



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

Tuesday
14 August 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@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 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 - 8)

To approve as a correct record the minutes of the meeting of the Committee held on 10 July 2012, and to authorise the Chairman to sign them.

5 GIDEA PARK STATION AREA SCHEME (Pages 9 - 20)

Final Phase - Outcome of public consultation (Report Attached)

6 RAINHAM INTERCHANGE - TRAFFIC REGULATION AND PARKING SCHEME (Pages 21 - 26)

Outcome of public consultation - Report Attached

7 ACADEMY FIELDS ROAD DEVELOPMENT - 20 MPH ZONE AND ONE WAY ROAD (Pages 27 - 32)

(Outcome of public consultation) – Report Attached

8 BRIAR ROAD ENVIRONMENTAL IMPROVEMENTS - WAVERLEY CRESCENT AND MYRTLE ROAD -TRAFFIC CALMING & ZEBRA CROSSING PROPOSALS (Pages 33 - 44)

Outcome of public consultation – Report Attached

9 UPMINSTER ACCIDENT REDUCTION PROGRAMME - WINGLETYE LANE PROPOSED SAFETY IMPROVEMENTS (Pages 45 - 52)

(The Outcome of Public Consultation) Report Attached

10 JUNCTION ROAD - PROPOSED HUMPED ZEBRA CROSSING (Pages 53 - 60)

(The Outcome of Public Consultation) Report Attached

11 EMERSON PARK ACCIDENT REDUCTION PROGRAMME - ARDLEIGH GREEN ROAD / SQUIRRELS HEATH ROAD / SLEWINS LANE PROPOSED SAFETY IMPROVEMENTS (Pages 61 - 82)

(The Outcome of Public Consultation) – Report Attached

12 BURNWAY JUNCTION WITH NORTH STREET - PROPOSED WAITING RESTRICTIONS (Pages 83 - 86)

Comments to advertised proposals – Report Attached

13 HORNCHURCH STATION AREA PARKING REVIEW (Pages 87 - 150)

Comments to advertised proposals. Report Attached

14 NORMAN ROAD JUNCTION WITH HYLAND WAY - PROPOSED WAITING RESTRICTIONS (Pages 151 - 154)

Comments to advertised proposals. Report Attached

15 CONISTON AVENUE/CRANSTON PARK AVENUE - PROPOSED WAITING RESTRICTIONS (Pages 155 - 158)

Comments to advertised proposals. Report Attached

16 PARSONAGE ROAD, PROPOSED WAITING RESTRICTION (Pages 159 - 162)

- Comments on advertised proposal.

17 BRYANT AVENUE, PROPOSED WAITING RESTRICTION (Pages 163 - 166)

- Comments on advertised proposals.

18 BURLEIGH CLOSE / ESSEX ROAD, PROPOSED WAITING RESTRICTIONS (Pages 167 - 170)

- Comments on advertised proposals.

19 HIGHWAYS SCHEMES APPLICATION (Pages 171 - 178)

The Committee is requested to consider the report relating to work in progress and applications - Report Attached

20 TRAFFIC AND PARKING SCHEMES REQUEST WORK PROGRAMME (Pages 179 - 190)

The Committee is requested to consider the report relating to minor traffic and parking schemes - Report Attached

21 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.

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

Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
10 July 2012 (7.30 - 8.55 pm)**

Present:

COUNCILLORS

Conservative Group	Garry Pain (Chairman), Billy Taylor (Vice-Chair), Steven Kelly, Frederick Thompson and Wendy Brice-Thompson
Residents' Group	Brian Eagling and John Wood
Labour Group	Denis Breading
Independent Residents Group	David Durant

An apology was received for the absence of Councillor Barry Oddy. Substitute Members: Councillor Wendy Brice-Thompson (for Barry Oddy).

All decisions were taken with no votes against.

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

7 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.

8 SCHOOL CROSSING PATROL IMPROVEMENTS - WYKEHAM PRIMARY SCHOOL (ALBANY ROAD JUNCTION WITH BARTON ROAD & DORIAN ROAD)

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

1. To recommend to the Cabinet Member for Community Empowerment that the speed table with associated 'at any time' parking restrictions and shown on drawing QL021/NC/04.A be approved for implementation as detailed in the report.

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

9 **HYLANDS PRIMARY SCHOOL PARKING REVIEW - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that made 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.

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).

Condition 10 of the application stated that the new development would not be brought into occupation until a review of the restrictions around the school entrances was undertaken

The review was limited to investigating the school keep clear road markings and junction protection lining

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.

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.

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.

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.

A site review was carried out on the 20 October 2011 in which past comments and concerns from residents' and member of staff were taken into consideration.

In November 2011, approximately 100 letters were hand-delivered to residents potentially affected by the scheme with a closing date of 2 December 2011 for receipt of comments.

By the close of consultation, 9 written responses had been received from residents and were summarised in the report.

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.

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.

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.

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.

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.

Given the local opposition and lack of support from the school or parents, Staff recommended that the proposals be rejected.

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

During the debate members noted the recommendations contained in the report, the public consultation responses and the views of ward Councillors, in agreement that the scheme should not proceed.

The Committee **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that the proposed parking scheme as part of the Hylands Primary School parking review detailed in the report be rejected.

10 **HIGHWAY SCHEMES APPLICATIONS**

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

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

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

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

Item Ref	Scheme	Description	Decision
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/ Chiropody clinic	REJECTED 6 ABSTAINED 3

Item Ref	Scheme	Description	Decision
H2	Brunel Close, Dickens Way, Caxton Way	Residents' parking scheme within 3 streets to coincide with road adoptions.	DEFERRED
SECTION B - Highway scheme proposals without funding available			
H3	Lambs Lane North	Request for humps to reduce traffic speed approaching bend by park	REJECTED 8 - 0 - 1 (abstention)
H4	Knightsbridge Gardens, Romford	No indication that staff of garage are behaving in such a way and a difficult matter to justify in the absence of evidence.	REJECTED

H5	Great Gardens	Speed humps on each approach to bend in street as traffic is diverting from adjacent roads which have been traffic calmed	REJECTED
H6	Gleneagles Close	Widen section of narrow road to allow residents to pass parked vehicles.	REJECTED
H7	Vanguard Close	Convert highway verge into parking area	REJECTED

11 APPLETON WAY PROPOSED PAY AND DISPLAY PARKING PROVISIONS - COMMENTS TO ADVERTISED PROPOSALS

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

To recommend to the Cabinet Member for Community Empowerment that :

1. The proposals as outlined on plans be implemented as advertised and for the effects of implementation to be monitored; or

The vote was 8 votes in favour to 1 against the proposal.

12 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 & Parking Scheme Requests			
T&ET2	Junction Romford Road,	Request for additional permit bays to be removed from Schemes Work Programme	REJECTED

			8 – 0 – 1 (abstention)
TPC257	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	REJECTED
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	REJECTED
TPC259	Masefield Crescent, Harold Hill	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	REJECTED
TPC260	Laburnam 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'	REJECTED 8 – 1
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)	REJECTED
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	REJECTED
TPC263	Off-Street Car Parks	Introduction of 'The Overnighter', a new season ticket. <i>NB Committee requested that officers produce a detailed outline of the proposal to be resubmitted to HAC at the earliest opportunity</i>	REJECTED
TPC264	Fentiman Way, Hornchurch	Request for keep clear markings or further restrictions outside Goldsmere Court to deter obstructive parking by delivery drivers	REJECTED 5 – 1 – 3 (abstentions)
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 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	NOTED
TPC204	Elm Park Avenue/Broadway, Elm Park	Request to review options of "loading ban" outside Tesco to ease traffic flow	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
TPC252	Balgores Crescent, Park Gidea	Request to look at further parking facilities in Balgores Crescent for the shops and businesses in Main Road	NOTED
TPC255	Petersfield 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	NOTED

Chairman

HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**GIDEA PARK STATION AREA SCHEME
Final Phase, outcome of public
consultation**

Report Author and contact details:

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

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

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

SUMMARY

This report sets out the comments received in response to a public consultation on proposals for providing a short term drop off/pick up bay, a speed table and an accessible bus stop as part of an ongoing improvements package for the area around Gidea Park Station.

This scheme is within the **Squirrels Heath** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the following report and shown on Drawings;
 - QL008-SK05/1
 - QL008-SK05/2

2. That it be noted that the estimated cost of £150,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Gidea Park Walkability Project.

REPORT DETAIL

1.0 Background

- 1.1 The Council has been awarded £150,000 by Transport for London through the Local Implementation Plan for the 2012/13 financial year to complete a package of works to improve the area around Gidea Park Station, following funding in the previous 2 financial years.
- 1.2 The scheme is also intended to compliment the Crossrail scheme, part of which includes Gidea Park as a station served by the route.
- 1.3 The scheme has been split into 2 phases with Phase 1 being completed during 2010/11 and 2011/12 as follows;
 - Renewal of footways in Balgores Lane (outside the shops) and a small part of Station Road (opposite the station. The works used natural stone (granite) to enhance the Gidea Park Conservation Area;
 - Removal of unnecessary street furniture
 - New trees
 - Complete replacement of street lighting

1.4 Phase 2 had been planned to undertake the following works;

- Creation of a dedicated drop off/ pick up bay outside the station entrance to allow drivers to stop for a short period of time to pick up/ drop off those using the railway (sometimes called “kiss and ride”); provided to reduce illegal waiting in the bus stops and on the zig-zags of the zebra crossing;
- A wider footway area outside the station;
- Provision of a loading bay on Station Road, just east of the station to allow local businesses to load and unload legally (to reduce illegal loading in the bus stops);
- Upgrade of existing bus stops on Station Road so they are fully accessible (provision of higher kerbs to meet low floor buses and new paving),
- A raised entry table for Fairholme Avenue at its junction with Balgores Lane to improve pedestrian access to the shops and station area so that pedestrians can cross on a more level surface;
- Further tree planting;
- Further removal of any unnecessary street furniture.

1.5 In undertaking further detailed design work it has been shown that the provision of both the short term-drop off bay and loading bay is not possible because of lack available kerb space and a dropped kerb serving a plot of land to the east of the station. Therefore, work has concentrated on the short term drop off bay as a facility directly improving access to the station.

1.6 In presenting the scheme to the committee previously (25th January 2011), concerns were raised with the proposed widening of the footway outside the station and its impact on traffic flow and larger vehicles using the junction with Balgores Lane. Staff can confirm that the footway widening fully allows 2-way traffic to be maintained and indeed, articulated lorries can perform all turns at the junction. Drawing QL008-SK03 shows a 16.5m maximum legal articulated vehicle performing the turns.

1.7 In taking the scheme forward, the following proposals were advertised, along with letters being hand delivered to those potentially affected by the proposal and letters sent to statutory and local consultees, along with ward councillors;

- Short term drop-off/ pick-up bay outside the station, 5 minutes maximum stay. Letters delivered/ sent 31st May 2012, closing date for comments 22nd June 2012. (Businesses fronting Station Lane)

- Speed table in entrance to Fairholme Avenue (Balgores Lane end). Letters delivered/ sent 22nd June 2012, closing date 13th July 2012. (Businesses either side of junction, and 20 residents in Fairholme Avenue)
- These proposals are shown on Drawings QL008-SK05/1 & QL008-SK/2

2.0 Outcome of Public Consultation

2.1 By the close of consultation, 1 response had been received from the Public Carriage Office of Transport for London making the following comments;

- There is currently a taxi rank on the North side of the station but the location of it is not ideal for passengers exiting the station. Although it is used for taxi card and other radio work, I would request a taxi rank at the main entrance/exit to the station to be included in this scheme so that taxis can serve the station.
- How would the proposed set down bay be enforced? There is a danger that private hire vehicles would use this bay to illegally 'rank' and wait for passengers exiting the station. Private Hire Vehicles need to be pre-booked so we would like some assurance that the bay would not be abused. Putting in a taxi rank in a location where there is a sightline for passengers exiting the station would also help to avoid this.

3.0 Staff Comments

- 3.1 The intention of the short term bay is to allow all drivers to have an opportunity to legally drop off/ pick up passengers for the station rather than being tempted to stop in the local bus stops or on the zig-zags of the zebra crossing outside the station which is often the case.
- 3.2 With the zebra crossing, the proposed bay and the existing bus stop there is not enough space to physically provide another taxi rank, although taxis will of course be able to use the facility to drop off and pick up for up to 5 minutes.
- 3.3 Private hire vehicles will also be able to use the bay for drop off and pick up as any other driver, but the maximum stay is set at 5 minutes which is enough to help passengers unload from vehicles, but also means that the enforcement team can easily ensure that motorists are not stopping for too long.
- 3.4 As stated in the response from TfL, there is already a taxi-rank serving the station and so the scheme does not diminish any existing facility.

- 3.4 Given that another taxi rank cannot physically be provided and in the absence of any other comments, Staff recommend that the scheme proceeds to construction.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £150,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Gidea Park Walkability Project.

Legal implications and risks:

Parking bays and speed tables require advertisement and consultation before a decision can be made on their implementation.

