle tracks, by technically “removing” the footway under Section 66(4) of the Highways Act 1980 as amended and “constructing” the cycle track under Section 65(1) of the Highways Act 1980 as amended.

The Council may create new cycle tracks using its powers under Section 65(1) of the Highways Act 1980 as amended.

Other issues are set out in the Cabinet Report of 15<sup>th</sup> July 2009.

**Human Resources implications and risks:**

None.

**Equalities implications and risks:**

Safer road crossings within the scheme will allow all sections of the community to access the Connect2 route over existing roads.

Shared pedestrian and cycle facilities are not always seen by some interest groups as desirable, but given the highway and land space available and the more leisure route it serves, it is appropriate to allow cyclists to legally use off-carriageway sections of the highway to more safely access the Connect2 route.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others, but those proposed for this scheme are in the interests of maintaining the safety of those using the Connect2 route.

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

Other issues are set out in the Cabinet Report of 15<sup>th</sup> July 2009.

**BACKGROUND PAPERS**

1. Cabinet agenda and minutes of 15<sup>th</sup> July 2009
2. Project Scheme File Ref: QF103 Sustrans Connect 2 – Phase 1  
QK042 Sustrans Connect 2 – Phases 2 & 3

**APPENDIX I  
CONSULTATION RESPONSES**

Ref:	Responder	Comments
1	L Harris, 84 Bridge Avenue	<p>Thank you for your circular dated 20th inst. Unfortunately on the reverse (p2) you appear to have omitted something. "The agenda for the meeting, including the" ?????? "will be available at the meeting and also on the ...."</p> <p>A visit to the Sustrans site shows my local route coming from the Park along Brookdale Avenue and crossing Bridge Avenue presumably on the proposed uncontrolled crossings and then going via the stadium car park and joining the already present and posted London Loop. Thus presumably avoiding the use of Bridge Avenue except for the crossing.</p>

2	Mr Stuart Morris, 20 Hall Lane	<p>Resident agrees with the cycle route, but has VERY SERIOUS concerns about the safety of the cyclists and pedestrians along the route, due to the fact that the Black Taxis park all the way up Hall Lane OUTSIDE the Taxi Bay. There are often up to 15 Taxis parked up the road, sometimes with 2 wheels on the kerb, which currently makes it very dangerous when residents are trying to pull off their drive onto Hall Lane, as they cannot see up the road for cars coming down let alone Cyclists!!!</p> <p>The residents family have nearly been hit by cars on several occasions coming down Hall Lane towards the Station, as we have tried to edge out to see what is coming. I have also witnessed pedestrians nearly run over after getting off the bus opposite me and crossing the road, as cars try to drive past the bus because the road then is narrowed significantly with both the bus and the taxis parked on opposite sides of the road.</p> <p>I would therefore request and urge that you make serious consideration to extending the double yellow lines and therefore NO PARKING at any time all the way up Hall Lane, or at least as far as Upminster Golf Course. I strongly believe that there is an accident waiting to happen, which is borne out by the fatality of the motorcyclist last year, when he hit a broken down car left in Hall Lane just up the road to me, the Taxis currently cause the same hazard.</p>
3	Greg Pavitt, 26 Hall Lane	<p>Firstly I would say I think dedicated road space for cycles is a “good thing”. One query. I live at 26 Hall Lane, Upminster RM14 1AF further towards Upminster Station are some dedicated taxi rank parking spaces on the East side of Hall Lane. At night as there are now so many Taxis they need to park almost up to Ingrebourne Gardens.</p> <p>How does the cycle lane work with the taxi rank or is it shared space?</p>

4	B Taffs, 90 Bridge Road	The resident recommends a revision to the plans which will overcome the problem caused by the existing parking restrictions. The residents recommends the route be changed through Hornchurch Sport Stadium.
5	D Rivers, 8 Champion Road	What requirement is there for this additional spend – i.e. how many requests for this cycle route have been received I am struggling to see justification for such a spend and therefore cannot support this request – it appears a pure “statistical requirement” and a waste of tax payers money
6	E.Gretton, 152 Hall Lane	<ol style="list-style-type: none"> <li>1. The junction where Hall Lane slip road meets Avon Road is very dangerous in that vehicles do not stop at the roundabout and turn left into Avon Road at Speed.....is it possible to erect signs at the roundabout or for signs for cyclists to stop or look left at the junction.</li> <li>2. When traffic at the roundabout is held up the service road becomes a "rat run" (not frequent) is it possible to erect signs at the new raised entry to warn cyclists or prevent traffic other than residents entering.</li> <li>3. As road signs will be "white lined ?" on the road with this scheme is it possible while they are on site to either double yellow line the "layby" opposite 160 approx or mark "no waiting" this will assist traffic in the slip road and prevent parking.</li> <li>4. I would again draw your attention to the pavement at the junction service road/Avon Rd which due to the lack of a flat surface ,pedestrians/walkers tend to walk in the roadway</li> </ol>

7	Mrs F. Foxon, 52 Hall Lane	<p>I am in agreement with a cycling lane but ABSOLUTELY NOT with you moving the bus stop. I live at 52 Hall Lane, Upminster and strongly object to the plan you have to relocate the existing bus stop to a new one outside my property.</p> <ul style="list-style-type: none"><li>- At the moment, the bus stop is two doors down. We often get a build up of cars behind a bus as it is, blocking our drives.</li></ul> <p>Bringing it further up towards the pedestrian refuge island is total folly as the traffic will build up there and at the junction of Ingrebourne Gdns to Hall Lane.</p> <ul style="list-style-type: none"><li>- There is also a lamp post at the very spot where you intend to put the new bus stop.</li><li>- May I query the reason WHY you need to change the existing one at great cost? Getting funds back from Iceland shouldn't mean you have to squander OUR money!!!</li><li>- My husband having died in June and now living in my house on my own, the last thing I want or need is to have strangers hovering near my house. It didn't have a bus stop outside it when we bought it and there shouldn't be one now.</li></ul>
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8	Kevin Harding, 17 Hurstwood Court, Hall Lane	<p>Resident is concerned about the proposal to install an on-carriageway cycle lane along parts of Hall Lane.</p> <p>Having had direct experience of CS3 in Tower Hamlets, I can categorically state that this will cause extreme danger to road users and pedestrians - not to mention the cyclists themselves.</p> <p>The road is already heavily congested at many times of the day - both during the week and during the weekend. As your drawing QK042 - 01- 114 clearly shows, there is an existing taxi bay and an existing bus stop which are to remain. This necessitates the cyclists either switching to the other side of the road or "pulling-out" into the carriageway (please do not suggest for one minute that they will patiently wait in the line of traffic). This is ridiculous for a number of reasons:</p> <ul style="list-style-type: none"><li>- the road is already heavily congested. To have cyclists switching from one side of the road to the other or pulling out into the carriageway/traffic will add to the congestion</li><li>- with cyclists switching across/into the carriageway, there will inevitably be accidents - fatal or otherwise - as has been the experience with CS3</li><li>- the proposed pedestrian crossing will further add to traffic delay and congestion</li><li>- the combination of the on-carriageway cycle path coupled with the pedestrian crossing will inevitably add to congestion and increase air pollution</li><li>- reducing the width of the remaining carriageway for other traffic - be it the east side or the west side - will again increase the risk of collision and accidents</li></ul> <p>While I understand the Government and local council's desire to increase cycling, the ONLY way this will be successful (that is without addition injury, congestion and pollution) will be for the cycle paths to be fully off-road.</p>
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		<p>I therefore strongly recommend that these plans are NOT implemented in their current state and be revised such that either an alternative route is used OR the cycle path along Hall Lane is taken FULLY off-road.</p> <p>Having had similar discussions with the Mayor of Tower Hamlets, the Tower Hamlets council, TfL and the local MP relating to CS3 last year, similar concerns were addressed. Consequently, it was agreed by all parties that, in one controversial area (Narrow Street, E14) the cycle path be relocated to Commercial road and be off-carriageway. While waiting for this to be implemented, there have been several accidents and, I believe, one fatality. It would be unfortunate, to say the least, if this were to be repeated here.</p>
9	David Pears, 105 Hall Lane	The resident has no reason to object but has two supplementary issues - the remove the puddle issue near to his property, and to realign the footpath as golfers are wearing the green away with their trolleys.
10	R Harman, 3 Hurstwood Court, Hall Lane	The resident suggest that the taxi rank is being misused by drivers and speeding vehicles cause a constant problem but the introduction of the zebra crossing will be most welcomed. Requests VA signs to encourage drivers to slow down.

11	J L Graves, 172 Hall Lane	<p>1. The ramp outside Nos 192 &amp; 194 should be avoided due to the possibility of skidding on the rising inclines (both sides) when wet or icy. Vehicles will have front wheels turned significantly from the straight ahead position when approaching from either direction and will lead to additional tyre wear.</p> <p>2. The existing 30 mph speed limit on Hall Lane should be extended north beyond the entrance to the Night Vets. This is to avoid excessive deceleration for southbound traffic before negotiating the raised table. There is a risk of southbound traffic running into the back of vehicles entering the Service Road particularly if a cyclist is crossing the raised table at the same time. What about priority? I assume cyclists have priority not being mechanically powered.</p> <p>3. For the benefit of cyclists, the Service Road running between 142 &amp; 194 Hall Lane should be limited to 20 mph (and enforced), particularly due to obscured vision on the bend outside No. 172 Hall Lane. Also, this service road is used as a race track by vehicles being held up on Hall Lane. This frequently occurs when there are issues on the westbound A127, A12, &amp; M25.</p> <p>4. An increase in street furniture will inevitably follow in inverse proportion to the number of cyclists.</p>
12	50 Hall Lane	The resident objects to the relocation of the bus stop.

13	Sue French, 166 Hall Lane	<p>I do applaud any efforts for increased cycle routes and to make cycling safer. I would just like to comment on the proposed lane concerning the service road. I live in the middle just before the bend. This is a very narrow road and cars do speed down it with very many near misses. There has been head on bumps in the past between two vehicles. There are three bends of which one is blind (the entrance at 194 Hall Lane), the one in the middle (only blind if cars approach at a reasonably high speed and the one at the entrance at 142 which can be blind if you take it wide.</p> <p>There is also the problem of a lack of parking (only one cut out bay for two cars) and many cars/delivery vans/service vans park on two wheels on the kerb on the (only) pavement side where the cycle route would run along. Whilst risking a parking ticket, the alternative which a few cars are now doing is to park flush with the pavement making it very difficult to negotiate around in a car. These cars too would block the cycle route.</p> <p>An alternative to the safety aspect regarding speeding cars would be to make the service road one way (entering from 142). When there is a volume of build up traffic (which is reasonably often when there is trouble on the M23, the A12 or in Hornchurch) very, very many cars use the service road as a cut through and speed (to a point you would not believe) to the end. This is extremely dangerous especially as we often have horse riders also using the road quite early in the morning. By making the road one way from the Avon Road end (although it is more difficult to exit from the 194 end), this would reduce the risk of the blind bend at 194 entrance and also stop the "cut through in traffic problem). This cut through is not used from the opposite end during traffic.</p> <p>It does seem to me that the best and safest route would be to continue along the Hall Lane Carriageway. There is plenty of grass verges which could be cut back allowing for the lane and then cyclists would just carry on in a straight manner without dipping into the service road.</p>
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14	James Gibbons , 165 Corbets Tey Road	The resident objects to the proposals as he feels there are already many ways to get from Harold Hill to Rainham by cycle on foot or using transport, therefore no reason to create this artificial route. We are disadvantaging pedestrians by forcing them to share walking areas with cyclist. If cyclist wish to use lanes on roads marked by white lines I would not object but there is however no need to paint cycle symbols on roads.
15	B G Fisher, 192 Hall Lane	<p>Thank you for arranging an on site visit by Raj Padam in connection with the above project. This was most helpful and allowed us to understand the construction of the network in better detail. However, there were several observations made which we would like to put on record.</p> <ul style="list-style-type: none"><li>• The structure of the raised entry into the Service Road is considered quite dangerous in view of the speed cars turn off the main Road into this area and there will be two houses directly affected when backing out of their driveways.</li><li>• The siting of the entrance/exit for the cycle path onto the service Road from the island should not be opposite a driveway.</li><li>• The removal of any trees or shrubs from the island which separates the service Road from the main Road would be totally unacceptable.</li></ul> <p>From the second on site visit by Mark Philpotts accompanied by Raj Padam it is understood some alterations are to be made which will encompass the above points and we look forward to receiving the new plans showing the alterations as discussed.</p>

<p>16</p>	<p>D Garfield - Cyclists Touring Club Right to Ride Network</p>	<p>QK042-OI-125-A Bridge Road / Viking Way          Cycle Lane on southbound carriageway from Viking Way Roundabout should reach the Roundabout as it does on northbound carriageway. Footway widening is welcome, especially on SE sector of Roundabout.</p> <p>QK042-OI-124-A Dover's Cnr / Bridge Road 'Proposed Start of Advisory Lane' already starts at this point. Lanes have been repainted at same insufficient width. This was queried at Cycle Liaison Group, but still no response has been received (MK.) Width of Lane must be increased to better ensure Cyclist Safety, and should be extended to Toucan Crossing.</p> <p>There is already shared-use path between Tesco Compound entrance and Viking Way, but this is not marked. Is it intended to retain this element?</p> <p>QK042-OI-119-A Upminster Park Proposal          There doesn't appear to be any reason for the short length of Cycle Lane in Brookdale Close. Would Cycle-Riders be expected to dismount through the Park? No information is given.</p> <p>QK042-OI-117-A Branfil Rd / Champion Rd          Proposal The broken yellow lines are not represented in the key: presumably they are no-parking lines.</p> <p>QK042-OI-115-A Hall Lane Proposal Proposed Cycle advisory Lane at 1.5m is too narrow for a busy road such as Hall Lane. Desired width is 2m. There is no good reason not to install Lanes at this dimension; the available carriageway width for other road users is undiminished.</p> <p>If Riders travel at the recommended distance of 1m from kerb, 1.5m brings vehicles too close for safety, comfort and confidence of less experienced Riders.</p>
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		<p>QK042-OI-114-A Hall Lane Proposal As QK042-OI-115-A above.</p> <p>QK042-OI-113-A Hall Lane Proposal As QK042-OI-115-A above.</p> <p>QK042-OI-112-A Hall Lane Proposal As QK042-OI-115-A above. In addition, 2m wide advisory Lane should be continuous, and not stop before the Pedestrian Refuge and junction with Ingrebourne Gardens. It is at locations such as this that advisory Lanes are most needed. [See my response to Velup Siva, Ref: QK001/R, dated 29 August 2011 — to which I have still had no reply.]</p> <p>QK042-OI-111-A Hall Lane Proposal As QK042-OI-115-A above.</p> <p>QK042-OI-110-A Hall Lane Proposal As QK042-OI-115-A above. It is not made clear why the 'shared-use' Footway is considered necessary. Shared-use is the least desired option. As you know, shared-use Paths are favoured by neither Cycle users nor Pedestrians. Pedestrians can alter pace and direction suddenly and without warning; Riders can approach from behind in virtual silence and at considerable speed. Consequently, the arrangement is potentially hazardous for either mode. The 2m Cycle advisory Lane should be continued for those who opt to remain on the Carriageway and not use the shared-use Footway.</p> <p>The shared-use Footway should have its surface finished to carriageway standards and be separated from the kerb edge by at least 0.5m.</p> <p>Further to my previous submission regarding the above scheme, I have further observations to make.</p> <p>This project is a fairly prestigious scheme that has been under way for several years.</p> <p>Nevertheless, once again, with the proposals as set out, the Highways Staff are squandering an opportunity to offer first-class Cycle Facilities and, by implication, squandering hard-won funding resources.</p>
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		<p>I refer in particular to the perplexing choice of advisory Lanes of only 1.5 metres — the minimum recommended dimension — especially in Hall Lane.</p> <p>This is a heavily-trafficked route, and using Lanes of insufficient width tends to bring Motor Vehicles closer to the Rider than is desirable. Moreover, at ‘pinch points’ and narrowings, at precisely the locations where they are most needed, it is proposed to discontinue the advisory Lanes!</p> <p>Presumably, the Connect 2 Project is primarily a leisure route, so is likely to be used by Families with Children. This being the case, it is even more imperative to provide the best possible facilities.</p> <p>As any competent Engineer understands, advisory Lanes have no effect whatever on the available carriageway width: it remains precisely as if the Lanes had not been added.</p> <p>From Cycle Route Design Principles:</p> <p>5.7 Cycle Lanes may be mandatory or advisory, although mandatory Cycle Lanes are often preferable.</p> <p>Mandatory Cycle Lanes may only be used by Cyclists, with all other Vehicles prohibited from entry.</p> <p>Advisory Cycle Lanes may be entered by Motor Vehicles when encroachment is unavoidable.</p> <p>Consequently, I can see no good reason not to use a more suitable measure of, or much closer to, 2 metres, which is the desired dimension for facilities of this kind.</p> <p>There is no:</p> <ul style="list-style-type: none"><li>• Legal impediment</li><li>• Safety impediment</li><li>• Engineering impediment</li><li>• Traffic Management impediment</li><li>• Cost impediment</li></ul>
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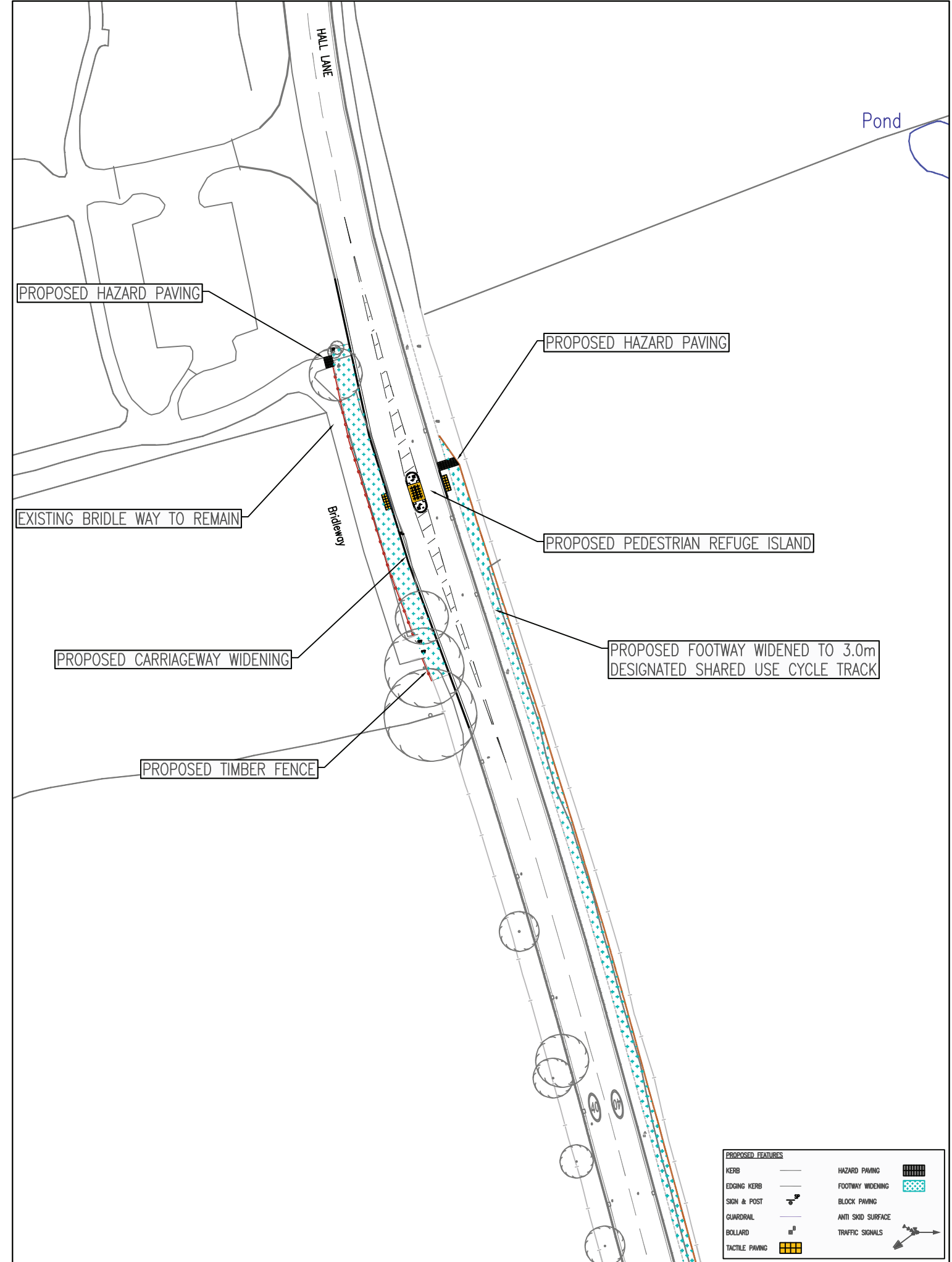


		<p>— to using the wider dimension, so what explanation is there for repeatedly using the minimum dimension?</p> <p>I have my own theories, but I shall await your response before propounding them. By habitually repeating the mistakes of the past, you and your team are continuing to let down Cyclists. After so many years of suffering substandard work, we deserve better.</p>
17	David Summerfield	<p>Concerned about the safety of the cycle entrance to Gaynes Parkway from Southview Drive, Upminster. The present entrance for cyclist into Gaynes Parkway is from the pedestrian footpath which is a down hill stretch of pavement which cyclists tend to speed down.</p> <p>There is an infants and junior school very close by and a lot of these children walk to school through the parkway also play in the parkway and gather on the pavement by the entrance on the pedestrian pavement. It would be a much safer option to make the new cycle entrance from the road not from the pavement. Another possible consideration would be to bring a new entrance into the parkway from alongside the Hornchurch Football Stadium from Bridge Avenue.</p> <p>I am not against the added use of cyclists using the parkway but living in the last bungalow in Southview Drive I have seen the danger between the children on the pavement and the cyclist travelling fast down this downhill stretch of pavement.</p>

18	Havering Cyclists - Terry Hughes	<p>I am responding to the plans for the Harold Wood to Rainham section of route 136 on behalf of Havering Cyclists which is the local section of the London Cycling Campaign.</p> <p>We very much welcome the plan in principle but have the following comments. I also attach drawings for your reference.</p> <ol style="list-style-type: none"><li>1. Now that we will be using the Hall Lane bridge as a designated cycling and walking route then the vehicle speed of approach from the A127 become more important. We would suggest moving the speed delimeter signs on the Eastbound carriage way to just after the Upminster Junction thus slowing traffic approach to the bridge.</li><li>2. Consideration should be given to adding safety barriers on the edge of the road to prevent cyclists riding straight into the road, especially younger cyclists at the exits from the park. See attachment for page 1 amendment.</li><li>3. On bridge over A127 consideration to be given to improved signposting as a shared path and perhaps to make it the same colour as the widened pathways.</li><li>4. On page 8 has consideration been given to using the side road as the cycle way rather than widen the pavement. This would save money on the pathway widening and remove a conflict with a bus stop. It would need the southern exit/entrance to the side road to be widened. See attachment for page 8 amendment.</li><li>5. On turn into Branfill Road need cycleway signage put up to make the turn clear. See attachment.</li><li>6. Consider making Branfill and Champion Roads 20 mph speed limits to cater for increased on road cyclists.</li><li>7. Need clear signage at junction of Champion Road and St Marys Lane as to what cyclists are</li></ol>
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		<p>expected to do. Consider changing go left sign to one which allows cyclists to go straight on. See attachment.</p> <p>8. Need signage at end of Brookdale avenue otherwise cyclists will continue to enter via football ground. In fact they still will.</p> <p>9. Consider making bridge avenue a 20mph zone as it's a rat run and include traffic calming measures.</p> <p>10. Junction of Bridge Road with Viking Road is confusing. Going South on Bridge road appears to be an advisory cycle lane on the road yet to go round the island there are proposed expanded pathways. There needs to be a shared path south of the toucan crossing.</p> <p>11. A decision needs to be made as to the best route to get to Rainham Marshes. Going via the village is not cyclists friendly as you have to cross the railway once via a crossing and then twice via a bridge. It would be better to route people along Langdon road and extend the cycleway to go all along the footpath until it gets to the start of the marshes cycle footpath system.</p>
19	Cllr Ford	Clarification of proposals to relocate bus stop outside No.50 Hall Lane.
20	Cllr Durant	Clarification on HGV compatibility with the Bridge Road roundabout proposals.

