



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
10 July 2012**

**Town Hall, Main Road,
Romford**

Members 9: Quorum 4

COUNCILLORS:

**Conservative Group
(5)**

**Residents' Group
(2)**

**Labour Group
(1)**

**Independent
Residents' Group
(1)**

Garry Pain (Chairman)
Billy Taylor (Vice-Chair)
Steven Kelly
Barry Oddy
Frederick Thompson

Brian Eagling
John Wood

Denis Breading

David Durant

**For information about the meeting please contact:
Taiwo Adeoye 01708 433079
taiwo.adeoye@haverling.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 DISCLOSURE OF PECUNIARY INTERESTS

Members are invited to disclose any pecuniary interest in any of the items on the agenda at this point of the meeting.

Members may still disclose any pecuniary interest in an item at any time prior to the consideration of the matter.

4 MINUTES (Pages 1 - 6)

To approve as a correct record the minutes of the meeting of the Committee held on 19 June 2012, and to authorise the Chairman to sign them.

5 SCHOOL CROSSING PATROL IMPROVEMENTS - WYKEHAM PRIMARY SCHOOL (ALBANY ROAD JUNCTION WITH BARTON ROAD & DORIAN ROAD (Pages 7 - 12)

Report Attached

6 HYLANDS PRIMARY SCHOOL PARKING REVIEW - OUTCOME OF PUBLIC CONSULTATION (Pages 13 - 22)

Report Attached

7 HIGHWAY SCHEMES APPLICATIONS (Pages 23 - 30)

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

8 APPLETON WAY PROPOSED PAY AND DISPLAY PARKING PROVISIONS - COMMENTS TO ADVERTISED PROPOSALS (Pages 31 - 40)

Report Attached

9 HORNCHURCH STATION AREA PARKING REVIEW - COMMENTS TO ADVERTISED PROPOSALS

Report to follow if available

10 TRAFFIC AND PARKING SCHEME REQUESTS (Pages 41 - 50)

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

11 URGENT BUSINESS

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
19 June 2012 (7.30 - 9.15 pm)**

Present:

COUNCILLORS

Conservative Group Garry Pain (Chairman), Billy Taylor (Vice-Chair),
Steven Kelly, Barry Oddy and Frederick Thompson

Residents' Group Brian Eagling and John Wood

Labour Group (Member did not attend)

Independent Residents Group David Durant

Councillors Andrew Curtin, Michael Armstrong, Ray Morgon and Wendy Brice-Thompson were present for part of the meeting.

All decisions were taken with no votes against.

The Chairman reminded Members of the action to be taken in an emergency.

1 MINUTES

The minutes of the meeting of the Committee held on 19 June 2012 were agreed as a correct record and signed by the Chairman.

2 RAINHAM VILLAGE PRIMARY SCHOOL - PROPOSED BUS STOP OUTSIDE CLINIC

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

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop clearway outside Rainham Health Centre and shown on drawing QK009/NC/41.D be approved for implementation as detailed in this report.
2. That it be noted that the estimated cost of the scheme would be £200 which would be met from the 2012/13 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

3 PROPOSED WAITING RESTRICTIONS, ESSEX GARDENS/ WINGLETYE LANE

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

1. To recommend to the Cabinet Member for Community Empowerment that:
 - a. the minor parking scheme set out in the report and shown on drawing number WLER/01/01 be implemented;
 - b. the effect of the scheme be monitored; and that
 - c. the estimated cost of the scheme as set out in the report is £500 and can be funded from the 2012/13 Minor Parking Schemes budget

4 PROPOSED LOADING BAY BRIDGE CLOSE

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

2. To recommend to the Cabinet Member for Community Empowerment that:
 - a. the minor parking scheme set out in the report and shown on the attached drawing reference number QJ077-OF-05 be implemented.
 - b. the effect of the scheme be monitored; and that
 - c. that the estimated cost of this scheme as set out in the report was £600 and can be funded from the 2012/13 Minor Parking Schemes budget

5 HIGHWAYS SCHEMES APPLICATION

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
SECTION A - Highway scheme proposals with funding in place			
H1	A1306 New Road	Junction with Wennington Road, provide traffic islands to prevent overtaking through junction.	AGREED
H2	Ferry Lane	At Any Time (Double Yellow Lines) - new section linking into Coldharbour Lane	AGREED
H3	Crow Lane	Speed table at junction with Seabrook Gardens and new development site.	AGREED
H4	Manor Road	Make temporary road closure associated with Heath Park Road Railway Bridge permanent	REJECTED
H5	Romford Casualty Reduction Package	Review of casualties in North Street, London Road, Brentwood Road, Balgores Lane and Main Road	AGREED
SECTION B - Highway scheme proposals without funding available			
H6	Marks Road (west)	20mph speed limit and road hump at fire gate at Pretoria Road to reduce speed of residents.	REJECTED 7 to 1
H7	Collier Row Lane	Set of speed humps to reduce traffic speed on section either side and between Kenway and Mawney Road as existing islands and signs have not worked.	REJECTED

6 TRAFFIC AND PARKING SCHEME 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:

Item Ref	Scheme	Description	Decision
SECTION A – Minor Traffic and Parking Scheme Requests			
TPC244	Bryant Avenue, Harold Wood	Request for 'At any time' restrictions outside McDonalds restaurant in Bryant Avenue	AGREED
TPC245	King Alfred Road, Harold Wood	Request for additional residents permit bays in King Alfred Road and to amend free parking bay outside 1-6 King Alfred Road to a residents permit bay	AGREED (NB Free bays adjacent to Royal British Legion to remain as it is)
TPC246	Malvern Road, Hornchurch	Request to convert the Voucher Bays in Malvern Road to resident permit bays following the recent extension to Sector 3 Residents Parking Zone	AGREED 7-1-0
TPC247	Squirrels Heath Lane (near David Lloyd Centre), Gidea Park	Request for a clearway at the bus stop in Squirrels Heath Lane, near the David Lloyd Centre to make it accessible to all passengers, but especially those with reduced mobility – buses are unable to pull in to the kerb because of parked vehicles	REJECTED
TPC248	Elm Park Station, Hornchurch	Request for a dropping-off point at Elm Park Station	REJECTED
TPC249	Hoppy Hall Car Park and Branfil Road, Upminster	Request for more disabled persons parking spaces in Hoppy Hall Car Park and Branfil Road. Resident says not enough spaces for disabled in Upminster, in particular these areas	REJECTED
TPC250	Heather Glen, Rise Park	Request to extend the existing 'At any time' waiting restrictions on the bend o/s no 14 to provide full access	REJECTED – 6 Against, 2 For
TPC251	Phillida Road and Shepherds Hill, Harold Wood	Request for double yellow lines at the junction of Phillida Road and Shepherds Hill to deter vehicles (commuters) parking too close to the junction	REJECTED