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

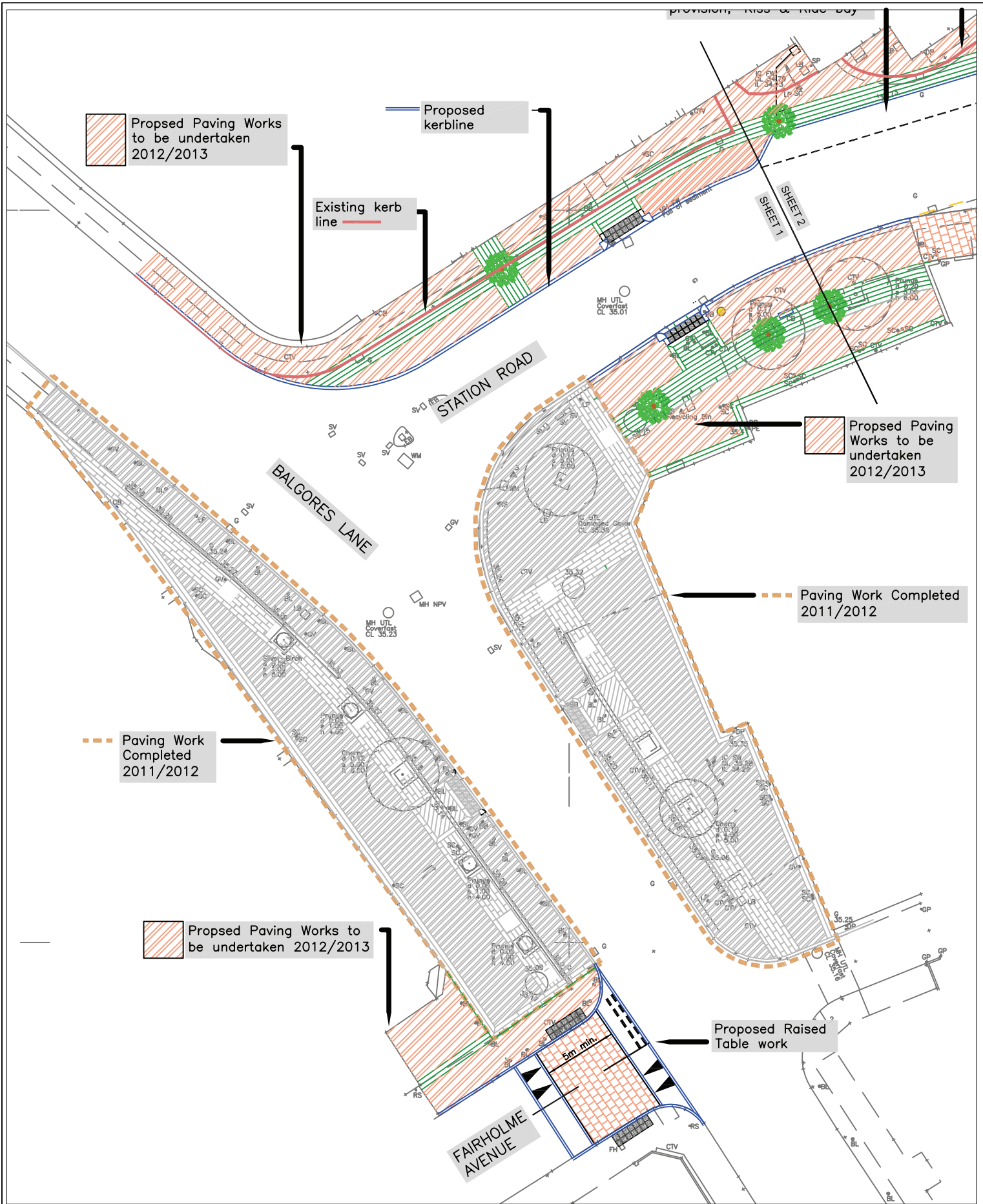
The provision of purpose-designed dropping off and loading facilities can reduce the incidence of illegal parking in bus stops and on pedestrian crossings which can cause safety and accessibility problems.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community. The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all, but especially where infrastructure is provided or substantially upgraded.

Good quality footways, reduced street clutter, level road crossing points and improved street lighting can help pedestrians of all abilities to negotiate the public realm. Good street lighting can assist with pedestrians and drivers being able to clearly see each other at night. This also contributes to the Council's general duty under the Equality Act 2010.

BACKGROUND PAPERS

This page is intentionally left blank



Havering
 LONDON BOROUGH
 STREETCARE - CULTURE & COMMUNITY

10th FLOOR MERCURY HOUSE
 MERCURY GARDENS
 ROMFORD, RM1 3DW
 TELEPHONE No: 01708 434343
 FAX No: 01708 433721
 E-MAIL: streetcare@havering.gov.uk

PURPOSE
 ©COPYRIGHT
 This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327

JOB TITLE
 Gidea Park improvements
 TfL 2012/2013

DRAWING TITLE
 Committee Drawing
 Sheet 1 of 2

DRAWN BY
 TAB

CHECKED BY
 TAB

APPROVED BY
 Page 15

SCALE (AT A4 SIZE)
 NTS

DATE
 July 12

DRAFT
 []

ISSUE
 []

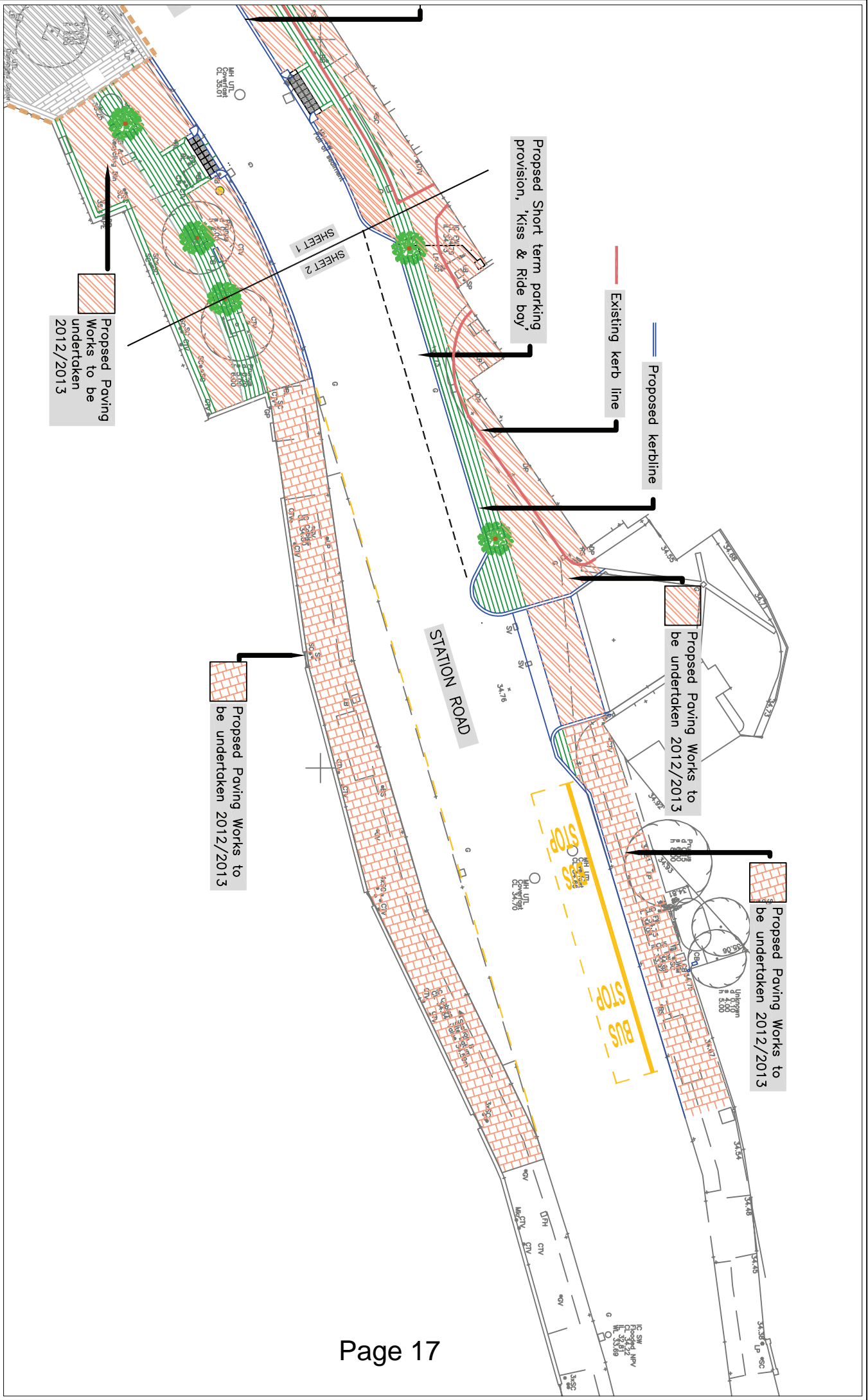
ACAD REF:
 Sheet Size: A4 (210x297)

DRAWING No
 QL008-SK05/1

REVISION
 -

REVISION	AMENDMENT	DATE

This page is intentionally left blank



London Borough of Havering
 STREETCARE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROYDON, RM1, 3DW
 TELEPHONE No: 01708 434343 FAX No: 01708 433721
 EMAIL: streetcare@havering.gov.uk

JOB TITLE
 Gidea Park improvements
TITLE
 TfL 2012/2013
DRAWING TITLE
 Committee Drawing
 Sheet 2 of 2

DRAWN BY
 TAB
SCALE (AT A4 SIZE)
 NTS
ACAD REF:
 Sheet Size: A4 (297x210)

CHECKED BY
 TAB
DATE
 JULY 2012

APPROVED BY
 MP
DRAFT
ISSUE
REVISION

PURPOSE
 Consult
AMENDMENT

DATE

© COPYRIGHT
 This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.
 Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100025327

This page is intentionally left blank

This page is intentionally left blank



HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**RAINHAM INTERCHANGE
Traffic Regulation and Parking Scheme
Outcome of public consultation**

Report Author and contact details:

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

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

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

SUMMARY

This report sets out the comments received in response to a public consultation on proposals for regulating traffic use in the Rainham Interchange and for a local parking control scheme.

This scheme is within the **Rainham & Wennington** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the following report and shown on Drawing;
 - QK019/501
2. That it be noted that the estimated cost of £4,800 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Rainham Traffic Management Scheme.

REPORT DETAIL

1.0 Background

- 1.1 As part of a programme of investment in Rainham (the “Rainham Compass” programme), a new bus interchange (the Rainham, Interchange) has been built adjacent to Rainham Station to better connect bus services with rail services. The scheme will also assist with the delivery of a one-way system and new parking facilities in Upminster Road South as it provides a turnaround point for bus route 103, which currently uses the roads looping around the war memorial in Rainham Village.
- 1.2 Two new roads have been created as part of the scheme; “Old Station Lane” and “Celtic Farm Road”; forming a loop between the junction with Ferry Lane/ Broadway and Ferry Lane (by the station). Celtic Farm Road is intended to be reserved for use by buses and cyclists accessing the station.
- 1.3 The land within the area created by the new and existing roads is a plot earmarked for the development of a new library for Rainham, which has a planning consent in place.
- 1.4 In order serve the Rainham Interchange and the library site, the following controls were proposed (as shown on Drawing QK019/501);
 - Celtic Farm Road restricted to buses and cyclists and subject to one-way working between Old Station Lane and Ferry Lane,
 - Provision of a bus stand and a bus stop in Celtic Farm Road;

- Old Station Lane, Celtic Farm Road and Ferry Lane (by the station entrance) subject to at any time waiting restrictions (double yellow lines);
- Provide a loading bay in a new lay-by on the western side of Ferry Lane to serve the library site and to be in operation Monday to Saturday, 8:30am to 6:30pm, 20 minutes stay with no return within 1 hour;
- Provide blue badge parking bays on Ferry Lane with 1 in the new lay-by on the western side of the road and 4 on the eastern side of the road to serve the library and the general area and to be in operation Monday to Saturday, 8:30am to 6:30pm, 3 hour stay with no return within 1 hour;

1.5 The proposals were advertised on 4th May 2012, with a closing date of 25th May 2012. In addition, site notices were displayed. Statutory and local consultees, including The Phoenix Public House, were sent a letter outlining the proposals.

2.0 Outcome of Public Consultation

2.1 By the close of consultation, 1 response had been received from the Public Carriage Office of Transport for London, requesting that Celtic Farm Road also allows taxis to use it (London Black Cabs).

3.0 Staff Comments

3.1 The Rainham Interchange was designed for buses to stand and stop within in order to serve the station. Staff are concerned that allowing taxis to use Celtic Farm Road for access and to stop within would interfere with bus operations. The PCO were requested to confer with London Buses on the matter, but no further comments were received. Taxis are able to stop within the station forecourt area.

3.2 Given that no other matters have been raised, Staff recommend that the scheme being implemented as advertised to ensure the Rainham Interchange becomes fully operational in the autumn of 2012; and to facilitate the future operation of the library.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £4,800 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Rainham Traffic Management Scheme.

Legal implications and risks:

Prescribed Routes (one-way streets, vehicle type restrictions), parking restrictions, blue badge-holder parking bays and loading bays require advertisement and public consultation before a decision can be made on implementation.