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PROPOSED HAZARD PAVING

PROPOSED HAZARD PAVING

EXISTING BRIDLE WAY TO REMAIN

PROPOSED PEDESTRIAN REFUGE ISLAND

PROPOSED CARRIAGEWAY WIDENING

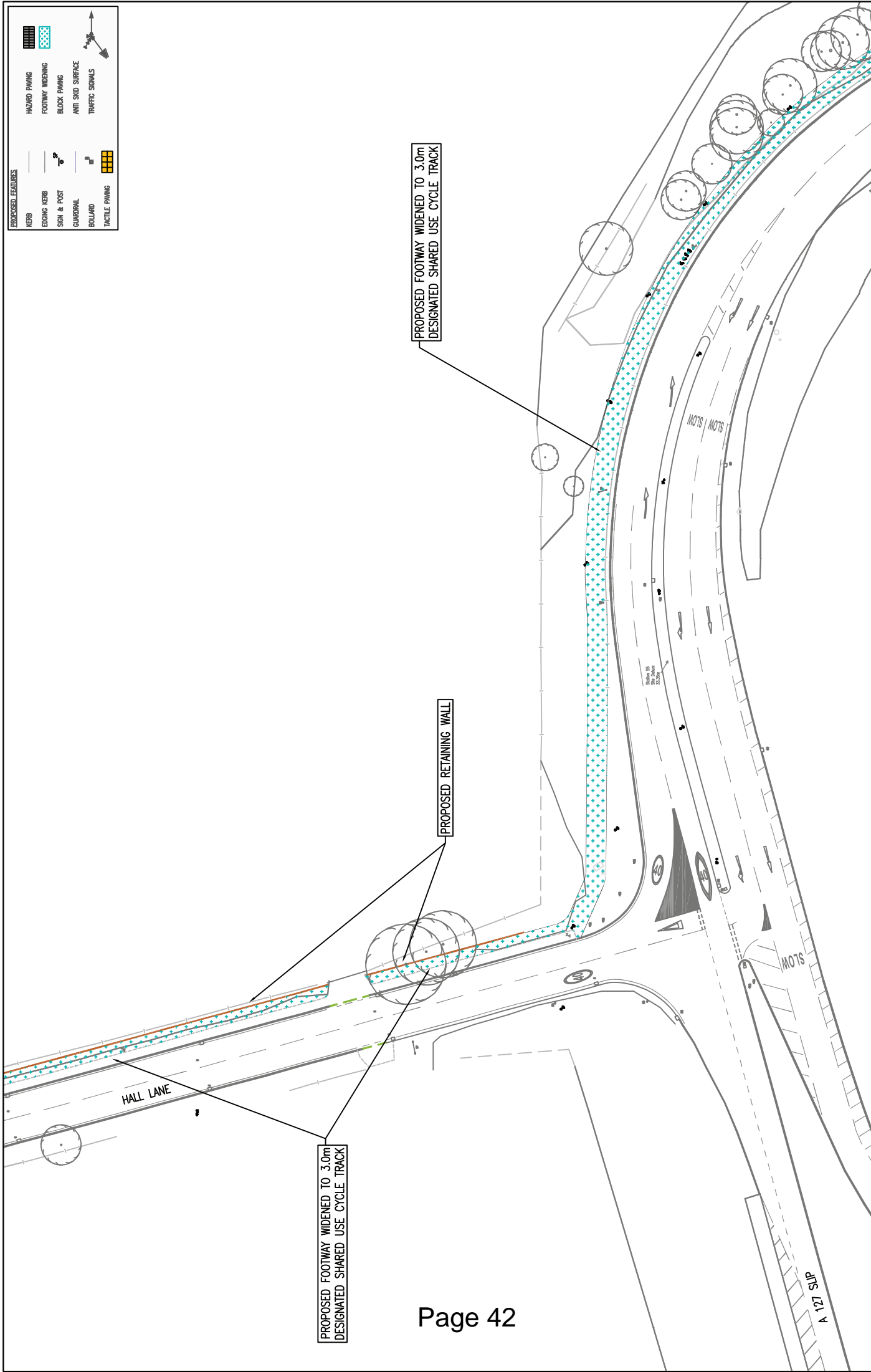
PROPOSED FOOTWAY WIDENED TO 3.0m DESIGNATED SHARED USE CYCLE TRACK

PROPOSED TIMBER FENCE

PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

**PROPOSED FEATURES**

	KERB		HAZARD PAVING
	EDGING KERB		FOOTWAY WIDENING
	SIGN & POST		BLOCK PAVING
	GUARDRAIL		ANTI SKID SURFACE
	BOLLARD		TRAFFIC SIGNALS
	TACTILE PAVING		

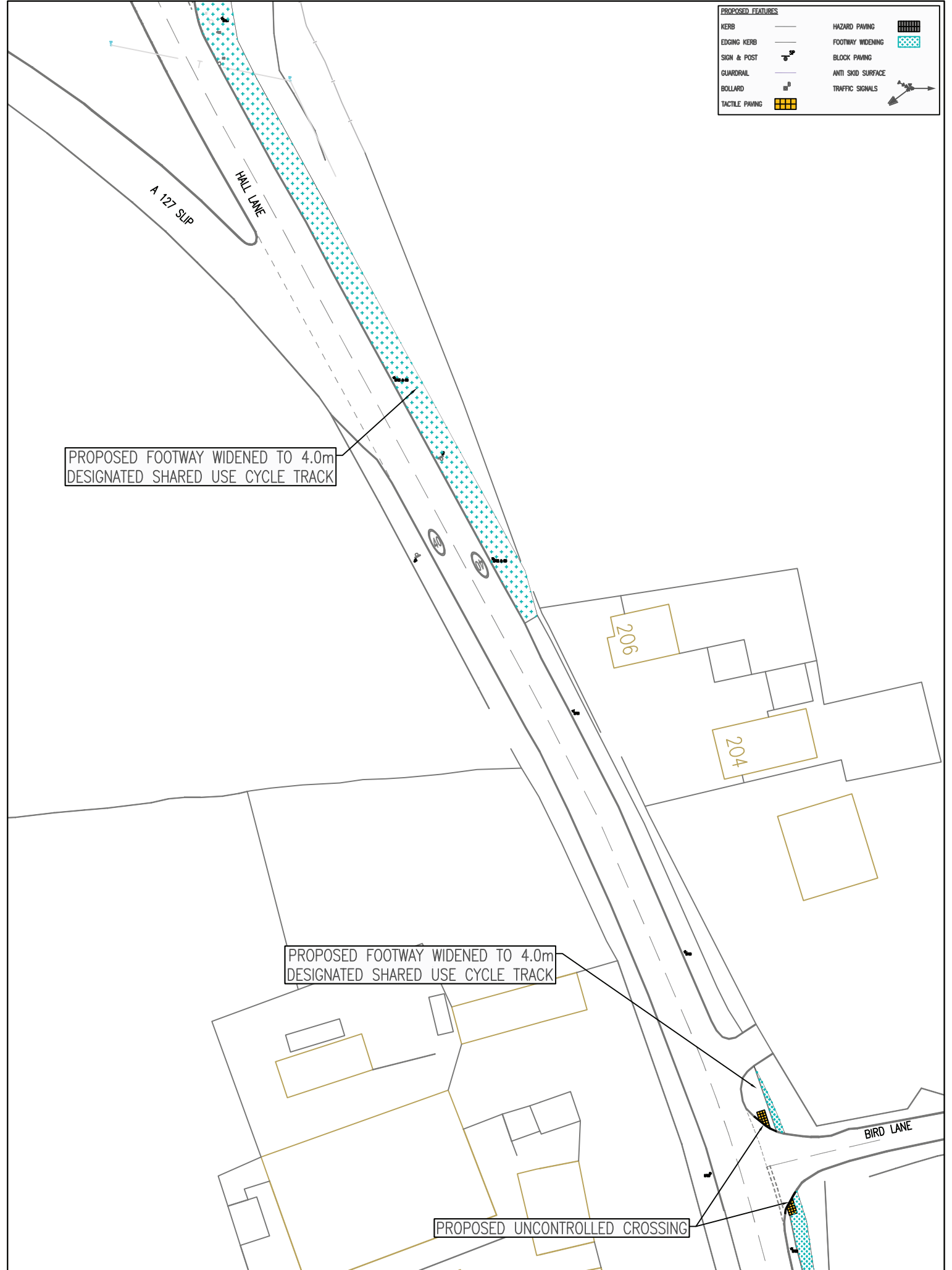


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	<b>DRAFT</b>	<b>ISSUE</b>							
<b>DRAWING TITLE</b> HALL LANE PROPOSAL DRAWING 2 OF 25	<p><small>©COPYRIGHT          James L. Davison, Collins &amp; Cavanagh, Traffic &amp; Engineering Solutions, neither the whole nor any part thereof may be reproduced without prior written permission.          Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright.          Information shown on this drawing is for general information only and does not constitute an offer of any services or products.          Information of full professional liability is not intended.</small></p>								

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 E-MAIL: james@havering.co.uk



PROPOSED FEATURES	
KERB	—
EDGING KERB	—
SIGN & POST	⊕
GUARDRAIL	—
BOLLARD	⊕
TACTILE PAVING	■
HAZARD PAVING	■
FOOTWAY WIDENING	■
BLOCK PAVING	■
ANTI SKID SURFACE	■
TRAFFIC SIGNALS	⊕

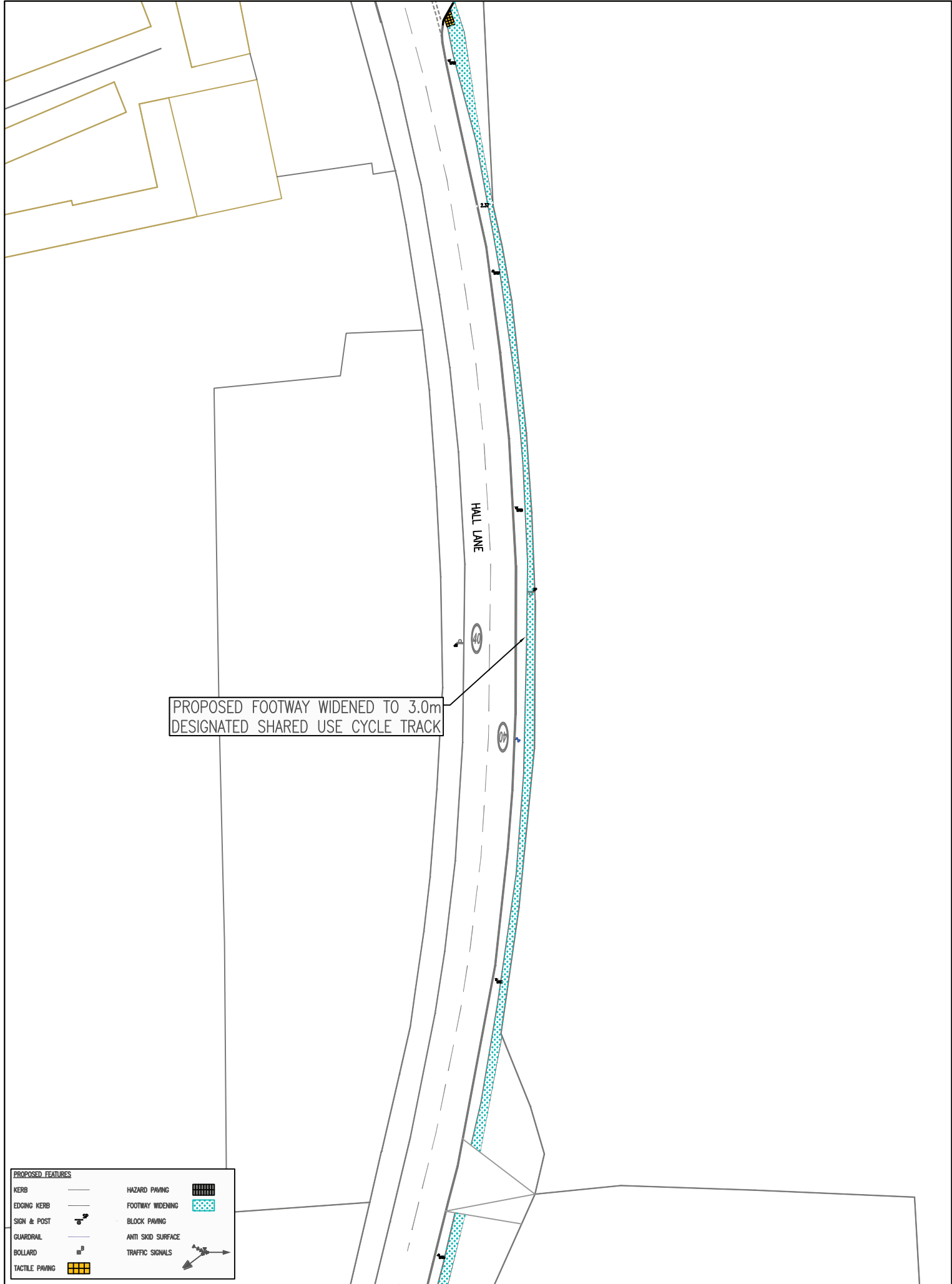


PROPOSED FOOTWAY WIDENED TO 4.0m  
DESIGNATED SHARED USE CYCLE TRACK

PROPOSED FOOTWAY WIDENED TO 4.0m  
DESIGNATED SHARED USE CYCLE TRACK

PROPOSED UNCONTROLLED CROSSING





PROPOSED FOOTWAY WIDENED TO 3.0m  
DESIGNATED SHARED USE CYCLE TRACK

PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

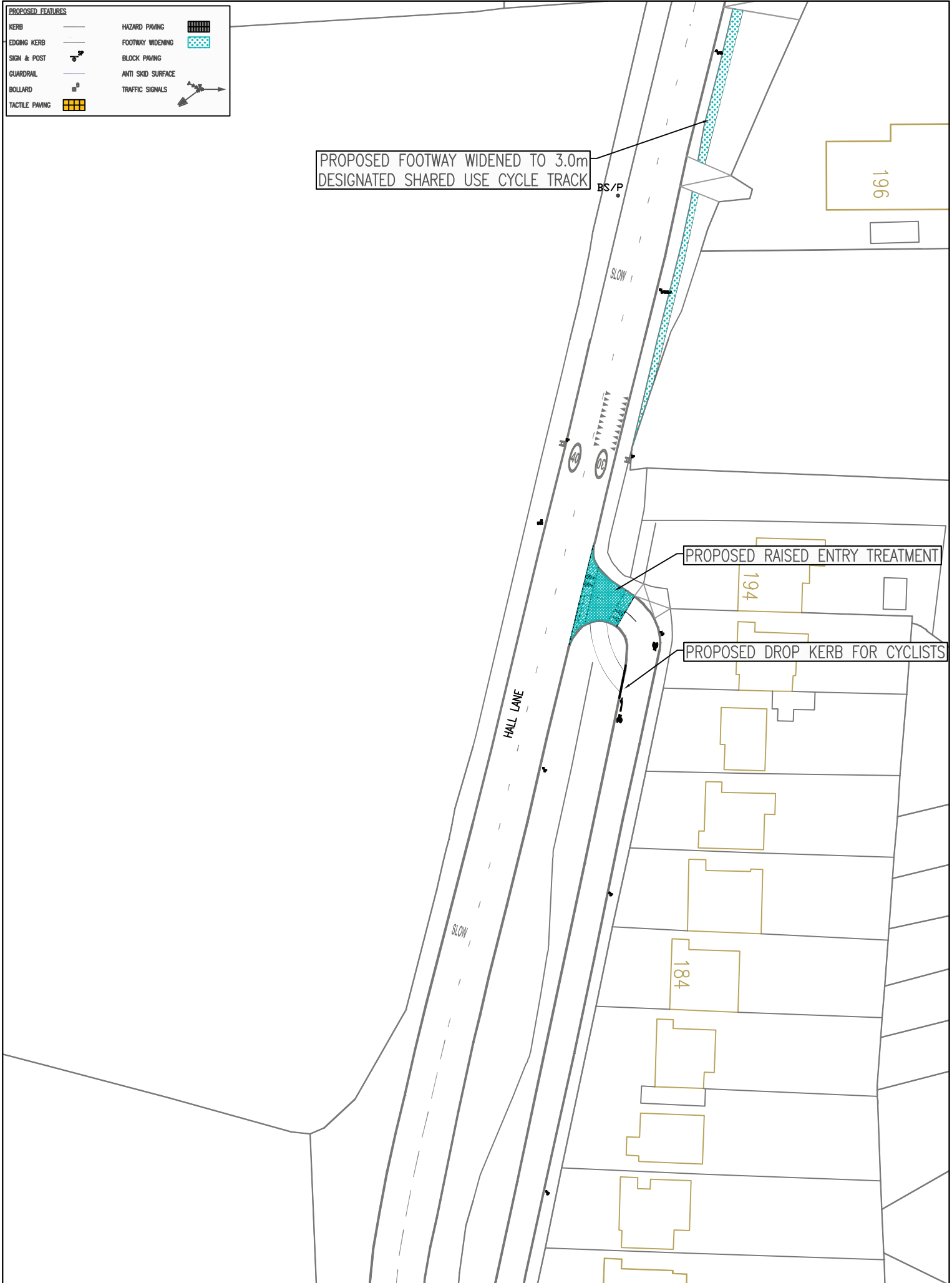
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				DATE

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KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

PROPOSED FOOTWAY WIDENED TO 3.0m  
DESIGNATED SHARED USE CYCLE TRACK

PROPOSED RAISED ENTRY TREATMENT

PROPOSED DROP KERB FOR CYCLISTS



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JOB TITLE  
**SUSTRANS CONNECT 2  
PHASE 2 & 3**

DRAWING TITLE  
**HALL LANE PROPOSAL  
DRAWING 6 OF 25**

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Page 46



**PROPOSED FEATURES**

KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

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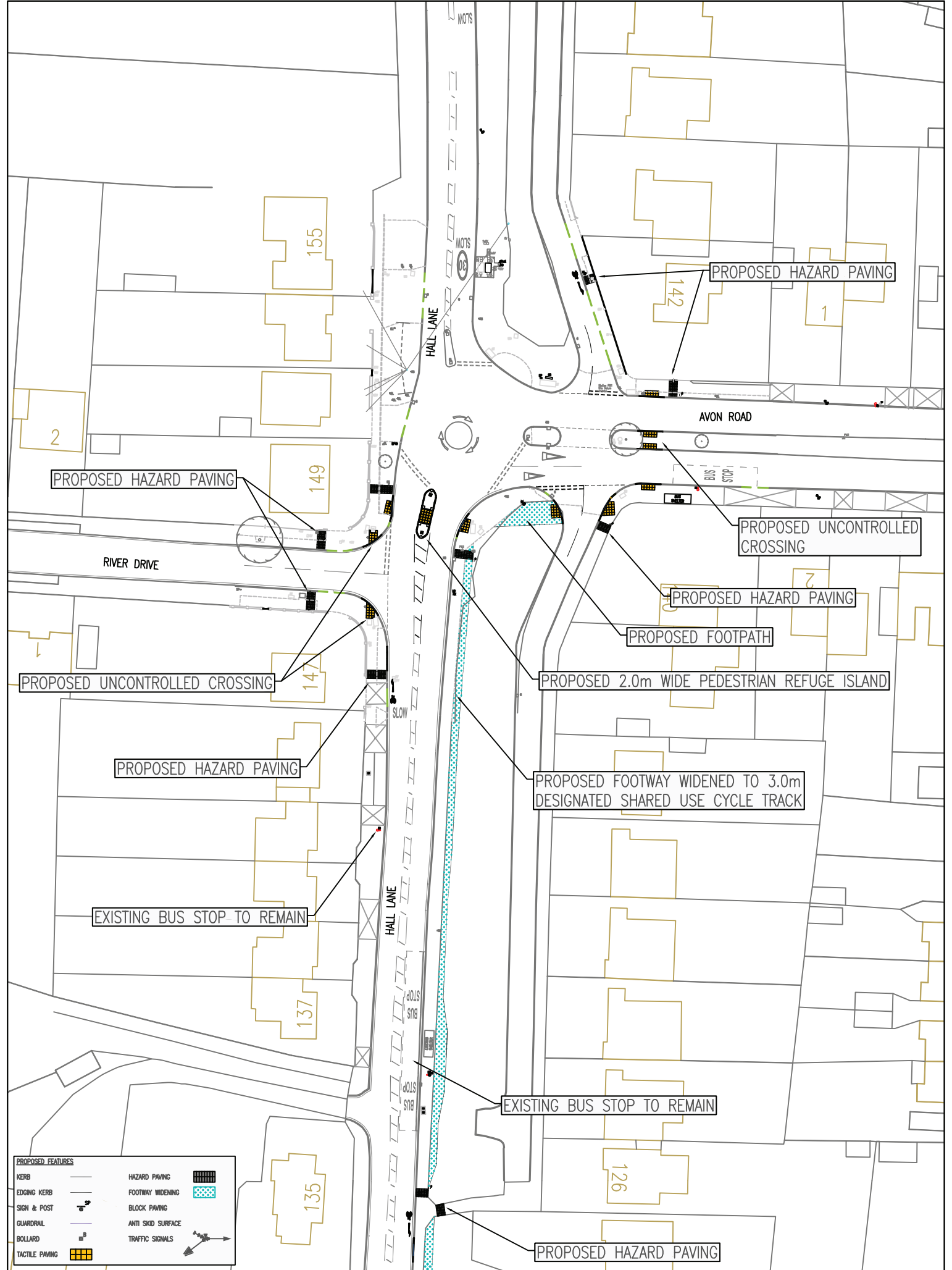
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 PHASE 2 & 3

**DRAWING TITLE**  
 HALL LANE PROPOSAL  
 DRAWING 7 OF 25

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PROPOSED HAZARD PAVING

PROPOSED HAZARD PAVING

PROPOSED UNCONTROLLED CROSSING

PROPOSED UNCONTROLLED CROSSING

PROPOSED HAZARD PAVING

PROPOSED HAZARD PAVING

PROPOSED FOOTPATH

PROPOSED 2.0m WIDE PEDESTRIAN REFUGE ISLAND

PROPOSED FOOTWAY WIDENED TO 3.0m DESIGNATED SHARED USE CYCLE TRACK

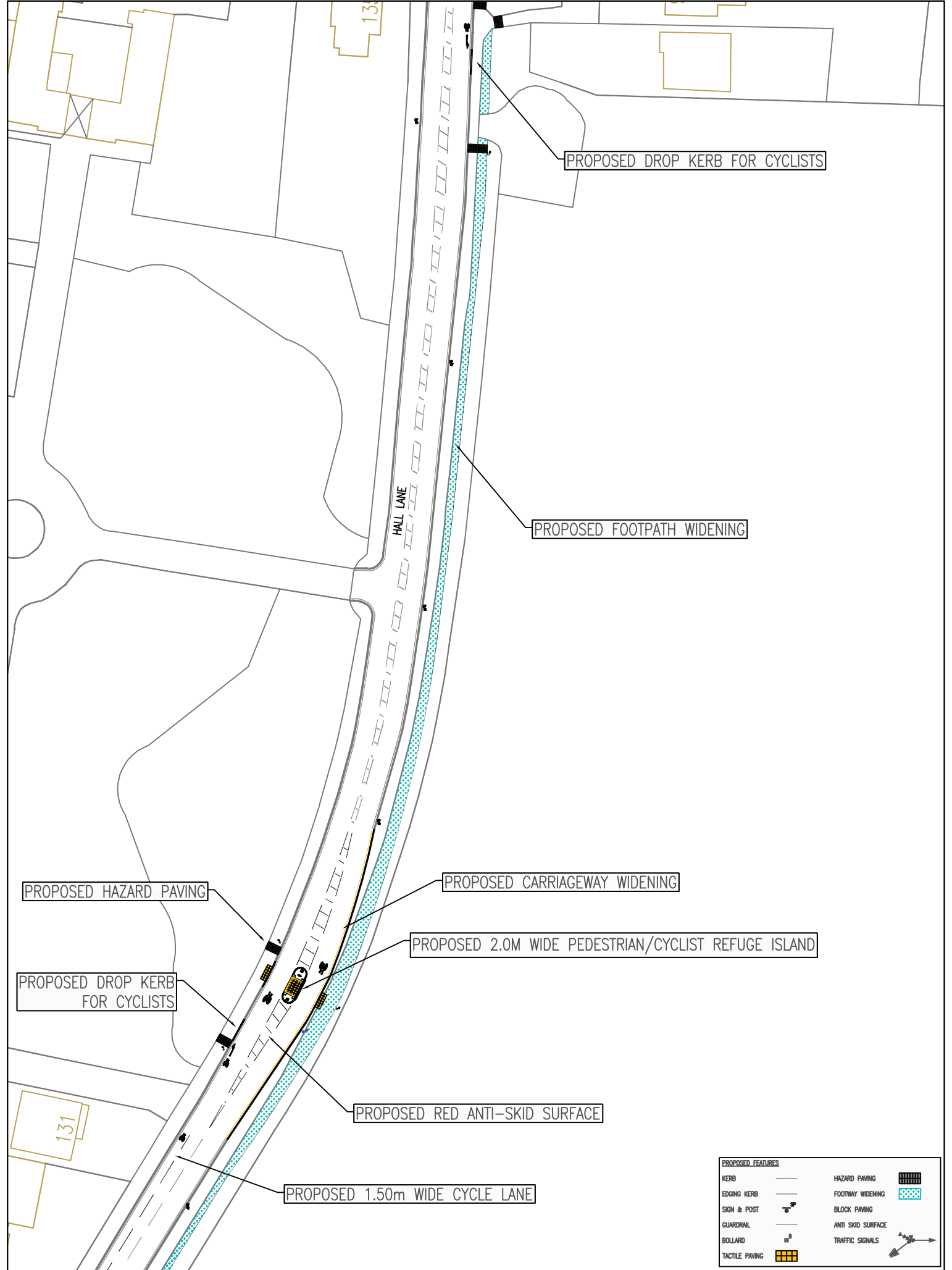
EXISTING BUS STOP TO REMAIN

EXISTING BUS STOP TO REMAIN

PROPOSED HAZARD PAVING

PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

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KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