TPC252	Balgores Crescent, Gidea Park	Request to look at further parking facilities in Balgores Crescent for the shops and businesses in Main Road	DEFERRED
TPC253	Tudor Avenue, Gidea Park	Request to look at a 'kiss & ride' bay in Tudor Avenue, alongside the fence of Gidea Park Collega with a limited stay of 10 minutes	AGREED
TPC254	Leamington Road and Dagnam Park Drive, Harold Hill	Request for waiting and loading restrictions at the junction of Leamington Road and Dagnam Park Drive. Vehicles parking close to junction affect 174 & 496 bus access, especially during the 3pm school run	REJECTED – 7 Against, 1 Abstained
TPC255	Peterfield Avenue, Harold Hill	Request for restrictions in Petersfield Avenue at the junctions of Hucknal Close and Redruth Road. Buses (496) having to divert as vehicles parked 'legally' too close to islands making it difficult for them to proceed on their route	DEFERRED
TPC256	Kenilworth Gardens and Connaught Road, Hornchurch	Request for junction protection at junction of Kenilworth Gardens and Connaught Road to deter motorists parking too close to the junction causing sightlines to be obstructed	AGREED
SECTION B – Minor Traffic & Parking Scheme Requests on hold for future discussion or funding issues			
TPC70	Mashiters Walk, Romford	Request for single yellow line restriction between 10am and 11am following increase in commuter parking as a result of the restrictions recently implemented in the Lake Rise/Rosemary Avenue Area	NOTED
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	NOTED
TPC181	Mawney Road, Romford	Request to remove restrictions in Mawney Road in the area north of the A12	NOTED
TPC195	Firham 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	NOTED

TPC204	Elm Park Avenue/Broadway, Elm Park	Request to review options of "loading ban" outside Tesco to ease traffic flow. Meeting organised with Tesco imminent – Interested local resident to be kept informed who attended Highways Advisory Committee to be kept informed.	NOTED
TPC206	Brentwood Road, Romford	Request for review of parking provision in Brentwood Road (near Drill roundabout) and surrounding area following opening of Tesco Express	NOTED
TPC213	Wolseley Road Area, Romford	Request of residents parking scheme to alleviate the problem of parking overspill from Queens Hospital	NOTED
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	NOTED
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	NOTED

Chairman

HIGHWAYS ADVISORY COMMITTEE

10 July 2012

REPORT

Subject Heading:

**SCHOOL CROSSING PATROL
IMPROVEMENTS**

Report Author and contact details:

**Wykeham Primary School
Albany Road junction with Barton
Road and Dorian Road
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 improvement works to the school crossing facility near Wykeham Primary School which follows the completed public consultation.

This scheme is within **Hylands** ward.

RECOMMENDATIONS

1. That the Committee having considered the information set out in this report recommends to the Cabinet Member for Community Empowerment that the speed table with associated 'at any time' parking restrictions is approved for implementation as detailed in this report and shown on the following drawing:

QL021/NC/04.A

2. That it be noted that the estimated cost of the scheme will be £30,000 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 Wykeham Primary School is enclosed by residential properties and lies between Albany Road, Hornchurch Road, Upper Rainham Road and Chestnut Avenue. The school has two entrances. The main entrance on Rainsford Way, off Hornchurch Road, is for pedestrians, staff vehicles and goods deliveries. The entrance on Barton Road off Albany Road is primarily for pedestrian use and has lockable vehicular gates for grass cutting etc.
- 1.2 The school has a school crossing patrol which operates in Albany Road on the north side of the cross road junction with Barton Road and Dorian Road. It is also used by children at nearby St. Mary's Roman Catholic School. This is a busy junction as Albany Road, Dorian Road and Chestnut Avenue form part of a rat-run that avoids the Upper Rainham Road and Hornchurch Road junction.
- 1.3 Being a long straight road, Albany Road was installed with speed humps many years ago to calm traffic, as was Dorian Road.
- 1.4 The crossing patrol has difficulty crossing the Albany Road as the drop kerbs are on the radii of the junction, hence the patrol does not use the drop kerbs but crosses on a speed hump.
- 1.5 The Council's Road Safety Manager highlighted this difficulty and requested that improvements be considered.

Highways Advisory Committee, 10 July 2012

- 1.6 The speed table extends across all four arms of the junction and has been proposed to give more prominence to the pedestrians crossing this junction. It incorporates one of the speed humps. 'At any time' parking restrictions have been proposed, extending 15 metres into each road to maintain visibility for all users of the junction.

2.0 Consultation

- 2.1 Consultation letters were hand delivered to thirty four residents, living in the vicinity of the proposed scheme, and the school on 18th May 2012 and the 'at any time' parking restriction notice was advertised on site and in the Romford Recorder and London Gazette. The consultation period concluded on 8th June 2012.
- 2.2 By the close of the consultation, four letters were received. One resident objected; one resident plus the school were in favour and a letter was received from a cyclist commenting generally on speed humps and cyclists. The responses are summarised in the table below:

Respondent	Comments
Mr Spry Albany Road resident	Strongly objects. Enough speed humps already. Junction already has dropped kerbs. Carriageway kerbs delineate extent of road. Parking restrictions unnecessary as SCP only there twice daily at term time.
Ms Katpitia-Mistry Wykeham School	Fully agrees – school has long been concerned with safety on roads leading to the school.
Mr Garfield Cyclists' Touring Club	Comments on speed humps and ramp profiles.
Mr & Mrs Tang resident	Seems a good idea but concerned about displaced parking further congesting Barton Road.

3.0 Staff Comments

- 3.1 A speed table brings the carriageway up to the same level as the footway, flush, at the point of the pedestrian crossing which will also be paved with tactile paving. The junction will be kerbed but away from the pedestrian crossings, the kerb height will be 50mm and 25mm at vehicle crossovers. This enables the visually impaired to detect the carriageway.
- 3.2 The speed table will incorporate an existing hump and will have a 1:20 gradient ramp (75mm high, 1.125m long).
- 3.3 The double yellow line parking restriction proposed is typical of what is proposed at similar junctions, especially near schools where indiscriminate parking by parents congests the junction in the morning and afternoon. Parking will be displaced, but there is ample room for parents to park in

Albany Road and Dorian Road, a safe distance from the school. Staff suggest parking very close to a junction crossed by a substantial number of pedestrians is not appropriate from a safety point of view.

- 3.4 A safer crossing environment will be provided for all users, not just those using the school crossing patrol.

IMPLICATIONS AND RISKS

Financial implications and risks:

That it be noted that the estimated cost of the scheme will be £30,000 which will be met from the 2012/13 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

Legal implications and risks:

Parking restrictions and road humps require public advertisement before a decision can be taken on implementation.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

Speed tables can help reduce traffic speeds and provide a level and easier crossing surface for all pedestrians, especially those with reduced mobility for example wheel chair users and people using push chairs with young children.

BACKGROUND PAPERS

Project Scheme File Ref: QK009 STP Implementation

PURPOSE OF

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 infringes Crown copyright and may lead to prosecution or civil proceedings.
 Latest version of drawing 10/02/12/027

NOTES

Extent of speed table, 75mm high
 with 1.125m long ramps.

Double yellow lines 'At any time'
 parking restriction.

Buff tactile paving.