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

Parking places for Blue badge-holders are reserved for the sole use of those correctly displaying a blue badge.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community. The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all, but especially where infrastructure is provided or substantially upgraded.

BACKGROUND PAPERS

Project Scheme File Ref:
QK019 Rainham Interchange/ Library Site

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**ACADEMY FIELDS ROAD
DEVELOPMENT
20mph Zone and One-Way Road
outcome of public consultation**

Report Author and contact details:

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

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

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

SUMMARY

This report sets out the outcome to a public consultation on proposals to make the roads within the Academy Fields Road development subject to a 20mph Zone and to make a section of Academy Fields Road one-way.

This scheme is within the **Squirrels Heath** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the following report and shown on Drawings;
 - QA647/02/03B
2. Developers contribute 10% of the cost of the development road works as Section 38/278 Highways Act Agreement contributions, for the adoption of the roads listed above. The estimated cost of £1,000 for the implementation of the works detailed in this report can be met from these contributions.

REPORT DETAIL

1.0 Background

- 1.1 Academy Fields Road, Academy Fields Close, Oxford Close and Scholars Way form a self-contained residential estate accessed via 2 junctions with Heath Park Road.
- 1.2 The estate is traffic calmed and was intended to be a 20mph Zone. In addition a section of Academy Fields Road is constructed as a one-way loop running between the eastern and western junctions with Heath Park Road. The site has been signed with this regime for some years prior to adoption as a public highway in September 2011.
- 1.3 In order that the 20mph Zone and one-way loop is enforceable, the appropriate Traffic Regulations Orders are required to be in place. Before a decision can be taken on the introduction of TROs statutory advertisement of the proposals is required.
- 1.4 The draft TROs were displayed on site and advertised on 6th July 2012 with a closing date for comments being 27th July 2012. Copies of the draft TROs were also sent to statutory consultees. Individual letters were not sent to residents within the development given that the estate has been operating with the appropriate signage in place for years.

2.0 Outcome of Public Consultation

2.1 By the close of consultation, no responses were received.

3.0 Staff Comments

3.1 The estate has been operating with 20mph Zone and one-way signage in place for some time. As these proposals seek to regularise what is already in place, Staff recommend that the TROs be made and put into operation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £1,000 will be met from the developer's S38/278 Highways Act Agreement contribution to road adoptions.

Legal implications and risks:

20mph Zones and one-way streets require the advertisement of Traffic Regulation Orders before a decision can be made on their implementation.

Human Resources implications and risks:

None.

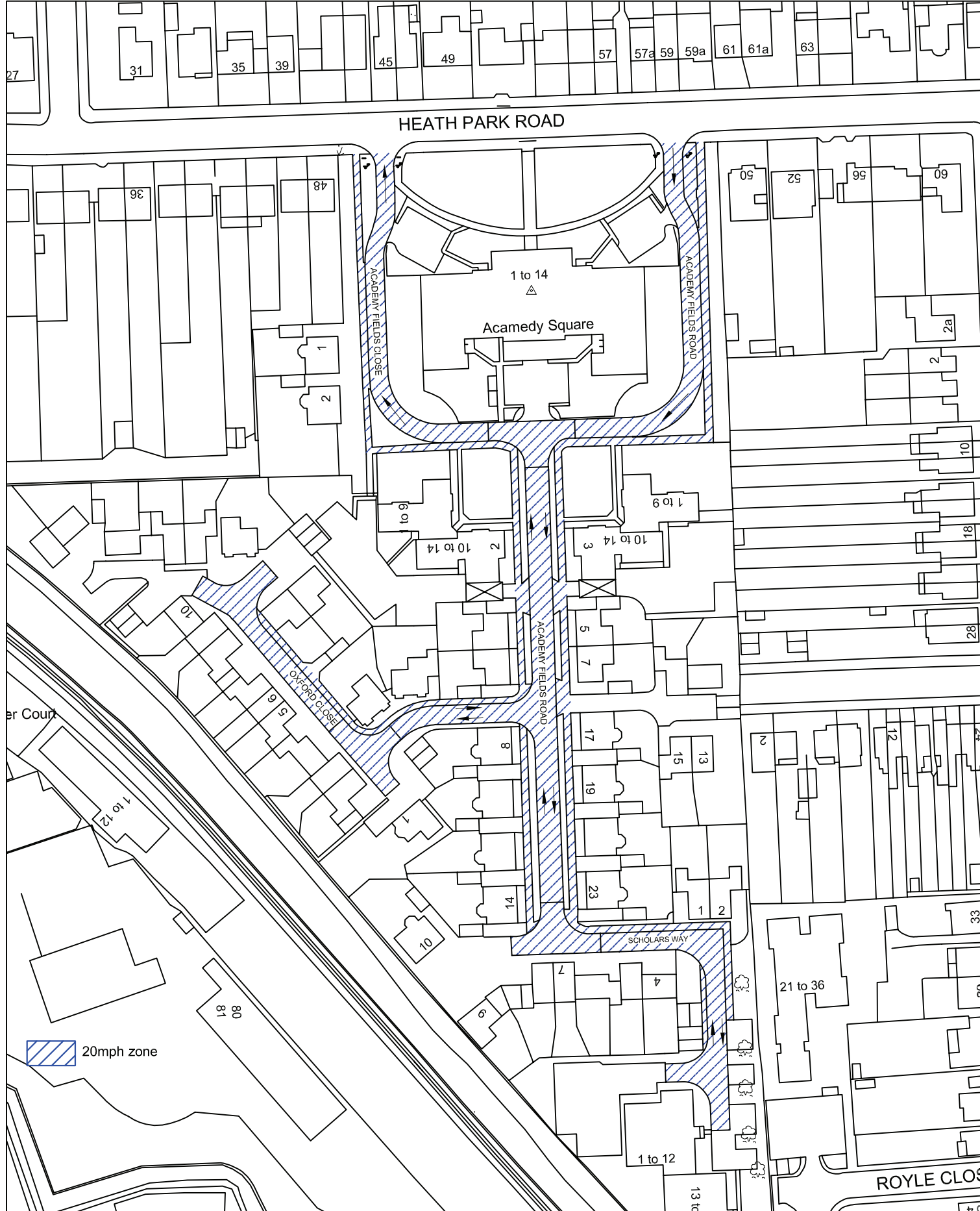
Equalities Implications and Risks:

20mph Zones can help reduce traffic speeds and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision.

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all, but especially where infrastructure is provided or substantially upgraded. The implementation of road safety measures assist the Council in meeting its duty under the Act.

BACKGROUND PAPERS

This page is intentionally left blank



 20mph zone

Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

10th FLOOR MERCURY HOUSE
MERCURY GARDENS
ROMFORD, RM1 3JW
TELEPHONE No: 01708 454343
FAX No: 01708 433721
E-MAIL: streetcare@havering.gov.uk

JOB TITLE
Academy Fields Road Development

DRAWING TITLE
Traffic Order for 20mph Zone
And One-Way Street

SCALE (AT A4 SIZE)
NTS

DATE
Jun 12

DRAFT

ISSUE

PURPOSE
©COPYRIGHT
This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
London Borough of Havering 100024327

DRAWN BY
NC


CHECKED BY

APPROVED BY
Page 31

ACAD REF:
Sheet Size: A4 (210x297)

DRAWING No
QA647/02/03

REVISION
B

 20mph zone in Academy Road, Academy Close, Oxford Close and Scholars Way.

One-Way traffic in Academy Fields Road from Heath Park Road southwards to its junction with Academy Close and northwards in Academy Close.

REVISION **AMENDMENT** **DATE**

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**BRIAR ROAD ENVIRONMENTAL
IMPROVEMENTS**
**Waverley Crescent and Myrtle Road
Traffic Calming & Zebra Crossing
Proposals**
outcome of public consultation

Report Author and contact details:

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

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

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

SUMMARY

This report sets out the outcome to a public consultation on proposals for providing traffic calming in Waverley Crescent and Myrtle Road, and a zebra crossing in Myrtle Road as part of a larger environmental improvements package for the Briar Estate area.

This scheme is within the **Heaton** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the following report and shown on Drawings;
 - QL018/MR/101A (Waverley Crescent)
 - QL018/MR/102A (Myrtle Road)
 - QL018/MR/103A (Myrtle Road)
2. That it be noted that the estimated cost of £52,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Briar Road Area Environmental Improvements Package.

REPORT DETAIL

1.0 Background

- 1.1 The Council has been allocated £100,000 by Transport for London through the Local Implementation Plan for the 2012/13 financial year towards environmental improvements for the Briar Estate, which is a larger regeneration and housing project area forming part of the Harold Hill Ambitions programme – the Briar Estate Renewal Project.
- 1.2 The Briar Estate is made up of 1,200 homes and has more than 4,000 residents, tenants and owners. The estate has some particular issues relating to the quality of some of the housing in the area, the layout of the streets, alleyways and parking.
- 1.3 The outcome of a consultation with residents in 2009 demonstrated that local people wanted to see significant improvements to the Briar Estate and to keep the vast majority of the estate as it is.
- 1.4 In March 2010, the Council's and Homes in Havering's ten point Improvements Action Plan for the Briar Estate was positively received at a series of meetings attended by 180 residents, who also came up with some ideas and constructive feedback.

1.5 The proposals within the improvements plan include:

- Retention of the vast majority of the estate:
- Decent Homes for tenants
- Advice and assistance to homeowners to make essential improvements and repairs
- Better use of green spaces
- Better parking closer to where people live
- Improved street lighting
- Improved pavements, kerbs and roads
- Making narrow and unsafe pathways safe
- Improved shopping area and possible 'village square'
- New recreational and play facilities on Bosworth Field and Faringdon Avenue
- Discussions with residents on redevelopment of small areas of underused land with new homes
- Improvements to Betty Strathern Centre

1.6 In June / July 2010, local residents were invited to a 'round table' meeting to work out the detailed changes for each area. Present at the meeting were officers from the Council, Homes in Havering and landscape designers.

1.7 In terms of highways issues, a wider programme is being developed, but initial work has centred on Waverley Crescent and Myrtle Road (which form a route through the estate) which was a concern amongst residents in terms of traffic speed and crossing Myrtle Road to access Bosworth Field; especially as improvements are planned to enhance the field and increase its use. In addition, a package of street lighting improvements to the route is currently being planned.

1.8 In addressing these concerns, Staff have designed a scheme to traffic calm the route using road humps and to provide a raised zebra crossing on Myrtle Road, by Bosworth Field. The locations and details are as follows and all features would be nominally 75mm in height with a maximum height of 100mm;

Feature	Location
Road Hump	Waverley Crescent, approximately 10 metres north of its junction with Briar Road;
Road Hump	Waverley Crescent, outside No. 53
Road Hump	Myrtle Road, outside No. 60
Road Hump	Myrtle Road, approximately 16 metres north-east of its junction with Saddleworth Road
Road Hump	Myrtle Road, approximately 10 metres west of its

	junction with Cloudberry Road
Road Hump	Myrtle Road, approximately 10 metres south-west of its junction with Chatteris Avenue
Zebra Crossing on a raised speed table	approximately 35 metres south-west of the western boundary of No. 24 Myrtle Road

The proposals are shown on Drawings QL018-MR-101A, 102A and 103A.

- 1.9 Approximately 250 Letters were hand-delivered to those potentially affected by the proposals, with copies being sent to statutory and local consultees, along with ward & HAC members on 2nd July 2012. The closing date for comments was 27th July 2012. In addition notices were advertised and displayed on site.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 1 response had been received from a resident who commented as follows;
- Considered the scheme to be a good idea,
 - Felt that there was insufficient traffic volume for a zebra crossing, but agreed with the raised table,
 - Felt that the area should be incorporated into the 20mph Zone for Chatteris Avenue and that this would mean people would drive at an appropriate speed for the humps, reduce wear on the road markings and make parked vehicles easier to negotiate.