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 E-MAIL: streetcare@havering.gov.uk

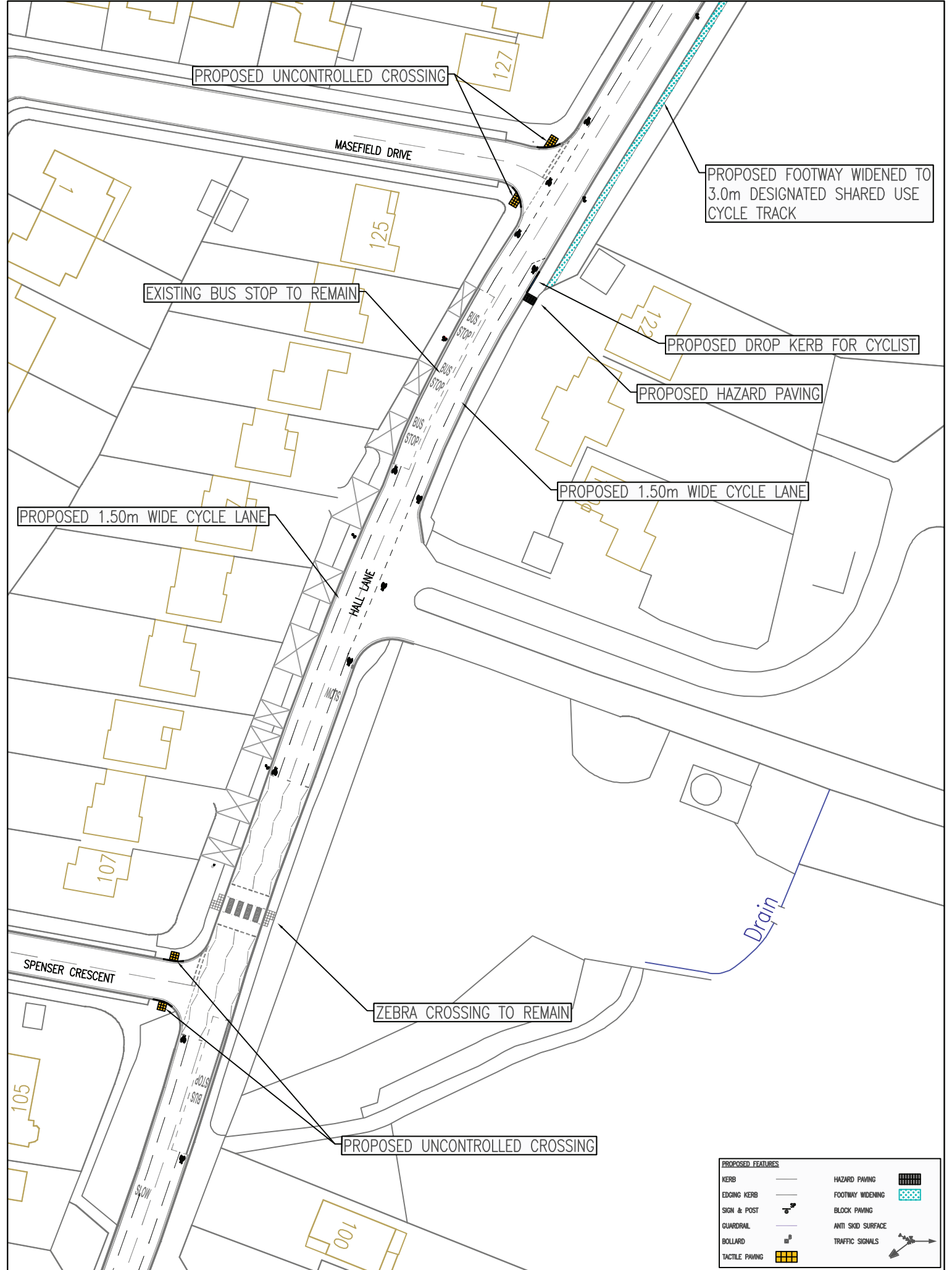
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 SUSTRANS CONNECT 2  
 PHASE 2 & 3

**DRAWING TITLE**  
 HALL LANE PROPOSAL  
 DRAWING 9 OF 25

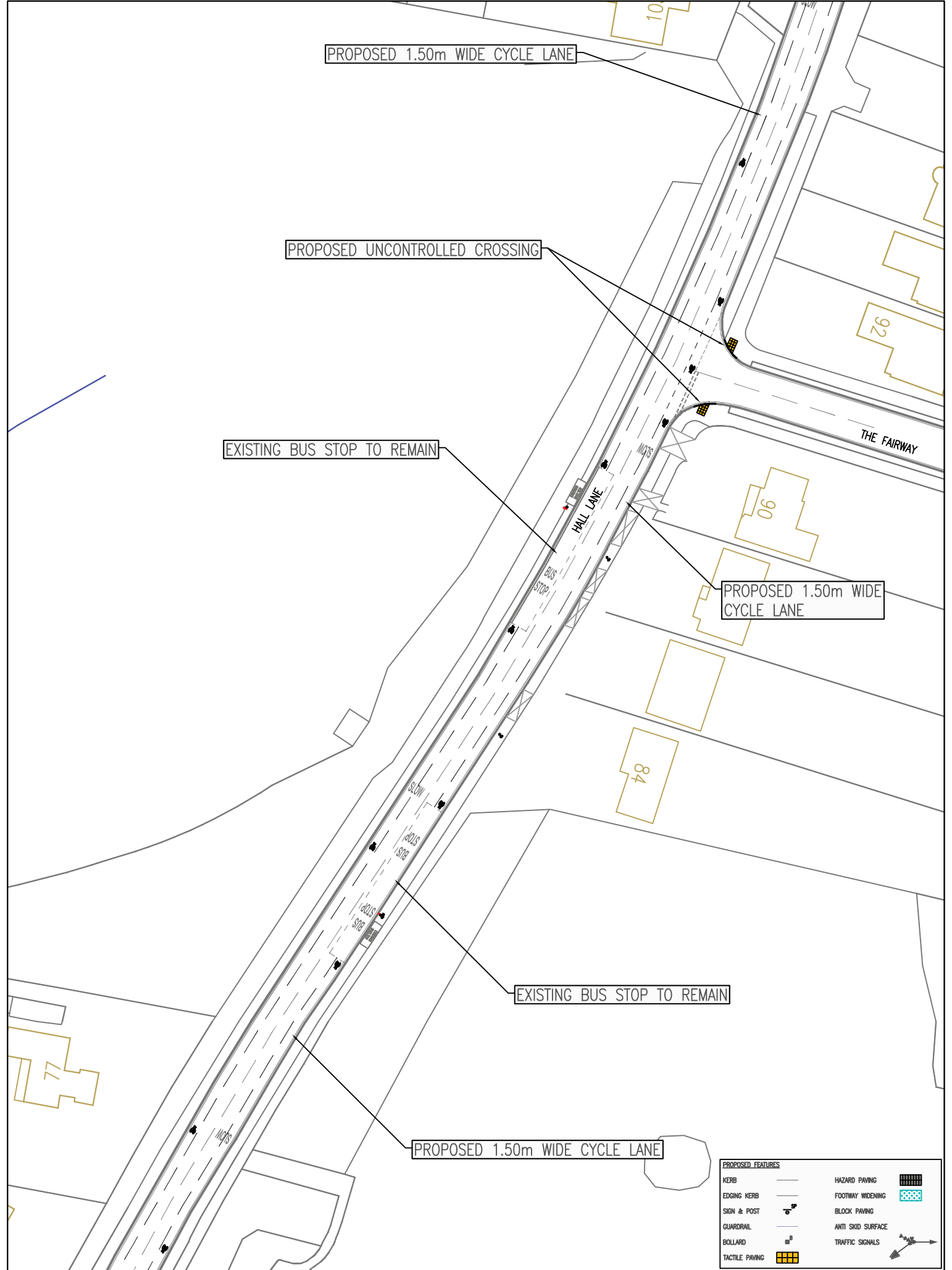
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PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	



PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

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**JOB TITLE**  
 SUSTRANS CONNECT 2  
 PHASE 2 & 3

**DRAWING TITLE**  
 HALL LANE PROPOSAL  
 DRAWING 11 OF 25

<b>PURPOSE</b>	<b>CONSULTATION</b>	<b>APPROVED BY</b>	
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PROPOSED 1.50m WIDE CYCLE LANE

El Sub Sta

HALL LANE

PROPOSED 1.50m WIDE CYCLE LANE

PROPOSED UNCONTROLLED CROSSING

CENTRE HATCH TO BE REMOVED AND REPLACED WITH NEW CENTRE LINE MARKING

INGREBOURNE GARDENS

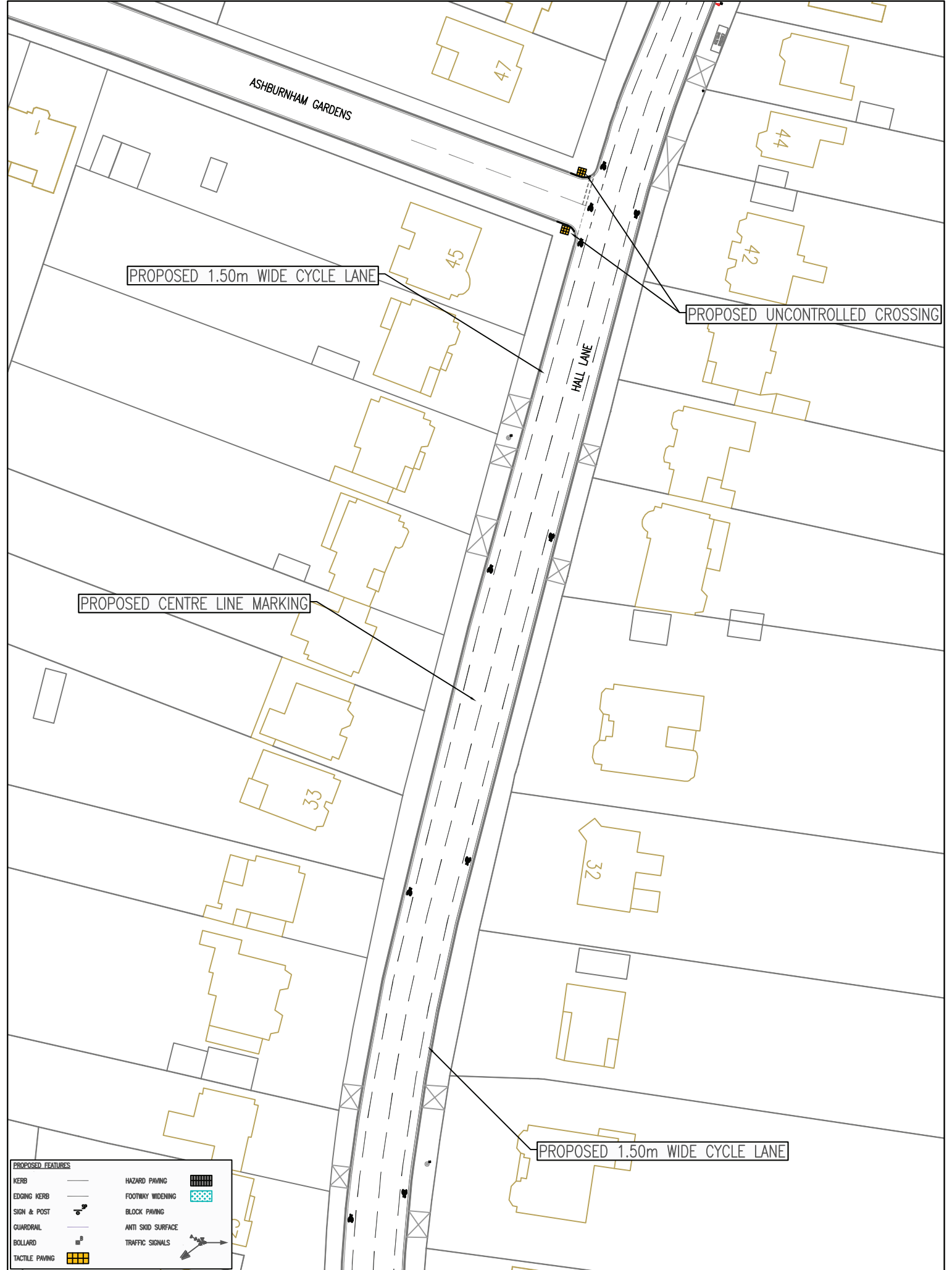
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EXISTING BUS STOP TO REMAIN

PEDESTRIAN RELOCATED BUS STOP

PROPOSED FEATURES	
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EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	





PROPOSED 1.50m WIDE CYCLE LANE

PROPOSED UNCONTROLLED CROSSING

PROPOSED CENTRE LINE MARKING

PROPOSED 1.50m WIDE CYCLE LANE

PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

PURPOSE	CONSULTATION	APPROVED BY
DRAWN BY RP	CHECKED BY PMP	APPROVED BY PMP
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Sheet Size: A3 (420x297)		REVISION AMENDMENT
		DATE

PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

PROPOSED CENTRE LINE MARKING

PROPOSED 1.50m WIDE CYCLE LANE

PROPOSED 1.50m WIDE CYCLE LANE

TAXI BAY TO REMAIN

PROPOSED 53m ANTI-SKID SURFACE

PROPOSED UNCONTROLLED CROSSING

PROPOSED UNCONTROLLED CROSSING

PROPOSED ZEBRA CROSSING

PROPOSED 53m ANTI-SKID SURFACE

PROPOSED 1.50m WIDE CYCLE LANE

PURPOSE	CONSULTATION	APPROVED BY	DATE
DRAWN BY RP	CHECKED BY MLP	APPROVED BY MLP	
SCALE (AT A3 SIZE) N.T.S	DATE 19.12.11	REVISION A	
ACAD REF:	DRAWING No KQ042-OI-114	REVISION AMENDMENT	DATE
Sheet Size: A3 (420x297)			

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CENTRE HATCH TO BE REMOVED AND REPLACED WITH NEW CENTRE LINE MARKING

1 to 35  
St Kathryn's Place

PROPOSED 1.50m WIDE CYCLE LANE

PROPOSED 1.50m WIDE CYCLE LANE

Upminster

STATION APPROACH

PH

BRANFILL ROAD

HOWARD ROAD

PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

PURPOSE		CONSULTATION		APPROVED BY		DATE		REVISION		AMENDMENT		DATE	
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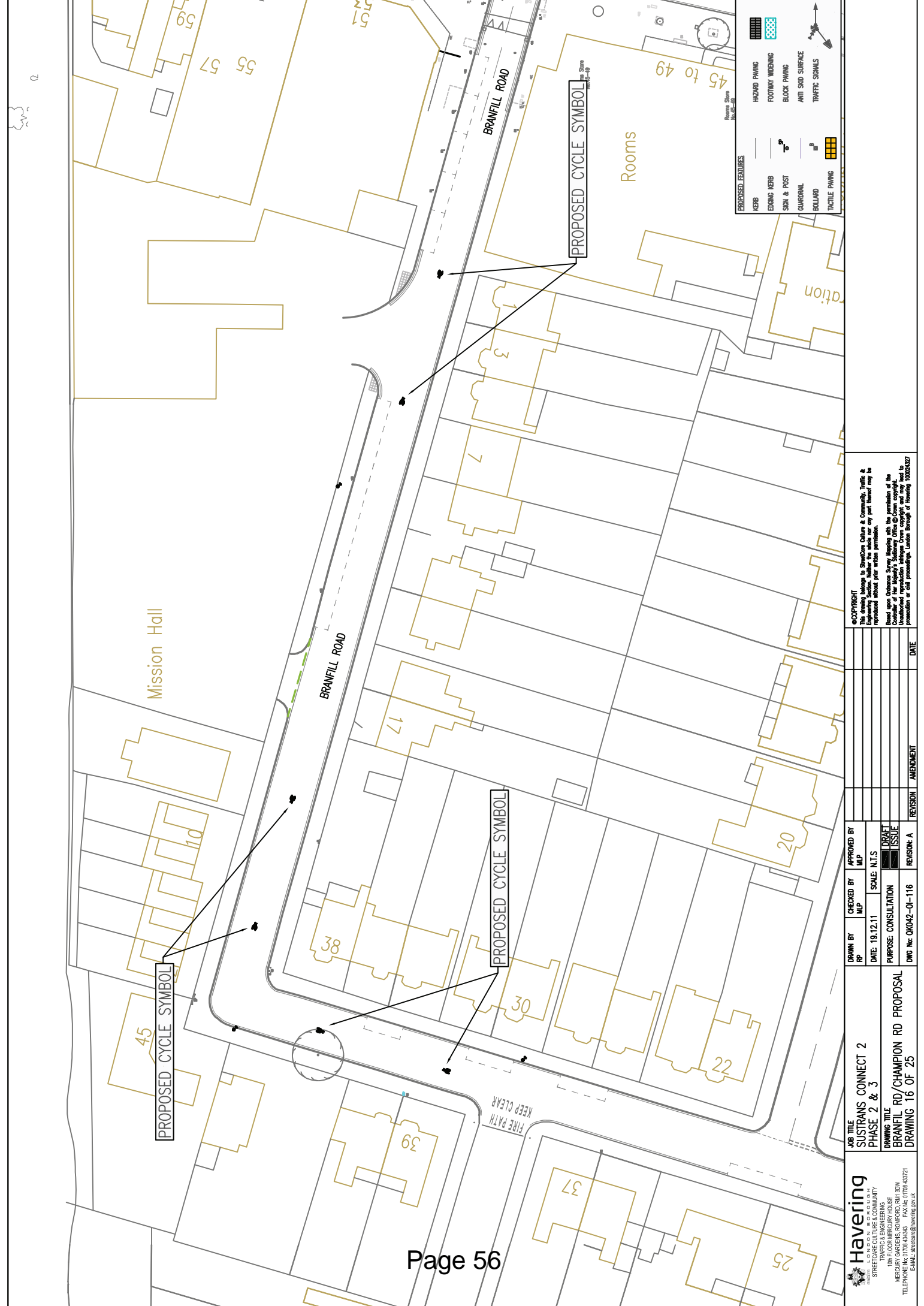
JOB TITLE  
Sustrans Connect 2  
Phase 2 & 3

DRAWING TITLE  
HALL LANE PROPOSAL  
DRAWING 15 OF 25

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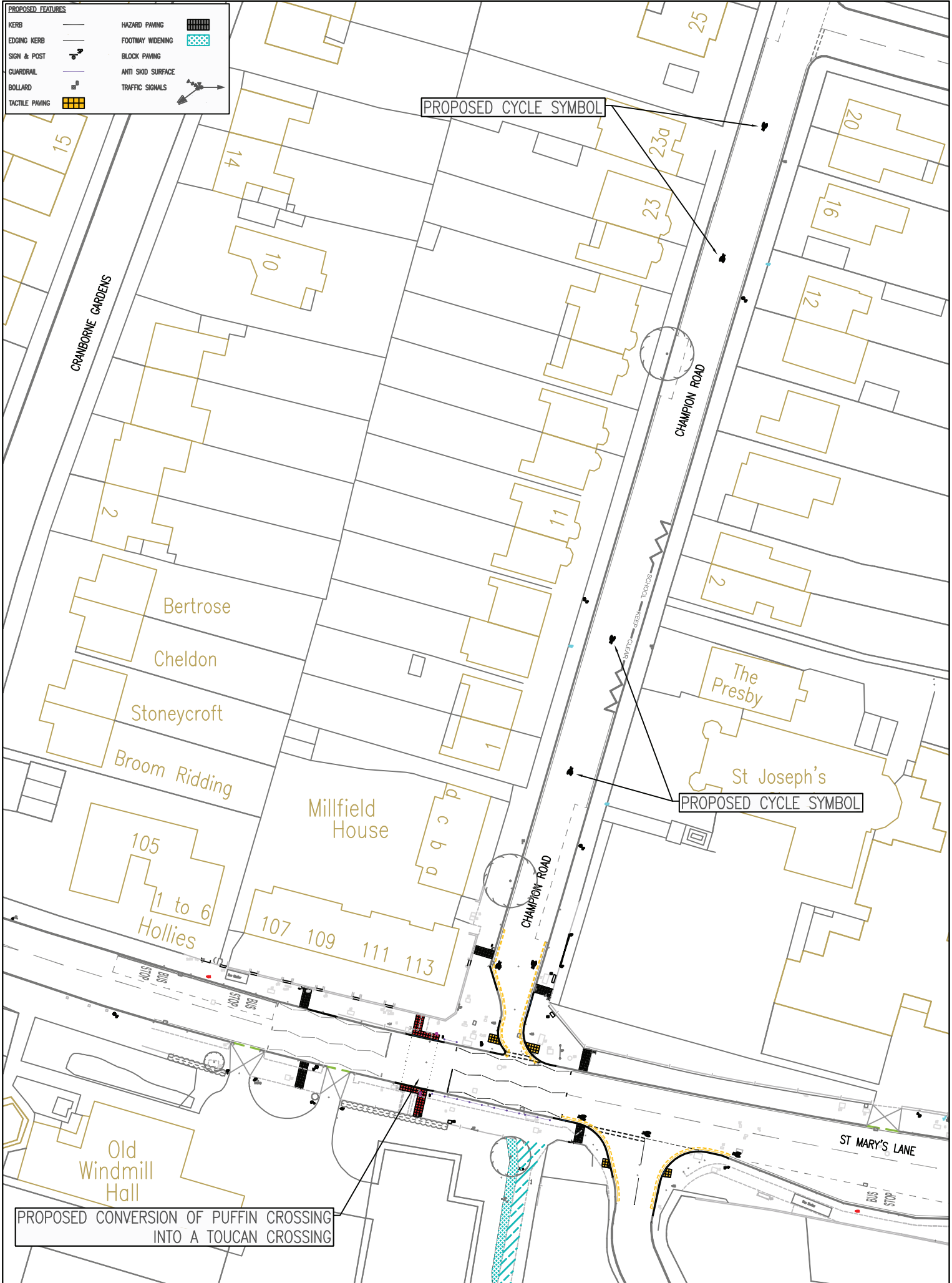
**PROPOSED FEATURES**

HAZARD PAVING	HAZARD PAVING
FOOTWAY WIDENING	FOOTWAY WIDENING
BLOCK PAVING	BLOCK PAVING
ANTI SKID SURFACE	ANTI SKID SURFACE
TRAFFIC SIGNALS	TRAFFIC SIGNALS
KERB	KERB
EDGING KERB	EDGING KERB
SIGN & POST	SIGN & POST
GUARDRAIL	GUARDRAIL
BOLLARD	BOLLARD
TACTILE PAVING	TACTILE PAVING