REVISION	AMENDMENT	DATE

JOB TITLE
 School Crossing Patrol Improvements
 Wykeham Primary School

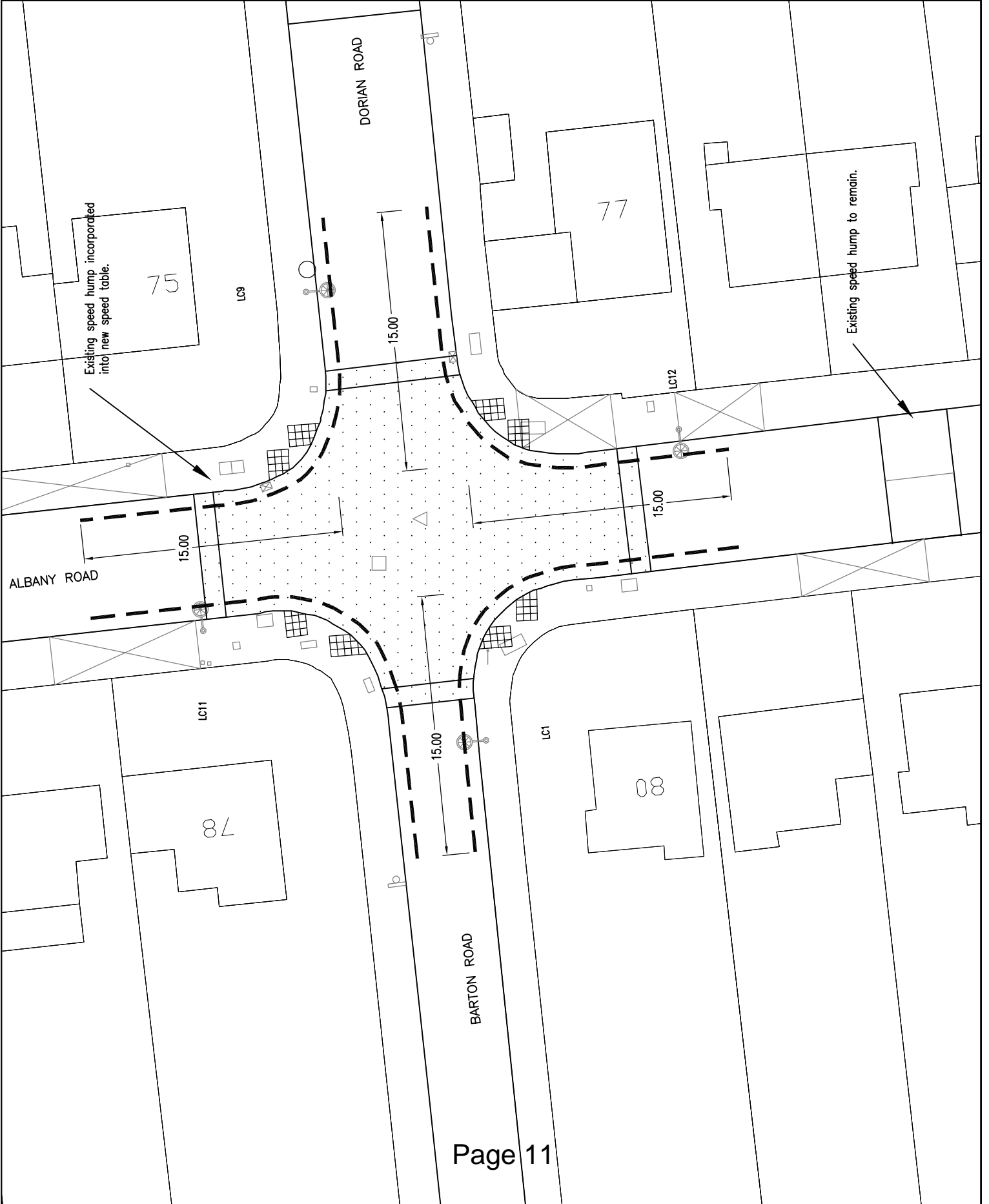
DRAWING TITLE
 Albany Road Junction With
 Barton Road And Dorian Road
 Highways Advisory Committee

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DRAWN BY	CHECKED BY	APPROVED BY
NC	NC	

SCALE	DATE	DRAWING No	REVISION
1:200	Jan 12		

Sheet Size: A3 (297x420) Q1021/NC/04 A



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HIGHWAYS ADVISORY COMMITTEE

10 July 2012

REPORT

Subject Heading:

Report Author and contact details:

**HYLANDS PRIMARY SCHOOL
PARKING REVIEW
Outcome of Public Consultation**
Daniel Jackson
Engineer
01708 433115
daniel.jackson@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 checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report makes recommendations based on the outcome of the public consultation held for the proposed School Keep Clear road markings as part of the Hylands School Primary parking review.

The scheme is within the **Romford Town** ward.

RECOMMENDATIONS

1. That the Committee having considered this report recommends to the Cabinet Member for Community Empowerment that the proposed parking scheme as part of the Hylands Primary School parking review and as detailed in this report and shown on Drawing QJ061/01/01 is rejected.
2. That it be noted that the estimated cost of £2,000 would be met from the Primary Review Capital Programme

REPORT DETAIL

1.0 Background

- 1.1 As part of the Highways consent for the construction of Hylands Primary School on land east of Granger Way, conditions were placed on the approved planning application (P1948.08).
- 1.2 Condition 10 of the application stated that the new development should not be brought into occupation until a review of the restrictions around the school entrances was undertaken
- 1.3 The review was limited to investigating the school keep clear road markings and junction protection lining
- 1.4 Hylands Primary School opened mid 2011 coinciding with the closure of Edwin Lambert School, but part of the development saw the closure of Manor School at the end of the 2009 summer term.
- 1.5 However, due to the school being on a new site it was then decided by the Highway Authority that a review once the school was operational would be more appropriate and would allow for monitoring during the first few months.
- 1.6 Once operational the Highway Authority received informal requests from residents' and parents requesting that the entrance and egress points be kept clear of parked cars to improve visibility and to stop these areas being congested with cars during the school peak times.

- 1.7 Following this, once it became apparent that the alleyway access to the school would be open almost constantly, residents' and parents that lived in Globe Road became concerned about the prospect of Keep Clear markings affecting parking provision in the area.
- 1.8 A site review was carried out on the 20th October 2011 in which past comments and concerns from residents' and member of staff were taken into consideration.
- 1.9 Drawing QJ061/01/01 shows the arrangement of School Keep Clear markings on Globe Road and Benjamin Close.
- 1.10 On or about 1 November 2011, approximately 100 letters were hand-delivered to residents potentially affected by the scheme. A closing date of 2 December 2011 was given for comments.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 9 written responses had been received from residents and are summarised in appendix I of this report.
- 2.2 All of the responses were noted as objections with a combination of reduced parking for residents' and providing a passing place for traffic on Globe Road being the main points of objection.
- 2.3 Residents' of Benjamin Close regarded the times of the school keep clear as inadequate as vehicles associated with the school enter the close before and after the proposed times, however, it was also stated that any restriction would cause inconvenience to residents.
- 2.4 Residents of Globe Road were concerned with creating a passing place for fast moving traffic on a road where double sided parking is common throughout.
- 2.5 Both sets of residents suggested that the lack of parking enforcement at present would be continued, rendering the proposed restrictions, counterproductive. It was suggested that better and more stringent enforcement of the existing restrictions would improve safety more effectively.
- 2.6 Residents' were also of the impression that a better school/ parent relationship with respect to school travel initiatives would be of greater benefit than increasing the waiting restrictions.
- 2.7 Given the local opposition and lack of support from the school or parents, Staff recommend that the proposals be rejected.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the proposals set out within this report is £2,000 and will be met from the Primary Capital Review Programme.

Legal implications and risks:

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

Human Resources implications and risks:

It is likely that implementation of the scheme will antagonise residents' resulting in resources being channelled toward answering complaints.

Equalities implications and risks:

Most waiting restrictions are installed for road safety reasons, so they have no significant environmental or equalities implications, although further lining will have some visual impact.

