



## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
17 April 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:**

**Taiwo Adeoye 01708 433079  
taiwo.adeoye@havering.gov.uk**

## **AGENDA ITEMS**

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

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

The Chairman will also announce the following:

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

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

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

(if any) - receive.

### **3 DECLARATION OF INTERESTS**

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

### **4 IMPROVEMENTS TO SUPPORT SCHOOL TRAVEL PLANS - ST ALBAN'S ROMAN CATHOLIC PRIMARY SCHOOL, MUNGO PARK ROAD, RAINHAM (Pages 1 - 6)**

### **5 PROPOSED PARKING SCHEMES (Pages 7 - 20)**

### **6 HIGHWAYS SCHEMES APPLICATIONS (Pages 21 - 26)**

### **7 TRAFFIC AND PARKING SCHEME REQUESTS (Pages 27 - 40)**

**8 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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# HIGHWAYS ADVISORY COMMITTEE

17 April 2012

# REPORT

**Subject Heading:**

**IMPROVEMENTS TO SUPPORT  
SCHOOL TRAVEL PLANS  
St Albans Roman Catholic Primary  
School, Mungo Park Road.**

**Report Author and contact details:**

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

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

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

## SUMMARY

This report presents the results of the public consultation on a proposed informal pedestrian crossing with associated parking restrictions and bus stop clearway.

**RECOMMENDATIONS**

1. That the Committee having considered the information set out in this report recommends to the Cabinet Member for Community Empowerment that the School Keep Clear marking, as shown on Drawing QK009/NC/74.B, be implemented.
2. That it be noted that the estimated cost of implementing the scheme is £2000 which will be met from the 2012/13 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

**REPORT DETAIL**

**1.0 Background**

- 1.1 St Albans Roman Catholic Primary School is on Heron Flight Avenue in Hornchurch. Heron Flight Avenue is connected to Mungo Park Road by a footpath called Falcon Way which joins a small cul-de-sac of houses which are part of Mungo Park Road.
- 1.2 In St Albans' School Travel Plan a request was made for a zebra crossing on Mungo Park Road in the vicinity of Falcon Way (opposite Kingaby Gardens).
- 1.3 Scargill Primary School, 250metres away has a zebra crossing outside the school gate.
- 1.4 There was only one accident at this junction in the 3 years to December 2010 but this involved a cyclist and a turning car with the driver impaired by alcohol.
- 1.5 Staff visited the site during the morning and afternoon school runs to gauge the number of pedestrians crossing Mungo Park Road at this point and the level of traffic on Mungo Park Road.
- 1.6 With the combination of relatively low numbers of pedestrians but primarily low vehicle flow observed during these times, along with significant breaks in traffic flow, it was considered an inappropriate site for a zebra crossing. However, there were occasions when people were observed getting off a bus west of Kingaby Gardens and crossing Mungo Park Road using the bellmouth of the cul-de-sac opposite Kingaby Gardens because there are no suitable drop kerbs for pedestrians.
- 1.7 It was therefore proposed to the school that an informal drop kerb pedestrian facility would be provided instead of the zebra crossing. To accommodate this, the footway parking bay on the north side of Mungo Park Road would have to be reduced and the bus stop on the south side would

## **Highways Advisory Committee, 17 April 2012**

require a Clearway to ensure good visibility. 'At Any Time' parking restrictions are also proposed around the Kingaby Gardens and cul-de-sac junction with the main road of Mungo Park Road.

1.8 Details are shown on drawing no. QK009/NC/74.B.

### **2.0 Outcome of Public Consultation**

2.1 Twenty four residents were consulted on the At Any Time parking restrictions and parking bay reduction, a notice was erected on site and the proposals advertised on Friday 14<sup>th</sup> October with comments to be received by 14<sup>th</sup> November 2011.

2.2 Thirty two residents were consulted on the Bus Stop Clearway, a notice was erected on site and the proposals advertised on Friday 21<sup>st</sup> February with comments to be received by 12<sup>th</sup> March 2012.

2.3 For the two consultations, two responses were received; one against arguing that the parking restrictions will make it harder for residents to park their vehicles and one in favour because 'parking is becoming a real problem'.

### **3.0 Staff Comments**

3.1 The parking restrictions around the cul-de-sac reinforces what should already be happening, that is that no vehicle should park close to a junction. The restriction should deter school parents from parking irresponsibly. The crossing facility will assist all pedestrians with crossing Mungo Park Road. The bus stop clearway will ensure the bus stop, sometimes serving two buses at once, remains traffic free.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £2000 will be met from the 2012/13 TfL Local Implementation Plan allocation for School Travel.

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

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

### **Human Resources implications and risks:**

There are no identified HR implications or risks arising from the recommendations in this report.