<p><b>JOB TITLE</b> SUSTRANS CONNECT 2 PHASE 2 &amp; 3</p>		<p><b>DRAWN BY</b> RP</p>	<p><b>CHECKED BY</b> MLP</p>	<p><b>APPROVED BY</b> MLP</p>	<p><b>DATE</b> 19.12.11</p>	<p><b>SCALE</b> N.T.S</p>	<p><b>PURPOSE</b> CONSULTATION</p>	<p><b>DWG. No.</b> CK042-01-116</p>	<p><b>REVISION</b> A</p>	<p><b>DATE</b></p>
<p><b>DRAWING TITLE</b> BRANFILL RD/CHAMPION RD PROPOSAL DRAWING 16 OF 25</p>		<p><b>REVISION</b></p>	<p><b>AMENDMENT</b></p>	<p><b>DATE</b></p>	<p><small>©COPYRIGHT This drawing is the property of the Client and is not to 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. No liability is accepted for any errors or omissions which may appear in this drawing or for any consequences arising from its use. Information is not provided for the purpose of forming a contract.</small></p>					

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E-MAIL: steve@havering.co.uk

PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	



PROPOSED CYCLE SYMBOL

PROPOSED CYCLE SYMBOL

PROPOSED CONVERSION OF PUFFIN CROSSING INTO A TOUCAN CROSSING

Page 57

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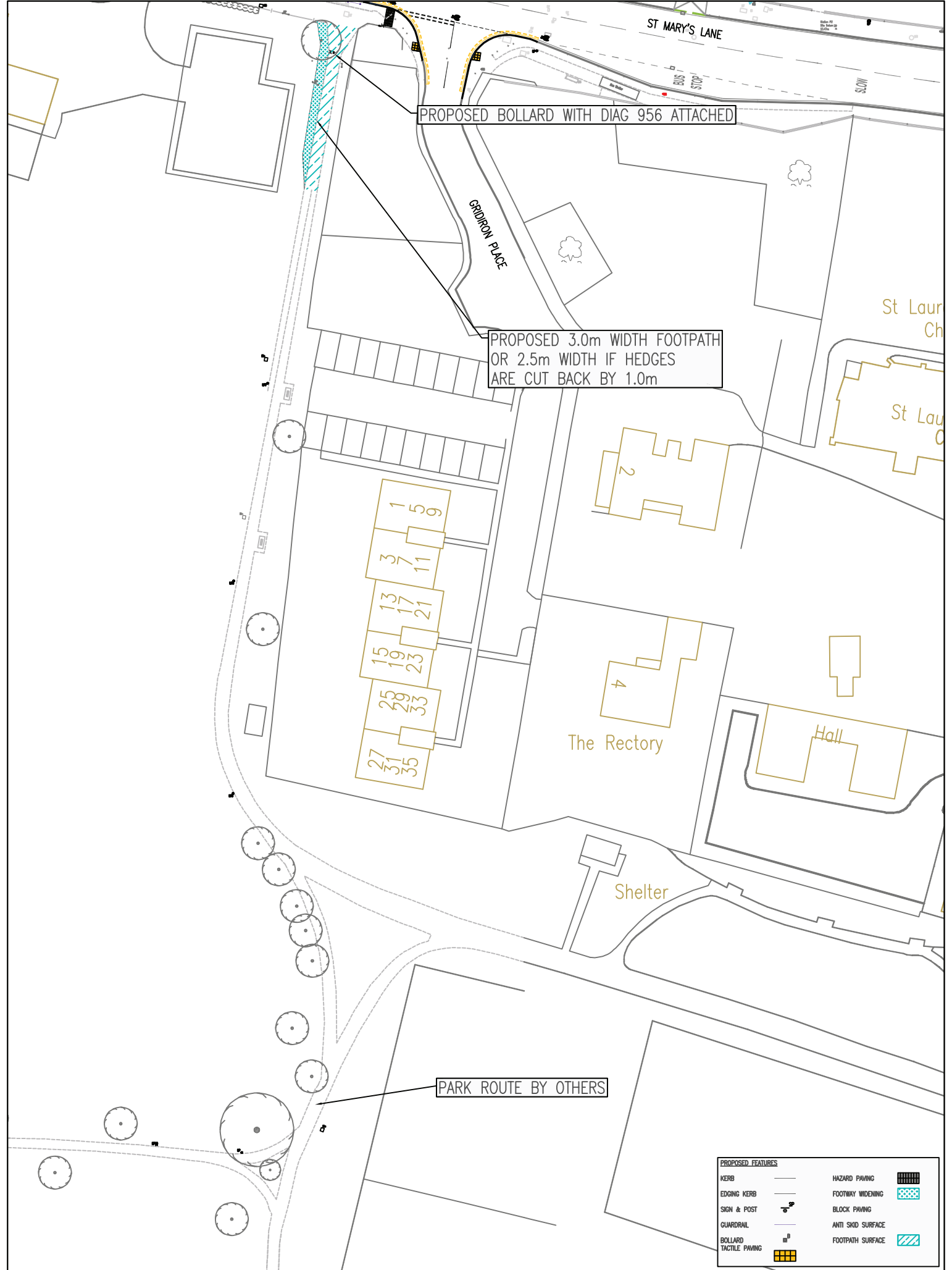
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 PHASE 2 & 3

**DRAWING TITLE**  
 BRANFIL RD/CHAMPION RD PROPOSAL  
 DRAWING 17 OF 25

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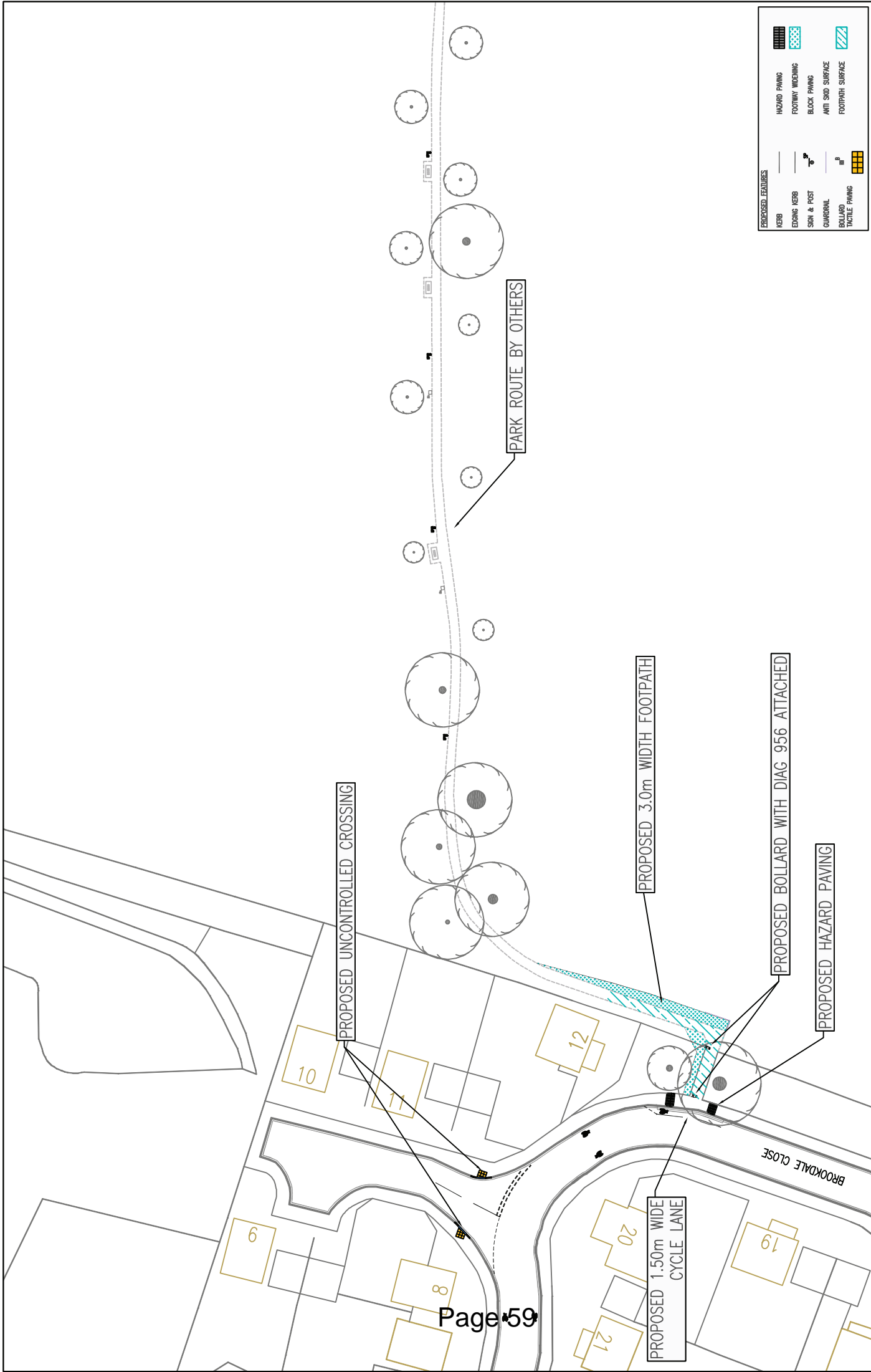


PROPOSED BOLLARD WITH DIAG 956 ATTACHED

PROPOSED 3.0m WIDTH FOOTPATH  
OR 2.5m WIDTH IF HEDGES  
ARE CUT BACK BY 1.0m

PARK ROUTE BY OTHERS

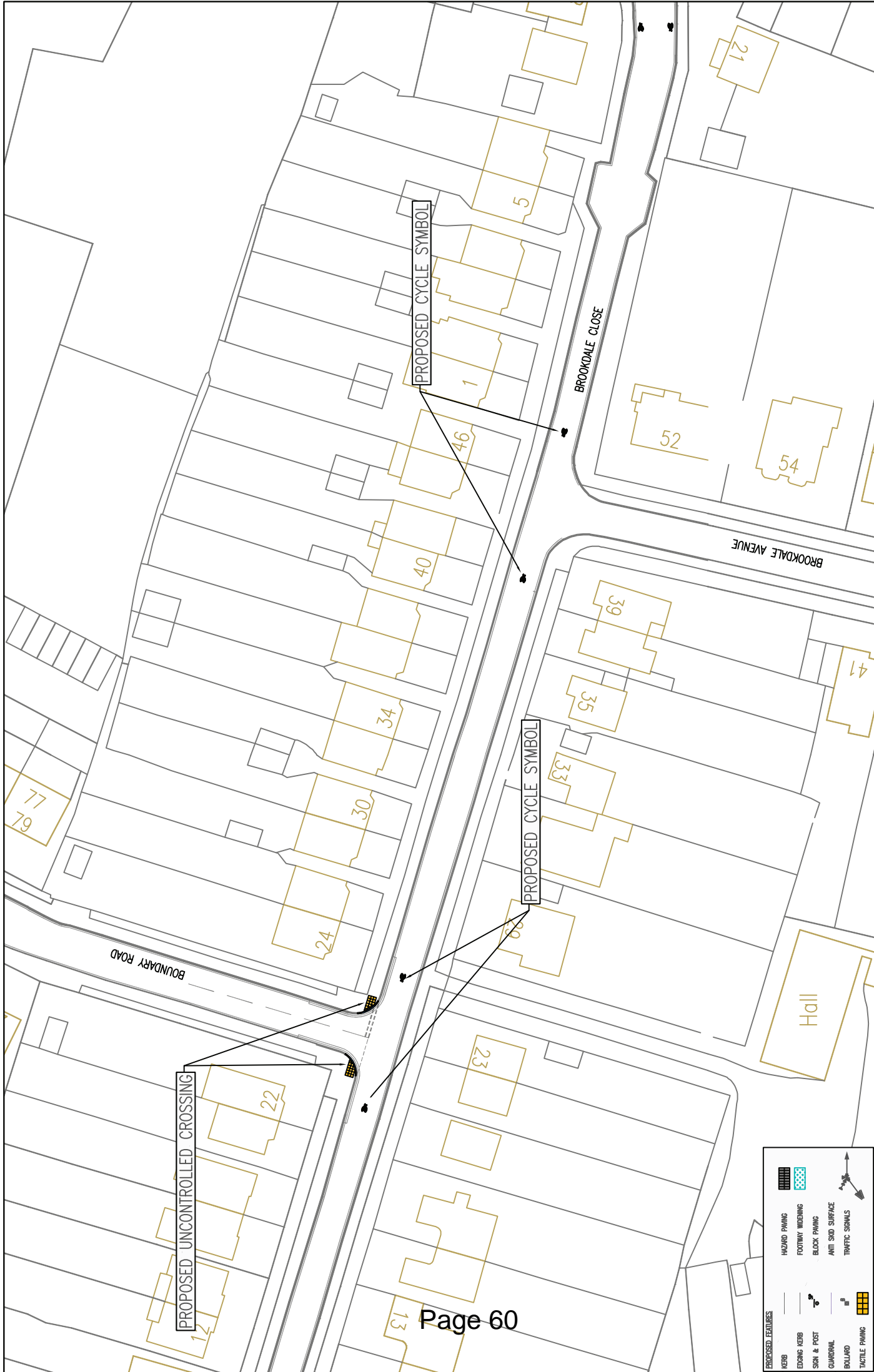
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EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	FOOTPATH SURFACE
TACTILE PAVING	



**PROPOSED FEATURES**

	KERB		HAZARD PAVING
	EDGING KERB		FOOTPATH WIDENING
	SIGN & POST		BLOCK PAVING
	GUARDRAIL		ANTI-SLIP SURFACE
	BOLLARD		FOOTPATH SURFACE
	TACTILE PAVING		

<b>JOB TITLE</b> SUSTRANS CONNECT 2 PHASE 2 & 3		<b>DRAWN BY</b> RP	<b>CHECKED BY</b> MIP	<b>APPROVED BY</b> MIP	<b>DATE</b> 19.12.11	<b>SCALE</b> N.T.S	<b>PURPOSE</b> CONSULTATION	<b>DWG No.</b> CK042-01-119	<b>REVISION</b> A	<b>DATE</b>	
<b>DRAWING TITLE</b> UPMINSTER PARK PROPOSAL DRAWING 19 OF 25		<b>PURPOSE</b> CONSULTATION	<b>DRAFT</b>	<b>ISSUE</b>	<b>REVISION</b>	<b>AMENDMENT</b>	<b>DATE</b>	<p>©COPYRIGHT The copyright in this drawing is owned by the Client, Sustrans, and the Engineer, N.T.S. It is to be used for the purposes of the project only and is not to 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. Information on this drawing is confidential and may be used for the preparation of a final programme. Contact: George at Tel: 01708 43721</p>			



PROPOSED UNCONTROLLED CROSSING

PROPOSED CYCLE SYMBOL

PROPOSED CYCLE SYMBOL

**PROPOSED FEATURES**

- HAZARD PAVING
- FOOTWAY WIDENING
- BLOCK PAVING
- ANTI SKID SURFACE
- TRAFFIC SIGNALS
- KERB
- EDGING KERB
- SIGN & POST
- GUARDRAIL
- BOLLARD
- TACTILE PAVING

<b>JOB TITLE</b> Sustrans Connect 2 Phase 2 & 3		<b>DRAWN BY</b> RP	<b>CHECKED BY</b> MLP	<b>APPROVED BY</b> MLP	<b>DATE</b> 19.12.11	<b>SCALE</b> N.T.S.	<b>PURPOSE</b> CONSULTATION	<b>DWG No.</b> CW042-01-120	<b>REGION</b> A	<b>REVISION</b>	<b>AMENDMENT</b>	<b>DATE</b>
<b>DRAWING TITLE</b> BROOKDALE ROAD DRAWING 20 OF 25												
<b>HAVERING</b> LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING MERCURY GARDENS, BOWFORD, RM1 3DW TELEPHONE No: 01708 843443 FAX No: 01708 837271 E-MAIL: streetcare@havering.gov.uk												
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PROPOSED UNCONTROLLED CROSSING

PROPOSED RIGHT TURN POCKET FOR CYCLIST

PROPOSED CYCLE SYMBOL

PROPOSED CYCLE SYMBOL

PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

**Havering**  
STREETCARE CULTURE & COMMUNITY  
 TRAFFIC & ENGINEERING  
 10th FLOOR MERCURY HOUSE  
 MERCURY GARDENS, ROMFORD, RM1 3DW  
 TELEPHONE No: 01708 434343  
 FAX No: 01708 433721  
 E-MAIL: streetcare@havering.gov.uk

**JOB TITLE**  
 SUSTRANS CONNECT 2  
 PHASE 2 & 3

**DRAWING TITLE**  
 BROOKDALE/BRIDGE RD PROPOSAL  
 DRAWING 21 OF 25

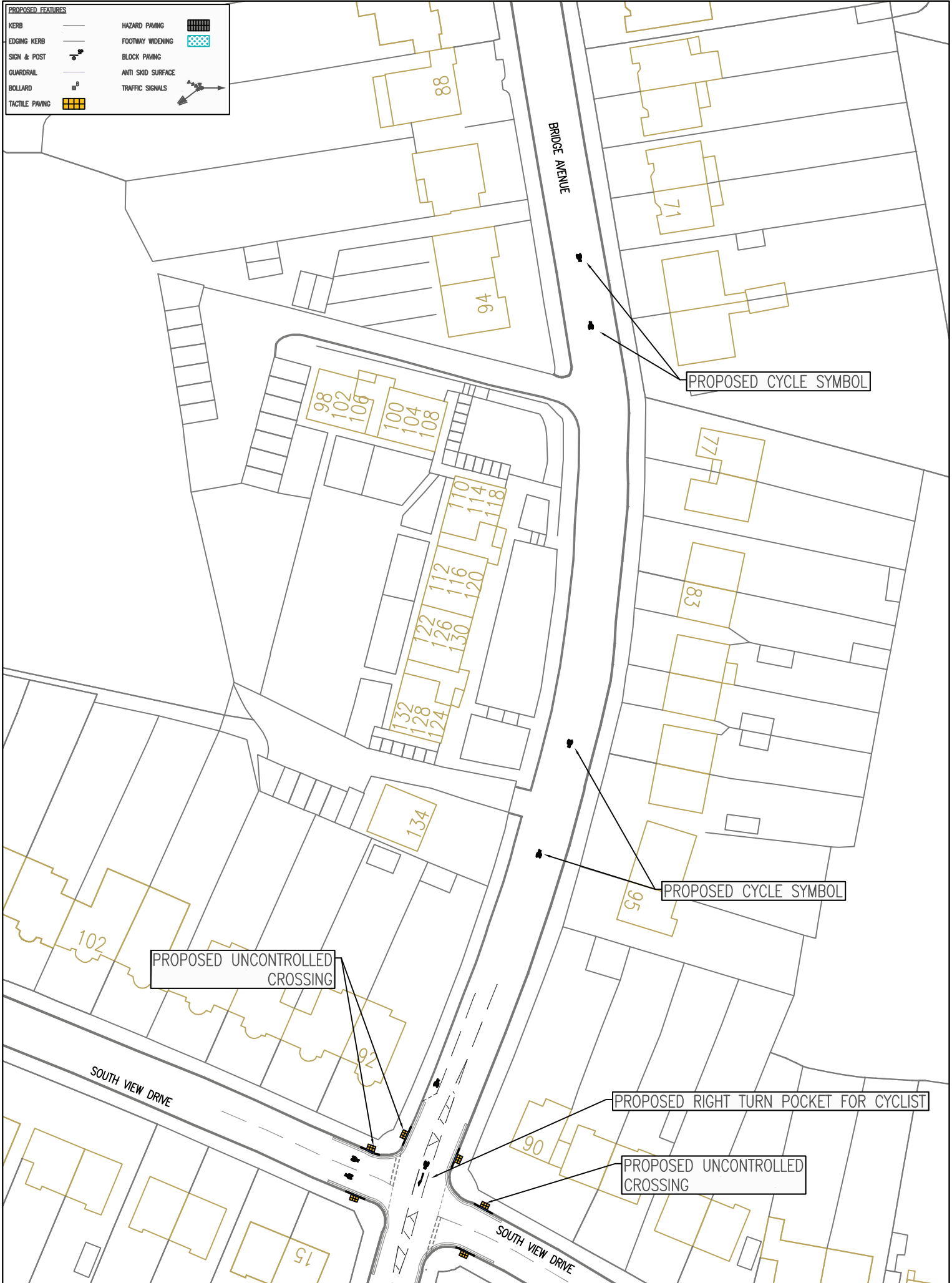
PURPOSE	CONSULTATION	APPROVED
DRAWN BY RP	CHECKED BY DMP	APPROVED BY DMP
SCALE (AT A3 SIZE) N.T.S	DATE 19.12.11	STATUS DRAFT
ACAD REF:	DRAWING No QK042-01-121	REVISION A
Sheet Size: A3 (420x297)		REVISION AMENDMENT

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Page 61

PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	



**Havering**  
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 FAX No: 01708 433721  
 E-MAIL: streetcare@havering.gov.uk

**JOB TITLE**  
 SUSTRANS CONNECT 2  
 PHASE 2 & 3

**DRAWING TITLE**  
 BRIDGE RD PROPOSAL  
 DRAWING 22 OF 25

PURPOSE		CONSULTATION	
DRAWN BY	RP	CHECKED BY	MLP
SCALE (AT A3 SIZE)	N.T.S	APPROVED BY	MLP
DATE	19.12.11		
ACAD REF:		DRAFT	ISSUE
DRAWING No	QK042-01-122	REVISION	A
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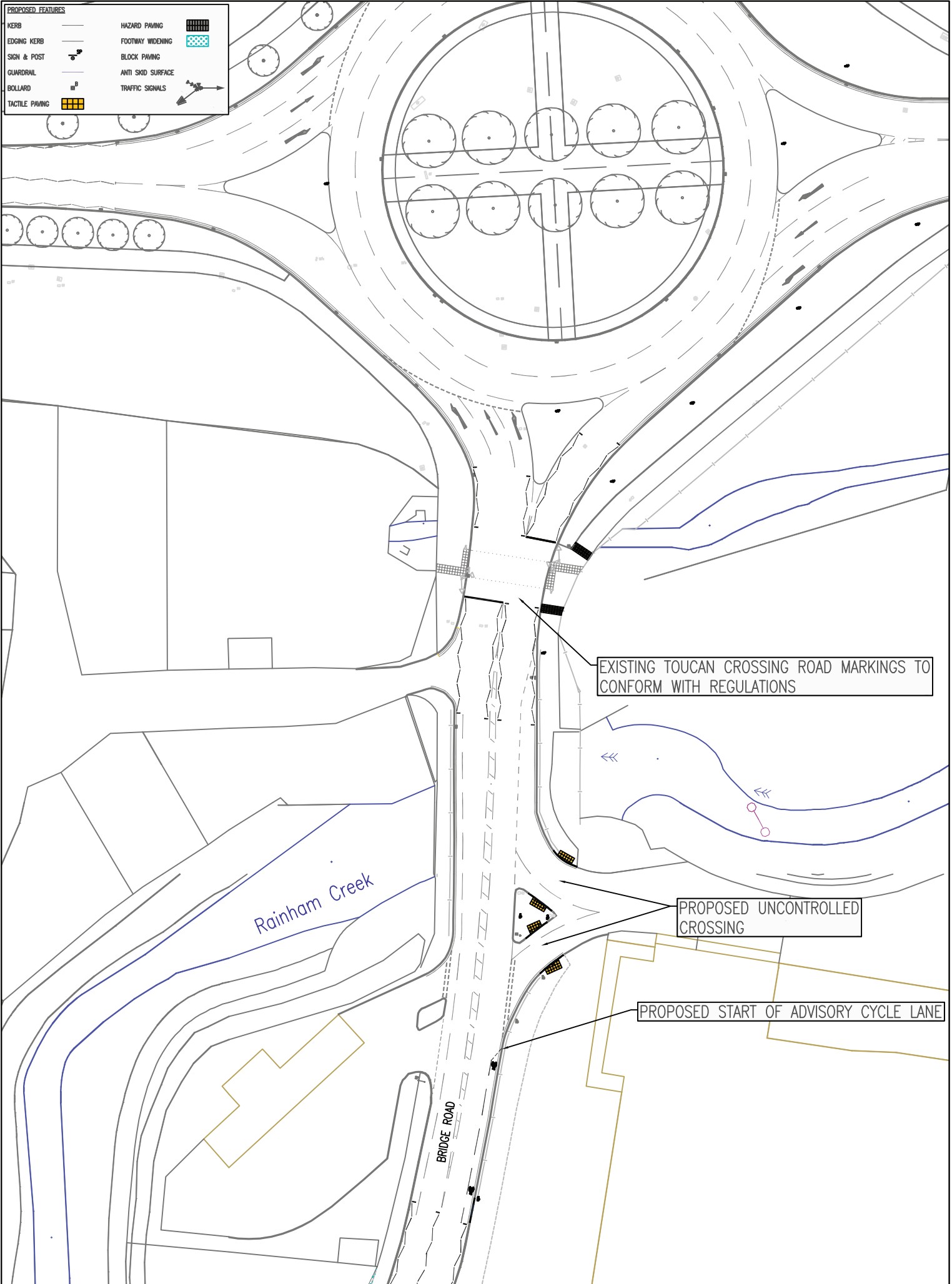
DATE