BACKGROUND PAPERS

Project file: QJ 061 Primary Schools Parking Review

APPENDIX I

SUMMARY OF CONSULTATION RESPONSES

Respondent	Comments
No. 39 Globe Road	<ul style="list-style-type: none"> ○ Keep clear markings will provide passing point for motorists ○ Concerned about the loss of 4 parking spaces in front of residential properties creating a shortage of parking ○ Poor enforcement of the existing restrictions ○ Temporary entrance remaining open well after school hours
Globe Road resident	<ul style="list-style-type: none"> ○ Concerned about the loss of parking in an area already difficult to park.
Globe Road resident	<ul style="list-style-type: none"> ○ Concerned about the loss of parking in an area already difficult to park and is made more difficult by parents parking illegally. ○ Better enforcement is required ○ Wardens should rigorously enforce the restrictions in the area ○ The cost of a 3rd permit should be greater to discourage high car ownership.
Globe Road resident	<ul style="list-style-type: none"> ○ Suggests the alleyway and access its onto the highway is not fit for purpose ○ Suggests that the 20mph speed limit is not enforced and SKC's on Globe Road will provide a passing place allowing vehicles to maintain as much speed as possible. ○ Concerned about the saleability of the properties and moving cars around as a result of the restrictions ○ Suggests that forewarning parents that the camera car is in the area isn't the best way to combat the problem.
Globe Road resident	<ul style="list-style-type: none"> ○ Previously pointed out that the use of the alleyway would cause problems, such as safety of the pupils due Globe Road being having the traffic flow of a main road. ○ Keep clear markings will provide passing point for motorists during the schools' busiest time resulting in them being inches away from moving traffic ○ Issue with Councillors and alleged pandering to Granger Way

Highways Advisory Committee, 10 July 2012

6 Hale House	<ul style="list-style-type: none">○ The operational time of the restrictions would affect residents', deliveries etc and be of no benefit to them○ The cars enter the close before and after this time○ Separate parking zone for Benjamin Close which is properly enforced.
Moore, Scott and Hale Mgmt Co Ltd	<ul style="list-style-type: none">○ Traffic enters the Close in relation to the school from 7.30 am until well past 5pm. The nursery sessions and after school clubs ensure parents drop off and collect their children constantly during the daytime. Therefore the proposed times are inadequate.○ The creation of a keep clear zone Monday till Friday outside Hale House will greatly inconvenience the residents. They will be unable to have deliveries/ tradesman visits during this period and therefore have to have deliveries/visits of a weekend, often impossible to arrange.○ The creation of this keep clear zone will not, stop parents from parking in it. They will still have the mentality of getting as close to the school gates as is possible. It will only succeed in driving traffic into the beginning of the Close, causing even greater traffic chaos.○ Suggest a list of measure to benefit all parties○ Suggest making Benjamin Close a separate CPZ from RO3 for residents only, 24 hours a day, 7 days a week.○ Place keep clear signs outside the pedestrian entrance and the parking bays opposite Hale House.○ Double yellow line ALL bends and corners in the Close, as well as in front of the parking bays opposite Scott House.○ Better enforcement
31 Globe Road	<ul style="list-style-type: none">○ Keep clear markings will provide passing point for motorists creating a dangerous environment for children○ Objects to the increase of pedestrian levels and noise in front of their property○ Concerned about the amount of vehicle parking over the crossover and the egress from his driveway due to the number of children unsupervised.○ Suggests that the main pedestrian entrance should

	be in Granger Way
Resident of Globe Road	<ul style="list-style-type: none">○ Suggests residents' were promised no parking spaces would be lost on Globe Road○ Suggests an all year round restriction is unfair to residents.○ Is of the opinion that the entrance should be solely located in Benjamin Close.

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HIGHWAYS ADVISORY COMMITTEE

10 July 2012

REPORT

Subject Heading:

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

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.

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- 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
10th July 2012

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Highway scheme proposals with funding in place								
H1	Upminster Road South	Remove recently extended pedestrian crossing zig-zags near junction with Cowper Road as they now prevent people stopping to drop off passengers for Osteopath/ Chiroprody clinic	Zig-zags were extended to improve visibility at crossing, but removal is feasible. Consultation would be required. Original consultation did not prompt objections.	TfL LIP	£500	Business	29/06/2012	
H2	Brunel Close, Dickens Way, Caxton Way	Residents' parking scheme within 3 streets to coincide with road adptions.	Surrounding streets within existing CPZ and at least the new streets should be incorporate in the existing scheme. Residents' parking scheme entirely feasible, but the surround CPZ does not provide residents' bays, simply "free" bays.	Developer	£3k	David Ballm, LBH Streetcare	29/06/2012	DB
SECTION B - Highway scheme proposals without funding available								
H3	Lambs Lane North	Request for humps to reduce traffic speed approaching bend by park	Feasible but not funded. No casualties recorded in 3 years to December 2011 (current validated data)	None	£6k	Resident	29/06/2012	1139886

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

Highways Advisory Committee
10th July 2012

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H4	Knightsbridge Gardens, Romford	Request for speed humps because of concern of garage at 20-28 London Road gaining planning consent will lead to staff using road to test serviced vehicles	No indication that staff of garage are behaving in such a way and a difficult matter to justify in the absence of evidence.	None	12k	Resident	29/06/2012	1140524
H5	Great Gardens	Speed humps on each approach to bend in street as traffic is diverting from adjacent roads which have been traffic calmed	Feasible but not funded.	None	£6k	Resident	29/06/2012	1140532
H6	Gleneagles Close	Widen section of narrow road to allow residents to pass parked vehicles.	Road is very narrow. Footway parking not feasible as footway is not wide enough. Road widening feasible, but not funded.	None	Up to £6k (depends on length)	Resident	29/06/2012	

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

**Highways Advisory Committee
10th July 2012**

Highway Schemes Applications Schedule

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H7	Vanguard Close	Convert highway verge into parking area	Would involve extending road to create up to 10 spaces. Feasible, but unfunded	None	£7k per space	Resident	29/09/2012	
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
None to report								

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HIGHWAYS ADVISORY COMMITTEE

10 July 2012

REPORT

Subject Heading:

**APPLETON WAY PROPOSED PAY AND
DISPLAY PARKING PROVISIONS -
comments to advertised proposals**

Report Author and contact details:

Ben Jackson
Senior Technical Officer
01708 431949
ben.jackson@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 for the introduction of Pay & Display parking provisions in the Appleton Way area, 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 that either:

1. The proposals as outlined on plans QKxxx/01/02, QKxxx/01/07, QKxxx/01/08A and QKxxx/01/09, be implemented as advertised and for the effects of implementation to be monitored; or
2. The proposals as outlined on plans QKxxx/01/02, QKxxx/01/07, QKxxx/01/08A and QKxxx/01/09 be implemented as advertised with a reduction in the operational hours of the proposed Pay & Display elements to 9.30am – 5pm Monday – Saturday inclusive and for the effects of implementation to be monitored; or
3. The proposals as advertised be abandon and further proposals be designed to incorporate a residents parking scheme.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 15th November 2011 this committee agreed in principal to introduce pay and display parking facilities in Appleton Way which was presented as item TCP154 Appleton Way, within the Scheme Requests List.
- 1.2 The proposals were subsequently designed and publicly advertised. The proposals are described below and are shown on the attached plans QKxxx/01/02, QKxxx/01/07, QKxxx/01/08A and QKxxx/01/09.
- 1.3 Consultation letters were delivered to those residents and business affected by the proposed scheme. As part of the consultation notices were placed on site and published in a local newspaper.

This report looks at the responses received to the consultation and with staff comments, recommends a further course of action.