**Equalities implications and risks:**

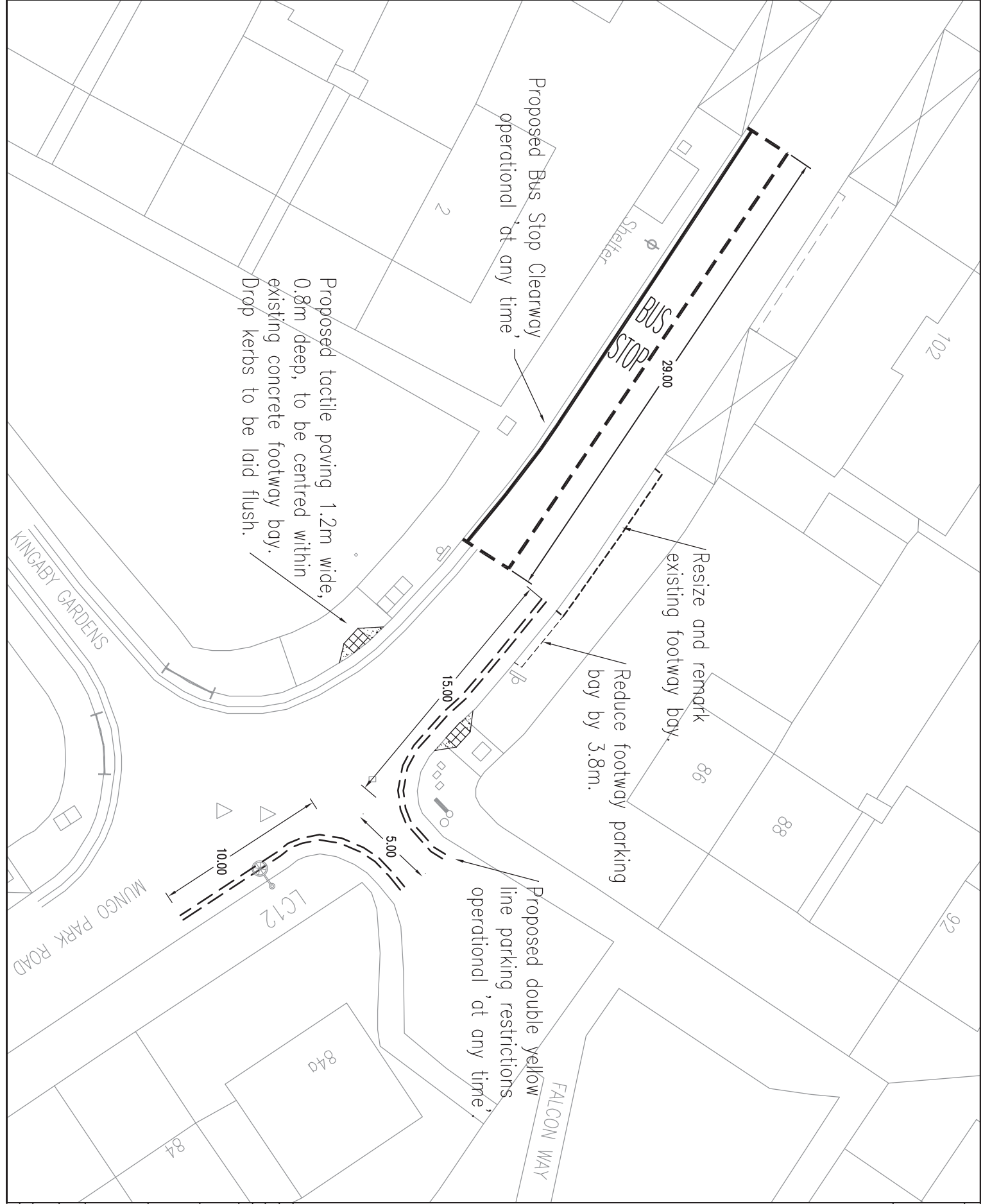
Parking restrictions at junctions are often installed to improve road safety especially for pedestrians.

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

**BACKGROUND PAPERS**

Project File: QK 009 STP Implementation





**PURPOSE** | OF

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**NOTES**

**REVISION**

NO.	REVISION	DATE

**JOB TITLE**  
School Travel Plan Implementation  
St Albans RC Primary School

**DRAWING TITLE**  
Mungo Park Road  
Pedestrian Crossing Improvements  
Proposed Bus Stop Clearway

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**DRAWN BY** NC  
**CHECKED BY** NC  
**DATE** Feb 12  
**SCALE** NTS

**APPROVED BY** [Signature]  
**DRAFT** [Signature]  
**ISSUE** [Signature]

**ACAD REF:** OK009/NC/74  
**DRAWING NO:** OK009/NC/74  
**REVISION:** B  
**Sheet Size:** A3 (297x420)

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# 5

# HIGHWAYS ADVISORY COMMITTEE

# REPORT

17 April 2012

**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"/>

<b>SUMMARY</b>
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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
  - i. The proposals set out in Appendix A, Scheme 1, Dagenham Road, be implemented as advertised and that the effect be monitored.
  - ii That the proposals set out in Appendix A, Scheme 2, Pettis Lane/Beaully Way:-
    - a) the proposed bus stop clearway situated from a point 15 meters north-west of the north-western kerb line of Pettits Boulevard, be implemented as advertised and its effects monitored.
    - b) the proposed 'At any time' waiting restrictions on the north-eastern side of Pettits Lane North, including those extending into Beaully Way and the proposed bus stop clearway, be implemented as advertised and the effects monitored.
    - c) the proposed 'At any time' waiting restrictions extending into Heather Gardens from its junction with Pettits Lane North, be implemented as advertised and their effects monitored.
    - d) in respect of the proposed relocation of the of the existing bus stop outside number 255 Pettits Lane North and the introduction of a bus stop clearway fronting numbers 261 to 269, that the Committee determine whether or not they wish to proceed with a recommendation to the Cabinet Member for Community Empowerment to implement these elements of the scheme.

## 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 estimated cost of the schemes is £2,000. The Schemes will be funded from the 2012/13 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.

Funding for any changes to or installation of new bus shelters, flag and related kerb works, would be sought from TFL bus stop accessibility funding.

### **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. DAG/01/01 & DAG/01/02**

**Drawing No. QJ110-OF-01**

**Scheme 1 –Dagenham Road– Drawing No. DAG/01/01 – DAG/01/02**

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

The proposals are to introduce 8am-6.30pm Monday to Saturday waiting restrictions on the unrestricted areas of the western side of Dagenham Road, between Lilliput Road and Grosvenor Road. The proposals are also to introduce a bus stop clearway between a point 15 meters north of the northern kerb line of Birkbeck Road and a point 10 meters south of the southern kerb line of Grosvenor Road.

**Outcome of Public consultation - Responses received**

At the close of public consultation 9 responses were received.

**First respondent:** The resident disagrees with the proposal to introducing waiting restrictions in Dagenham Road, as proposals will mean that the resident cannot have visitors or relatives stay without parking some distance away.

The resident would like the Council to consider the speed the vehicles along the road and by marking the road with yellow lines they will have a chicane effect allowing vehicles to use the road as a rat run. The resident believes that measures should be taken i.e. speed camera/police enforcement to protect the safety of residents and children trying to cross the road.

The resident has raised several other points with regards to the current situation regarding vehicles that use Dagenham Road. Opposite the residents property there is an area between the garages. Vehicles park in the road which causes a dangerous manoeuvre for residents pulling in/off their driveways into the western direction of Dagenham Road, as vehicles are forced to pull into oncoming traffic.

They have also noted that there are vehicles parked close to the junction of Dagenham Road/Crow Lane. Vehicles cannot turn left efficiently without driving into oncoming traffic. The resident requests that this area be marked with double yellow lines.

**Second Respondent:** The resident wishes the proposed restrictions be excluded along the full stretch of road outside their property.

The residents compound is constantly littered by cigarette butts, take away waste, which they have to clean up once a week. A request has been put in for a waste bin to be installed at the bus stop.

Major road works were carried out to ease the congestion at Rush Green traffic lights. 3 lanes were put in. However, in the evening the lane turning left into Dagenham Road is used by vehicles to park and visit the takeaway's, off licence and other shops. We have been asked to investigate this issue.

**Third Respondent:** The resident is protesting against the proposed waiting restrictions.

They feel that after the traffic lights were installed at the junction of Rush Green Road/Dagenham Road, buses have not been able to keep a clear path travelling down Dagenham round (southbound), the bus has to take up two lanes. The resident also comments that vehicles use Norwood Avenue and Birkbeck Road as a rat run and points out that when vehicles turn right out of Norwood Avenue, it blocks the road when there is a bus at the stop. Traffic turning left also stops progress for vehicles travelling south bound across the lights. The resident believes that this should be addressed.