3.0 Staff Comments

- 3.1 The zebra crossing was proposed to enable pedestrians to positively gain priority over traffic at a key location, especially with the planned improvements to Bosworth Field. Its provision on a raised speed table will make crossing the road more accessible to all.
- 3.2 Whilst Staff agree that a 20mph Zone would be a good addition to the scheme, it would require the other side roads leading from Waverley Crescent and Myrtle Road to be traffic calmed and be included as well. If this was not the case, the 20mph speed limit would be on the main route with the 30mph limit applying to smaller roads which is not a consistent or appropriate approach to the setting of speed limits.
- 3.3 The current proposals are the first stage of a wider programme and subject to funding, a 20mph Zone may become feasible in the future. Given the

absence of any other comments, Staff recommend that the scheme proceeds to implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £52,000 will be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Briar Estate Environmental Improvements Package

Legal implications and risks:

Road humps, speed tables and zebra crossings require advertisement and consultation before a decision can be made on their implementation.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

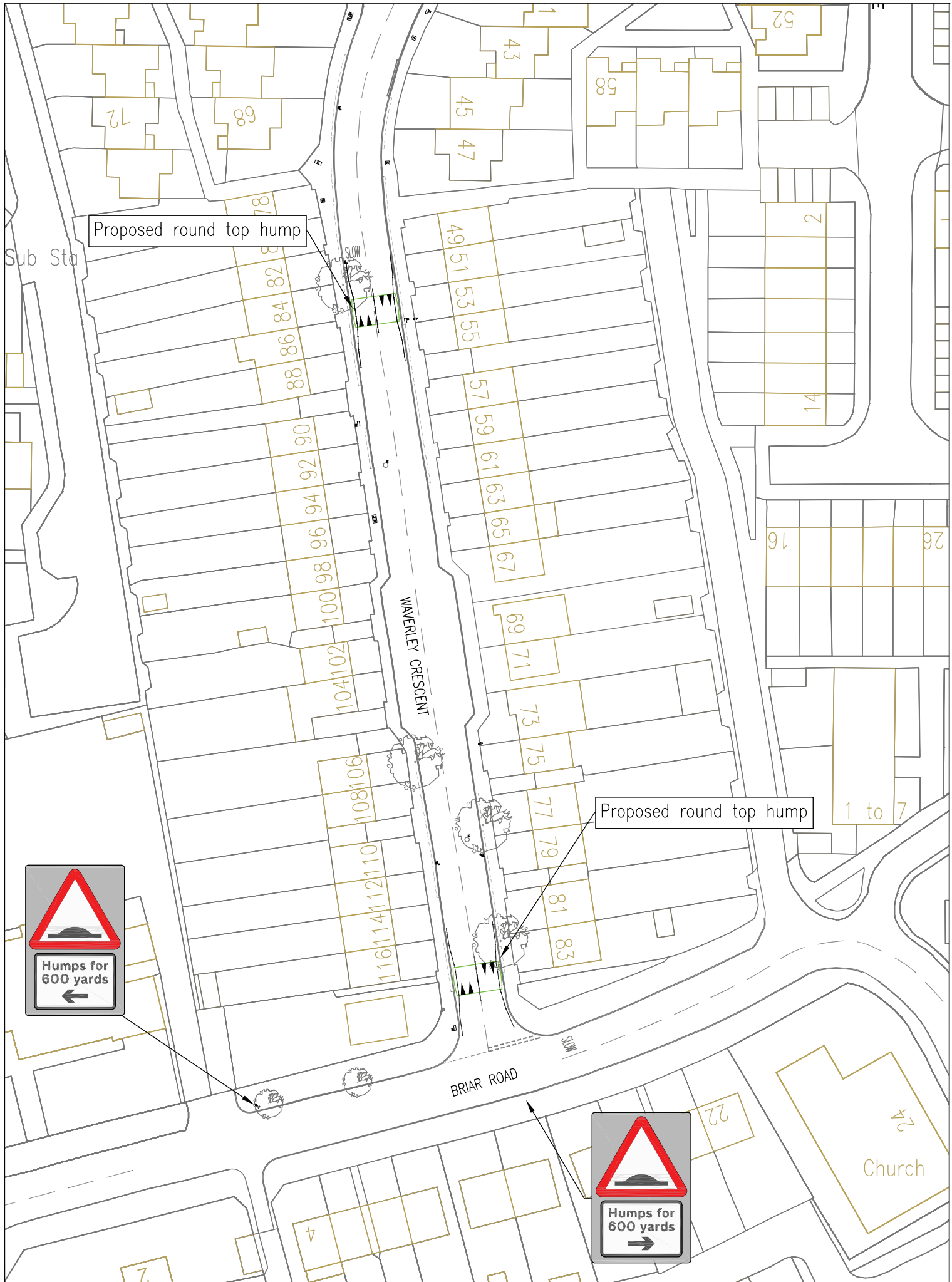
Traffic calming can help reduce traffic speeds and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision.

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all, but especially where infrastructure is provided or substantially upgraded. A level road crossing at a key pedestrian crossing point (to access Bosworth Field) will improve access for all and assist the Council in meeting its duty under the Act.

BACKGROUND PAPERS

Project Scheme File Ref:
QL018 Briar Road Estate Environment Improvements Package

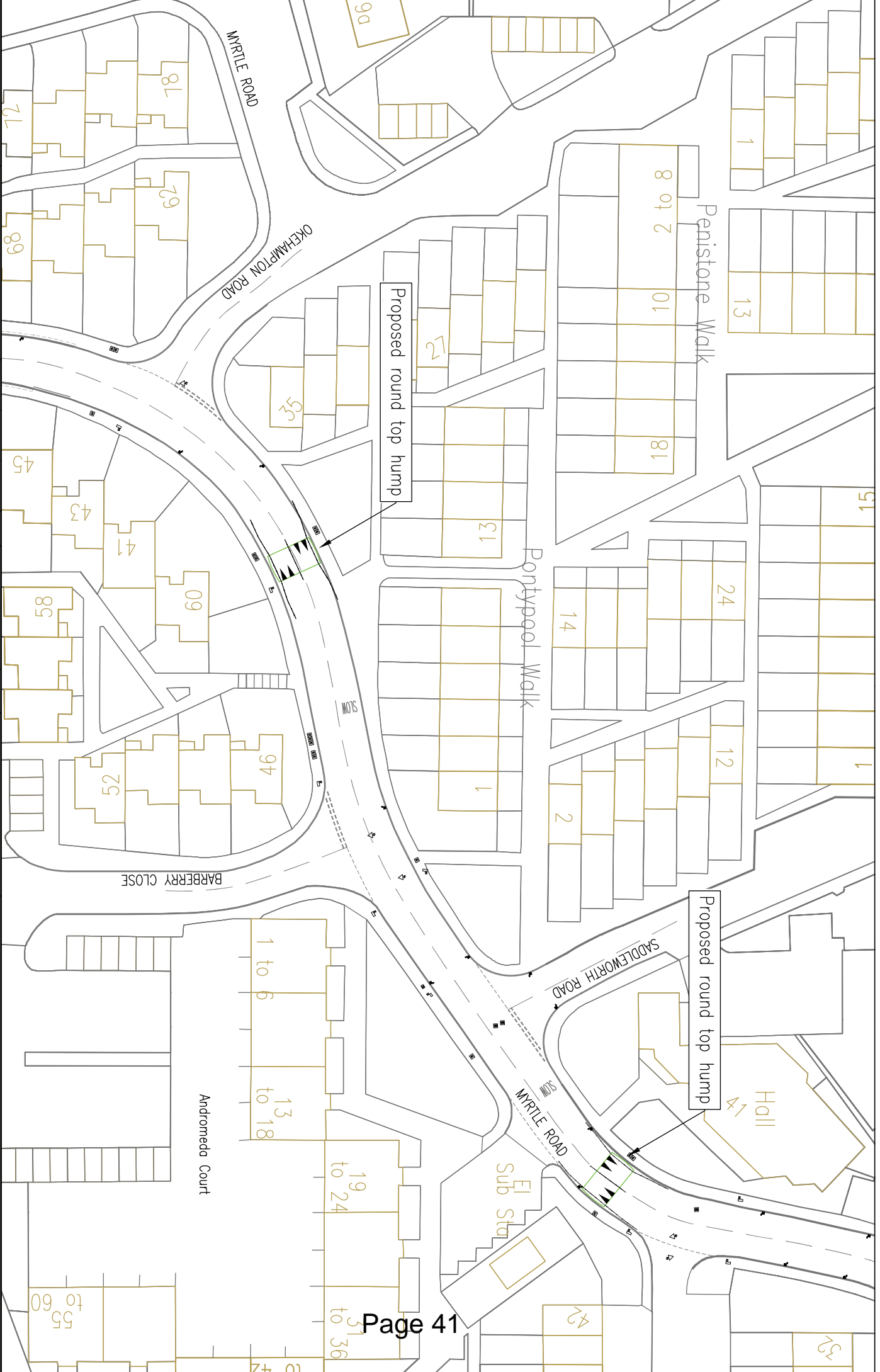
This page is intentionally left blank



This page is intentionally left blank

DRAWN BY PR	CHECKED BY	APPROVED BY
DATE 06.06.12	SCALE 1:500	
PURPOSE Proposal	ISSUE	
DMC No Q1018-MR-102	REVISION A	
REVISION	APPROVED	DATE

DISCLAIMER
 This drawing belongs to Streetworks 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. All rights reserved. No liability is accepted for any errors or omissions or for any loss or damage caused by the use of this drawing or any information derived therefrom.
 100024257



This page is intentionally left blank

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

REPORT

14 August 2012

Subject Heading:

UPMINSTER ACCIDENT REDUCTION
PROGRAMME – WINGLETYE LANE
PROPOSED SAFETY IMPROVEMENTS
(THE OUTCOME OF PUBLIC
CONSULTATION)

CMT Lead:

Cynthia Griffin

Report Author and contact details:

SIVA Velup
Senior Engineer
01708 433142
velup.siva@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 checked="" type="checkbox"/> |

SUMMARY

Wingletye Lane – Upminster Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and pedestrian refuges, coloured surfacing, 30mph roundel, white keep clear bar and slow road markings are proposed.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above safety improvements be approved.

The scheme is within **Emerson Park and St Andrews** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the following safety improvements be implemented as shown on the relevant drawings.
 - (a) Pedestrian refuge, coloured surfacing, 30mph roundel, white keep clear bar markings and slow road markings along Wingletye Lane outside Campion School as shown on Drawing No.QL006/W/1.
 - (b) Wider pedestrian refuge, tactile pavings and slow road markings along Wingletye Lane outside Havering College as shown on Drawing No. QL006/W/2.
2. That, it be noted that the estimated cost of £30,000 can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2011, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2012/13 Havering Borough Spending Plan settlement. Wingletye Lane – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study has now been completed and has looked at ways of reducing accidents and it is considered that the safety improvements, as described in the recommendations will improve road safety. In January 2012, Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The Wingletye Lane Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1200 vehicles per hour during peak periods along Wingletye Lane.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Wingletye Lane by Campion School	34	32	37	36

The 85th percentile speed is the speed not exceeded by 85% of vehicles and is the measure of speed recommended by the Government for the design of traffic management schemes. The speed limit along Wingletye Lane is 30mph. The speed survey showed that the vehicle speeds were higher than the speed limit along these roads.

Accidents

- 1.4 In the four-year period to December 2011, sixteen personal injury accidents (PIAs) were recorded along Wingletye Lane. Of the sixteen PIAs in Wingletye Lane, one was serious; two were speed related; four were occurred during the hours of darkness and three involved pedestrians.

Location	Fatal	Serious	Slight	Total PIAs
Ardleigh Green Road				
In the vicinity of Campion School and Grassmere Road junction	0	0	4 (1-Ped)	4
Essex Gardens junction	0	0	1 (1-Dark)	1
Between Essex Gardens and Hubbards Chase	0	0	1	1
Braemar Gardens Junction	0	0	1	1
Parkstone Avenue Junction	0	0	3 (1-Ped) (1-Speed)	3
Poole Road Junction	0	0	1	1
Lee Garden Avenue Junction	0	1 (1-Dark) (1-Speed)	0	1
In the vicinity of Havering College and Minster Way Junction	0	1	4 (2-Dark) (2-Ped)	4
Total	0	1	15	16

Proposals

- 1.5 The following safety improvements are proposed along Wingletye Lane to reduce vehicle speeds and minimise accidents.

- Wingletye Lane outside the Campion School

- (Drawing No. QL006/W/1)
Pedestrian refuge, coloured surfacing, 30mph roundel, white keep clear bar and slow road markings as shown.
- Wingletye Lane outside Havering College
(Drawing No.QL006/W/2)
Wider pedestrian refuge, tactile pavings and slow road markings as shown.

2.0 Outcome of public consultation

- 2.1 Following Highways Advisory Committee approval for a public consultation in January 2012, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals.
- 2.2 Approximately, 150 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 20th July 2012 were invited. One written response from resident was received and supported the scheme.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that sixteen personal injury accidents (PIAs) were recorded along Wingletye Lane. Speed survey showed that vehicles are travelling above the speed limit. The proposed safety improvements would minimise accidents on either end of Wingletye Lane where most accidents occurred. Further measures are not necessary at present and could be considered at a later date if required. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the proposals is £30,000. Wingletye Lane is one of the schemes approved by TfL which is to be implemented from Havering's 2012/13 allocation for Accident Reduction Programme. This scheme is fully funded by TfL.