<b>HAVERING</b> LONDON BOROUGH STREETCARE CULTURE & COMMUNITY		<b>JOB TITLE</b> SUSTRANS CONNECT 2 PHASE 2 & 3	
TECHNICAL ENGINEERING MERCURY GARDENS, ROCHFORD, RM1 3DW TELEPHONE No: 01708 84343 FAX No: 01708 43721 E-MAIL: streetcare@havering.gov.uk		<b>DRAWING TITLE</b> SOUTH VIEW DRIVE DRAWING 23 OF 25	
<b>PROPOSED FEATURES</b> KERB EDGING KERB SIGN & POST GUARDRAIL BOLLARD TACTILE PAVING	HAZARD PAVING FOOTWAY WIDENING BLOCK PAVING ANTI SKID SURFACE TRAFFIC SIGNS	<b>DRAWN BY</b> RP	<b>CHECKED BY</b> MIP
<b>DATE:</b> 19.12.11	<b>SCALE:</b> N.T.S.	<b>APPROVED BY</b> MIP	<b>DATE:</b>
<b>PURPOSE:</b> CONSULTATION	<b>DRAWING STATUS:</b> DRAFT	<b>REVISION:</b> A	<b>DATE:</b>
<b>DRG No:</b> CK042-01-123	<b>REVISION:</b> AMENDMENT	<b>AMENDMENT:</b>	<b>DATE:</b>

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PROPOSED FEATURES		
KERB	HAZARD PAVING	
EDGING KERB	FOOTWAY WIDENING	
SIGN & POST	BLOCK PAVING	
GUARDRAIL	ANTI SKID SURFACE	
BOLLARD	TRAFFIC SIGNALS	
TACTILE PAVING		



EXISTING TOUCAN CROSSING ROAD MARKINGS TO CONFORM WITH REGULATIONS

PROPOSED UNCONTROLLED CROSSING

PROPOSED START OF ADVISORY CYCLE LANE

Rainham Creek

BRIDGE ROAD

PURPOSE		CONSULTATION		APPROVED BY						©COPYRIGHT	
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RP	MLP	MLP									
SCALE (AT A3 SIZE)		DATE		DRAFT		ISSUE					
N.T.S		19.12.11									
ACAD REF:	DRAWING No	REVISION									
Sheet Size: A3 (420x297)	QK042-OI-124	A	REVISION	AMENDMENT							DATE

PROPOSED FEATURES	
KERB	HAZARD PAVING
EDGING KERB	FOOTWAY WIDENING
SIGN & POST	BLOCK PAVING
GUARDRAIL	ANTI SKID SURFACE
BOLLARD	TRAFFIC SIGNALS
TACTILE PAVING	

EXISTING PUFFIN CROSSING TO BE CONVERTED INTO A TOUCAN CROSSING. CROSSING WIDTH TO BE INCREASED TO 4.00M WIDE ASSOCIATED TACTILE PAVING & ROAD MARKINGS ADJUSTED TO SUIT

PROPOSED FOOTWAY WIDENED TO 3.0m DESIGNATED SHARED USE CYCLE TRACK

PROPOSED PEDESTRIAN REFUGE ISLAND TO BE INCREASED IN SIZE TO ACCOMMODATE CYCLIST & PEDESTRIANS

PROPOSED PEDESTRIAN REFUGE ISLAND TO BE INCREASED IN SIZE TO ACCOMMODATE CYCLIST & PEDESTRIANS

Super

The Bell (PH)

PURPOSE	CONSULTATION
DRAWN BY RP	CHECKED BY PWP
SCALE (AT A3 SIZE) N.T.S	DATE 19.12.11
ACAD REF:	DRAWING No QK042-01-125
Sheet Size: A3 (420x297)	REVISION A
	REVISION AMENDMENT

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# HIGHWAYS ADVISORY COMMITTEE

# REPORT

20 March 2012

**Subject Heading:**

**37 - 55 COLLIER ROW LANE  
Parking, Bus Stop and Environmental  
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 pay-and-display parking scheme, accessible bus stop and footway renewals outside the shopping parade at 37-55 Collier Row Lane.

This scheme is within **Pettits** and **Mawneys** wards.

## RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the following report and shown on the following Drawing;
  - QK054/OF/201A – Collier Row Lane
2. That it be noted that the estimated cost of £40,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for 37-55 Collier Row Lane.

## REPORT DETAIL

### 1.0 Background

- 1.1 In response to a request from the businesses at 37-55 Collier Row Lane, a proposal to take forward a pay-and-display parking scheme to replace a disc parking scheme to design and consultation was agreed by the Highways Advisory Committee at its meeting of 14<sup>th</sup> December 2010 (request reference 38).
- 1.2 During the design process, Staff noted that the footway outside the shops was in poor condition and that adjustments to the bus stop cage and controlled area (zig-zags) were required. These issues together led to a scheme bid being made to TfL through the LIP programme for more extensive works and the funding was confirmed for 2012/13.
- 1.3 In addition, TfL provided some additional in-year funding for the scheme during 2011/12 which has allowed the design and consultation work to be funded by TfL rather than the Council.
- 1.4 In taking the design and consultation forward, Staff met with the various businesses during December 2011. An option to swap the parking bays with the bus stop was discussed (based on a much earlier scheme from 2004/05), but the businesses preferred to keep the existing arrangement, but with pay-and-display parking bays instead of the existing disc bays.
- 1.5 Drawing QK054/OF/201A shows an arrangement whereby the kerb line at the junction with Rosedale Road is adjusted (narrowing the junction slightly) to create addition kerb side space to provide 6 pay-and-display parking bays, a fully accessible bus stop (including Clearway), an increase in the



number of zig-zags at the approach to the pelican crossing from 6 to 8 (to meet modern standards) plus a waiting and loading restriction on the western side of the junction of Collier Row Lane/ Rosedale Road.

- 1.6 Letters were hand-delivered to those potentially affected by the proposals on or just after 27<sup>th</sup> January 2012, along with standard consultees (London Buses, police etc), with a closing date of 17<sup>th</sup> February 2012 for comments. The scheme was also advertised and site notices placed.
- 1.7 The proposed pay-and-display parking bays were proposed to be in operation 9am to 5pm, Monday and Saturday, with a maximum stay of 2 hours (in line with most current P&D schemes in the Borough).

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 4 responses were received; comprising of 1 from a resident and 3 from the businesses.
- 2.2 The resident (147 Chase Cross Road) expressed a preference for the earlier 2004/05 scheme as he considered it safer (in terms of layout and visibility of the crossing) and he was concerned that the current proposal was simply a “money making” scheme.
- 2.3 The three businesses (Launderette, Strandz and the Newsagent) all supported the advertised proposals and the Newsagent commented that he had spoken to the other businesses who expressed support.

## **3.0 Staff Comments**

- 3.1 The area outside the shops can be described as “hard working street” in that there are competing demands for accommodating parking, bus services and approach visibility for the pelican crossing.
- 3.2 Staff are equally content with the earlier 2004/05 scheme design and the current design in terms of road safety and given the support from the businesses, which are directly affected, recommend that the latest proposals be implemented as advertised. The current design has made an allowance for an increase in the zig-zags approaching the crossing which will improve crossing visibility.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The estimated cost of £40,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for 37 – 55 Collier Row Lane.

**Legal implications and risks:**

Parking restrictions and bays require advertisement and public consultation before a decision can be made on implementation.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

Blue badge-holders are permitted to park in a pay-and-display parking bay for an unlimited length of time and without charge.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community. The Council has a general duty under the Equalities Act 2010 to ensure that its highway network is accessible to all.

**BACKGROUND PAPERS**

Project Scheme File Ref:  
QK054 – 37-55 Collier Row Lane



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# HIGHWAYS ADVISORY COMMITTEE

# REPORT

20 March 2012

**Subject Heading:**

**School Crossing Patrol Improvements  
Broadford Primary School, Farringdon  
Avenue**

**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 recommends alterations to the zebra crossing facility and School Keep Clear markings outside Broadford Primary School following the completion of the recent public consultation.

This scheme straddles **Gooshays and Harold Wood** wards.

## RECOMMENDATIONS

1. That the Committee having considered the information set out in this report recommends to the Cabinet Member for Community Empowerment that the alterations to the pedestrian crossing facility and school keep clear markings outside Broadford Primary School are approved for implementation as detailed in this report and shown on the following drawing:

QK009/NC/11.A.

2. That it be noted that the estimated cost of the scheme will be £800 which will 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 Broadford Primary School lies on the west side of Farringdon Avenue on the brow of a small hill. This section of carriageway contains speed cushions and on-street parking.
- 1.2 A school crossing patrol (SCP) operates immediately outside one of the school's entrances on a zebra crossing. Between the crossing and Chatteris Avenue is a bus stop. Parking is permitted between the bus stop and the zebra crossing controlled area.
- 1.3 The SCP has complained to the Road Safety Section of several occasions where a vehicle has overtaken a bus and parked cars and not seen the SCP standing on the zebra crossing and has had to brake sharply.
- 1.4 To assist the SCP it is proposed to:
  - a. extend the zebra crossing zigzags by 4 markings on both sides,
  - b. change the two existing school keep clear markings to operational Monday to Friday 8am to 5pm,
  - c. remove a short length of single yellow line and its time plate (this time plate is not in accordance with the Traffic Signs Regulations & General Directions) on the opposite side to the school (part of this line will be replaced by the extended zigzag markings).

**2.0 Outcome of Public Consultation**

- 2.1 Thirty six letters were posted on the 9<sup>th</sup> February 2011 to the school and residents living within the vicinity of the scheme, being potentially affected by the scheme. The closing date for comments was 2<sup>nd</sup> March 2012.
- 2.2 The statutory elements of the scheme were publicly advertised on site, in the Romford Recorder and in the London Gazette on 10<sup>th</sup> February 2011. The closing date for comments was 2<sup>nd</sup> March 2012.
- 2.3 By the close of consultation one reply had been received:
- resident objected on the grounds that it removed the parking space outside their property and may affect its future saleability.

**3.0 Staff Comments**

- 3.1 Staff accept there is a loss of on-street parking as a result of the extension of the zebra crossing controlled area. However, in balance, it results in improved visibility at the zebra crossing.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The estimated cost of the scheme is £800 which will be met from the 2011/12 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation and installed before March 31<sup>st</sup> 2012.

**Legal implications and risks:**

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

Zebra Crossings do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place.

**Human Resources implications and risks:**

None.

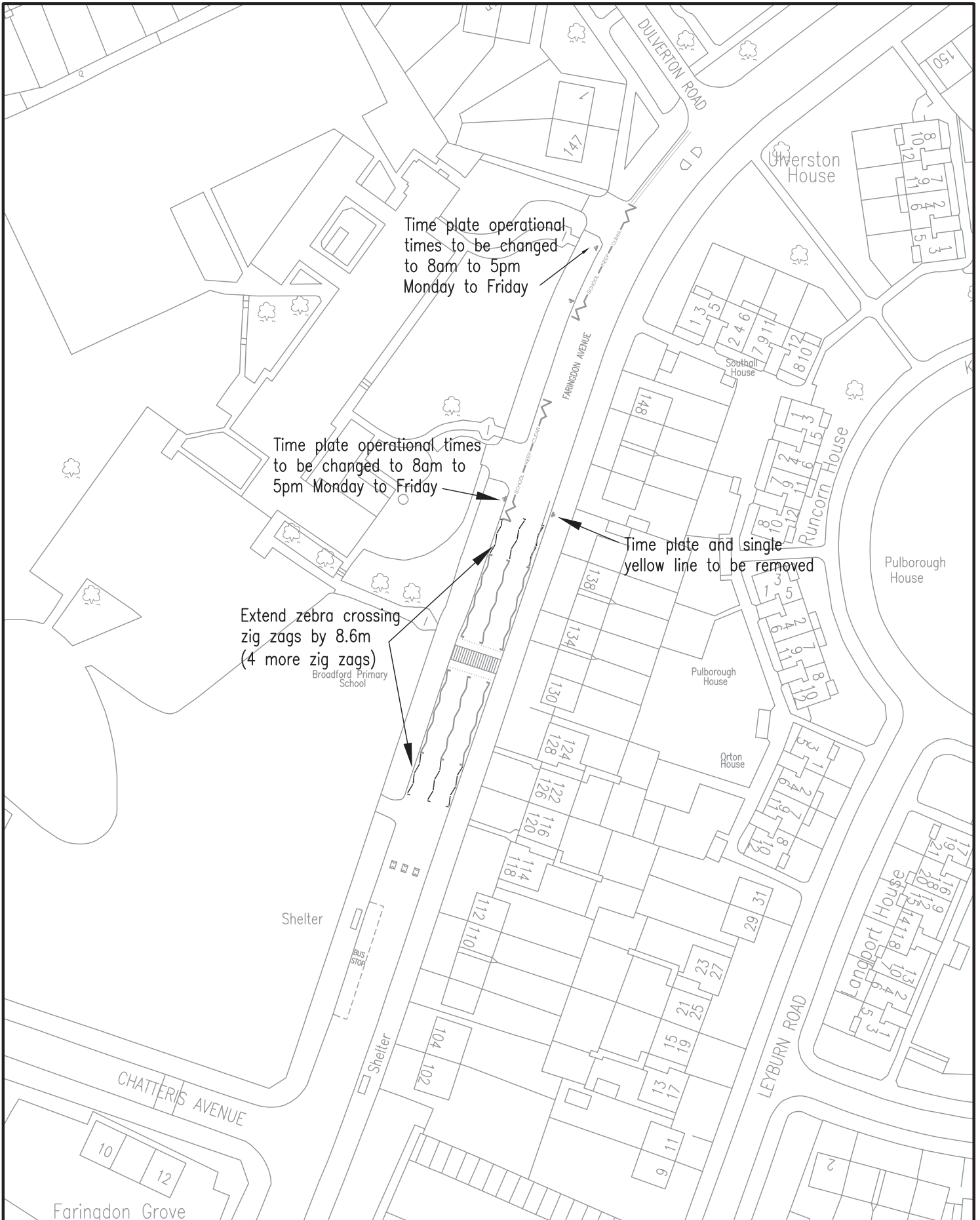
**Equalities Implications and Risks:**

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

**BACKGROUND PAPERS**

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<b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE 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.	
JOB TITLE <b>School Crossing Patrol Improvements          Broadford Primary School</b>		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
DRAWING TITLE <b>Changes to Zebra Crossing and          School Keep Clear Markings</b>		DRAWN BY NC	CHECKED BY	APPROVED BY <div style="text-align: center; font-size: 24px; font-weight: bold;">Page 77</div>	
SCALE (AT A4 SIZE) 1:1000	DATE Feb 12	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QK009/NC/11	REVISION A
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				DATE	

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# HIGHWAYS ADVISORY COMMITTEE

# REPORT

20 March 2012

**Subject Heading:**

**FRONT LANE / MOOR LANE  
PROPOSED PAY & DISPLAY AND  
WAITING RESTRICTIONS - comments  
to advertised proposals**

**Report Author and contact details:**

Iain Hardy  
Technical Officer  
01708 432440  
iain.hardy@havering.gov.uk

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

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

**SUMMARY**

This report outlines the responses received to the advertised proposals to introduce further waiting restrictions and Pay & Display parking bays in Front Lane and Moor Lane, which were agreed in principle by this Committee, and recommends a further course of action.

**RECOMMENDATIONS**

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment the proposals as set out in this report be implemented as advertised and the effects of implementation be monitored.

**REPORT DETAIL**

**1.0 Background**

- 1.1 At its meeting on 19<sup>th</sup> October 2010 this Committee considered proposals to introduce further waiting restrictions and Pay & Display parking bays in Front Lane and Moor Lane, which were agreed in principle.
- 1.2 The proposals were subsequently designed and publicly advertised in The Romford Recorder and London Gazette. There were also 187 letters with attached plans sent to residents and businesses that were perceived to be affected by the proposals and 17 letters were sent to statutory consultees including the emergency services.
- 1.3 This report outlines the responses received to the formal consultation of the proposals together with staff comments the report recommends possible further courses of action. The responses received to the consultation are outlined in this report and are summarised and appended as Appendix A

**2.0 Proposed Restrictions**

**2.1 Front Lane - Plan No. QK022-OF-102.2**

Cranham Ward

The proposals are to introduce Pay & Display parking bays in the lay-by fronting Nos. 87, 89, 91 and 93 Front Lane and to introduce 'At any time' waiting restrictions to cover the splays of the lay-by and the entrance to the Cranham Social Hall car park.

These proposals are designed to prevent longer term parking in the lay-by area, which acts to reduce parking spaces for customers of neighbouring shops and trade related vehicles. The associated waiting restrictions are designed to make the parking provisions easy to use, while ensuring access to the car park for the Cranham Social Hall.

2.2 Moor Lane- Plan No. QK022-OF-102.1

Cranham Ward

The proposals are to introduce a small extension of the existing waiting restrictions on the northern side of Moor Lane and to introduce 6 new Pay & Display parking bays. On the southern side of Moor Lane it is proposed to extend the existing 'At any time' waiting restrictions to the existing footway parking bay, situated outside No.18.

These proposals are designed to prevent longer term parking outside the shops on the northern side of Moor Lane, while restricting the southern side of the road, to ensure the bus route is not obstructed and that two way traffic flow can be maintained.

3.0 **Responses received**

- 3.1 At the close of public consultation there were 242 responses received to the proposals. The majority of the respondents objected to all or elements of the proposals. The responses are summarised and appended to this report as appendix A.
- 3.2 There were 4 respondents that outlined their support for the proposals as advertised. Requests were also received to amend the scheme, these included the introduction of a mini roundabout at the junction of Moor Lane and Front Lane and the introduction of a residents parking scheme in Chipperfield Close.
- 3.3 61 respondents objected to the advertised proposals with the majority of respondents requesting the introduction of some form of Free time limited parking; making the car park free and encouraging drivers to use it; parking one side of Moor Lane and to extend the footway parking in Moor Lane
- 3.4 There were 150 responses, many of which were signed copies of one of three standard letters, which all requested that the same type of parking restrictions be implemented as are currently in operation in Avon Road. The restrictions that apply in Avon Road are free time limited parking bays.
- 3.5 25 respondents objected to the Pay & Display element of the proposals. These respondents did outline their agreement for the proposed waiting restrictions. Typical comments from this group of respondents included: requests for the implementation of a scheme like Avon Road; introduction of yellow lines; free time limited parking; removal of parking charges; introduction of yellow line at the Moor Lane / Front Lane junction; installation of a roundabout at the Moor Lane/ Front Lane junction; and installation of restrictions on one side of Moor Lane and the creation of more parking bays.
- 3.6 2 respondents stated that they were unsure about the proposals; the first stated that it would be difficult commenting without knowing the reasons for the proposals; and the second stated that something needed to be done, but asked whether this the only solution.

**4.0 Staff comments**

- 4.1 The proposals, as they stand, are not popular with the majority of those responding to the public consultation. However, the majority of respondents do consider that some form of action is required to deal with the particular problems in the area.
- 4.2 The proposals for Moor Lane are designed to ensure that traffic flow would not be obstructed by vehicles parking both sides of the road. As is the case, Staff consider that action needs to be taken at this location to ensure parking can be achieved in the safest and most appropriate manner.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The estimated cost for the proposals as set out in this report is £9,000. The Scheme is MTFS approved and can be funded by a current Invest to Save bid.

The costs shown are an estimate of the full costs to implement the proposed schemes. It should be noted that the Cabinet Member approval process will be completed where a scheme is recommended for implementation.

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

**Legal implications and risks:**

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

**Human Resources implications and risks:**

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, whilst there may be a marginal level of additional capacity brought about by a reduction in cash collection schedules and frequency there will be an inevitable increase of risk from cash theft if money is left in situ for longer. That said, a physical limit for cash collections will soon be reached and so consideration will need to be given to additional employees to undertake increased levels of cash collection at a later stage.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

**Equalities implications and risks:**

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

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

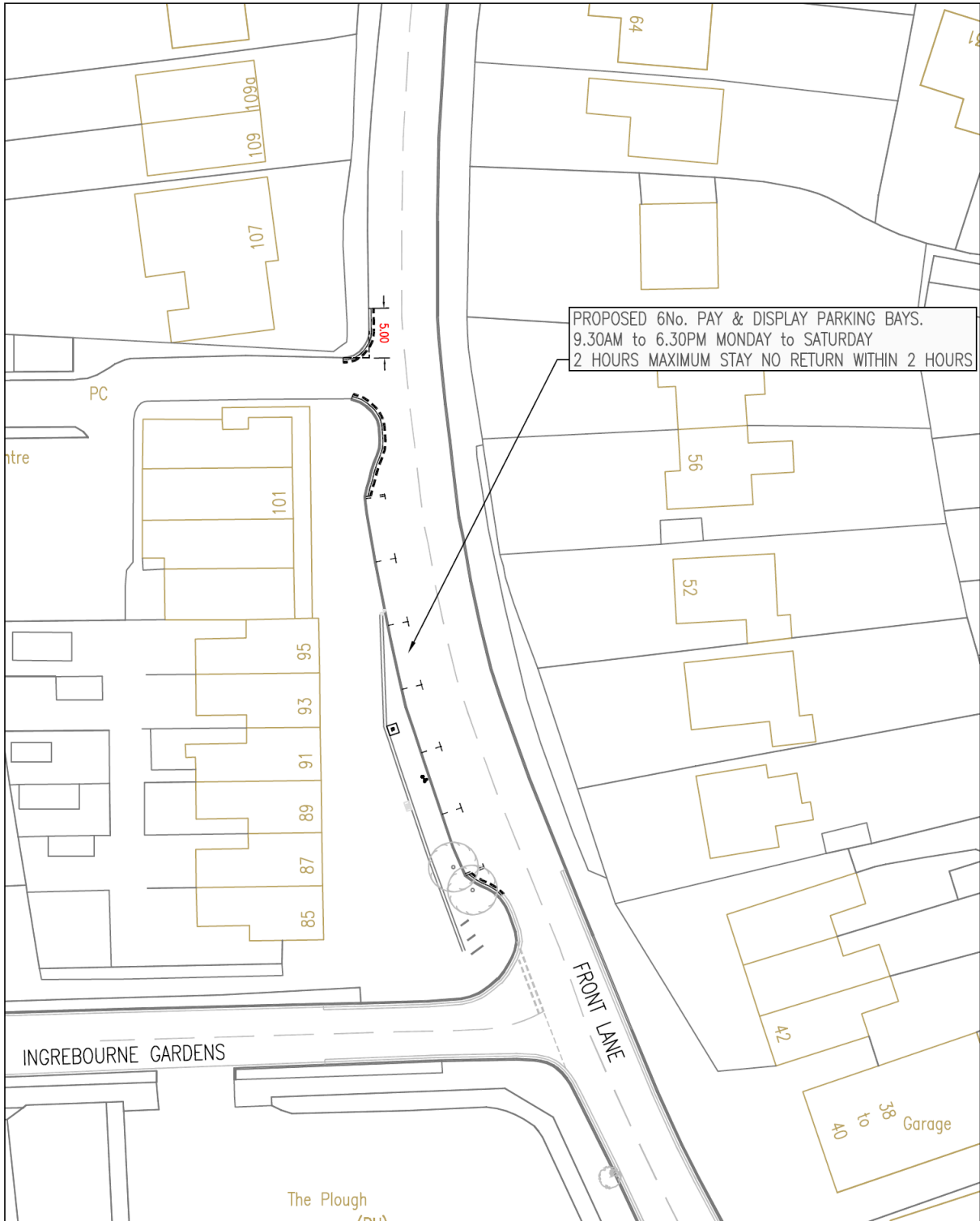
Disabled 'Blue' Badge holders are able to park with an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