The resident suggests that promises have been made by the Council that their concerns with Norwood Avenue and Birkbeck would be addressed, as they are the only roads in Romford that are still used as fast rat runs. Further to this it is felt that until the issues with the surrounding road are dealt with, the proposed waiting restrictions for Dagenham Road will have little impact apart from causing more problems to the residents.

They are also concerned about parking opposite the cemetery and outside the flats, which restricts passage off the mini roundabout.

**Fourth Respondent:** The resident is happy that the Council are looking into the parking situation along Dagenham Road and is happy with proposed bus stop clearway, but they do not feel that the Council are not addressing the issue comprehensively. It is considered that by only addressing issues on the western side of Dagenham Road it will make the parking situation worse for the residents, who currently experience problems entering and leaving their properties.

It is felt that the majority of the parking issues rest with Queens Hospital staff who park their vehicles for the full duration of their shift 8-12 hours, during the day and overnight. The resident is suggesting that a time limit should be put onto non residents vehicles, no longer than an hour, this will also support local businesses. The resident is also suggesting that a mechanism be put in place to allow residents to use their driveways safely.

It is considered that the proposed restrictions will penalise residents on the western side of the road. If each property has more than 1 car they will not be able to park outside of their property and will congest the eastern side of the road. The resident is suggesting that a bus stop clearway should be located on the eastern side of the road opposite Oldchurch Gardens.

The resident is suggesting that there should be parking restrictions on the junction from the mini round about in Dagenham Road, as vehicles including buses are having trouble passing the parked vehicles.

It is also felt that the footway parking should be removed from the eastern side of Dagenham Road, because when a vehicle parks in the bays the resident considers that it obstructs the view for residents leaving their drives. It is considered even worse if larger vehicles park in the footway bays. When a vehicle is parked in the footway bay outside the property clear sight of passing traffic is removed and there is no visibility of traffic turning right out of Wolseley Road. This it is considered by the resident could cause a serious accident or a fatality as this is a route to school and the resident confirms that young children often run around in the area and could easily run out into the road.

Vehicles are also double parking along the marked bays and the proposed restrictions will not stop vehicle double parking. The parking outside Oldchurch Gardens is chaotic even with the additional parking which is now also being taken up by hospital staff. The resident wants a complete solution to the parking issues around Dagenham Road rather than a piecemeal approach as the proposed scheme appears to be.

**Fifth Respondent:** States that the proposed waiting restrictions look just right. They feel that if the Council can keep one side of Dagenham Road clear that will really help the traffic flow and will also keep the driveways clear.

**Sixth Respondent:** The resident believes that the restrictions should be implemented on both sides of the road, not just the western side of Dagenham Road. They have also requested that a no parking zone should be considered at the Dagenham Road/Oldchurch Road mini roundabout, as vehicles park blocking this area and vehicles wishing to turn left have to drive on the other side of the road to get around the parked cars/buses which could be a dangerous.

Vehicles are also parking in spaces that have been outlined on the pavement on the eastern side of the road. Vehicles are also parking adjacent to the footway bays, making it extremely dangerous for residents who need to exit their driveways. There is also concern over ambulances finding it difficult to drive through Dagenham Road, as traffic is quite often at a standstill, due to vehicles parking on both sides of the road.

**Seventh Respondent:** The resident outlines their objections to the proposed bus stop and parking restrictions. It is felt that the introduction of the scheme will not help or assist any of the local residents or shops and it is thought that the proposals will exacerbate the problems already faced by the residents. It is pointed out that there are currently no parking provision for residents and some households are placing cones out to stop the hospital staff and visitors parking outside their houses.

The resident feels that they cannot park outside their property, as once their vehicle is moved, the space is then occupied by hospital staff that park for 8-12 hours. On some occasions the resident has been woken by returning staff revving their engines, which this is not considered to be appropriate for a residential area.

The resident is suggesting that there should be permit parking for all residents along the side entrances to Birkbeck Road, Grosvenor Road and Wolseley Road and a pay and display scheme between the hours of 8am-6pm. This would benefit the shops and residents who have visitors and deter hospital staff parking for long periods of time. It is also felt that if double yellow lines were introduced down both sides of Dagenham Road it would enable buses to get through during rush hour.

**Eighth Respondent:** The resident is in favour of the parking restrictions as they are fed up with the inconsiderate parking by Queens Hospital staff. The staff park anywhere they can in Dagenham Road as they do not want to pay to park in the hospital site.

Over the past 6 years the residents of property have complained that ambulances get caught in a bottle neck where the road is blocked with traffic and vehicles are parked on either side of the road.



The residents think that introducing residents parking will stop hospital staff parking in Dagenham Road and surrounding roads.

The resident is requesting that a double yellow line be placed outside their property and their neighbours, as this will prevent sightlines being obscured and causing a potential danger.

**Ninth Respondent:** The residents fully support the proposals; they will go a long way to addressing the growing problems of congestion in Dagenham Road. However, the proposals will also further compound the already growing problem of parking by hospital staff in Lilliput, Wolseley, East Road etc.

There are also parking problems on the eastern side of Dagenham Road near the mini roundabout, where larger vehicles and buses have trouble passing the parked cars.

### **Staff comments**

There are several objections to the proposals or elements of them. However, it would seem reasonable to consider from the comments received, that some form of restrictions are required in this area. If the parking restrictions and the bus stop clearway were to be introduced, they would ease the congestion on one side of the road while allowing the traffic to move more freely.

With regards to the current parking situation at the mini round-about at the junction of Dagenham Road, Crow Lane and Oldchurch Road, proposals have been agreed by this Committee, works orders have been raised and it is expected that restrictions will be marked out shortly.