Legal Implications and Risks

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

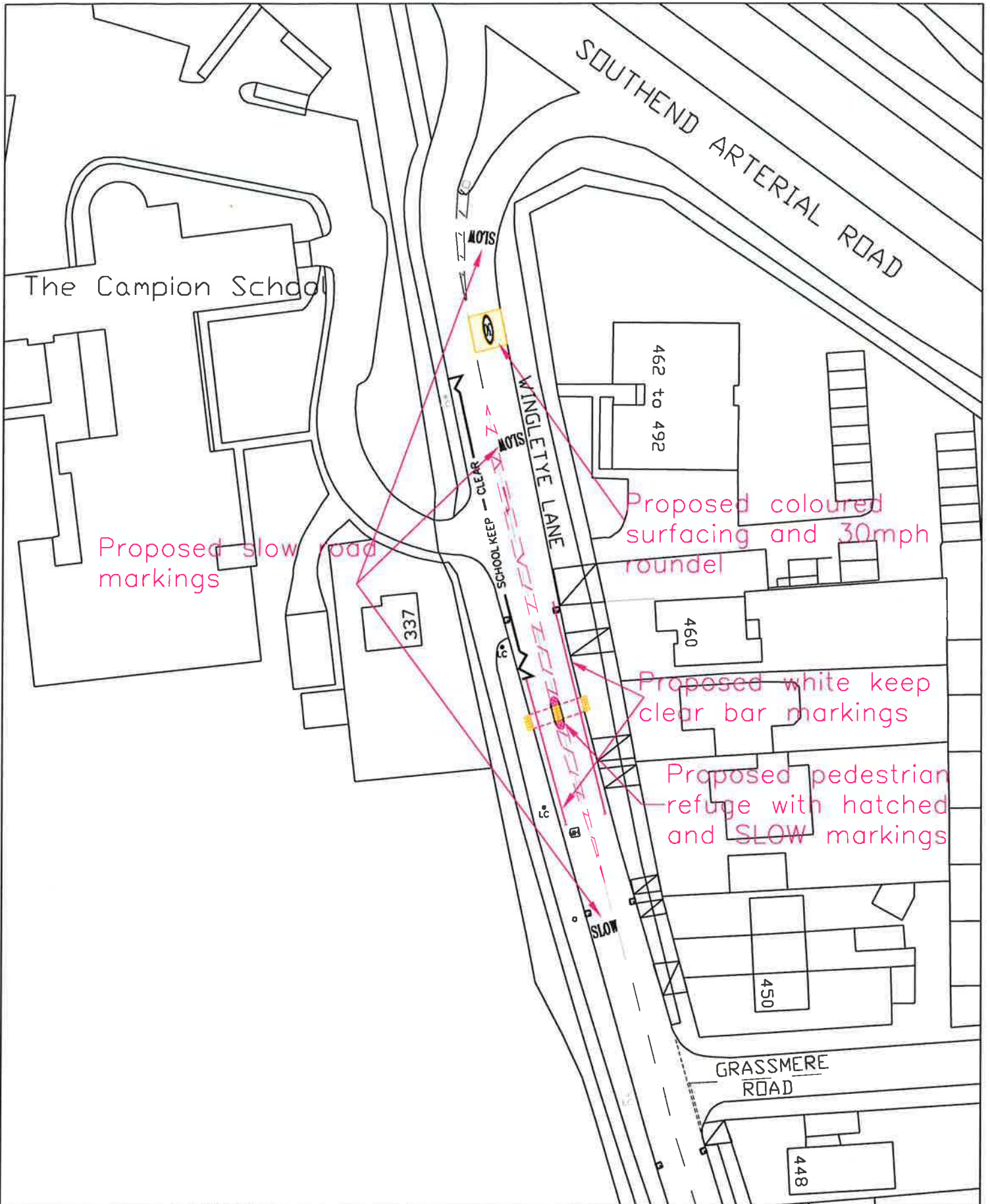
None directly attributable to the proposals.

Equalities and Social Inclusion

There would be some visual impact from the proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

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



Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

10th FLOOR MERCURY HOUSE
MERCURY GARDENS
ROXFORD, RH11 3JH
TELEPHONE No: 01708 434343
FAX No: 01708 433721
E-MAIL: streetcare@havering.gov.uk

JOB TITLE
WINGLETYE LANE
ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
PROPOSED
TRAFFIC CALMING MEASURES

SCALE (AT A4 SIZE)
NTS

DATE
APR12

DRAFT **ISSUE**

PURPOSE
-

©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

DRAWN BY
VS

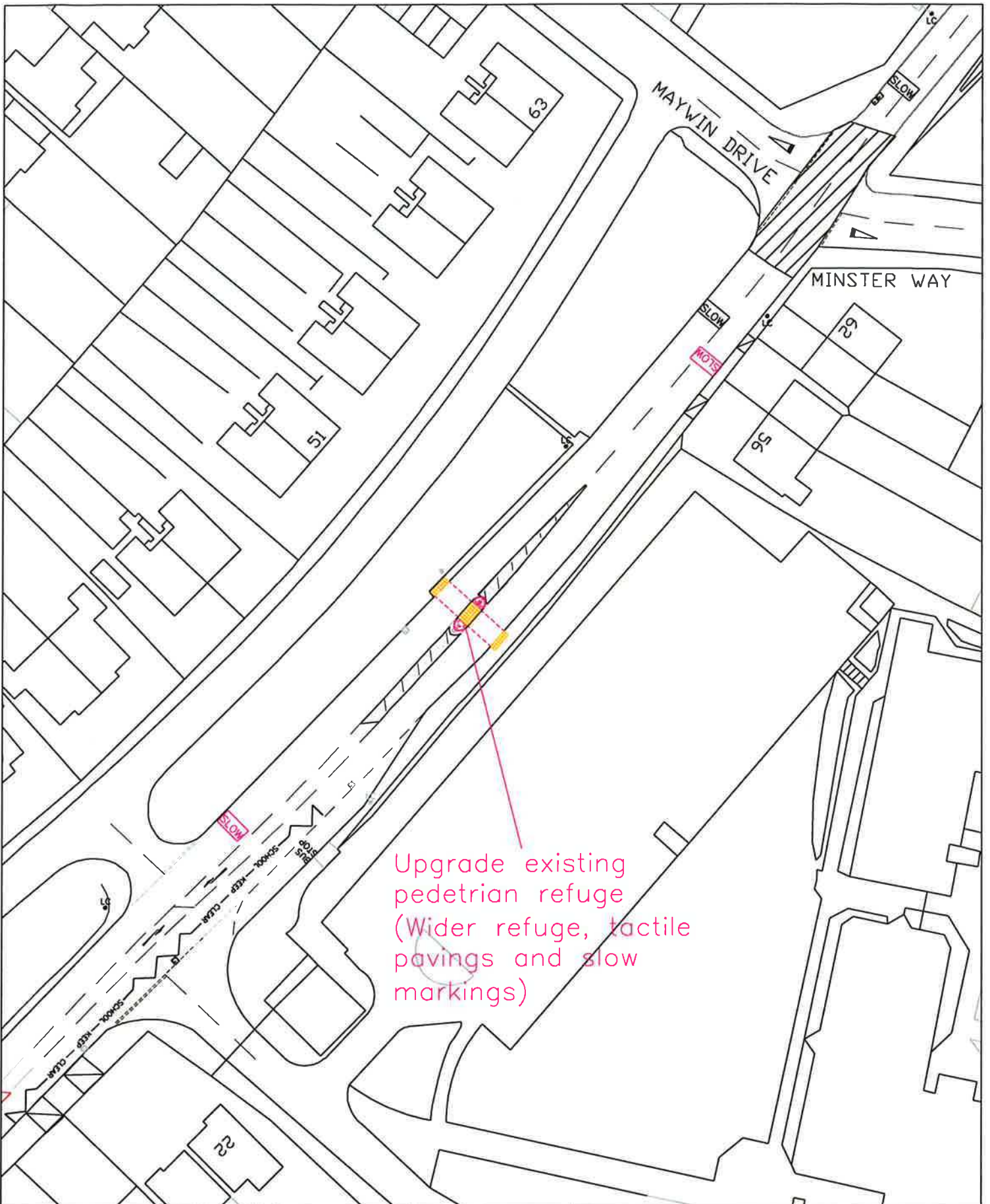
CHECKED BY
VS

APPROVED BY
VS

ACAD REF:
Sheet Size: A4 (210x297)

DRAWING No
QL006/W/1

Page 50				
REVISION	AMENDMENT			DATE



Upgrade existing pedestrian refuge
(Wider refuge, tactile pavings and slow markings)

Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GROUPS ROYFORD, RAIN 30W TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE -			
JOB TITLE WINGLETYE LANE ACCIDENT REDUCTION PROGRAMME		©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 Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
DRAWING TITLE PROPOSED TRAFFIC CALMING MEASURES		DRAWN BY VS		CHECKED BY VS		APPROVED BY VS	
SCALE (AT A4 SIZE) NTS		DATE APR12		DRAFT <input type="checkbox"/>		ISSUE <input type="checkbox"/>	
ACAD REF: Sheet Size: A4 (210x297)		DRAWING No QL006/W/2		REVISION -		REVISION AMENDMENT DATE	

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

REPORT

14 August 2012

Subject Heading:

JUNCTION ROAD – PROPOSED HUMPED ZEBRA CROSSING (THE OUTCOME OF PUBLIC CONSULTATION)

Report Author and contact details:

SIVA Velup
Senior Engineer
01708 433142
velup.siva@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 checked="" type="checkbox"/> |

SUMMARY

Junction Road – Humped zebra crossing was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify pedestrian facilities along Junction Road and humped zebra crossing is proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation results and recommends that the above proposal be approved.

This scheme is within **Romford Town** Ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that humped zebra crossing along Junction Road by Western Road detailed in this report and shown on Drawing No: QL005/J/1 be implemented.
2. That, it be noted that the estimated cost of £20,000 can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2011, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2012/13 Havering Borough Spending Plan settlement. Junction Road Pedestrian facilities was one of the schemes approved by TfL. A feasibility study has been carried out to identify pedestrian facilities. The feasibility study has now been completed and has looked at ways of providing pedestrian facilities and it is considered that humped zebra crossing, as described in the recommendations will improve road safety and provide pedestrian facilities. In January 2012, Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The Junction Road Accident Reduction Programme will help to meet these targets.

Proposals

- 1.3 It is proposed to provide humped zebra crossing along Junction Road shown on Drawing No: QL005/J/1. The proposal would provide pedestrian facility and improve road safety in the area.

2.0 Results of public consultations

- 2.1 Following Highways Advisory Committee approval for a public consultation in January 2012, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 200

letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 13th July 2012 were invited. Twelve written responses from Metropolitan Police, London Buses, Local Members and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The proposed humped zebra crossing would improve pedestrian facility and reduce vehicles speed in the area. Majority of respondents supported the scheme. It is therefore recommended that the proposed measures in the recommendation should be approved for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the proposal is £20,000 which can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

Legal Implications and Risks

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

There would be some visual impact from the humped zebra crossing, however the proposal would generally improve safety for both pedestrians and vehicles.

CHERYL COPPELL
Chief Executive

BACKGROUND PAPERS

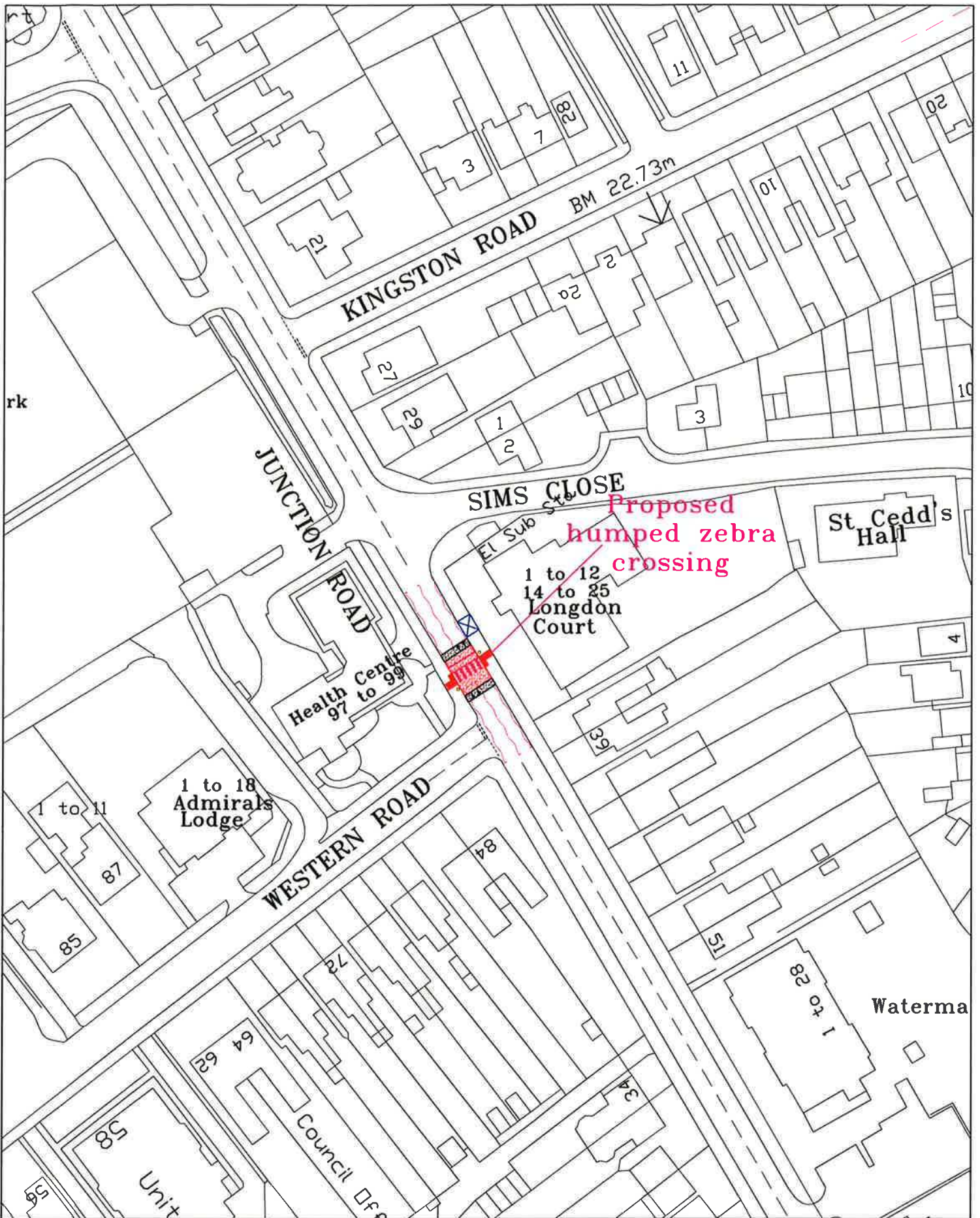
1. **Public consultation Letter.**
2. **Public consultation responses.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QL005/J/1 (Metropolitan Police)	Have no issues with the plans as presented.	-
QL005/J/2 (London Buses)	London buses have no comments on this proposal.	-
QL005/J/3 (Local Member)	This is exactly the spot for it as most pedestrians are trying to reach the surgery. The humped crossing also will deter too high an approach speed to the junction with Western Road.	-
QL005/J/4 (Local Member)	Support the scheme.	-
QL005/J/5 (Local Member)	Happy with this proposal.	-
QL005/J/6 (17, Junction Road)	<ul style="list-style-type: none"> - Would very much like to welcome this proposal as it will bring the vehicles speed down and increase the safety of pedestrians. - Request for another hump near Dolphin Way. 	<p>Staff confirmed the exact speed cushion location.</p> <p>Since large vehicles access this area , particularly Dolphin Approach, it is not advisable to provide the hump at this location.</p>
QL005/J/7 (34 Junction Road)	It is an excellent idea, long overdue, desperately needed and a very good use of public money.	-
QL005/J/8 (59/59A Junction Road)	<ul style="list-style-type: none"> - Delighted that there is to be a humped zebra and I see the proposed site seems the most appropriate. - Request for speed table outside Watermans and Drop off place for Medical Centre. 	- Further measures including these requests could be considered at a later date if necessary.
QL005/J/9 (63 Junction Road)	<ul style="list-style-type: none"> -Would be a great safety advantage on Junction Road in respect of drivers and pedestrians. - Request for parking 	- Parking restrictions are already in