**BACKGROUND PAPERS**

Drawings:

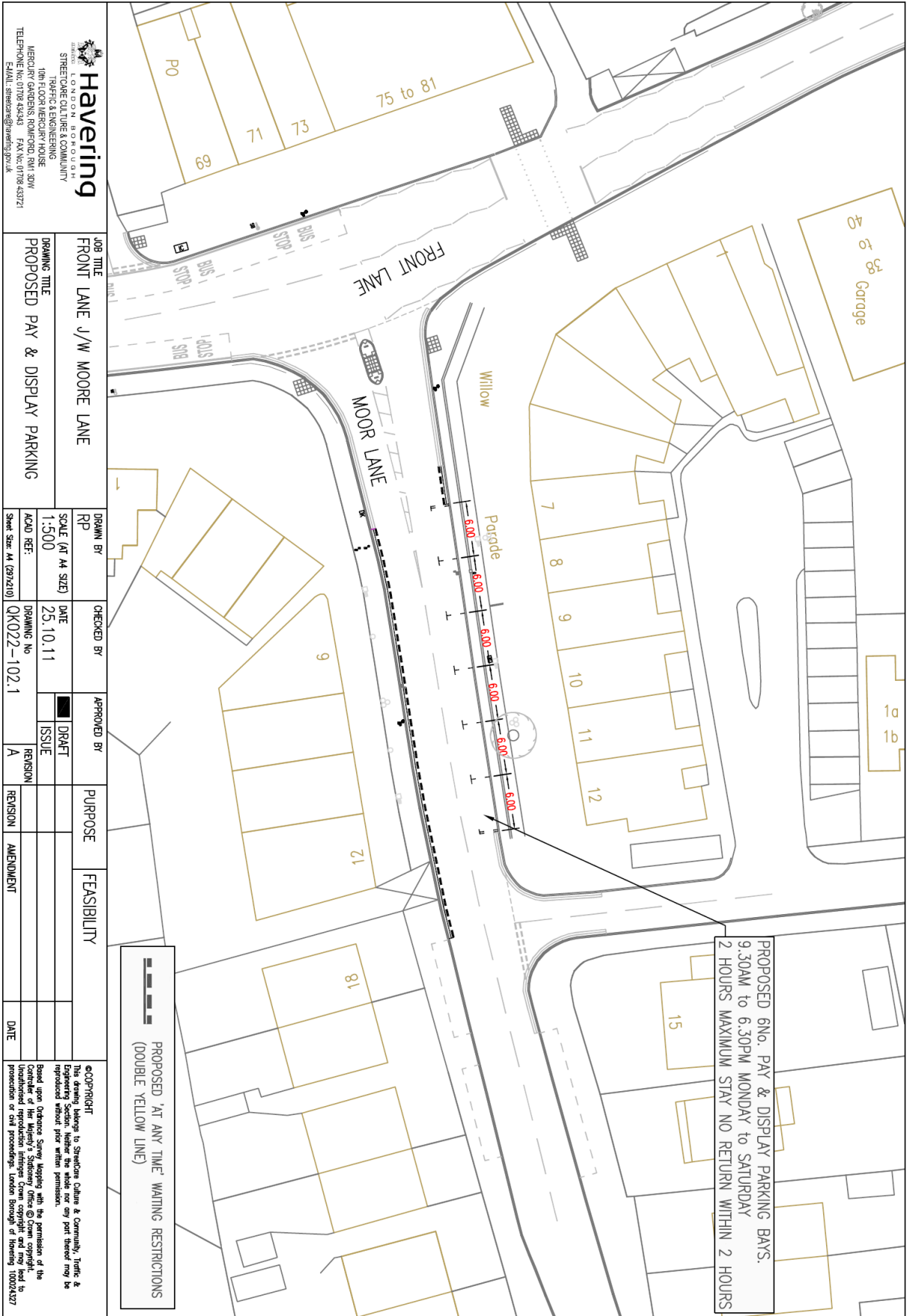
QK022-OF-102.1

QK022-OF-102.2



<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 Fax No: 01708 433721 E-MAIL: streetcare@havrering.gov.uk</p>		<p>PURPOSE: (DU)</p>		<p>FEASIBILITY</p>		<p>PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)</p>			
<p>JOB TITLE FRONT LANE</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>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</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY</p>		<p>APPROVED BY</p>	
<p>DRAWING TITLE PROPOSED PAY &amp; DISPLAY PARKING BAYS</p>		<p>SCALE (AT A4 SIZE) DATE 1:500 25.10.11</p>		<p>ACAD REF: DRAFT</p>		<p>DRAWING No QK022-OF-102.2</p>		<p>REVISION A</p>		<p>REVISION AMENDMENT DATE</p>	
<p>ISSUE</p>		<p>Sheet Size: A4 (210x297)</p>		<p>REVISION</p>		<p>AMENDMENT</p>		<p>DATE</p>		<p></p>	





<p><b>Haverling</b>          A COMPANY OF THE GROUP          STREETCARE CULTURE &amp; COMMUNITY          TRAFFIC &amp; ENGINEERING          10th FLOOR MERCURY HOUSE          MERCURY GARDENS, ROYFORD, RM1 3BW          TELEPHONE No: 01708 45343 FAX No: 01708 453721          EMAIL: streetcare@haverling.co.uk</p>		<p><b>JOB TITLE</b>          FRONT LANE J/W MOORE LANE</p>		<p><b>DRAWN BY</b>          RP</p>		<p><b>CHECKED BY</b></p>		<p><b>APPROVED BY</b></p>		<p><b>PURPOSE</b></p>		<p><b>FEASIBILITY</b></p>	
<p><b>DRAWING TITLE</b>          PROPOSED PAY &amp; DISPLAY PARKING</p>		<p><b>SCALE (AT A4 SIZE)</b>          1:500</p>		<p><b>DATE</b>          25.10.11</p>		<p><b>DRAFT</b></p>		<p><b>ISSUE</b></p>		<p><b>REVISION</b></p>		<p><b>DATE</b></p>	
<p><b>ACAD REF:</b></p>		<p><b>DRAWING No</b>          CK022-102.1</p>		<p><b>REVISION</b></p>		<p><b>REVISION</b></p>		<p><b>REVISION</b></p>		<p><b>AMENDMENT</b></p>		<p><b>DATE</b></p>	
<p>Sheet Size: A4 (297x210)</p>		<p><b>COPYRIGHT</b>          This drawing belongs to Streetcare Culture &amp; Community, Traffic &amp; 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. Taken through Haverling 100262627</p>											

FRONT LANE/MOOR LANE CONSULTATION RESPONSES SUMMARY- MARCH 2012		
	Number of responses	Suggestions included in some of the responses
<b>P&amp;D and YL YES (as advertised)</b>	4	Mini roundabout at the junction of Moor Lane & Front Lane Residents parking scheme in Chipperfield Close to deter displaced parking
<b>P&amp;D and YL NO (as advertised)</b>	61	Free parking in car park Limited waiting time Use 2 metres of footpath as parking layby with 30 - 60 mins limit Parking with time limit Free 90 minute parking scheme in car park and on both sides Moor Lane. Also 2 wheel pavement parking Free 20 mins parking Free, limited parking one side Extend pavement parking as in Moor Lane Free parking in car park for 1 hour No parking one side Moor Lane Long term parking on pavement - short term parking on pavements in adjacent roads 30 minute free parking with no return within 2 hours and pavement parking Additional free parking bays in Moor Lane Display ticket for free parking (30 - 60 mins) and only pay if you go over time Encourage more people to use P&D car park
<b>No to P&amp;D</b>	150	129 would like scheme like Avon Road (restrictions & free parking)
<b>P&amp;D NO and YL YES</b>	25	4 would like Avon Road scheme Try yellow lines to see if they improve traffic flow and then evaluate the situation Allow free parking for 20 or 30 minutes suggested Remove car park charges Add yellow lines at end of Kings Gardens where it meets Moor Lane Mini roundabout Moor Lane/Front Lane junction Restrictions one side at bottom of Moor Lane Create parking bays
<b>Don't know</b>	1	Without knowing reason for proposal difficult to pass opinion
	1	Something needs to be done but is this the only solution
<b>Total responses received</b>	242	



# HIGHWAYS ADVISORY COMMITTEE

20 March 2012

# REPORT

**Subject Heading:**

**PROPOSED PARKING SCHEMES -  
comments to advertised proposals**

**Report Author and contact details:**

Iain Hardy  
Technical Officer  
01708 432440  
iain.hardy@havering.gov.uk

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

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

## SUMMARY

This report looks at the responses received to the public advertisement of proposals, which were agreed in principle by this committee at various meetings and recommends a further course of action in each case.

## RECOMMENDATIONS

1. That the Committee having considered the information set out in this report and the representations made, recommends to the Cabinet Member for Community Empowerment, that the proposals set out in Appendix A, schemes 1-9, be implemented as advertised and that the effect of implementation of the schemes be monitored.

## REPORT DETAIL

### 1.0 Background

- 1.1 During previous meetings of this Committee, a number of requests for the implementation of minor parking schemes were considered. This Committee recommended a number of the schemes to go forward for public consultation.
- 1.2 The schemes were subsequently designed by staff and publicly advertised. This report outlines the responses received arising out of the public consultation for nine proposed schemes.
- 2.0 A description of the proposals, the Ward the proposals are located in, the responses received to the public consultation, plans outlining the proposals, staff comments and a further recommended course of action for each location, are all outlined in Appendix A.

## IMPLICATIONS AND RISKS

### Financial implications and risks:

The total estimated cost of Schemes 1,-9 is £4,700.The Schemes can be funded from the 2011/12 Minor Parking Schemes budget.

The costs shown are an estimate of the full costs to implement the proposed schemes. It should be noted that the Cabinet Member approval process will be completed where a scheme is recommended for implementation.

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

**Legal implications and risks:**

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

**Human Resources implications and risks:**

None.

**Equalities implications and risks:**

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

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

Disabled 'Blue' Badge holders are able to park with an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

**BACKGROUND PAPERS**

Drawings:

**Drawing No. FRC/01/01  
Drawing No. T&TE16-OF-101  
Drawing No. TCP16-OF-101  
Drawing No. QF210/501  
Drawing No. GO1  
Drawing No. QF210/501  
Drawing No. TPC98-OF-101  
Drawing No. QJ115-OF-101  
Drawing No. SFG/01/01**

**Scheme 1 – Frazer Close– Drawing No. FRC/01/01**

The scheme is situated within Brooklands Ward and was recommended for consultation by Committee on 20<sup>th</sup> September 2011.

The proposals are to introduce 'At any time' waiting restrictions on all four arms of the north to south and east to west arms of Frazer Close for a distance of 10 metres, extending on the southern side of the east to west arm, to cover the currently unrestricted area.

**Outcome of Public consultation - Responses received**

At the close of public consultation 2 responses were received. The first respondent thought that the proposals were a very good idea. The respondent suggested that few complaints would be made to the scheme and noted that cars parked in these areas made it difficult to drive in and out of the close. The second respondent outlined their support for the proposals, noting that residents parking was not an option at this stage and suggesting that further restrictions could be installed outside flats 58- 60 and 61-69, as parking outside these properties still created problems and that if restrictions were to be installed at this location they would ensure access for emergency services.

**Staff comments**

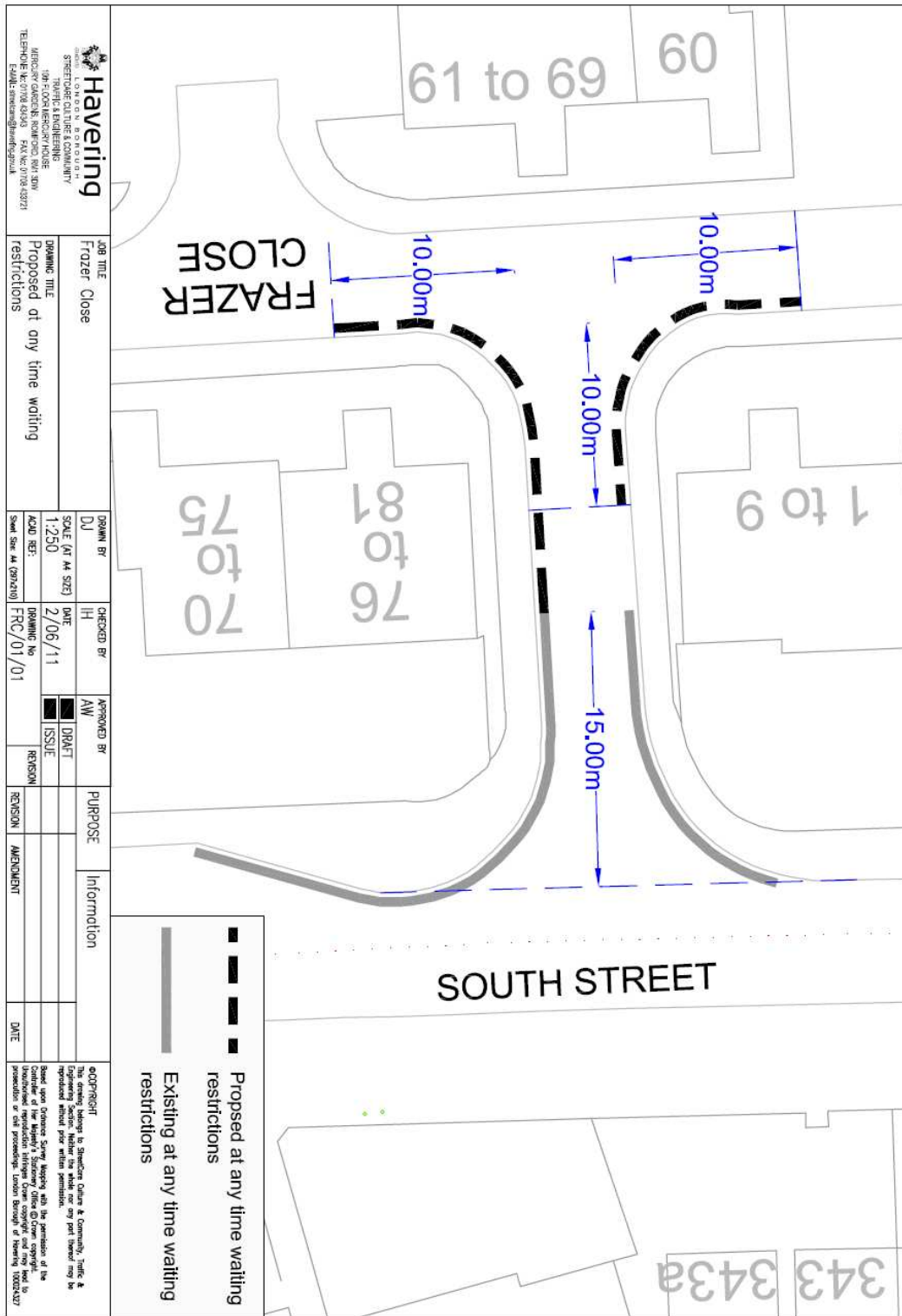
Further restrictions could be considered at the location outlined, which would improve access for emergency and service vehicles.

**Estimated Cost**

The estimated cost of the Scheme is £500

**Recommended Action**

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



**Scheme 2 – Park Drive – Drawing No. T&TE16-OF-101**

The scheme is situated within Pettits Ward and was recommended for consultation by Committee on 22<sup>nd</sup> February 2011.

The proposals are to extend the existing 'At any time' waiting restriction that terminates outside No.7 Park Drive, westwards to the vehicular entrance to the Romford Bus Garage.

**Outcome of Public consultation - Responses received**

At the close of public consultation 1 response were received. The response was from the residents of No.7 Park Drive, who stated that they and their neighbours were in full support of the proposals, as the scheme would vastly improve visibility when exiting their driveways.

**Staff comments**

None

**Estimated Cost**

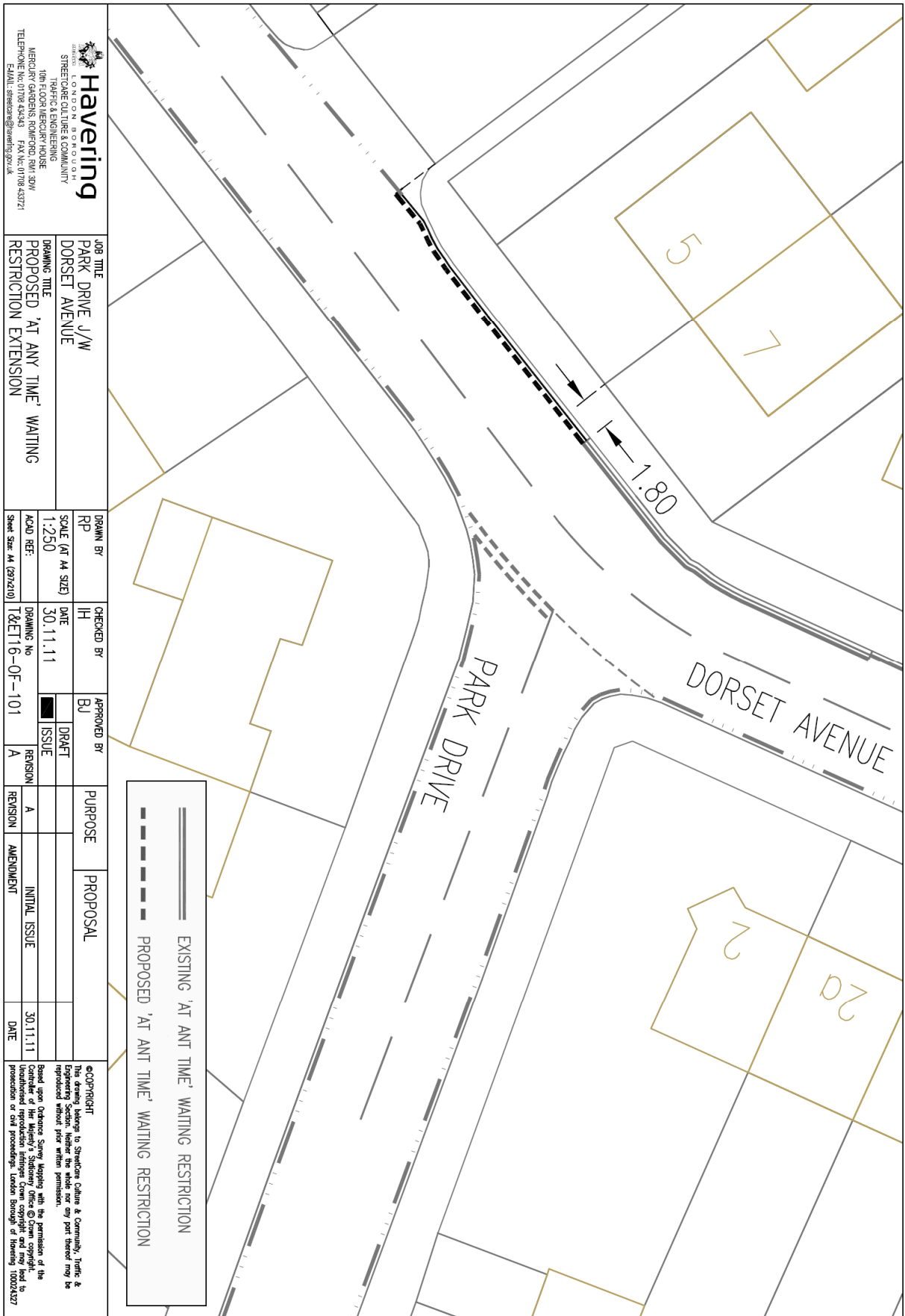
The estimated cost of the scheme is £500

**Recommended Action**

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







**Scheme 3 – Wayside Close – Drawing No. TCP16-0F-101**

The scheme is situated within Pettits Ward and was recommended for consultation by Committee on 19<sup>th</sup> April 2011.

The proposals are to introduce 10.30am to 11.30am Monday to Friday waiting restrictions in the currently unrestricted section of the road.

**Outcome of Public consultation - Responses received**

At the close of public consultation 1 response was received. The respondent was very much in favour of the proposals, which they felt would have a positive effect on the current commuter parking problems. It was noted that there are still a significant number of residents vehicle parked in the road, which would affect access to service and emergency service vehicles. It is felt allowing parking along the flank wall of No.74 Pettits Lane would work better, as this was the case some years ago.

**Staff comments**

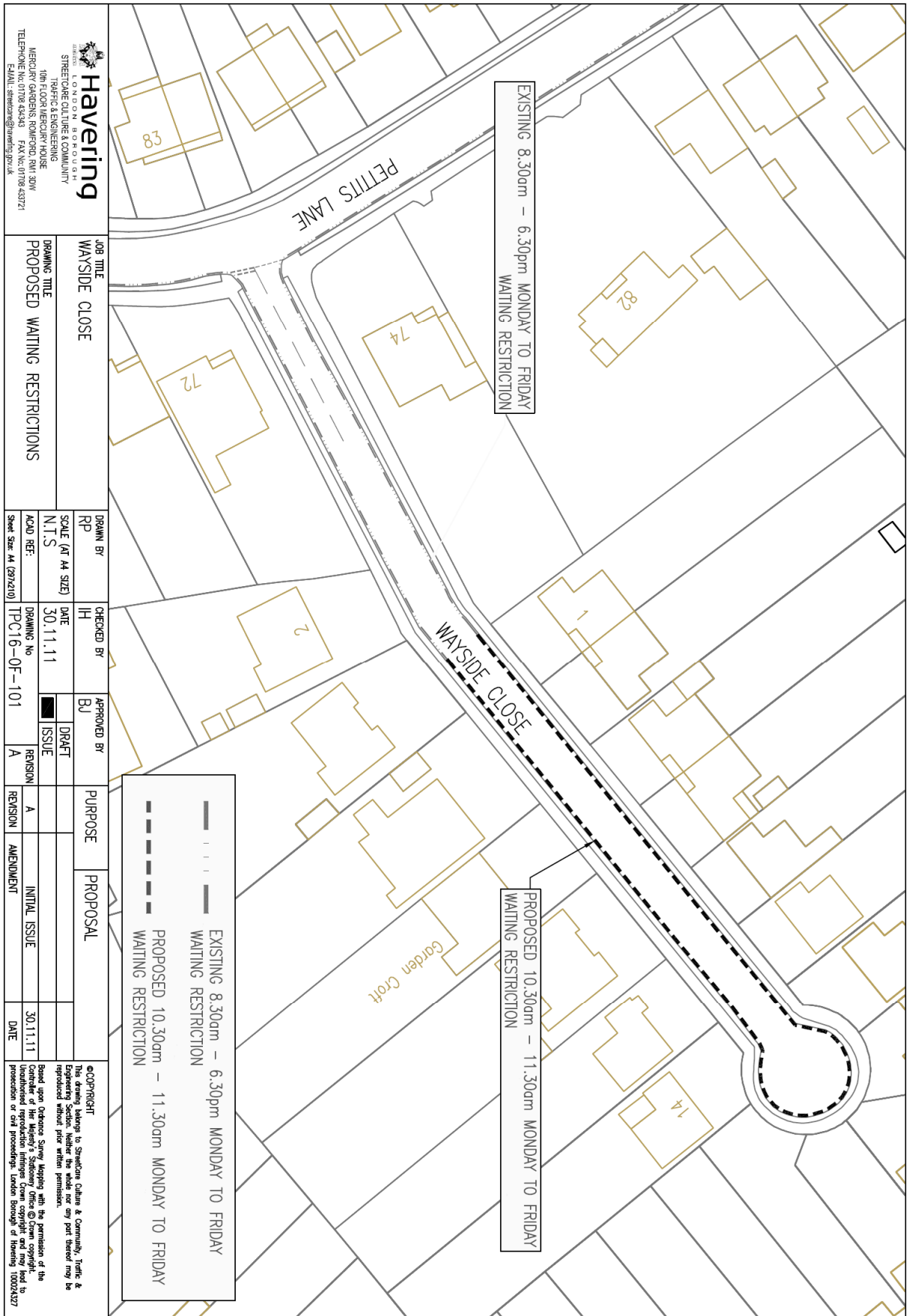
Providing a parking bay along the flank wall of No.74 Pettits Lane could be considered. However, an uncontrolled parking facility at this location would likely attract longer term non-residential parking and the resident of No.74 may object to the proposals.