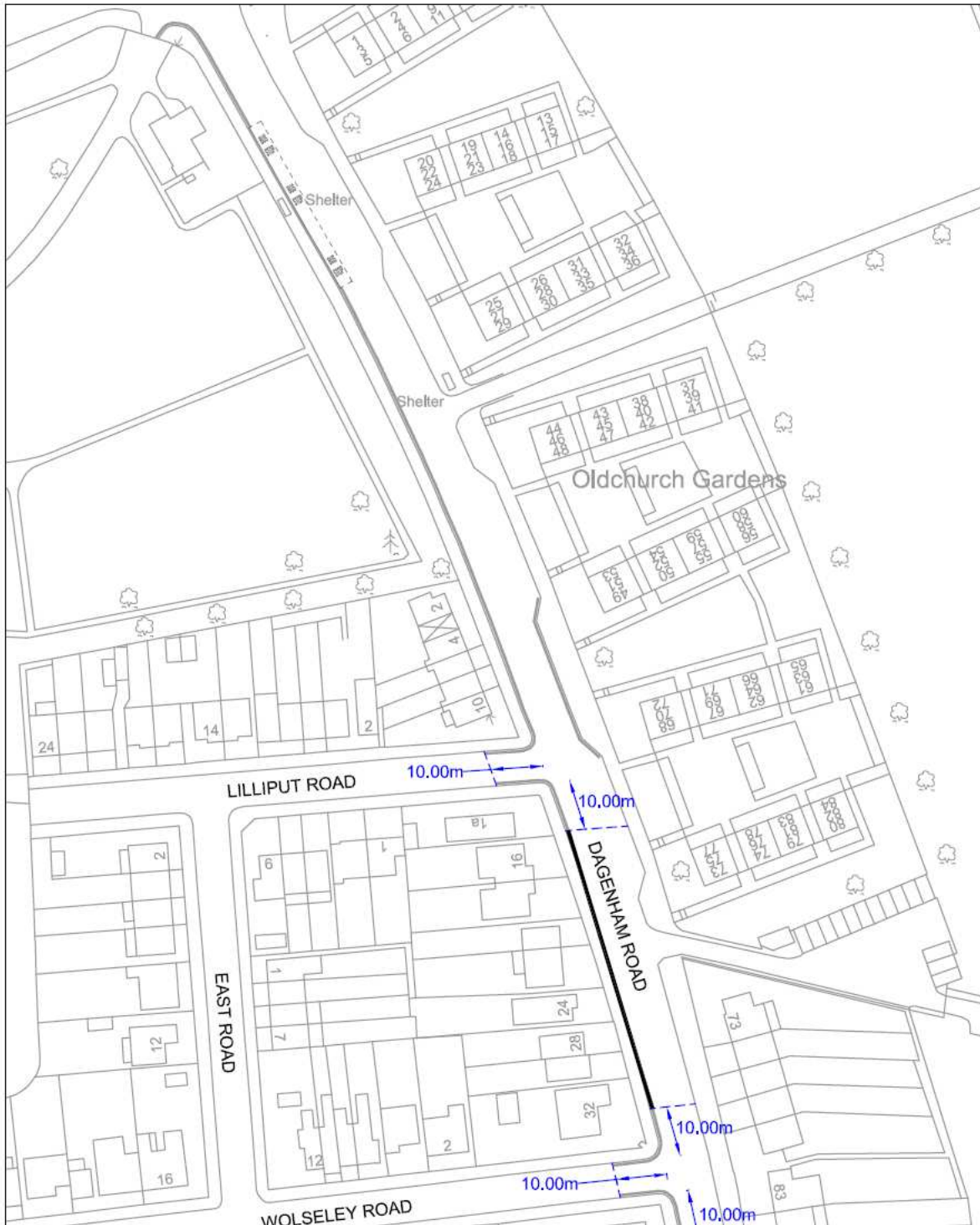
It has been noted that staff from Queens Hospital are currently parking in Dagenham Road and its adjoining roads, taken up the majority of the car parking spaces. Residents have requested that the Council implement a residents parking scheme or other controls to deter the hospital staff for parking for long periods and to help with parking provision for the local shops. An item has been included on the request list to look at the possibility of introducing a residents parking scheme in the area and in particular Grosvenor Road, Wolseley Road, and Lilliput Road.

### **Estimated Cost**

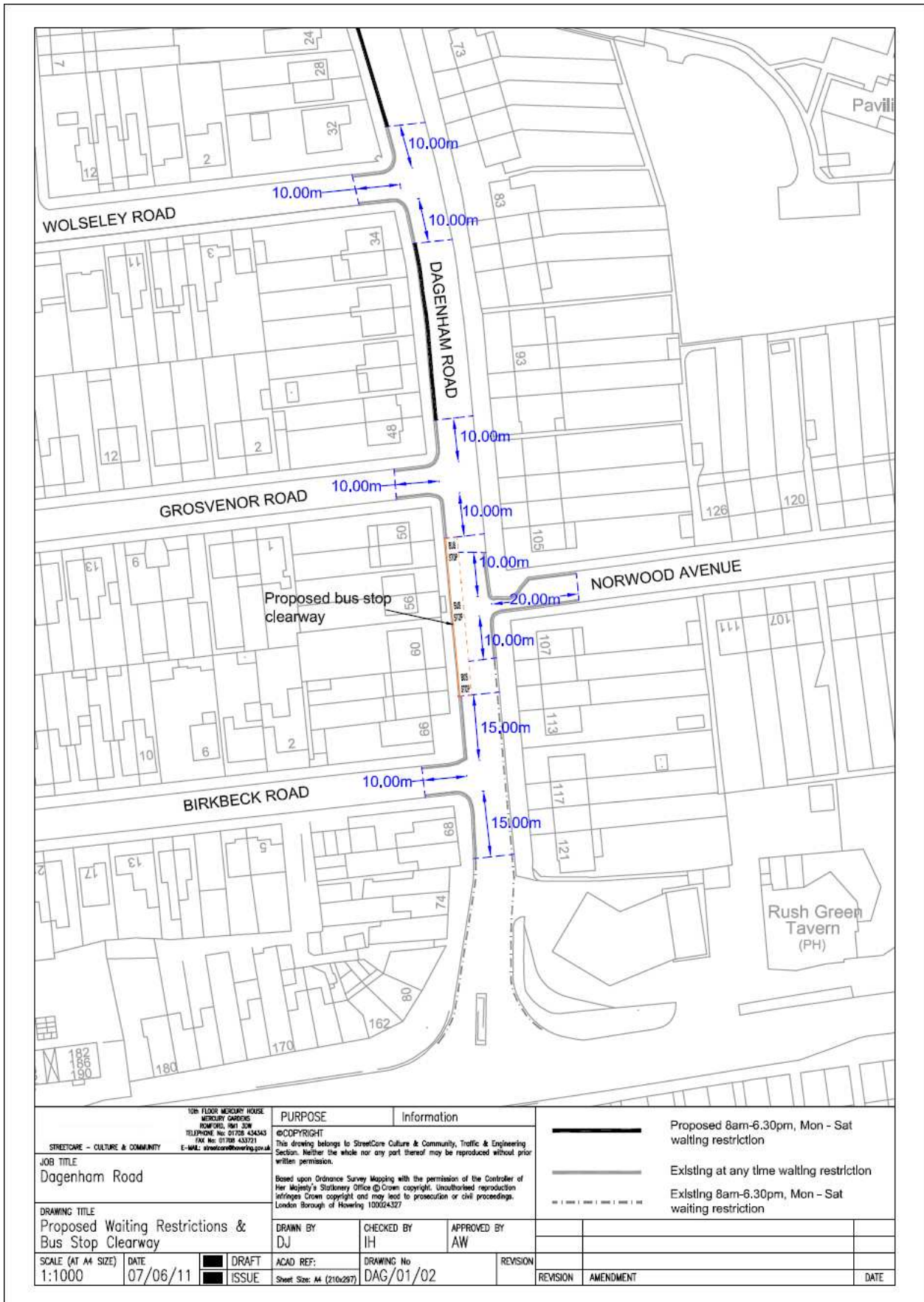
The estimated cost of installing the proposals is £750