Highways Advisory Committee, 14 August 2012

	enforcement by large lorries and vans in the area.	place. Parking team will be advised to carry out further enforcement in the area.
QL005/J/10	This is an excellent idea and probably should have been done years ago.	-
QL005/J/11	-Since I moved, the Council spoke about providing a safe mean of crossing Junction Road. It is more difficult and dangerous to cross the road. - Please now just get on with it.	-
QL005/J/12 (Petition with sixteen signatures)	Although long overdue, but very welcome, it is does not address the problem of traffic speeding between Western Road and Carlton Road.	A separate response sent to the resident. This scheme intended to provide pedestrian facilities along Junction Road. Further investigations could be carried out to identify speeding problems along Junction Road between Western Road and Carlton Road. Further measures could be considered at a later date if necessary.



Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY 10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JH TELEPHONE: 01708 434343 FAX: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE -			
JOB TITLE JUNCTION ROAD PEDESTRIAN FACILITIES		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.			
DRAWING TITLE PROPOSED HUMPED ZEBRA CROSSING		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
DRAWN BY VS		CHECKED BY VS		APPROVED BY VS	
SCALE (AT A4 SIZE) NTS		ACAD REF: Sheet Size: A4 (210x297)		DRAWING No QLO05/J/1	
DATE JUNE 12		DRAFT <input type="checkbox"/>		REVISION -	
ISSUE <input type="checkbox"/>		AMENDMENT -		DATE -	

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

REPORT

14 August 2012

Subject Heading:

EMERSON PARK ACCIDENT REDUCTION
PROGRAMME – ARDLEIGH GREEN ROAD
/ SQUIRRELS HEATH ROAD / SLEWINS
LANE PROPOSED SAFETY
IMPROVEMENTS (THE OUTCOME OF
PUBLIC CONSULTATION)

CMT Lead:

Cynthia Griffin

Report Author and contact details:

SIVA Velup
Senior Engineer
01708 433142
velup.siva@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 checked="" type="checkbox"/>

SUMMARY

Ardleigh Green Road, Squirrels Heath Road and Slewins Lane – Emerson Park Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and pedestrian refuge, pedestrian refuge upgrade, speed tables, speed cushions, minor carriageway widening and patching works, coloured surfacing, vehicle activated sign relocation, centreline hatch and slow road markings are proposed.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above safety improvements be approved.

The scheme is within **Squirrels Heath, Emerson Park and Harold Wood** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the following safety improvements be implemented as shown on the relevant drawings.

Ardleigh Green Road

- (a) Wider pedestrian refuges along Ardleigh Green Road and pedestrian refuge upgrade along Squirrels Heath Lane at the Ardleigh Green Road / Squirrels Heath Lane junction (Drawing No.QL001/A/1)
- (b) Pedestrian refuge along Ardleigh Green Road outside All Saints Church (Drawing No.QL001/A/2)
- (c) Speed cushions along Ardleigh Green Road approaches and entry speed table along Nelmes Way (Drawing No.QL001/A/3)
- (d) Pedestrian refuge with tactile pavings along Ardleigh Green Road by Wotton Close (Drawing No.QL001/A/4).
- (e) Minor carriageway patching works (Drawing No.QL001/A/5)

Squirrels Heath Road

- (f) Pedestrian refuge, speed table, minor carriageway widening, coloured surfacing, centreline hatch and slow road markings (Drawing No.QL001/SQ/1)

Slewins Lane

2. That, the Committee having considered the representations made for Slewins Lane scheme as set out in Appendix1 and Appendix2 to this report decides either;
 - (a) To recommend to the Cabinet Member for Community Empowerment that pedestrian refuge, entry speed tables, centreline hatch and slow markings as shown on Drawing Nos. QL001/S/1 and QL001/S/2 be implemented;
or
 - (b) the Slewins Lane scheme be rejected;
or
 - (c) the Head of Streetcare investigates alternative measures.
3. That, the Committee having considered the representations made in response to the public consultation process, recommends to the Cabinet Member for Community Empowerment that the following amended proposals be implemented.
 - (a) vehicle activated sign along Squirrels Heath Road moved to a new location as shown on Drawing No. QL001/SQ/1.
 - (b) Pedestrian refuge along Walden Way moved towards Slewins Lane as shown on Drawing No. QL001/S/2.

4. That, it be noted that the estimated costs of £70,000 and £45,000 with and without Slewins Lane scheme respectively, can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2011, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2012/13 Havering Borough Spending Plan settlement. Ardleigh Green Road / Squirrels Heath Road / Slewins Lane – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study has now been completed and has looked at ways of reducing accidents and it is considered that the safety improvements, as described in the recommendations will improve road safety. In January 2012, Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The Ardleigh Green Road, Squirrels Heath Road and Slewins Lane Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1000 vehicles per hour during peak periods along Ardleigh Green Road, Squirrels Heath Road and Slewins Lane.

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

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
Ardleigh Green Road by Wootton Close	36	37	40	42
Squirrels Heath Road by Beltinge Road	32	33	38	37
Slewins Lane by Canenham Gardens	33	34	39	38

The 85th percentile speed is the speed not exceeded by 85% of vehicles and is the measure of speed recommended by the Government for the

design of traffic management schemes. The speed limit along Ardleigh Green Road, Squirrels Heath Road and Slewins Lane is 30mph. The speed survey showed that the vehicle speeds were higher than the speed limit along these roads.

Accidents

- 1.4 In the four-year period to December 2011, thirty three, nine and nine personal injury accidents (PIAs) were recorded along Ardleigh Green Road, Squirrels Heath Road and Slewins Lane. Of the thirty three PIAs in Ardleigh Green Road, five were serious; four were speed related; ten were occurred during the hours of darkness and six involved pedestrians. Of the nine PIAs in Squirrels Heath Road, four were serious; three were occurred during the hours of darkness and three involved pedestrian. Of the nine PIAs in Slewins Lane, three were serious; two were speed related and two involved pedestrians.

Location	Fatal	Serious	Slight	Total PIAs
Ardleigh Green Road				
Between A127 and Ardleigh Close	0	0	1	1
Ardleigh Close Junction	0	0	2 (1-Dark)	2
Between Ardleigh Close and Helen Road	0	1	0	1
Helen Road Junction	0	0	2 (1-Ped)	2
Squirrels Heath Lane Junction	0	0	3 (1-Dark) (2-Speed)	3
In the vicinity of Michael Gardens and Havering College Entrance	0	0	3	3
Between Michael Gardens and Nelmes Way	0	0	2 (1-Ped)	2
Nelmes Way Junction	0	1	4 (2-Dark) (1-Ped)	5
Between Nelmes Way and Ayloff's Walk	0	1 (1-Dark)	0	1
In the vicinity of Wootton Close	0	0	3 (1-Dark) (2-Ped)	3
Woodlands Avenue / Haynes Road Junction	0	0	1 (1-Speed)	1
Between Woodlands Avenue and Slewins Lane	0	1 (1-Dark)	0	1
Slewins Lane / Butts Green Road mini roundabout	0	1 (1-Ped)	7 (3-Dark) (1-Speed)	8
Total	0	5	28	33

Squirrels Heath Road				
Redden Court Road Junction	0	1 (1-Dark)	0	1
Beltinge Road Junction	0	2 (1-Dark) (1-Ped)	0	2
In the vicinity of Rosslyn Avenue Junction and pelican crossing	0	1 (1-Dark) (1-Ped)	0	1
Cotswold Road Junction	0	0	2 (1-Ped)	2
Between Cotswold Road Junction	0	0	1	1
Recreation Avenue Junction	0	0	2	2
Total	0	4	5	9
Slewins Lane				
Cavenham Gardens Junction	0	1 (1-Ped)	1	2
Northumberland Avenue Junction	0	1 (1-Ped)	3 (1-Speed)	4
Slewins Close Junction	0	0	1 (1-Speed)	1
Walden Way Junction	0	1	1	2
Total	0	3	6	9

Proposals

- 1.5 The following safety improvements are proposed along Ardleigh Green Road, Squirrels Heath Road and Slewins Lane to reduce vehicle speeds and minimise accidents.

Ardleigh Green Road

- Ardleigh Green Road / Squirrels Heath Lane Junction (Drawing No. QL001/A/1)
 - Wider pedestrian refuges along Ardleigh Green Road as shown
 - Pedestrian refuge upgrade along Squirrels Heath Lane as shown
- Ardleigh Green Road outside All Saints Church (Drawing No.QL001/A/2)
 - New pedestrian refuge
- Ardleigh Green Road / Nelmes Way Junction (Drawing No.QL001/A/3)
 - Speed cushions along Ardleigh Green Road Approaches
 - Entry speed table along Nelmes Way as shown.
- Ardleigh Green Road by Wootton Close (Drawing No.QL001/A/4)
 - Pedestrian refuge with tactile pavings
- Ardleigh Green Road / Slewins Lane mini roundabout

- (Drawing No.QL001/A/5)
- Minor carriageway patching works

Squirrels Heath Road

- Squirrels Heath Road in the vicinity of Beltinge Road and Cotswold Road (Drawing No.QL001/SQ/1)
 - Pedestrian refuge
 - Entry speed tables
 - Minor carriageway widening
 - Vehicle Activated sign relocation
 - Coloured surfacing
 - Slow road markings

Slewins Lane

- Slewins Lane in the vicinity of Cavenham Road and Northumberland Avenue (Drawing No. QL001/S/1)
 - Pedestrian refuge as shown
 - Entry speed tables as shown
 - Centreline hatch and slow road markings
- Slewins Lane by Walden Way (Drawing No. QL001/S/2)
 - Centreline hatch and slow road markings

2.0 Outcome of public consultation

- 2.1 Following Highways Advisory Committee approval for a public consultation in January 2012, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals.

Ardleigh Green Road

- 2.2 Approximately, 180 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 16th July 2012 were invited. Six written responses from Metropolitan Police, London Buses and residents were received and the comments are summarised in the Appendix1.

Squirrels Heath Road

- 2.3 Approximately, 80 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 16th July 2012 were invited. Five written responses from Metropolitan Police, London Buses, Local school and residents were received and the comments are summarised in the Appendix1.

Slewins Lane

- 2.4 Approximately, 80 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 16th July 2012 were invited. Seven written responses from Metropolitan Police, London Buses and residents were received and the comments are summarised in the Appendix1. The resident at No.61 Slewins Lane has carried out his own consultation and his consultation results are summarised in Appendix2.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that thirty three, nine and nine personal injury accidents (PIAs) were recorded along Ardleigh Green Road, Squirrels Heath Road and Slewins Lane respectively. Speed survey showed that vehicles are travelling above the speed limit. The proposed safety improvements would minimise accidents along these roads. Further measures are not necessary at present and could be considered at a later date if required. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated costs of the proposals are £70,000 and £45,000 with and without Slewins Lane Scheme respectively. Ardleigh Green Road, Squirrels Heath Road, Slewins Lane Area is one of the schemes approved by TfL which is to be implemented from Havering's 2012/13 allocation for Accident Reduction Programme. This scheme is fully funded by TfL.