2.0 Scheme Elements

- 2.1 The proposals are to implement Pay & Display parking restrictions operational between 9.30am and 6.30pm Monday to Saturday inclusive, in the existing Free Parking Bays in Appleton Way and to create 8 new Pay & Display parking bay in Victor Gardens, close to its junction with Appleton Way, with associated footway

works, 3 new bays in the area of Appleton Way behind 114 High Street, 3 new bays in the area of Appleton Way adjacent to the island to the rear of No.136 High Street and 1 new bay to the rear of No.6 Station Lane. This element of the scheme has now been dropped, due to the Regeneration works in this area. The proposals also make provision for the introduction of new Disabled Parking Bays to the rear of No.94 High Street, adjacent to the electricity sub station, to the rear of 158 High Street and adjacent to the island opposite Brazemore House.

3.0 Responses received

3.1 There were 143 consultation letters sent out to residents and businesses in the area of the proposals and at the close of public consultation 7 responses were received, which equates to a 4.9% return. The responses are summarised and appended to this report as Appendix A.

4.0 Staff Comments

4.1 From the responses received which are mainly from residents it is clear that they are experiencing parking problems, due to the fact that they have no allocated parking to their flats. The residents are currently parking in the existing free parking bays; which is proving to be problematic. Long-term parking during the day is regularly taking place in these free parking bays and there would seem to be increasing level of vehicles being left over night. There is currently no resident parking provision in the Hornchurch Town Centre, although there are a number of dwellings that rely on parking within town centre side roads. By controlling the length of stay in the existing free parking bays by implementing a Pay & Display provision, this would limit long-term parking and provide further facilities for user of the town centre. However it is recognised that these proposals will impact on the residents currently using the existing free parking facilities. Consideration could be given to reduce the hours of operation of the Pay & Display elements of the scheme to 5pm, which may limit the impact on some residents.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £10,000 including advertising costs, sign and linings and the construction of a small section of footway in Victor Gardens, but excluding the installation of Pay and Display machines at six locations.

The estimated cost to install the proposed Pay & Display machines as set out in this report is £28,000. These elements of the scheme are MTFs approved and can be funded by a current Invest to Save bid.

Highways Advisory Committee, 10 July 2012

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

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

Legal implications and risks:

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

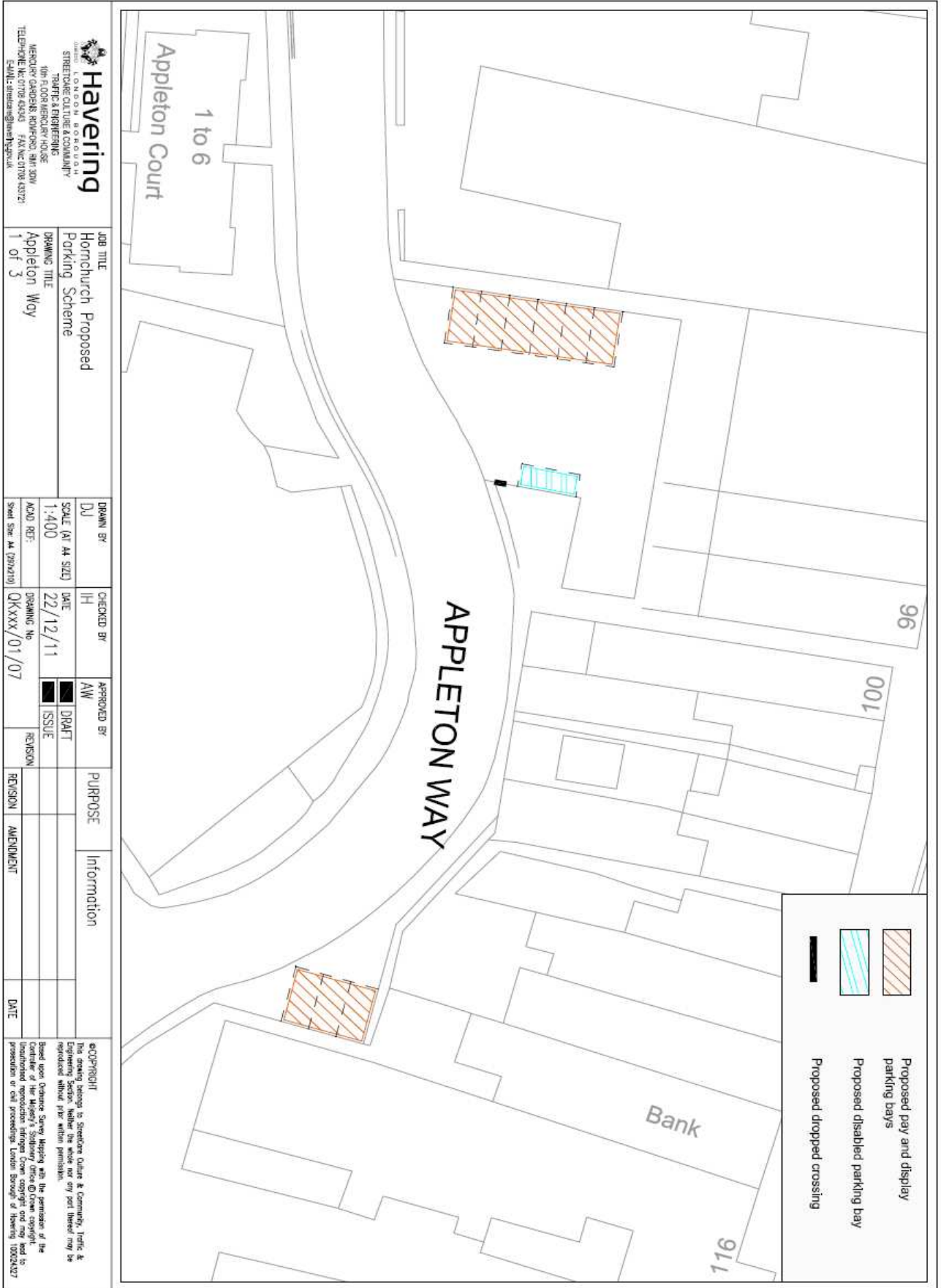
Drawings:

QKxxx/01/02

QKxxx/01/07

QKxxx/01/08A

QKxxx/01/09



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 STREETCARE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROYAL FISH, RMT 30W
 TELEPHONE: 01708 634343 FAX: 01708 631271
 EMAIL: streetcare@havinging.co.uk