### **Recommended Action**

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



<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>	<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, SMI 2JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p><b>PURPOSE</b> Information</p>		<p>Proposed 8am-6.30pm, Mon - Sat waiting restriction</p> <p>Existing at any time waiting restriction</p> <p>Existing 8am-6.30pm, Mon - Sat waiting restriction</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.</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><b>REVISION</b></p> <table border="1"> <tr> <th>REVISION</th> <th>AMENDMENT</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>			REVISION	AMENDMENT	DATE	
REVISION	AMENDMENT	DATE							
<p><b>JOB TITLE</b> Dagenham Road</p>			<p><b>DRAWN BY</b> DJ</p>	<p><b>CHECKED BY</b> IH</p>	<p><b>APPROVED BY</b> AW</p>				
<p><b>DRAWING TITLE</b> Proposed Waiting Restrictions &amp; Bus Stop Clearway</p>			<p><b>ACAD REF:</b></p>	<p><b>DRAWING No</b> DAG/01/01</p>	<p><b>REVISION</b></p>				
<p><b>SCALE (AT A4 SIZE)</b> 1:1000</p>	<p><b>DATE</b> 07/06/11</p>	<p><b>DRAFT</b> <input type="checkbox"/></p> <p><b>ISSUE</b> <input type="checkbox"/></p>	<p><b>Sheet Size: A4 (210x297)</b></p>	<p><b>DAG/01/01</b></p>	<p><b>REVISION</b></p>				



Scheme 2 – Pettits Lane North/Beauly Way– Drawing No. QJ110-OF-01

The scheme is situated within Pettits Ward and was recommended for consultation by Committee on 18th October 2011.

The proposals is to introduce a 21 metre bus stop clearway on the north-eastern side of Pettits Lane, from a point 15 meters north-west of the north-western kerbline of Pettits Boulevard, to introduce 'At any time' waiting restriction on the north-eastern kerbline between the zig-zag markings of the crossing outside number 200 Pettits Lane North and proposed bus stop clearway, extending into Beaully Way on both sides for a distance of 15 meters. On its south western side, to relocate the existing bus stop from its position outside No.255 and to introduce a 33 metre bus stop clearway fronting Nos. 261 to 269 and to introduce 'At any time' waiting restrictions on both sides of Heather Gardens for 15 metres.

### **Outcome of Public consultation - Responses received**

At the close of public consultation 6 responses were received.

**First Respondent:** The resident of Pettit's Lane North is opposing the proposal works for a new bus shelter as it will cause issues with safety and will directly affect the resident and their family. The resident believes that the proposed sitting of the bus stop will present safety issues as vehicles overtaking the buses will have to move onto the wrong side of the road just before the bend. Also vehicles merging from Heather Gardens on Pettit's Lane North (Southbound) will have their sightlines obscured.

The resident is concerned as the proposed bus stop shelter as stopping restrictions will be sited outside their property and that of a neighbours. Not only will their drives be blocked but visitors will not be able to park and deliveries will not be able to take place.

The resident states that it is already difficult to pull on and off the driver and with the proposed shelters location, it will make it more difficult to move off the drive with bus users waiting at the stop. It is also felt that the current bus stop located outside 257 Pettit's Lane North attracts a lot of school children waiting for buses, sitting on the wall, littering the street and generally block the pavement. Having the proposed bus stop located outside the residents property will have a negative impact on their way of life and will reduce the value and saleability of the property.

The resident has stated at night children congregate outside of the shops and sit at the bus shelter located outside 257. Having another bus stop outside of their property will encourage the children to sit there and litter the streets. The resident requested an explanation of the rationale for considering this proposal again after it was rejected in 2007.

**Second Respondent:** The resident of Pettit's Lane North is objecting to the proposals for a bus stand being located outside number 267 Pettit's Lane North. The resident considers that the new proposed location is too close to the blind bend and would be extremely dangerous for traffic overtaking buses and vehicles wishing to merge into Pettit's Lane North from Heather Gardens. It is felt that the current location of the bus stop is in a good position as there are good sight lines in both directions.

The resident is concerned that the new proposed location will surely increase risks to drivers and pedestrians alike.

The bus stop that is currently in operation is close to a pedestrians crossing which increases safety to the pedestrians alighting from the bus. Moving the bus stop further away will result in the crossing not being used and pedestrians will end up crossing at the wide junction at Heather Gardens. From a public safety point of view the resident believes that the proposed relocation makes no sense. The resident is a childminder and she and the parents are concerned that the bus stop will inevitably cause people to hang around outside of the property and that the children will be overlooked by bus passengers.

**Third Respondent:** The resident has been residing at the property of the past 24 years and is fully aware of the dangers of Pettit's Lane North. In the residents opinion the proposed relocation of the bus stop will increase dangers to the drivers and pedestrians. The resident urges that the Council should consider the fatal relocation.

It is considered that there is a speeding problem in Pettit's Lane North and they believe that speed cameras should be in place. Traffic wishing to turn right from Heather Gardens into Pettit's Lane North will have no sight of oncoming traffic should a bus or two be stationary at the proposed stop. The proposed location is set on a blind bend and traffic will probably overtake the stationary buses, which could prove fatal.

There are two schools in the vicinity and the relocation of the bus stop would entice school children not to use the crossing, but to run across the junction of Heather Gardens and Pettit's Lane North, which would be very dangerous.

The resident believes that the relocation would hinder their ability to reverse/drive out of their driveway with the bus obscuring their sight lines, which could prove a further fatal point. The resident cannot see the advantages of the relocation, apart from it being a waste of tax payers/Council money and endangering drivers and pedestrians. The resident notes that the current bus stop location has been in place for many, many years and all users, including children, are familiar with its location.

**Fourth Respondent:** The resident has asked why the proposals have arisen again, as nothing has changed since it was rejected in 2007.