Legal Implications and Risks

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

There would be some visual impact from the proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

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

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
ARDLEIGH GREEN ROAD		
QL001/A/1 (Metropolitan Police)	No comments about the proposals. Request to update road sign at the Butts Green Road / Slewins Lane mini roundabout	Staff will investigate and update the road signs if any.
QL001/A/2 (London Buses)	No comment on the scheme.	-
QL001/A/3 (No.8 Ardleigh Green Road)	Although I support the programme in concept, I object to the proposed pedestrian refuge outside my property due to vehicular access obstruction, minimal pedestrian traffic and existing pedestrian refuge within close proximity. Request to provide speed cushion instead pedestrian refuge if necessary.	Staff considered that the proposed pedestrian refuge would not obstruct the vehicular access. The pedestrian refuge is proposed at this location due to two personal injury accidents involved pedestrians. The existing pedestrian refuge is located approximately 150 metres away which is considered to be far away. Speed cushions are not necessary at present.
QL001/A/4 (No.21 Ardleigh Green Road)	Changing the traffic layout is not the answer. The answer is to provide speed humps or speed camera.	Staff considered that the speed humps are not suitable for this location as this road is local distributor and bus route. It is not advisable to provide speed control humps along Ardleigh Green Road. The Council has no control over the site selection of the speed cameras as London Safety Camera Partnership is responsible for the site selection, operation and maintenance of the speed cameras.
QL001/A/5 (No.164 Slewins Lane)	Agree with accident reduction programme. Request to reduce vehicle speeds at the Ardleigh Green Road / Slewins Lane mini roundabout.	Speed reducing features could be considered at the mini roundabout approaches at a later date if necessary.
QL001/A/6 (No.166 Slewins Lane)	Thanks for the carriageway works. London buses use double Decker buses now, causing problem.	With reference to London buses, staff advised the resident to contact London Buses direct as they are responsible for the selection of routes etc.

SQUIRRELS HEATH ROAD		
QI001/SQ/1 (London Buses)	Only comment about the proposed pedestrian refuge. Concerns about the tree branches near the proposed pedestrian refuge.	Staff checked and found that no trees are in close proximity of pedestrian refuge.
QK001/SQ/2 (Metropolitan Police)	Only one main concern about the proposed pedestrian refuge which would encourage pedestrians not to use the controlled crossing.	It may encourage some pedestrians. Staff considered that it is necessary to provide pedestrian refuge at this location. Due to three serious personal injury accidents with two pedestrians PIAs in the vicinity, it is considered that the pedestrian refuge would protect right turners, reduce vehicle speeds, minimise accidents and provide pedestrian facility at this location. Additionally, the pedestrians who live along Beltinge Road and goes to Harold Court school seem to cross the carriageway at this location, not on the controlled crossing.
QL001/SQ/3 (No.61 Squirrels Heath Road)	Object to the vehicle activated sign relocation outside my property due genuine fear for my eyesight and health my wife and myself. Request to provide speed cameras to improve safety.	Vehicle activated sign will be relocated to another location other than outside resident's property. The Council has no control over the site selection of speed camera as London Safety Camera Partnership is responsible for the site selection, operation and maintenance of the speed cameras.
QL001/SQ/4 (No.108 Squirrels Heath Road)	Generally in favour of any improvements to Squirrels Heath Road. Request to upgrade street lighting.	Street lighting upgrades will be considered.
QL001/SQ/5 (Head Teacher, Redden Court School)	Request to provide barriers at the Cotswold Road and Squirrels Heath Road to protect school children, crossing the road to the bus stop opposite. Other proposals seem appropriate.	The provision of barriers will be investigated and installed at this location if found necessary.

SLEWINS LANE		
QL001/S/1 (Metropolitan Police)	No comments	-
QL001/S/2 (London Buses)	No comments	-
QL001/S/3 (No.38 Slewins Lane)	<ul style="list-style-type: none"> - Applaud the installation of pedestrian refuges - Scheme addresses the problems with accessing Slewins Lane safely from both Cavenham Gardens and Northumberland Avenue. - Cannot see what the purpose of speed tables - Request for two more pedestrian refuges or speed camera along Slewins Lane 	<p>The purpose of speed table is to provide pedestrian facility (where two PIAs involved pedestrians), reduce vehicle speeds of traffic accessing Cavenham Gardens and Northumberland Avenue, reduce vehicles conflicts and minimise accidents.</p> <p>Due to vehicle crossovers, it is not feasible to provide two more pedestrian refuges in the vicinity of Cavenham Gardens and Northumberland Avenue.</p> <p>The Council has no control over the site selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, operation and maintenance of speed cameras.</p>
QL001/S/4 (No.59 Slewins Lane)	<ul style="list-style-type: none"> - Personal injury accidents do not seem particularly high and how these are compared with other local risk - Forming raised speed tables in Cavenham Gardens and Northumberland Avenue and centreline hatch road marking along Slewins Lane will not resolve problem of vehicles accessing these roads. It is merely damage more vehicle 	<ul style="list-style-type: none"> - Accident analysis showed that 6 personal injury accidents occurred in the vicinity of Cavenham Gardens and Northumberland Avenue. Of these 6 PIAs, 2 were serious and both involved pedestrians. It is important to minimise these accidents. - It is considered that speed tables and centreline hatch road markings would improve current situation and minimise accidents. Speed tables would not damage vehicles as these

	<p>exhausts</p> <ul style="list-style-type: none"> - Two issues need to be considered. One is to improve sightlines and other is to slow down vehicles along Slewins Lane - Providing centreline would reduce lane width and traffic will congest and come to a standstill. - Pedestrians no need to cross at the proposed pedestrian refuge along Slewins Lane near Cavenham Gardens and Northumberland Avenue if zebra crossing is provided near Drill Roundabout - Request to extend the double yellowlines in the vicinity of Cavenham Gardens and Northumberland Avenue and provide speed cameras along Slewins Lane to achieve both slower speeds and more income. 	<p>are only 75mm high. Due to physical barriers such as fences, it is not possible to achieve required sightline visibility.</p> <ul style="list-style-type: none"> - Providing centre line hatch marking would help to improve congestion at this location as the right turners can wait in the middle of carriageway, allowing straight-ahead vehicles to pass through. Footway parkings are not allowed due to the existing parking restrictions along Slewins Lane. It is considered that The proposed pedestrian refuge would provide pedestrian facility and reduce vehicle speeds in the vicinity. - Request for extension of double yellow lines at the Cavenham Gardens and Northumberland Avenue junctions will be forwarded to parking team who will deal with the request. The Council has no control over the site selection of speed cameras. London Safety Camera Partnership is responsible for the site selection, operation and maintenance of speed cameras.
<p>QL001/S/5 (No.61 Slewins Lane)</p>	<ul style="list-style-type: none"> - What were the locations of these nine personal injury accidents - Primary causes of problems are large number vehicle turning in and out of the junction, excessive speed along Slewins Lane and poor visibility for traffic exiting from Cavenham Gardens, particularly when vehicles are parked along Slewins Lane. - Request for making Cavenham Gardens oneway or further footway parking restriction on the southside of Slewins Lane west of Cavenham Gardens and vehicle activated sign along Slewins Lane. 	<p>Details of personal injury accident are included in the report and provided to resident.</p> <ul style="list-style-type: none"> - It is considered that the proposed safety improvements would improve current situation. - Cavenham Gardens oneway would cause considerable inconvenience to the local residents. Parking restriction request forwarded to Parking Team who will deal with the parking requests. The vehicle activated sign will be considered at a later date if necessary.

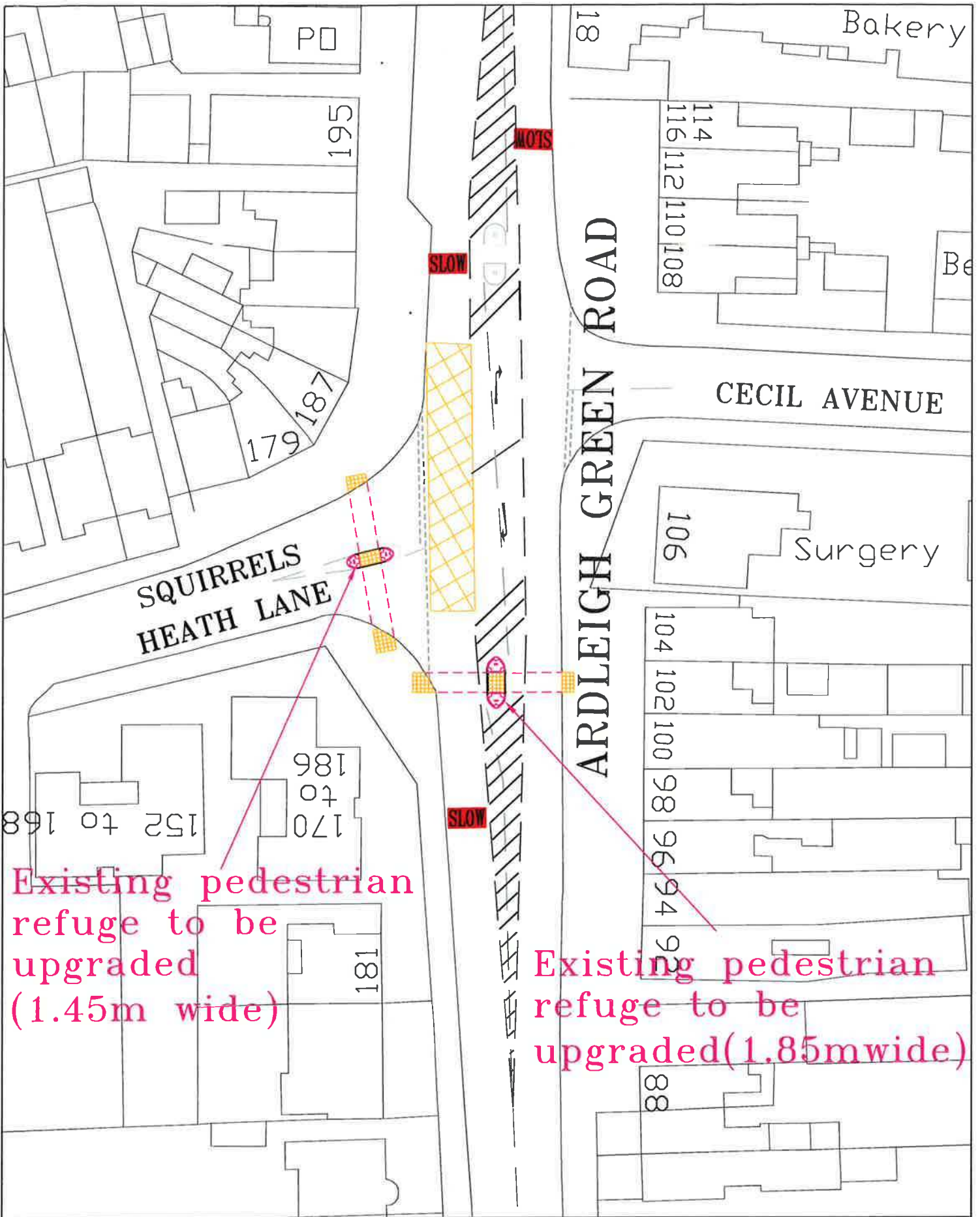
	<p>-Request also for pedestrian refuge along Slewins Lane by Walden Way and request to relocate existing pedestrian refuge along Walden Way.</p>	<p>- It is not feasible to provide pedestrian refuge along Slewins Lane just east of Walden Way as a bus stop is situated at this location. A pedestrian refuge is situated near the mini roundabout. Pedestrian refuge could be re-located along Walden Way.</p>
<p>QL001/S/6 (No.72 Slewins Lane)</p>	<p>- Would be in broad agreement with the proposals - Request for 10metre double yellow lines extension along Northumberland Avenue to stop commuter parking</p>	<p>Parking restriction request forwarded to Parking Team who will deal with the parking requests.</p>
<p>QL001/S/7 (No.79 Slewins Lane)</p>	<p>- Claim that vehicles are travelling at 50/60mph. - Vision obstructed by tree and large van parked inside neighbour's garden</p>	<p>Since no personal injury accident occurred at the Slewins Lane / Kinfauns Avenue, accident remedial measures are not proposed. Since parked vehicle and tree are within the resident's property, the Council is not able to improve the visibility</p>

APPENDIX 2

SUMMARY OF MR ALAN COOK'S QUESTIONS AND CONSULTATION RESULTS

No.	Questions	Agree Nos.	Disagree Nos.	Staff Comments
Slewins Lane / Cavenham Gardens/Northumberland Avenue Junctions				
1	The Council's 25.06.12 letter fails to explain the problems	5	1	The Council can only provide brief descriptions in the public consultation letter. Details are normally provided in the Highways Advisory Committee report.
2	As a local resident I think the main danger is associated with right turning traffic emerging from Northumberland Avenue due to that driver's poor line of sight of northbound traffic on Slewins Lane – much of which exceed the speed limit.	8	0	The proposed speed table would reduce vehicle speeds accessing Northumberland Avenue and provide pedestrian facility. Since it is difficult to improve visibility due to physical restrictions such as fence, the provision of speed table would improve the situation. Accident analysis showed that four personal injury accidents occurred at this location. Of these four PIAs, one was serious and one involved pedestrian.
3	I consider that the Council's proposals fail to deal with this main danger and need to be changed	9	0	It is considered that the proposed measures would improve current situation and minimise accidents. Further measures could be considered at a later date if necessary.
4	I don't see any problem with this junction – no change is needed	0	8	Since six personal injury accidents occurred at these junctions, safety improvements are proposed to improve