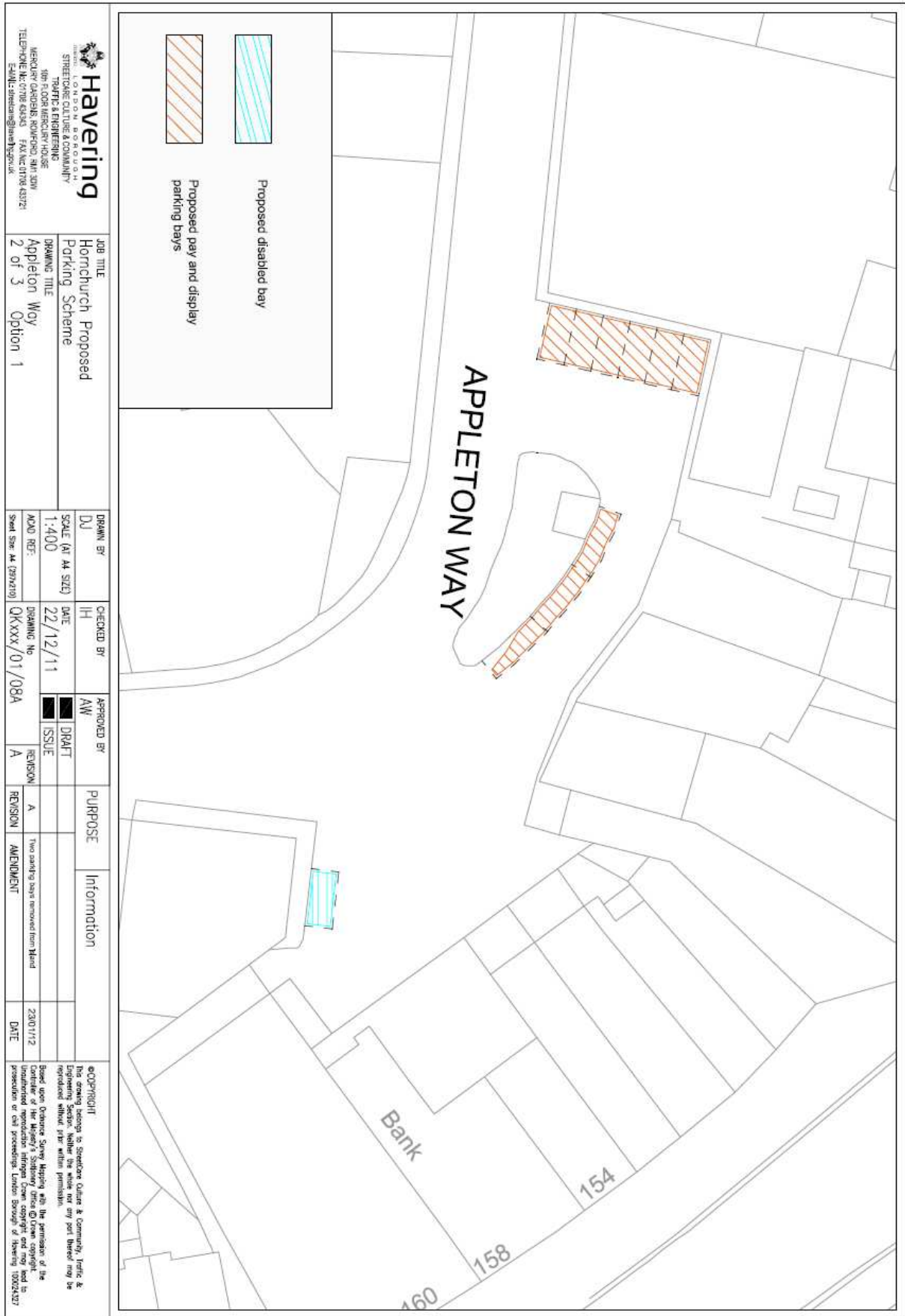
JOB TITLE
 Hornehurch Proposed
 Parking Scheme
DRAWING TITLE
 Appleton Way
 1 of 3

DRAWN BY	DJ	CHECKED BY	IH	APPROVED BY	AW
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ROAD REF.		DRAWING No.	CKXXX/01/07	ISSUE	<input type="checkbox"/>

REVISION		PURPOSE	Information
REVISION		AMENDMENT	
REVISION		DATE	

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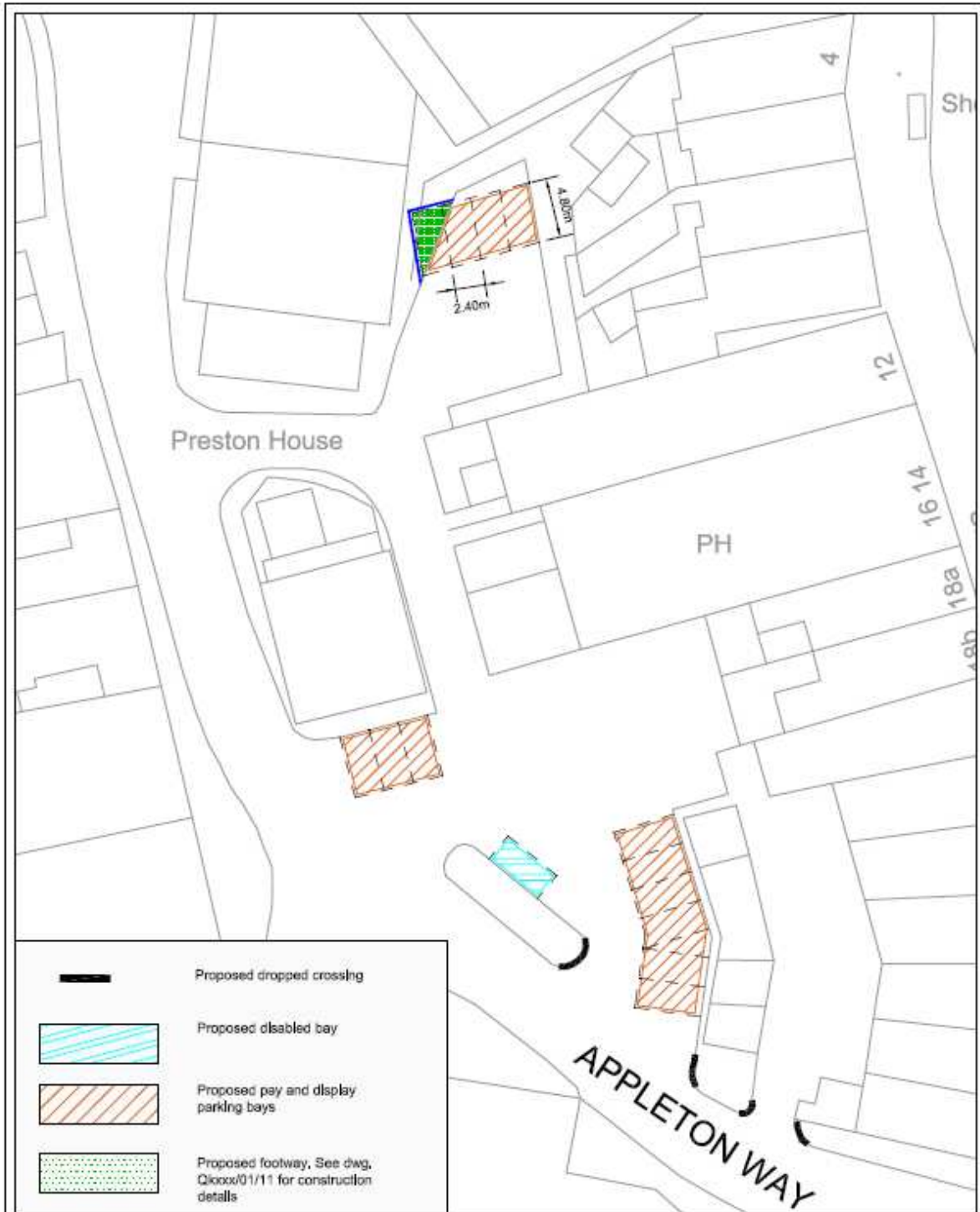
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	Proposed disabled parking bay
	Proposed dropped crossing