Due to the increasing levels of traffic in Pettit's Lane North, it has become more dangerous. Vehicles speed when they come around the bend and moving the bus stop close to the bend would increase the chances of accidents, which could potentially be fatal.

The relocation will mean passengers from the buses will take a chance crossing the busy road instead of walking back to the zebra crossing where the bus stop is currently located. At present the bus drivers wait at the crossing to allow passengers to safely cross the road.

The resident has many more views about the proposals and greatly objects to them. However, due to the short notice given and the time of year they have only raised the main points.

**Fifth Respondent:** The resident is objecting to the ill thought out proposal and hopes that no serious accidents occur as a consequence of the proposed bus stop move.

The resident has asked the Council review the first letter that was sent to the council when the proposals were first made in 2007.

**Sixth Respondent:** London TravelWatch supports the proposal to re-locate the bus stop as they believe that there should be a presumption in favour of buses along bus routes. Loading/unloading restrictions should apply where and when congestion occurs to minimise inconvenience to passengers. TravelWatch are in support of polices to make bus travel more attractive.

London TravelWatch supports the introduction of the 'At any time' provision.

It is considered that it is vital that buses should always be able to pull alongside the kerb without being impeded by parked vehicles. This also makes boarding/alighting easier for passengers and for passengers with disabilities. This is particularly important with the near universal use of the low-floor buses, which require close docking at bus stops.

### **Staff comments**

As there are no objections to the elements of the scheme in Pettits Lane near the Fire Station, Beaulay Way and Heather Gardens it is recommended that these elements be implemented. However there are concerns over the relocation of the bus stop outside 255 to outside Nos. 261 to 269 Pettits Lane North and the effects this will have on passengers and traffic flow. However, a fully accessible bus stop cannot be provided at the current site, whereas it can be at the proposed location. As with any proposed changes to the road lay out, residents are always sceptical of change. However; design staff are content with the proposed layout of the scheme. It is possible that with the relocation of the stop that residents may experience issues with litter, which can be dealt with by the installation of a litter bin. In respect of issues with youths congregating at a location, this is would be an issue that could be dealt with by the Police.

### **Estimated Cost**

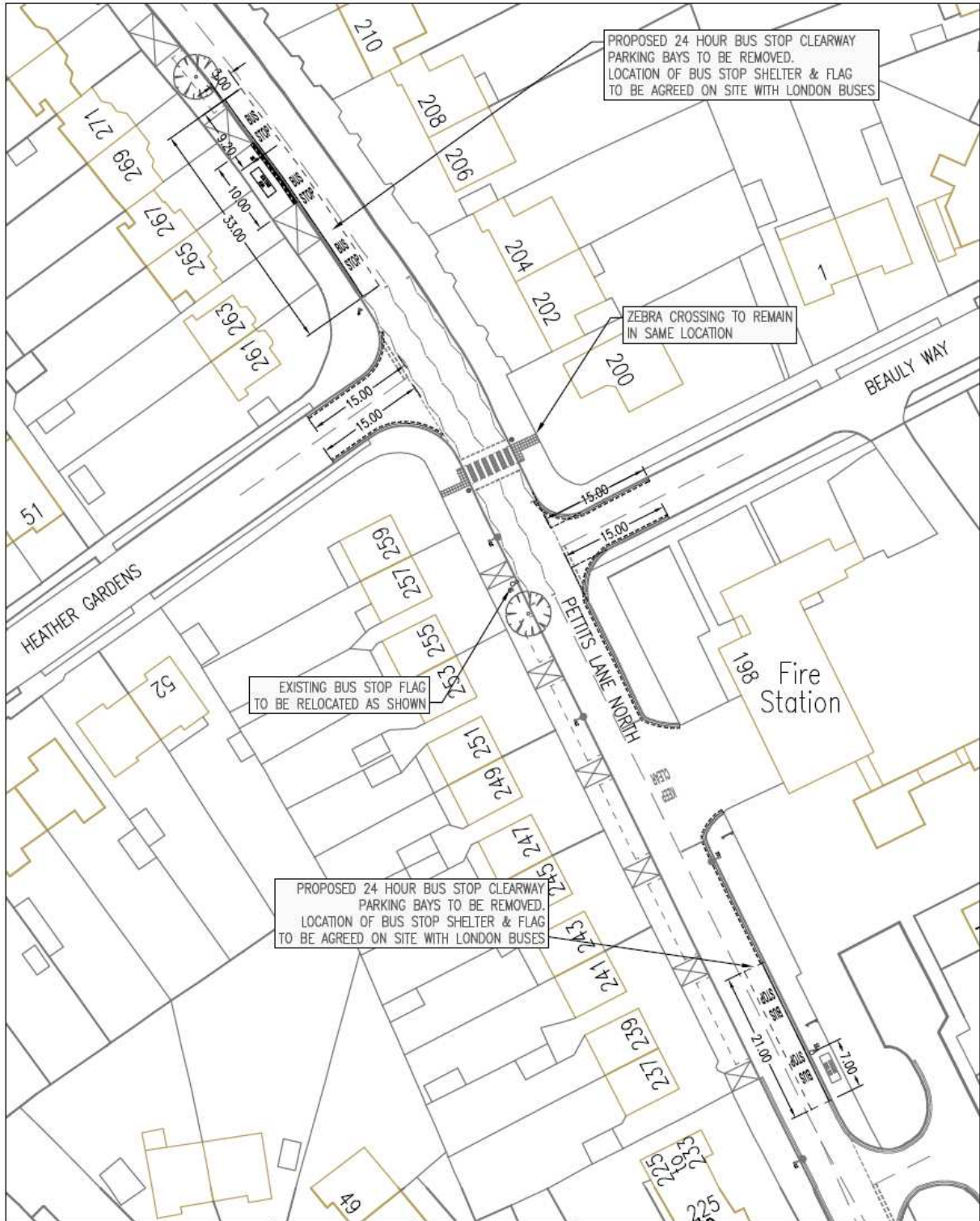
The estimated cost of installing the proposals is £1000

Funding for change to or installation of new bus shelters and flags will be sourced from TFL bus stop accessibility funding.

### **Recommended Action**

- e) That the proposed bus stop clearway situated from a point 15 meters north west of the north western kerb line of Pettits Boulevard be implemented as advertised and its effects monitored.
- f) That the proposed 'At any time' waiting restrictions on the north eastern side of Pettits Lane, including those extending into Beaulay Way and the proposed bus stop clearway, be implemented as advertised and the effects monitored.
- g) That the proposed 'At any time' waiting restrictions extending into Heather Gardens from it junction with Pettits Lane North, be implemented as advertised and there effects monitored.
- h) That in respect of the proposed relocation of the of the existing bus stop outside number 255 Pettits Lane North and the introduction of a bus stop clearway

fronting numbers 261 to 269, that the Committee determine whether or not they wish to proceed with a recommendation to the Cabinet Member for Community Empowerment to implement these elements of the scheme.