**Estimated Cost £**

The estimated cost of the Scheme is £1000

**Recommended Action**

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



**Scheme 4 – Wennington /Brady – Drawing No. QF210/501**

The scheme is situated within Rainham and Wennington Wards and was recommended for consultation by Committee on 20<sup>th</sup> September 2010.

The proposals are to extend the existing 'At any time' waiting restrictions on the north-eastern side of Wennington Road, from the entrance of the Brady School site, north-westwards to a point 2.51 metres south-east for the common boundaries of Nos.240 and 242, and to introduce an 8.30am to 9.30am and 2.30pm to 4.00pm Monday to Friday waiting restriction on the south-western side of Wennington Road, from a point 13.24 metres south-east of the common boundary of Nos. 240 and 242, to a point opposite the common boundary of 211 and 213.

**Outcome of Public consultation - Responses received**

At the close of public consultation 1 response was received. The response was from the Head Teacher of Brady School, who stated that they were delighted with the proposals, as it is felt that they would make a significant difference to safety for the school community and other road users. The respondent requested an extension to the proposed hours of operation to 4.30pm, to cover the times of after-school clubs.

**Staff comments**

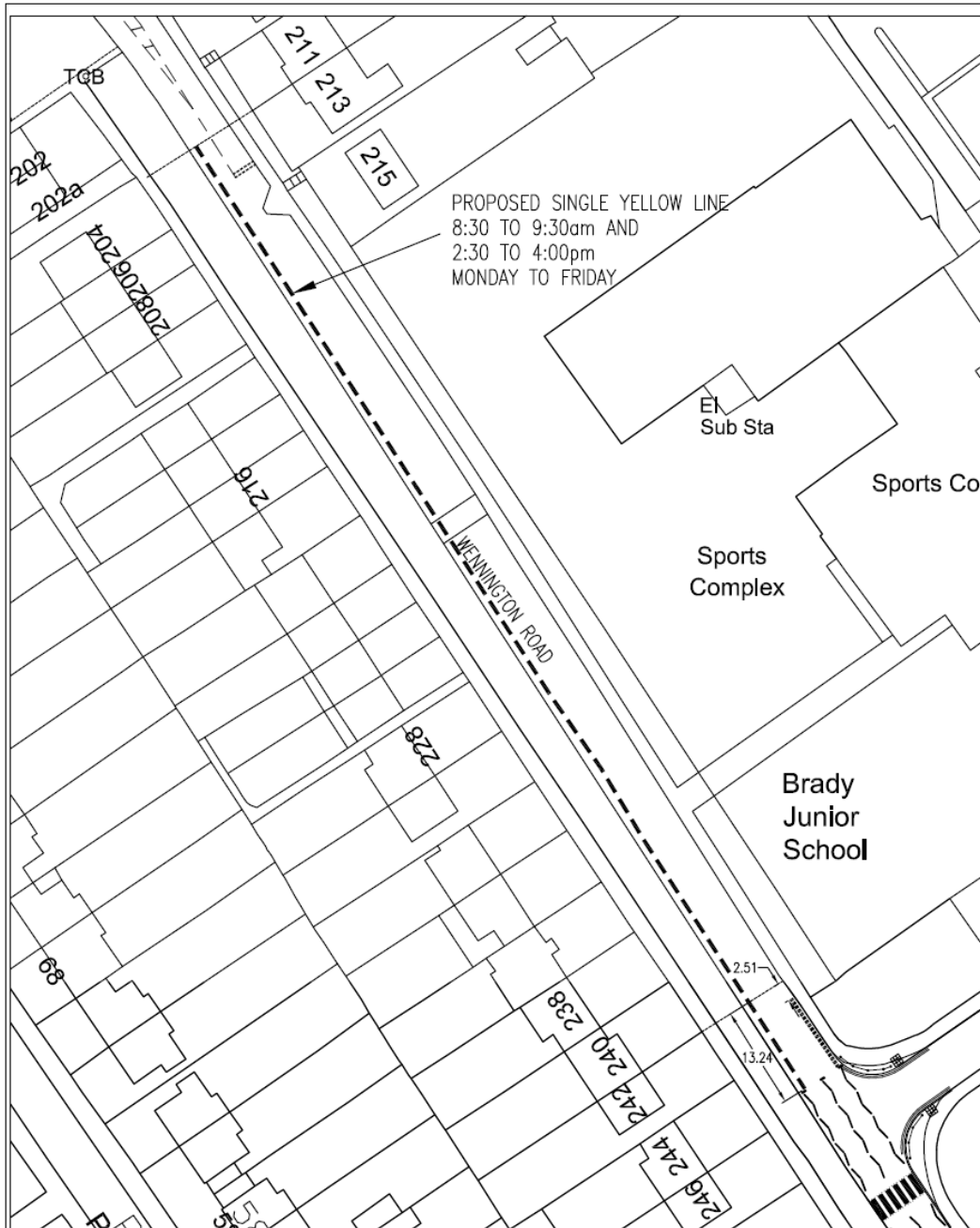
Further changes to these proposals would require approval in principle by this Committee and further public advertisement followed by a further report to the Committee to consider any subsequent responses.

**Estimated Cost**

The estimated cost of the Scheme is £500

**Recommended Action**

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



108 ELSON WENNINGTON HOUSE HERTFORDSHIRE TEL: 01708 454343 FAX: 01708 437271 E-MAIL: structures@hertingford.gov.uk		PURPOSE CONSULTATION	NOTES: PROPOSED SINGLE YELLOW LINE RESTRICTIONS OPERATE EVERY WEEK, SCHOOL HOLIDAY EXEMPTIONS NOT POSSIBLE PROPOSED DOUBLE YELLOW LINE EXTENSION AT SCHOOL ACCESS
STREET/CARE - CULTURE & COMMUNITY JOB TITLE WENNINGTON ROAD RAINHAM DRAWING TITLE MINOR PARKING CONTROL SCHEME OUTSIDE BRADY SCHOOL		©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	DRAWN BY MLP CHECKED BY IH APPROVED BY MLP
SCALE (AT A4 SIZE) NTS	DATE NOV 11	DRAFT ISSUE	ACAD REF: Sheet Size: A4 (210x297)
		DRAWING No QF210/501	A REVISION AMENDMENT
		DOUBLE YELLOW LINES AT SCHOOL ENTRANCE ADDED	
			DATE

**Scheme 5 – Walden Road/ Goodrington School – Drawing No. GO1**

The scheme is situated within Emerson Park Ward and was recommended for consultation by Committee on 13<sup>th</sup> July 2010.

The proposals are to introduce 'At any time' waiting restrictions on the north-east and south-east sides, between the common boundary of Nos. 30 and 32 Walden Road and a point 5 metres north-east of the north-eastern kerb-line of Walden Road and to introduce a School Keep Clear marking on the south-west and north-west sides, from a point 8.4 metres south-east of the north-western boundary of No. 15b Walden Road to a point 6 metres north-east of the common boundary of Nos. 17 and 19 Walden Road operational 8.00am to 5.00pm Monday to Friday inclusive.

**Outcome of Public consultation - Responses received**

At the close of public consultation 4 responses were received. The first respondent is a resident of the road who stated that the road is cul-de-sac with a school that has tripled its student numbers; that the attitude of parents/motorists, towards parking, has become increasingly problematic, bordering on anti social behaviour.

The respondent stated that the school appeared to have little regard for the residents of the road and that since the PCSO's ceased patrolling the area the situation has got worse. The respondent noted that twice a day the road is inundated with vehicles dropping off or collecting children with vehicles parking as close to the school gates as possible; with drivers showing little regard for parking restrictions.

The respondent stated that the road is narrow and raised concerns over access for emergency vehicle.

The respondent suggested that the proposals would simply displace parking further up the road. It was noted that the school has a staff car park protected by a barrier, which parents are prevented from using; the school is a private school, and consideration could be given to the introduction of a school bus to drop children off at Butts Green Road.

It should be noted that the school is a business in a small residential cul-de-sac and that the respondent would welcome the enforcement of parking restrictions at appropriate times of the day.

The second respondent stated that they did not feel that the proposals would be of benefit to the school or residents of the road as traffic, at peak times would always be busy, with parents stopping to drop off their children each day. The respondent suggested that it would be unlikely that the restrictions would be enforced and that parking would be displaced elsewhere in the road. The respondent suggested that the money could be better spent on other projects; that it should be the responsibility of the school to remind parents to park considerately, encourage walking to school and to ensure that teachers use the school car park.

The third respondent raised objects to the proposals citing that: the restrictions would only cover a short length of the road and not all of it; restricting parking outside the school would exacerbate the current parking issues in Butts Green Road and Walden Road, caused primarily by commuters, business related vehicles, and parents doing the school run. The respondent concluded that if the aim of the proposals is to improve safety in the vicinity of the school the restrictions should apply throughout the road.

The fourth respondent raised objections to the proposals as they live next to the school and feel they would be adversely affected by the proposed restrictions.

The respondent suggested that the council would not have the resources to enforce the restrictions. The respondent suggested that the inconvenience to residents affected by the restrictions would far outweigh the benefits for a school term that is less than 40 weeks a year. The proposals would affect residents throughout the year.

The respondent suggested that the restrictions would be detrimental to house prices and would have a negative impact on the quality of the lives of residents. The respondent cited that residents should not be inconvenienced by parents on the school run, many of whom are coming from outside the borough, and who would likely not take account of the parking restrictions even if they were to be implemented.

**Staff comments**

Further changes to these proposals would require approval in principle by this Committee and further public advertisement followed by further report to the Committee to consider any subsequent responses.

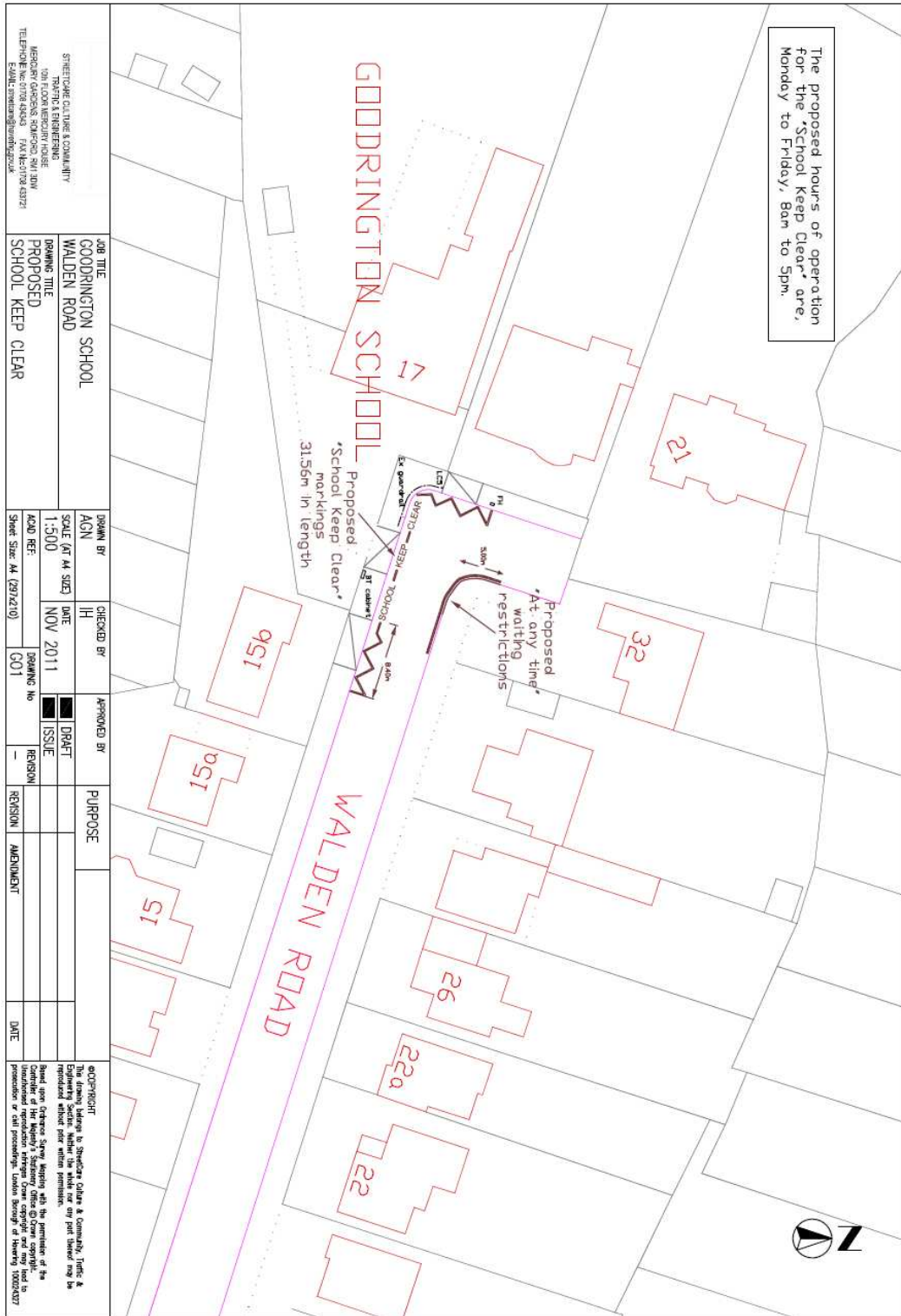
**Estimated Cost**

The estimated cost of the Scheme is £500

**Recommended Action**

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





STREET: WALDEN ROAD, COMMUNITY SCHOOL, GOODDRINGTON MERGERTY GARDENS, NEWPORT, SA1 1AU TELEPHONE: 01792 43443 FAX: 01792 43272 EMAIL: <a href="mailto:street@walden.org.uk">street@walden.org.uk</a>		JOB TITLE GOODDRINGTON SCHOOL WALDEN ROAD	
DRAWING TITLE PROPOSED SCHOOL KEEP CLEAR		DRAWN BY ACN	
SCALE (A4 SIZE) 1:300		CHECKED BY IH	
DATE NOV 2011		APPROVED BY [Signature]	
DRAWING NO C01		PURPOSE [Blank]	
SHEET SIZE: A4 (297x210)		REVISION [Blank]	
DATE [Blank]		AMENDMENT [Blank]	

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**Scheme 6 – Meadway/Heath Drive – Drawing No. QF210/501**

The scheme is situated within Pettits Ward and was recommended for consultation by Committee on 25<sup>th</sup> January 2011.

The proposals are to introduce 'At any time' waiting restrictions on all four arms of the Meadway and Heath Drive junction for a distance of 10 metres.

**Outcome of Public consultation - Responses received**

At the close of public consultation 1 response was received. The respondent outline that they do not have any objections to the proposals in principle, but are concerned at how far into Meadway the restrictions will extend. This is due to the respondent being severely disabled and only able to walk short distances. The respondent is concerned that they would have to walk further to get to their car or a taxi.

**Staff comments**

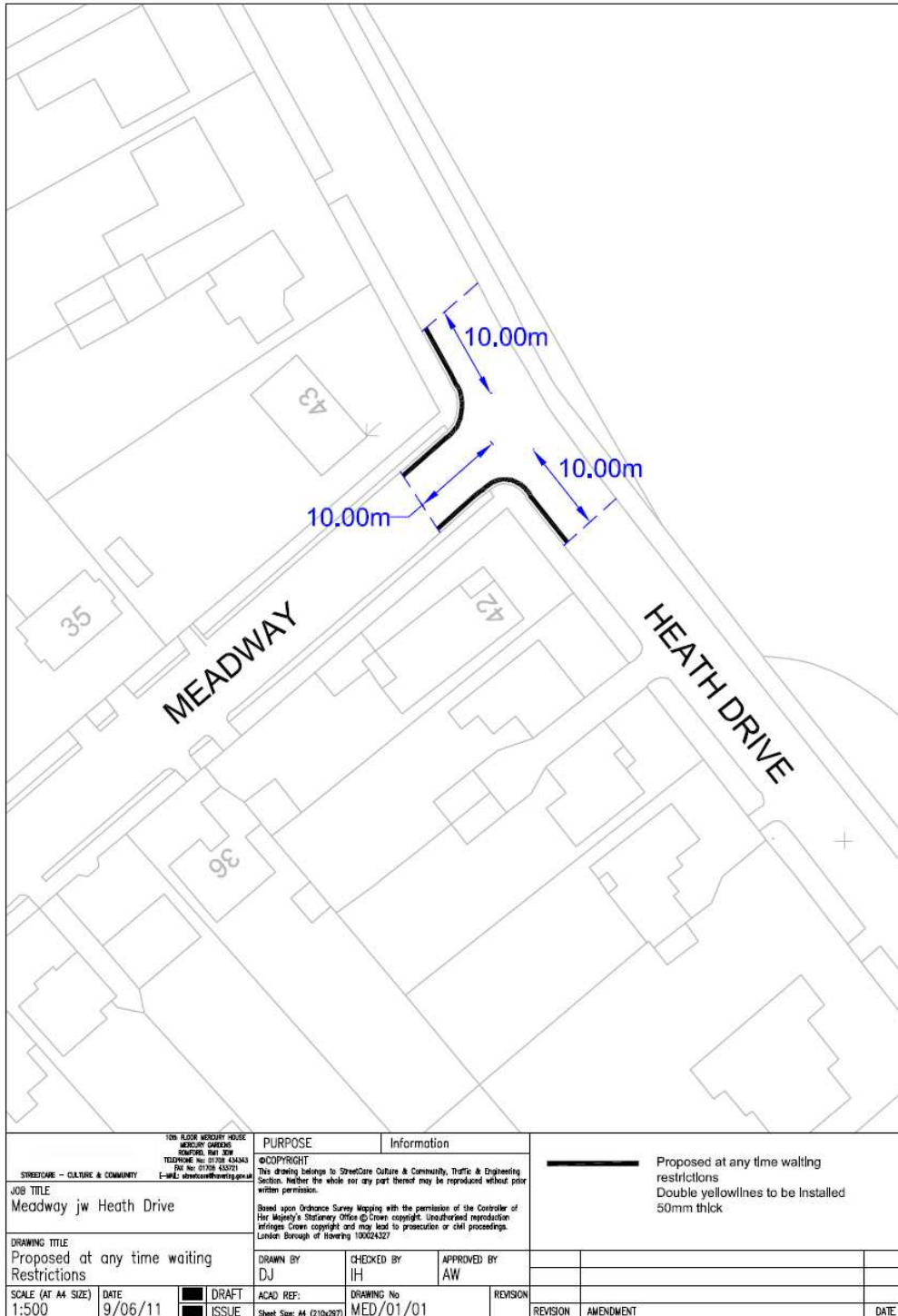
The proposed restrictions extend into Meadway for 10 metres, which comes up to the resident's pedestrian gate. As this is the case, it is considered that the proposed restrictions will have little or no effect on the respondent.

**Estimated Cost**

The estimated cost of the scheme is £250

**Recommended Action**

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



**Scheme 7 – Kew Close – Drawing No. TPC98-OF-101**

The scheme is situated within Havering Park Ward and was recommended for consultation by Committee on 20<sup>th</sup> September 2011.

The proposal is to extend the existing 'At any time' waiting restrictions on the south-western side of Kew Close, to a point opposite the north-western kerbline of the turning head situated opposite flats nos. 15 to 20.

**Outcome of Public consultation - Responses received**

At the close of public consultation 1 petition was received, in the form of 4 letters standard letters, from residents of the even numbered side of the road, with 2 of the signatories of the petition also writing further letters. The standard letters outline the following objections: that the proposals would de-value their properties; the majority of those residents with three bedroom properties have more than two cars; emergency services have access at all times; the restrictions would adversely affect home services to private properties. The letters suggested that the residents of Kew Close know each other well the issues would be discussed further by the residents.

The first individual letter outlines problems experienced by a resident with vehicles parking opposite their property outside a bin shed. The resident noted that there are no restrictions on parking and that vehicles regularly park in a manner that restricts access and egress from their driveway. The resident stated that they have left notes on vehicles that have been inconsiderately parked and they admit to having had arguments with other residents over access issues. The resident also noted that in trying to exit their driveway their vehicle has been damaged as a consequence of inconsiderate parking. The resident noted that they have been forced to park outside their property due to other vehicles being parked opposite their driveway; on one occasion the resident received a parking fine.

The resident has requested that the restrictions should be installed on the opposite side of the road outside the bin sheds opposite their drive way. The resident also raised issues over their property being devalued if the scheme is implemented. The resident has requested that the council reconsider the proposals and look at the parking problems outside the bin shed, which have also been raised with the management company.

The second individual letter suggests that the problems in the road have been caused by certain residents in the street parking outside opposite a previously vacant sales office. It is suggested that as the sales office is now occupied this has led to parking congestion.

The letter states that all the residents have allocated parking elsewhere on the estate and that problems are caused by inconsiderate parking. The letter notes that visitors alsoacerbate the parking congestion. The letter raises concerns that deliveries and tradesman will not service the properties. The letter notes that there are between 6-8

vehicles that would be affected by the proposals and that these vehicles would be displaced elsewhere. The letter notes that the Council should act to regulate the behaviour of drivers in relation to parking and act to ensure that vehicles are parked in their allocated space at all times; it is considered that the Council needs to intervene in this regard.

**Staff comments**

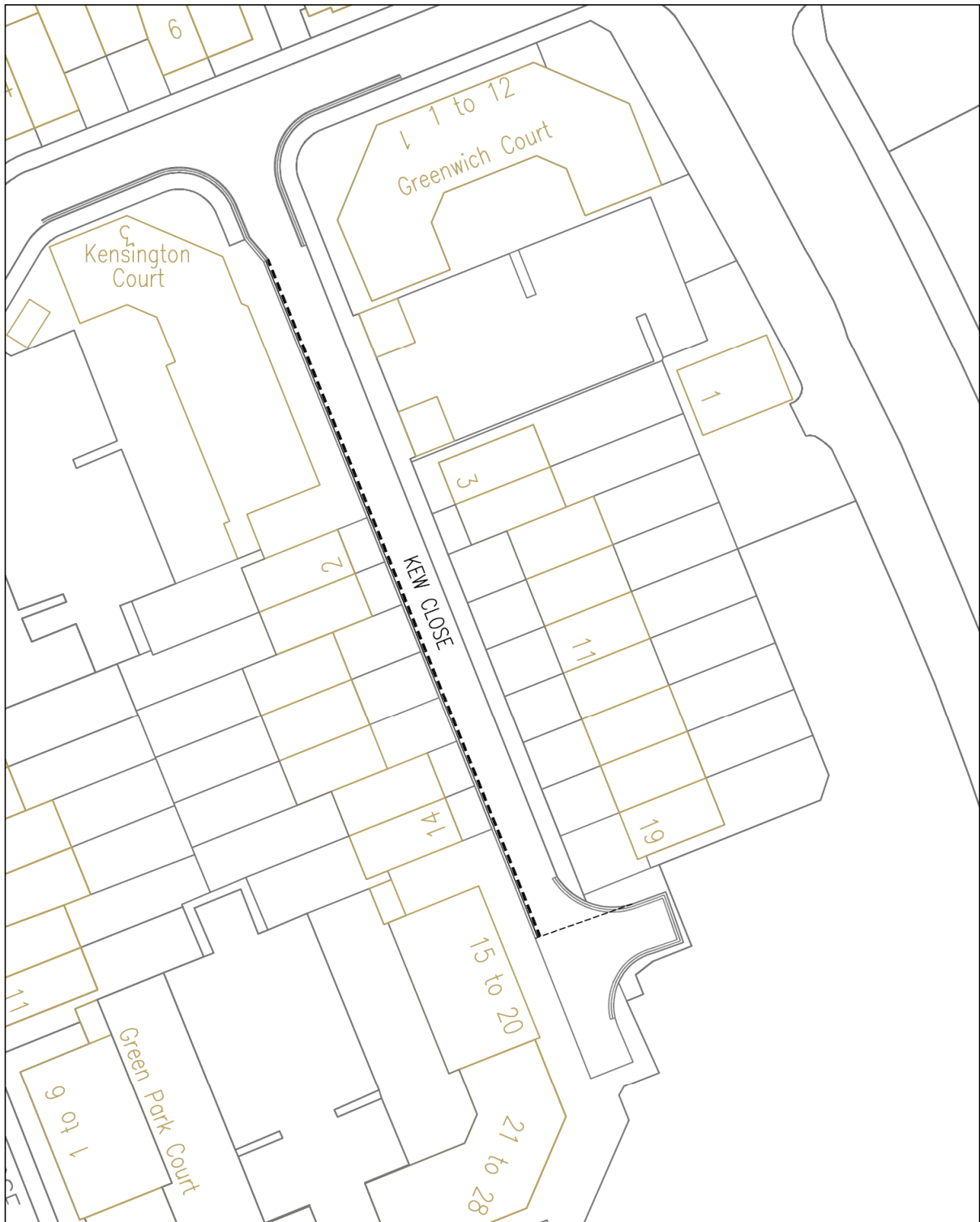
As it reported that residents are not cooperation with each other and the road is being obstructed, the proposed restrictions would improve access for emergency and service vehicles.