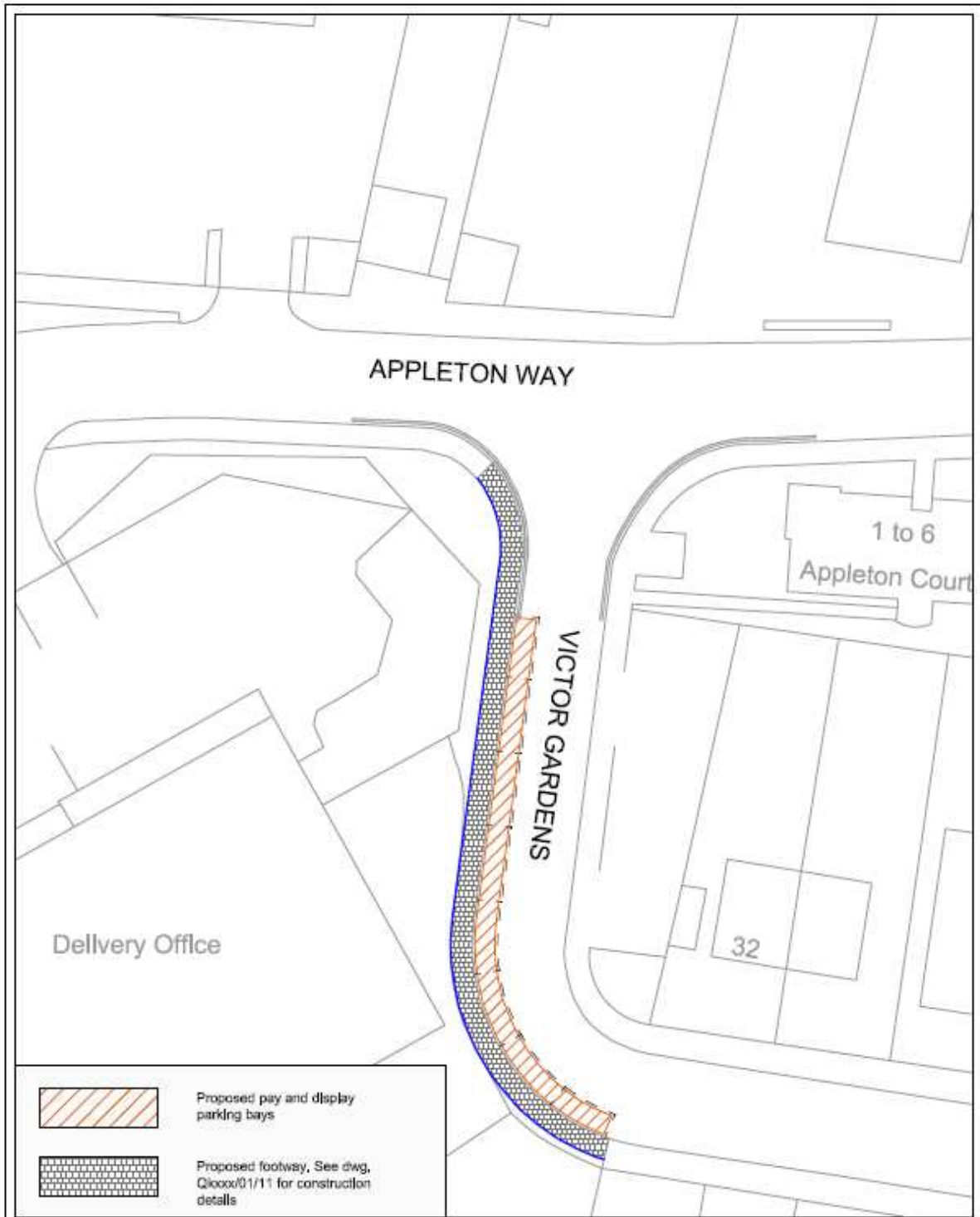
Horning
 CHANDLER BOYDONS
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 TELEPHONE: 0718 64343 FAX: 0718 64374
 EMAIL: streetwork@horning.co.uk

JOB TITLE		Horchurch Proposed Parking Scheme	
DRAWING TITLE		Appleton Way Option 1	
DRAWING No		2 of 3	
DRAWN BY	DIJ	CHECKED BY	IH
SCALE (A1 A4 SIZE)	1:400	DATE	22/12/11
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Sheet Size	A4 (297x210)	APPROVED BY	AW
		ISSUE	DISPATCH
		REVISION	A
		PURPOSE	Information
		REVISION	A
		AMENDMENT	Two parking bays removed from Head
		DATE	23/01/12

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Havering <small>LONDON BOROUGH</small> <small>STREETS - CULTURE & COMMUNITY</small>		PURPOSE Information		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without your 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 100024307	
JOB TITLE Hornchurch Proposed P&D Parking Scheme		DRAWN BY DJ		CHECKED BY IH	
DRAWING TITLE Appleton Way 3 of 3		APPROVED BY AW		REVISION B	
SCALE (AT A4 SIZE) 1:400	DATE 22/12/11	DRAFT	ACAD REF: (Sheet Size: A4 (210x297))	DRAWING No QKxxx/01/09	REVISION B
				E One bay added to the no 4 Station Lane	23/01/12
				A One bay removed from the no 4 Station Lane	20/01/12
				REVISION AMENDMENT	DATE



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<p>JOB TITLE Hornchurch Proposed P&D Parking Scheme</p>		<p>©COPYRIGHT This drawing belongs to StreetCan Culture & Community, Traffic & 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 in civil proceedings. London Borough of Havering 130524322</p>	
<p>DRAWING TITLE Victor Gardens 1 of 2</p>		<p>DRAWN BY DJ</p>	<p>CHECKED BY IH</p>	<p>APPROVED BY AW</p>	
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		<p>REVISION</p>		<p>REVISION</p>	<p>AMENDMENT</p>
				<p>DATE</p>	

Response 1

The responses from a resident of the flats above the shops that back on to Appleton Way; outlines that they are strongly opposed to the proposals to change the existing free parking bays to Pay & Display parking bays, as they gain access to their flats from these areas and this is the only area of available free parking space for many flats located on Hornchurch Road. The resident chose the flat due to the free evening parking

Response 2

Traffic and Parking Control received a telephone call from Councillor Mylod out-lining his wishes for residents' comments in respect of residents parking to be considered along with all possible parking solutions to be considered by the Highways Advisory Committee

Response 3

Response from a resident that lives above Costa Coffee outlines that their parking situation is worsening rapidly. They claim that the 5 parking spaces were originally created with a view to providing permits for residents, but this scheme was never put in to operation. They would like to request that this area is allocated to resident parking only. They experience a multitude of parking problems due to shop workers parking during the day and at weekends vehicles are often left in these spaces over night. The resident has unfortunately experienced damage to their vehicle in this area and claims that most of the other parking areas in Hornchurch have been changed to pay and display and with further restrictions being implemented have reduced the available parking space. Additionally, they have to wait for existing free bays to become vacant or have no other option than to use the car parks. They suggest as there are 5 flats and 5 parking bays that the residents will be able to have a scheme for this small area and this feeling is reportedly echoed by their neighbours. The resident is willing to pay annual permit charges for the benefit of parking in the area.

Response 4

This response was received from a resident believed to be from the same property as the aforementioned and echoes the same sentiments. They also find great problems parking near their property to unload shopping. If the parking spaces are made into pay and display they feel they would have nowhere to park at all. They feel they would have to park a mile away if the restrictions are brought into operation, but outlines they along with their neighbours would be happy to pay for parking permits. The resident also feels it's unacceptable for long lines of black cabs to form outside their bedroom window at weekends. Overall the respondent is strongly apposed to the scheme.

Response 5

The response from a business on the High Street, they suggest at these difficult times that implementing pay and display parking in Appleton Way would make Hornchurch less appealing to customers. They have discussed with The Council that shoppers need to encouraged back to Hornchurch after the problems with the building falling and the gas main replacements. They feel that they are not being listened to and feel that The Council is looking for more ways in which to make money.

Response 6

Response from a resident that resides above the shops outlines that they use the existing free bays to park their car and changing the facility to pay and display will result in them not being able to park outside their property. The parking facilities in near-by streets are very limited and it is considered that they will have to park a distance away from the property if the proposals are implemented. Further to this they feel as a tax payer this situation is unacceptable, that no consideration has been given to the residents who reside and use the parking and feels that the plans should be reviewed and resident parking only should be created.