PROPOSED 24 HOUR BUS STOP CLEARWAY  
 PARKING BAYS TO BE REMOVED.  
 LOCATION OF BUS STOP SHELTER & FLAG  
 TO BE AGREED ON SITE WITH LONDON BUSES

ZEBRA CROSSING TO REMAIN  
 IN SAME LOCATION

EXISTING BUS STOP FLAG  
 TO BE RELOCATED AS SHOWN

PROPOSED 24 HOUR BUS STOP CLEARWAY  
 PARKING BAYS TO BE REMOVED.  
 LOCATION OF BUS STOP SHELTER & FLAG  
 TO BE AGREED ON SITE WITH LONDON BUSES

<b>Havering</b> <small>LONDON BOROUGH</small> STREETCORE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS HEMEL HEMPSTEAD, HERTS TELEPHONE No: 01708 434343 FM No: 01708 433721 E-MAIL: streetcore@havering.gov.uk		<b>PURPOSE</b> ©COPYRIGHT This drawing belongs to StreetCore 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>PROPOSAL</b>		<b>KEY</b> EXISTING CROSSOVER 140mm KERB UPSTAND BUS STOP FLAG 'AT ANY TIME' WAITING RESTRICTIONS	
<b>JOB TITLE</b> PETTITS LANE NORTH BUS STOP RELOCATION		<b>DRAWN BY</b> RP		<b>CHECKED BY</b> MLP		<b>APPROVED BY</b> MLP			
<b>DRAWING TITLE</b> PROPOSED LAYOUT		<b>ACAD REF:</b>		<b>DRAWING No</b> QJ110-OF-01		<b>REVISION</b> A			
<b>SCALE (AT A4 SIZE)</b> N.T.S.		<b>DATE</b> 24.11.11		<b>DRAFT</b> <input type="checkbox"/>		<b>ISSUE</b> <input type="checkbox"/>		<b>REVISION</b> AMENDMENT	
		<b>Sheet Size:</b> A4 (210x297)						<b>DATE</b>	



# 6

# HIGHWAYS ADVISORY COMMITTEE

# REPORT

17 April 2012

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
April 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.

- 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  
17th April 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	Lodge Lane, Collier Row	Pedestrian facilities upgrade - S106 linked to P0757.07 (land adjacent to The Lodge Nursing Home/ Frinton Road)	Funding found following details S106 review. Request for zebra crossing rejected by HAC Feb 2011 (no funding available). Funding now available and request can be taken forward	S106	£25k	David Ballin LBH StreetCare	28/03/2012	Mark Philipotts LBH StreetCare
<b>SECTION B - Highway scheme proposals without funding available</b>								
H2	Butts Green Road, Emerson Park	Junction with Slewins Lane. Speed reduction measures approaching and on the mini-roundabout as traffic is creating vibration and damage to adjacent historic property.	A problem with surfacing around a manhole is being taken up with water authority. Speed reduction downhill approaching a roundabout on what is a busy route is difficult, possibly approach needs to be physically or visually narrowed.	None	£15k+	Resident	30/03/2012	Mark Philipotts LBH StreetCare
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>								
None to report								

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# 7

# HIGHWAYS ADVISORY COMMITTEE

# REPORT

17 April 2012

**Subject Heading:**

**TRAFFIC AND PARKING SCHEME  
REQUESTS  
April 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 2012/13 is £90.5K.
5. At Period 1 £90.5K 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.



- 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 public advertisement and consultation would proceed to then be reported back in detail to the Committee following closure of the consultation period. The Committee 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  
April 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>									
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	There are photos to back up this request from the request list March 2012 - deferred at HAC on 20/03/12	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
TPC213	Wolseley Road area, Romford	Request for residents parking scheme to alleviate the problem of parking overspill from Queens Hospital	32 standard letters and 3 individual letters have been received requesting the implementation of a residents parking scheme in the area Grosvenor Road/Lilliput Road/Wolseley Road. This is a feasible scheme, given that responses to advertised proposals for proposed waiting restrictions are being reported back to this Committee this month and waiting restrictions have been agreed at the junction of Oldchurch Road and Dagenham Road		LBH Revenue	6,000	Residents (petition)	15/03/12	Brooklands
TPC214	Petersfield Avenue and Retford Road, Harold Hill	Request to extend double yellow line on right hand side of Petersfield Avenue/Retford Road junction to prevent vehicles being parked there causing obstruction and blocking sightlines	The junction is already restricted by 15 metre double yellow lines on all arms of the junction		LBH Revenue	200	Resident	15/03/12	Gooshays
TPC215	Hillfoot Road, Romford	Request to extend double yellow line in Hillfoot Road (Collier Row Lane end) to first dropped kerb to prevent parking up to width barrier, which causes driving on grass verge	There have been no reported maintenance issues with the width restriction	22/3/11 - rejected TPC104 20/9/11 - rejected	LBH Revenue	200	Resident via Cllr Armstrong	15/03/12	Mawneys

London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
April 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
TPC216	Diban Avenue, Hornchurch	Request for resident parking scheme in Diban Avenue to deter commuter parking and increased congestion due to opening of Tesco Express and expansion of day nursery	Relatively narrow road. Restrictions in place up to the day nursery, with footway parking throughout the remainder of the road		LBH Revenue	1,500	Resident	15/03/12	St Andrews
TPC217	Cowper Road, Rainham	Request for parking restrictions/residents parking scheme in Cowper Road to deter commuter parking	Relatively narrow one way road, with limited off-street parking for residents. It is felt that if this road were to have a residents parking scheme introduced, residents of roads in the vicinity would also want this provision		LBH Revenue	cannot be quantified	Resident	15/03/12	Rainham & Wennington
TPC218	Edward Close, Gidea Park	Request for residents permit scheme in Edward Close to deter vehicles displaced following restrictions in Upper Brentwood Road	Waiting restrictions are currently under consultation with in the Gidea Park CPZ review		LBH Revenue	1,000	Resident	15/03/12	Squirrels Heath
TPC219	Spilsby Road, Harold Hill	Request to extend existing double yellow line a further 12-15 metres to cover the entrance/exit to Conqueror Court to improve access/egress for HGVs delivering to premises	Feasible	TPC118 rejected 18/10/11	LBH Revenue	300	Manager, Shine-Mart Ltd & Cllr Pam Light	20/03/12	Harold Wood