**Estimated Cost**

The estimated cost of the scheme is £200

**Recommended Action**

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



<b>Havering</b> <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haring.gov.uk		<b>PURPOSE</b> PROPOSAL		——— EXISTING 'AT ANY TIME' WAITING RESTRICTIONS - - - - - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS	
<b>JOB TITLE</b> KEW CLOSE		©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			
<b>DRAWING TITLE</b> PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS		<b>DRAWN BY</b> RP	<b>CHECKED BY</b> IH	<b>APPROVED BY</b> BJ			
<b>SCALE (AT A4 SIZE)</b> 1:500	<b>DATE</b> 30.11.11	<b>DRAFT</b> <input checked="" type="checkbox"/>	<b>ACAD REF:</b> Sheet Size: A4 (210x297)	<b>DRAWING No</b> TPC98-OF-101	<b>REVISION</b> A	<b>INITIAL ISSUE</b>	<b>DATE</b> 30.11.11
				<b>REVISION</b> AMENDMENT			

**Scheme 8 – Como Street– Drawing No. QJ115-OF-101**

The scheme is situated within Brooklands Ward and was recommended for consultation by Committee on 19<sup>th</sup> October 2010.

The proposals are to introduce a residents parking bay operational between 8.30am and 6.30pm Monday to Saturday, on the south-eastern side of Como Street, from a point 10 metres north-east of the north-eastern kerbline of Linden Street, extending north-eastwards for a distance of 10 metres

**Outcome of Public consultation - Responses received**

At the close of the public consultation no responses were received.

**Staff comments**

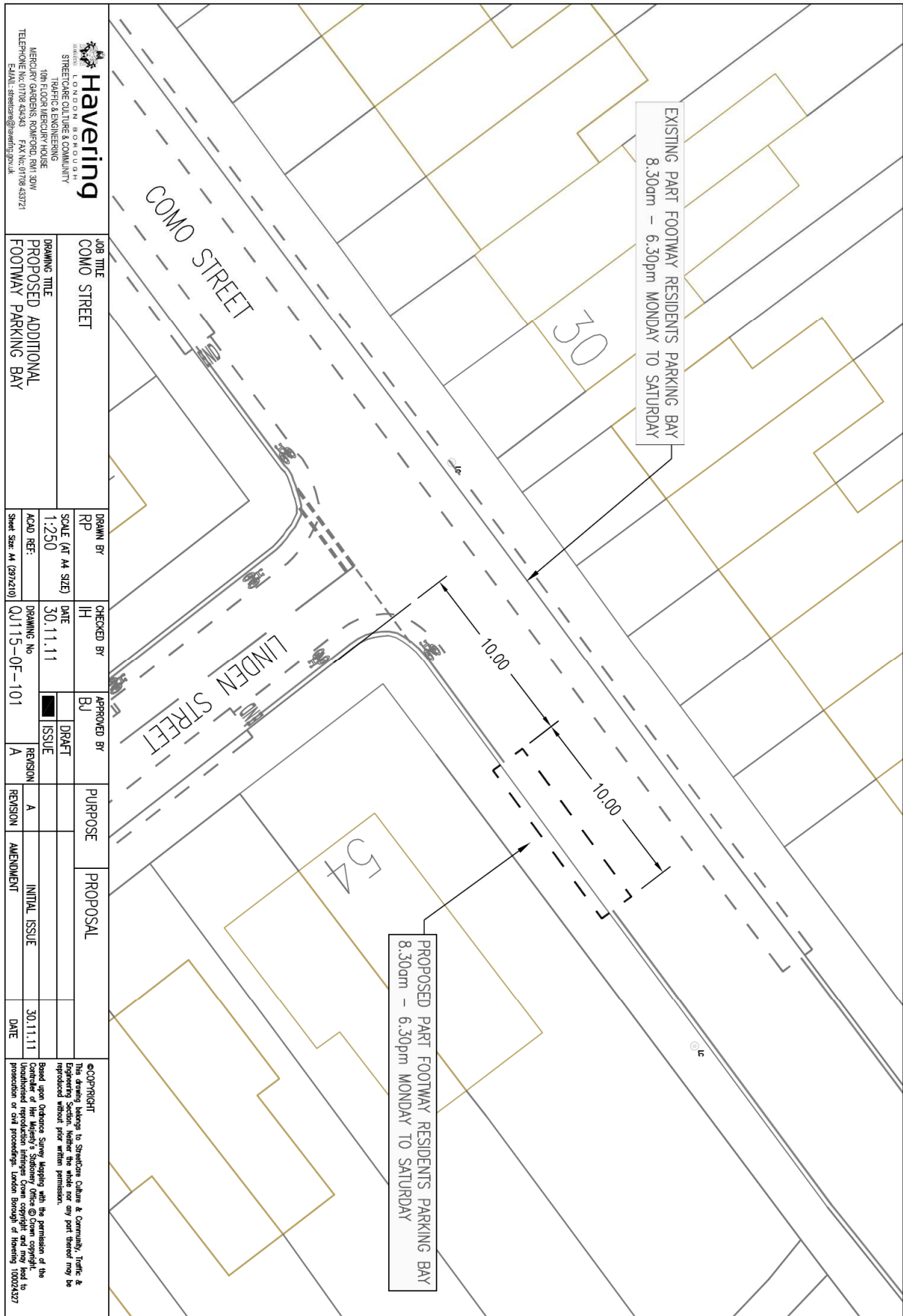
None.

**Estimated Cost**

The estimated cost of the scheme is £750

**Recommended Action**

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



<p><b>Havering</b>                  10th FLOOR MERCURY HOUSE                  STREETCARE CULTURE &amp; COMMUNITY                  TRAFFIC &amp; ENGINEERING                  MERCURY GARDENS, ROMFORD, RM1 3DW                  TELEPHONE No. 01708 454543 FAX No. 01708 453721                  EMAIL: streetcare@havering.gov.uk</p>		JOB TITLE COMO STREET		DRAWN BY RP		CHECKED BY IH		APPROVED BY BJ		PURPOSE PROPOSAL	
PROPOSED TITLE ADDITIONAL FOOTWAY PARKING BAY		SCALE (AT A4 SIZE) 1:250		DATE 30.11.11		DRAFT ISSUE		REVISION A		INITIAL ISSUE DATE 30.11.11	
ACAD REF: Sheet Size: A4 (297x210)		DRAWING No Q0115-0F-101		REVISION A		REVISION A		AMENDMENT		DATE	
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**Scheme 9 –Springfield Gardens/Argyle Gardens – Drawing No.SFG/01/01**

The scheme is situated within Upminster Ward and was recommended for consultation by Committee on 16<sup>th</sup> November 2010.

The proposals are to introduce 'At any time' waiting restrictions on all four arms of the Springfield Gardens and Argyle Gardens junction for a distance of 10 metres.

**Outcome of Public consultation - Responses received**

At the close of the public consultation 4 responses were received.

The first respondent is a resident who lives in a corner property at the junction and feels that the restrictions place further limitations on their parking options. The respondent noted that the footway parking bays in Argyle Gardens are continually used by Waitrose employees, commuters or students limiting parking options for residents.. The respondent claimed that they were unable to park outside their property before 8am and that the parking bays are generally occupied by long term parking. The respondent stated that the proposals would affect the amenity they have enjoyed for 27 years and requested that the council extends the parking restrictions in Argyle Gardens so that residents and their visitors can use the available parking spaces.

The second respondent has been a resident of Argyle Gardens for 8 years and is in total agreement with the improvements relating to visibility and safety for pedestrians at the junction. The respondent complained that the phone booth acts to block site lines and is often vandalised. The respondent has suggested that the phone booth should be removed. The respondent also raised concerns over the parking of light commercial vehicles in the vicinity of the junction and has requested that such vehicles be prevented from parking in this location and that the owners of such vehicles be required to park them off street.

The third respondent is a resident of Springfield Gardens and has expressed their approval of the proposals. The respondent feels it is becoming increasingly dangerous to negotiate the junction at certain times. The respondent was hoping that the council would extend the restriction further along Springfield Gardens as has been done by the Baptist church. The respondent noted that there is commuter parking at this location and that it is difficult to get in and out of the road by the sheer volume of traffic using the road. The respondent also outlined difficulties at the time of the Remembrance Day Parade. The respondent feels that the Controlled Parking Zone should be extended in the area although it is noted that there may be issues with displacement.

The forth respondent, a local resident, stated that this section of Argyle Gardens is experiencing increasingly heavy levels of parking due to the area being close to the end of the Controlled Parking Zone. The respondent noted that there is long term parking taking place by Waitrose staff, commuters and students from Coopers School. The respondent noted that Argyle Gardens is a very busy rat run to avoid the town centre and suggests that the restrictions being proposed for 10 meters is not an adequate distance on Argyle Gardens. The respondent suggests that drivers speed along Argyle Gardens which leads to confrontation of vehicles turning left out of Springfield gardens;

that vehicles meet heading South in the middle of the road due to parking on both sides of the road.

**Staff comments**

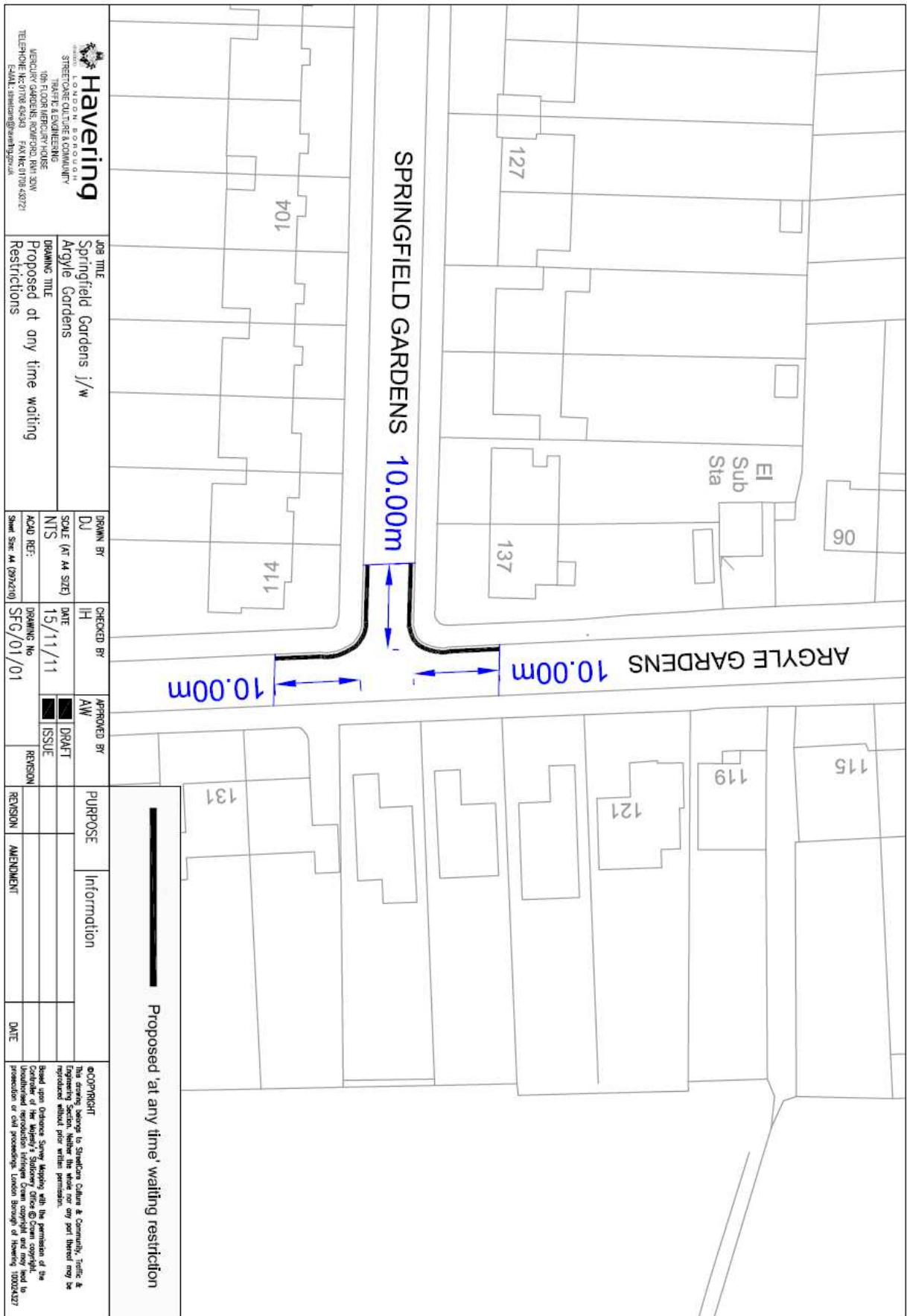
To extend the zone, this Committee would have to approve such proposals in principal prior to public advertisement, with a further report outlining any comments received being presented back to this Committee to agree a further course of action.

**Estimated Cost**

The estimated cost of the scheme is £500

**Recommended Action**

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



<b>Havering</b> <small>LONDON BOROUGH</small> STREET LIGHTS SECTION 10th FLOOR HAVERING HOUSE MERCURY GARDENS, DOVERDO, RM1 3JW TELEPHONE: 0201708 43343 FAX: 0201708 43372 EMAIL: streetlight@havering.gov.uk		<b>JOB TITLE</b> Springfield Gardens J/W <b>DRAWING TITLE</b> Argyle Gardens Proposed at any time waiting Restrictions	
<b>DRAWN BY</b> DJ <b>SCALE (at A4 size)</b> NIS <b>ACAD REF:</b> Small Size: A4 (297x210)	<b>CHECKED BY</b> IH <b>DATE</b> 15/11/11 <b>DRAWING No</b> SFG/01/01	<b>APPROVED BY</b> AW <input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE <b>REVISION</b>	<b>PURPOSE</b> Information <b>REVISION</b> AMENDMENT <b>DATE</b>
<b>COPYRIGHT</b> This drawing belongs to Stratford Culture & Community, Traffic & Engineering Section, neither the whole nor any part thereof may be reproduced without prior written permission. Send your Orders, Sample Requests with the permission of the Controller of the Major's Station Office @ Stratford. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 10002427			

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# HIGHWAYS ADVISORY COMMITTEE

# REPORT

20 March 2012

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
March 2012**

**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, unless TfL make an early funding announcement, in which case the list can be provided early. Some items will be presented during the year as programmes develop.
- 1.3 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be captured through this process.

**Highways Advisory Committee, 20 March 2012**

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

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

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

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

**Legal implications and risks:**

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

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

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

**Human Resources implications and risks:**

None.

**Equalities implications and risks:**

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

**BACKGROUND PAPERS**

None.



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

**Highways Advisory Committee**  
**20th March 2012**

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	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. Rejected by HAC in December 2011, but resubmitted with Chairman's agreement as resident was unable to attend December's meeting.	Speed cushions can cause perceptable 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. Set of three cushions could be changed to two sets to reduce problem, but maintain traffic calming. Could be funded in 2012/13 financial year.	None	£6k	Resident	08/03/2012	1121726
<b>SECTION B - Highway scheme proposals without funding available</b>								
H2	Junction Road	Request for speed humps	3 casualties recorded in 3 years to November 2011 (2 at junction with Western Road, 1 at junction with Dolphin Approach). Traffic calming feasible, but unfunded. Other borough sites more pressing.	None	£24k	Resident	08/03/2012	

**London Borough of Havering**  
**Traffic & Engineering - StreetCare**  
**Highway Schemes Applications Schedule**  
**Highways Advisory Committee**  
**20th March 2012**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H3	Eastern Road/ Mercury Gardens	Opening of Eastern Road at junction with Mercury Gardens to reduce traffic flow on Junction Road	This would require remodelling of existing 3-arm junction (which would become a 4-arm junction). Such a scheme is likely to create congestion on Ring Road.	None	£150k+	Resident	08/03/2012	
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>								
100	None to report							

# HIGHWAYS ADVISORY COMMITTEE

# REPORT

20 March 2012

**Subject Heading:**

**TRAFFIC AND PARKING SCHEME  
REQUESTS  
March 2012**

**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 10 £15K is uncommitted.

**REPORT DETAIL**

**1.0 Background**

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

## Highways Advisory Committee, 20 March 2012

- 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

Highways Advisory Committee  
20th March 2012

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>									
TPC180	Petersfield Avenue shops, Harold Hill	Double yellow lines to prevent obstructive parking near the refuges at Petersfield shops	Rejected at HAC 24/01/12. Request from Chair to resubmit following concerns expressed by Alan Ford TfL, who provided an incident log of recent occasions where buses have been obstructed at these locations	24/01/12	LBH Revenue	700	Alan Ford TfL	23/02/12	Gooshays
TPC198	Pembrey Way, Hornchurch	Request to introduce pavement parking bays to assist vehicle access to Pembrey Way	Review parking provision in Pembrey Way - concerns over access and safety issues.	Previous requests for yellow lines/pavement parking bays rejected by HAC (pre April 2011)	LBH Revenue	1,500	Resident	23/02/12	Elm Park
TPC199	Hall Lane, Upminster	Request for double yellow lines in the small lay-by in the Hall Lane service road (opposite No. 160). To prevent vehicles parking in the lay-by and for it to act as a passing place in this narrow road	Feasible but would displace some residents into other areas		LBH Revenue	500	Resident	23/02/12	Cranham
TPC200	Briarleaf Gardens, Cranham	Request for parking restrictions on one side of the road to assist vehicle access			LBH Revenue	700	Resident	23/02/12	Cranham

London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
20th March 2012

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
TPC201	Pettits Lane, Romford	Request from resident at No 125 for footway parking in Pettits Lane	No footway bays in this section of Pettits Lane and resident has off-street parking		LBH Revenue	200	Resident	23/02/12	Pettits
TPC202	Lodge Lane, Nith Romford	Request for yellow lines one side of the road to (at least as far as Frinton Road) to facilitate free movement of traffic in particular buses.	Feasible, would intensify parking on unrestricted side of road but would assist traffic flow and buses	16/11/10 and 22/2/11 (TPC82)	LBH Revenue	1,000	Cllr Dervish	23/02/12	Mawneys
TPC203	Ashton Road, Harold Hill	Request for double yellow lines in Ashton Road to prevent obstructive parking and enable delivery vehicles to access business premises		Ashton Rd/Tangent Link (TPC59) rejected 15/07/11 Ashton Rd/Farringdon Ave (TPC20) on schemes to progress	LBH Revenue	500	Business	23/02/12	Heaton
TPC204	Elm Park Avenue/Broadway, Elm Park	Request to review options of "loading ban" outside Tesco to ease traffic flow	Feasible, would improve traffic flow at peak times and assist bus movements		LBH Revenue	1,000	Hornchurch Residents Association	23/02/12	St Andrews



London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
20th March 2012

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
TPC205	Rom Crescent, Romford	Request for yellow line between 3 & 5 Rom Crescent to allow access down road when residents opposite park across own drives	Feasible, restrictions should be considered on either side of the road as there are particular problems accessing the road between Rush Green Road and Hornford Way		LBH Revenue	500	Resident	23/02/12	Brooklands
TPC206	Brentwood Road, Romford	Request for review of parking provision in Brentwood Road (near Drill roundabout) and surrounding area following opening of Tesco Express	Feasible and in line with current trend to amend existing parking provision in shopping areas from free/disc parking provision to Pay and Display		Invest to Save	16,000	Resident	23/02/12	Romford Town
TPC207	Brentwood Road, Romford	Improved parking provision for Brentwood Road shops. Possible changes of the existing disc parking bays and voucher parking bays in Douglas Road, Craigdale Road, Kyme Road and Albert Road	Feasible and in line with current trend to amend existing parking provision in shopping areas from free/disc parking provision to Pay and Display		Invest to Save	16,000	Romford Sound and Vision	23/02/12	Squirrels Heath/Emerson Park
TPC208	Oxford Road, Harold Hill	Request for suitable measures to deal with the expected parking problems in Oxford Road as a consequence of the forthcoming building development in that road	This would require the introduction of a 'residents type' parking scheme for a small group of residents		LBH Revenue	1,000	Resident	24/02/12	Gooshays

London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
20th March 2012

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
TPC209	Castle Close, Romford	Request for parking restrictions in turning area of cul-de-sac to deter obstructive parking.			LBH Revenue	350	Resident	24/02/12	Heaton
TPC210	Limerick Gardens, Cranham	Request for yellow lines in turning area of cul-de-sac to deter obstructive parking			LBH Revenue	400	Resident	28/02/12	Cranham
TPC211	Ashvale Gardens, Cranham	Request for 'At any time' restriction in turning head at end of the Gardens	Feasible, would aid vehicles turning in this road at peak school times		LBH Revenue	500	Request made at James Oglethorpe School public meeting	28/02/12	Upminster
TPC212	Little Gaynes Lane, Upminster	Implement single yellow line restriction on 'evens' side of carriageway to deter commuter parking	Previous requests for parking measures to be introduced in Little Gaynes Lane were rejected by HAC in October 2010, May 2011 & July 2011	17/05/11 (TPC22) & 12/07/11 (TPC52)	LBH Revenue	1,200	Cllr Linda Hawthorn/Residents	12/03/12	Cllr Linda Hawthorn/Residents

**SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues**

London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
20th March 2012

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
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 (April 2012)</b>		LBH Revenue	TBC	8 Residents and supported by Cllr Binion	13/07/11	Mawneys/Romford Town
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. <b>Review in April 2012</b>		LBH Revenue	1,200	Resident	01/08/11	Cranham
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 (April 2012)</b>		LBH Revenue	1,000	Resident	27/09/11	Cranham
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 (April 2012)</b>		LBH Revenue	250	Resident via Cllr Taylor	12/08/11	Emerson Park

London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
20th March 2012

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
TPC136	29 Hill Grove, Romford	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	Mawneys
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	Havering Park
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 - <b>deferred pending wider report on the proposal</b>		Invest to Save 12/13 Funding	8,000	Head of Streetcare	14/11/11	All
TPC181	Mawney Road, Romford	Request to remove restrictions in Mawney Road in the area north of the A12	Request "to remove 9am to 10am restrictions in Mawney Road in the area north of the A12" from a resident via Cllr Trew to HAC February 2011 (TPC11) was rejected. <b>To be re-visited in 8 months (September 2012) post planning decision in the area</b>		LBH Revenue	1,000	A resident	14/12/11	Mawneys

London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
20th March 2012

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
TPC188	Hall Lane, Upminster	Request to extend the yellow line further north on the east side of Hall Lane, with restrictions applicable Sunday 9am to 1pm only, to assist with problem parking during football games	If implemented, parking for the park would inevitably be displaced in to River Drive, Spencer Crescent and Maselfield Drive, restrictions for which were rejected at HAC on 15/11/11 - <b>deferred to be incorporated in wider review (see TPC120) (April 2012)</b>		LBH Revenue	1,000	Alan Ford, London Buses	05/01/12	Cranham
TPC195	Firham Park Estate, Harold Wood	Request from resident and visitor to estate for parking restrictions to deter commuter parking and junction protection to deter inconsiderate parking on corners obscuring sight lines.	The proposal would be to extend the last unrestricted roads in this area in to the Harold Wood Road scheme. Staff have noted that parking pressures have increased in the area in recent years		LBH Revenue	5,000	Resident & visitor	25/01/12	Harold Wood

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