Response 7

The resident is unhappy with the proposals as there are five flats that back on to this section of Appleton Way with five parking spaces in the area to the rear of the flats. It is felt that it would be unfair if these parking bays were not made for residents parking, as it is difficult to park in these spaces. They feel that they are paying a lot of Council tax and they won't have anywhere to park their cars.

HIGHWAYS ADVISORY COMMITTEE

10 July 2012

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
July 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. It should also be noted that the advertising, Order making and street furniture costs for special events are funded via this revenue budget. The estimated costs for implementing traffic and parking management measures to support the Olympic Torch Relay, Olympic Games and the Paralympic Games is currently £25K.
5. In total and at Period 2 £40K 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

Highways Advisory Committee, 10 July 2012

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.
- 1.5 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.
- 1.6 Committee is also asked to note that officers in Traffic and Parking Control received approximately 3,600 pieces of correspondence in relation to traffic and parking control scheme requests and queries from 1st June 2012 until 30th June 2012

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
July 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
SECTION A - Minor Traffic and Parking Scheme Requests									
T&E2	Junction Road, Romford	Request for additional residents's permit bays	Officers have visited Junction Road and were unable to identify any additional locations for resident permit bays. Officers would like to request that this is removed from the list of schemes to progress		LBH Revenue	3,000	Resident	19/10/10	Romford Town
Page 45 T&E257	James Close and Fairholme Avenue, Gidea Park	Request to change the single yellow lines to double yellow line in Heath Park Road between James Close and Fairholme Avenue	At any time' waiting restrictions at the junction of James Close. This area is mainly unrestricted and is situated between the ends of the Gidea Park CPZ and the Romford CPZ		LBH Revenue	600	Resident	28/06/12	Squirrels Heath
TPC258	Bancroft Chase, Hornchurch	Request for double yellow lines on the bend in Bancroft Chase between numbers 56 & 58. Vehicles parking in this location cause a blind bend for vehicle travelling in both directions and there have been several accidents including a head-on collision between two vehicles in May 2012	Request from four residents - photographs supplied		LBH Revenue	300	Residents	28/06/12	Hylands

London Borough of Havering
Traffic & Parking Control - StreetCare

Highways Advisory Committee
July 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
TPC259	Masefield Crescent, Romford	Request for 1) Junction protection on the junction of Byron Way with Masefield Crescent 2) Restriction opposite Byron Way on Masefield Crescent to improve access and traffic flow 3) Junction protection at the junction of Masefield Crescent with Straight Road to prevent vehicles parking in close proximity to the crossing point	Officers visited the area with Cllr Tebbutt and it is clear that these proposed measures would alleviate some of the parking issues in the area	Request to HAC TPC153 November 2011 to implement junction protection at the junction of Masefield Crescent and Byron Way; 8.30am till 6.30pm restriction to the junction with Byron Way and the boundary of No 46 Masefield Crescent to deter obstructive parking; implement Pay and Display at shopping area on junction with Straight Road - rejected	LBH Revenue	1000	Resident via Cllr Tebbutt	28/06/12	Heaton
TPC260	Laburnum Avenue, Hornchurch	Request for double yellow lines on the bend opposite 77 Laburnum Avenue to replace a "no parking area" bay as lines have become worn and it now reads "parking area"	Photos provided - feasible scheme		LBH Revenue	300	Resident	28/06/12	Hylands
TPC261	Havering Road and Ashmore Gardens, Romford	Request for double yellow lines at the junction of Havering Road and Ashmore Gardens to prevent parking at this junction especially during the school run (Parklands)	This junction is very busy at morning and afternoon peak times as there is the rear access to Parklands School in Hamilton Avenue		LBH Revenue	500	Resident	28/06/12	Pettits

London Borough of Havering
Traffic & Parking Control - StreetCare

Highways Advisory Committee
July 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
TPC262	Mildmay Road, Romford	Request for yellow lines to be installed across the drive at 46 & 48 Mildmay Road to deter inconsiderate drivers who block residents access to their property	Officers would recommend the residents contact our Enforcement Team		LBH Revenue	500	Resident	28/06/12	Brooklands
TPC263	On-street Car parks	Introduction of 'The Overnighter', a new season ticket	It is proposed to introduce an overnight season ticket for residents to park in one of our 24 hour off-street car parks between 6pm and 10am Monday to Friday and all day Saturday and Sunday		LBH Revenue	1,000	Group Manager, T&PC	28/06/12	All
TPC264	Fentiman Way, Hornchurch	Request for keep clear markings or further restrictions outside Goldsmere Court to deter obstructive parking by delivery drivers	New Car Wash prevents deliveries to Prezcos via private land		LBH Revenue	300	Cllr Wood via AOL Dawn Manby	28/06/12	St Andrews
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues									
TPC70	Mashiters Walk, Romford	Request for single yellow line restriction between 10am and 11am following increase in commuter parking as a result of the restrictions recently implemented in the Lake Rise/Rosemary Avenue Area	May be necessary to incorporate other roads in the area - deferred for wider review (April 2012)		LBH Revenue	TBC	8 Residents and supported by Cllr Binion	13/07/11	Mawneys/Romford Town

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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
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	Feasible on the south side of the road - deferred for wider review of the Essex Gardens Estate (April 2012)		LBH Revenue	250	Resident via Cllr Taylor	12/08/11	Emerson Park
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. To be re-visited in 8 months (September 2012) post planning decision in the area		LBH Revenue	1,000	A resident	14/12/11	Mawneys
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
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 deferred from March 2012 for site meeting with Tesco, Ward Councillors and a local resident	LBH Revenue	1,000	Hornchurch Residents Association	23/02/12	St Andrews

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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 - scheme rejected at HAC on 20/03/12 for officers to conduct wider review of the area incorporating Heath Park Road		Invest to Save	16,000	Resident	23/02/12	Squirrels Heath/Emerson Park
Page 49 TPC213	Walseley 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/Walseley 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 - Deferred for wider review of the area		LBH Revenue	6,000	Residents (petition)	15/03/12	Brooklands
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 - Deferred for wider review of the area		LBH Revenue	700	LBB&D Met Traffic Police and residents	30/03/12	Brooklands

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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
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 - Deferred for wider review of the area		LBH Revenue	700	LBB&D	30/03/12	Brooklands
TPC252	Balgores Crescent, Gidea Park	Request to look at further parking facilities in Balgores Crescent for the shops and businesses in Main Road	Please note that likely budget figure includes cost of Pay and Display equipment at approx. £4,000 per machine. This scheme would be subject to a capital Invest to Save bid		Invest to Save bid	14,000	Cllr Steven Kelly	22/05/12	Squirrels Heath & Romford Town
TPC255	Petersfield Avenue, Harold Hill	Request for restrictions in Petersfield Avenue at the junctions of Hucknall Close and Redruth Road. Buses (496) having to divert as vehicles parked 'legally' too close to islands making it difficult for them to proceed on their route	Extract from CentreComm report from 10/2/12 to 21/5/12 (see copy of report)		LBH Revenue	500	TFL	22/05/12	Gooshays
T&ET2	Junction Road, Romford	Request for additional residents's permit bays	Officers have visited Junction Road and were unable to identify any additional locations for resident permit bays. Officers would like to request that this is removed from the list of schemes to progress.		LBH Revenue	3,000	Resident	19/10/10	Romford Town