London Borough of Havering  
Traffic & Parking Control - StreetCare

## Highways Advisory Committee

## Minor Traffic &amp; Parking Schemes Applications Schedule

April 2012

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
TPC220	Fullers Close, Collier Row	Convert grass area to hard standing for vehicles to alleviate parking problems in Close	The large verged area has already been reduced to provide further parking space		LBH Revenue	2,500 per space	Cllr Osman Dervish on behalf of resident	20/03/12	Mawneys
TPC221	Eastern Road, Romford	Request to change single yellow line one side of Eastern Road (opposite taxi rank) to double yellow lines and to extend taxi rank down the whole of one side of the road to improve traffic flow. Problem at night in particular	To achieve this request it would require the change of operational hours of a well used loading bay and a number of disabled parking spaces		LBH Revenue	1,500	Met Police	20/03/12	Romford Town
TPC222	Upper Rainham Road	Request to provide clearway at bus stop opposite Turner Road near Cardrome. Buses unable to stop next to high kerb to allow access to all users due to parked vehicles	An accessible area has been identified, which would require the relocation of the bus stop flag and it is also recommend to introduce a bus stop clearway at this location		LBH Revenue	500	Alan Ford TFL	20/03/12	Hylands
TPC223	Blandford Close, Romford	Request for double yellow lines on either side of entrance to Blandford Close to deter residents of Marlborough Road parking there.	Blandford Close is one of the two last remaining unrestricted junctions along Marlborough Road, with a very wide bell mouth any proposed restrictions would need to extend for at least 15 metres. Complaints regarding large vans parking on the bellmouth of the junction		LBH Revenue	500	Resident	20/03/12	Mawneys

London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
April 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
TPC224	Hacton Lane/ Kenley Gardens,	Request for parking restrictions at junction of Kenley Gardens and Hacton Lane to deter parked vehicles obscuring sightlines	Currently unrestricted, wide bellmouth		LBH Revenue	500	Resident	20/03/12	St Andrews
TPC225	Upminster Road South/Cloister Close, Rainham	Request for double yellow lines around junction of Upminster Road South and Cloister Close as parked vehicles make it difficult for resident to access/egress her drive.	Currently unrestricted, wide bellmouth		LBH Revenue	500	Resident	20/03/12	Rainham & Wennington
TPC226	Hamilton Drive, Harold Wood	Convert grass area to hard standing for vehicles to alleviate parking problems in the Drive	Request is due to redevelopment of garage site		LBH Revenue	2,500 per space	Resident	20/03/12	Harold Wood
TPC227	Ingreway, Harold Wood	Request for parking restrictions and resident permit scheme to deter commuter parking	Feasible, but not a significant call for such a provision		LBH Revenue	2,000	Resident	20/03/12	Harold Wood

London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
April 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
TPC228	Jubilee Avenue, Romford	Request to extend exiting double yellow line at junction of Jubilee Avenue to prevent parked vehicles blocking dropped kerb of resident at No 37	Feasible, would extend more than 15 metres		LBH Revenue	200	Resident	20/03/12	Brooklands
TPC229	Tamar Close, Upminster	Request for footway parking on one side of Tamar Close to prevent vehicles mounting the pavement that runs along side of 16 Stour Way causing damage to surfaces and damaging residents' wall/garage base	Narrow road, feasible	2005 - according to resident	LBH Revenue	300	Resident	22/03/12	Cranham
TPC230	Roseberry Gardens, Cranham	Request for area fronting Flats 62 to 78 to be converted to make more parking for residents of flats	Feasible, but cost prohibitive		LBH Revenue	2,500 per space	Resident	30/03/12	Cranham
TPC231	Ford Close, South Hornchurch	Request for parking restrictions in turning head of Ford Close to deter obstructive parking	Feasible		LBH Revenue	300	Resident	30/03/12	South Hornchurch

**London Borough of Havering**  
**Traffic & Parking Control - StreetCare**

**Highways Advisory Committee**

**Minor Traffic & Parking Schemes Applications Schedule**

**April 2012**

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
TPC232	Philip Avenue junction with Rush Green Road	Request for double yellow lines at junction of Philip Avenue and Rush Green Road and the introduction of footway parking along the flank walls of Philip Avenue	Feasible, will improve traffic flow. The junction is already restricted all day Monday to Saturday		LBH Revenue	700	LBB&D Met Traffic Police and residents	30/03/12	Brooklands
TPC233	Leonard Avenue junction with Rush Green Road	Request for double yellow lines at junction of Leonard Avenue and Rush Green Road and the introduction of footway parking along the flank walls of Leonard Avenue	Feasible, will improve traffic flow. This junction is currently unrestricted		LBH Revenue	700	LBB&D	30/03/12	Brooklands
TPC234	Taxi bay for one vehicle outside The Goose, South Street, Romford	Request for further Taxi parking facilities requested by TFL	Feasible		LBH Revenue/TfL	300	TfL	02/04/12	Romford Town
TPC235	Taxi bay for one vehicle outside No. 46 High Street, Romford	Request for further Taxi parking facilities requested by TFL	Feasible		LBH Revenue/TfL	300	TfL	02/04/12	Romford Town



London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
April 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
TPC236	Taxi bay for three vehicle at the side of Time and Envy night Club, Havana Close, Romford. Can only operate 5pm to midnight and midnight to 5am	Request for further Taxi parking facilities requested by TFL	Feasible		LBH Revenue/TfL	400	TfL	02/04/12	Romford Town
TPC237	Taxi bay for four vehicle on the north-eastern side of Candler's Way, between Western Road and Slaney Road, operate 5pm to midnight and midnight to 5am	Request for further Taxi parking facilities requested by TFL	Feasible		LBH Revenue/TfL	400	TfL	02/04/12	Romford Town
<b>SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>									
TPC70	Mashiters Walk, Romford	Request for single yellow line restriction between 10am and 11am following increase in commuter parking as a result of the restrictions recently implemented in the Lake Rise/Rosemary Avenue Area	May be necessary to incorporate other roads in the area - <b>deferred for wider review (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

London Borough of Havering  
Traffic & Parking Control - StreetCare

Highways Advisory Committee  
April 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
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
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

## London Borough of Havering

## Traffic &amp; Parking Control - StreetCare

## Minor Traffic &amp; Parking Schemes Applications Schedule

## Highways Advisory Committee

April 2012

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
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
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 Masefield 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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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	Previously defered from March 2012 for site meeting with Tesco and Ward Councillors	LBH Revenue	1,000	Hornchurch Residents Association	23/02/12	St Andrews
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 - <b>scheme rejected at HAC on 20/03/12 for officers to conduct wider review of the area incorporating Heath Park Road</b>		Invest to Save	16,000	Resident	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