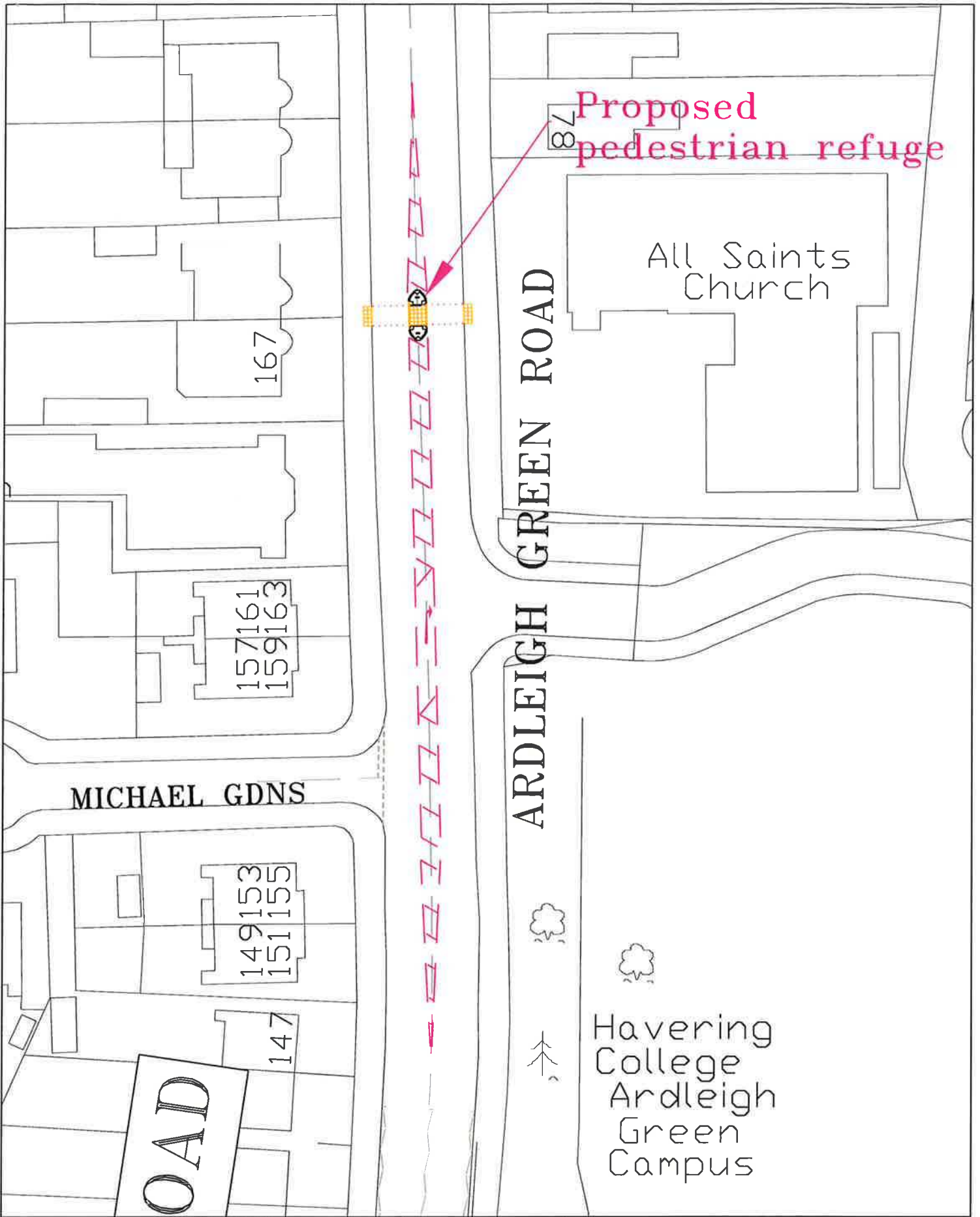
				current situation. Further measures could be considered at a later date if necessary.
5	I agree with the Council's Proposals	0	8	It is considered that the proposed measures would improve current situation and minimise accidents at this location. Further measures could be considered at a later date if necessary.
6	Other comments			
	Waste of money			It is considered that the proposed safety improvements would help to minimise accidents at this location.
	Mini roundabout request			Further measures could be considered at a later date if necessary.
	Organiser of this consultation claimed that some residents did not receive the Council's public consultation letter.			Since LBH staff personally delivered the public consultation letters in the area, it is therefore not possible to miss out any property.



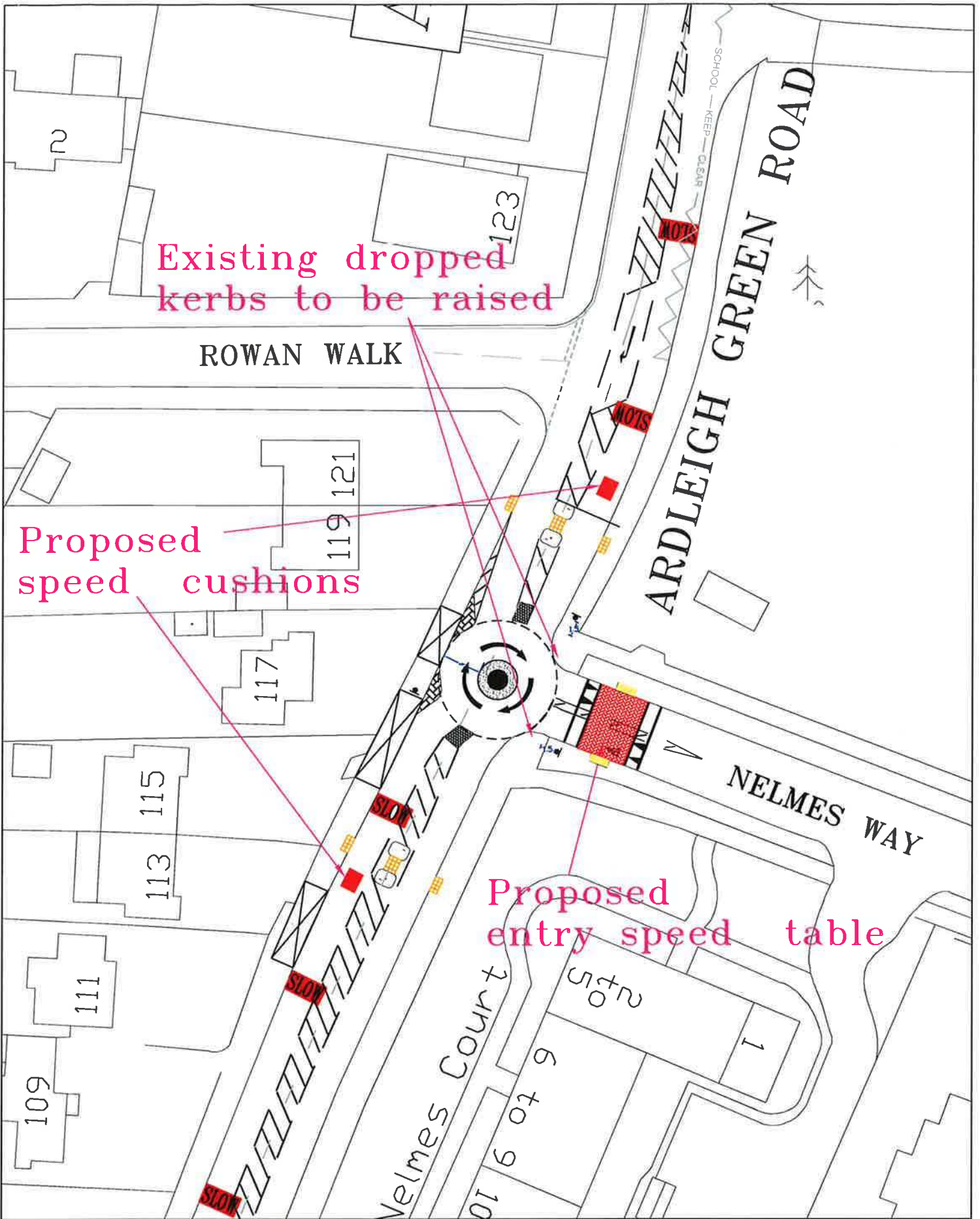
Existing pedestrian refuge to be upgraded (1.45m wide)

Existing pedestrian refuge to be upgraded (1.85m wide)

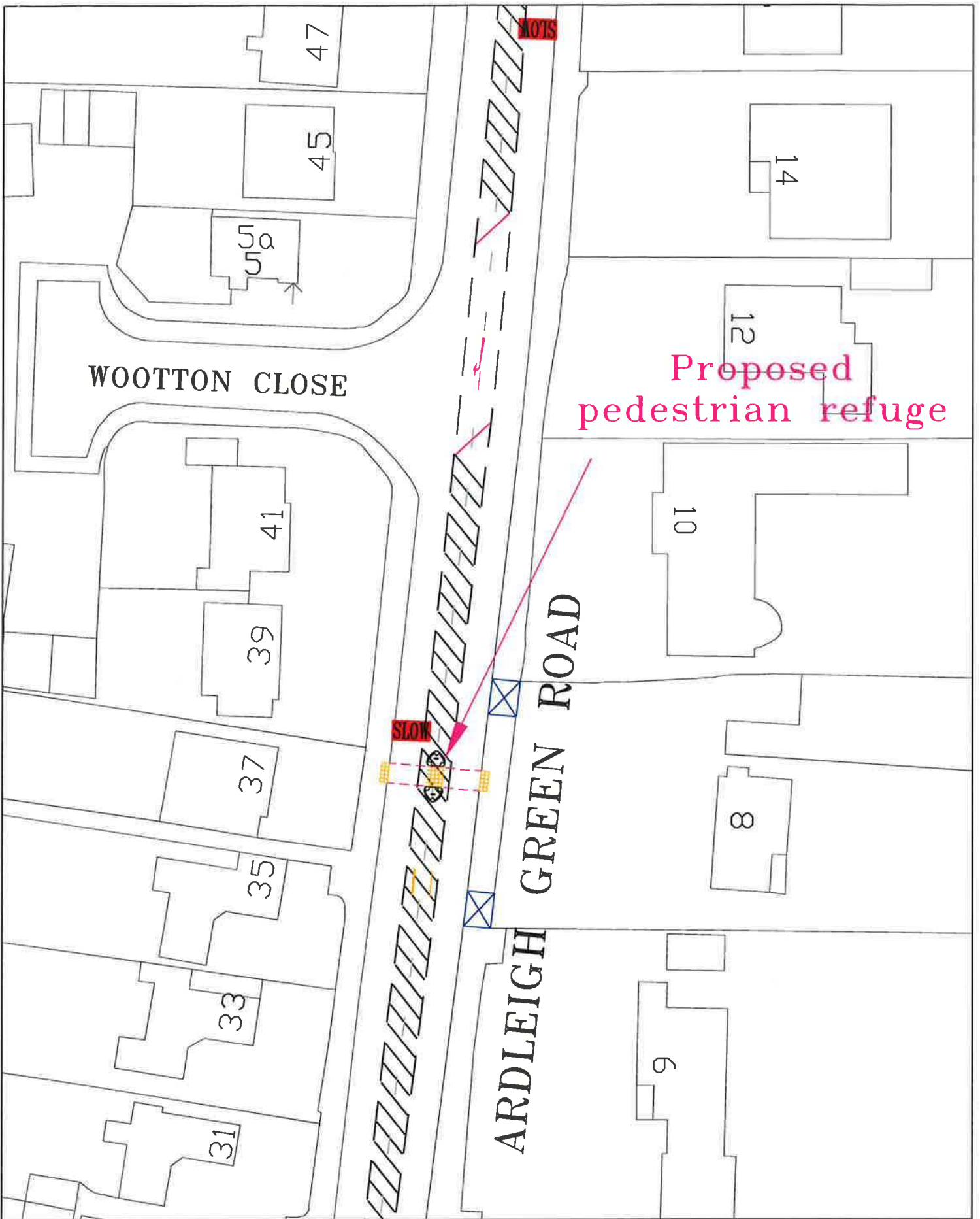
Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE -	
JOB TITLE ARDLEIGH GREEN ROAD ACCIDENT REDUCTION PROGRAMME		©COPYRIGHT This drawing belongs to StreetCore Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without written permission.			
DRAWING TITLE PROPOSED TRAFFIC CALMING MEASURES		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			
SCALE (AT A4 SIZE) NTS		DATE JUNE 12	<input checked="" type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWN BY VS
				CHECKED BY VS	APPROVED BY VS
				DRAWING No QLO01/A/1	REVISION -
				REVISION	AMENDMENT
					DATE



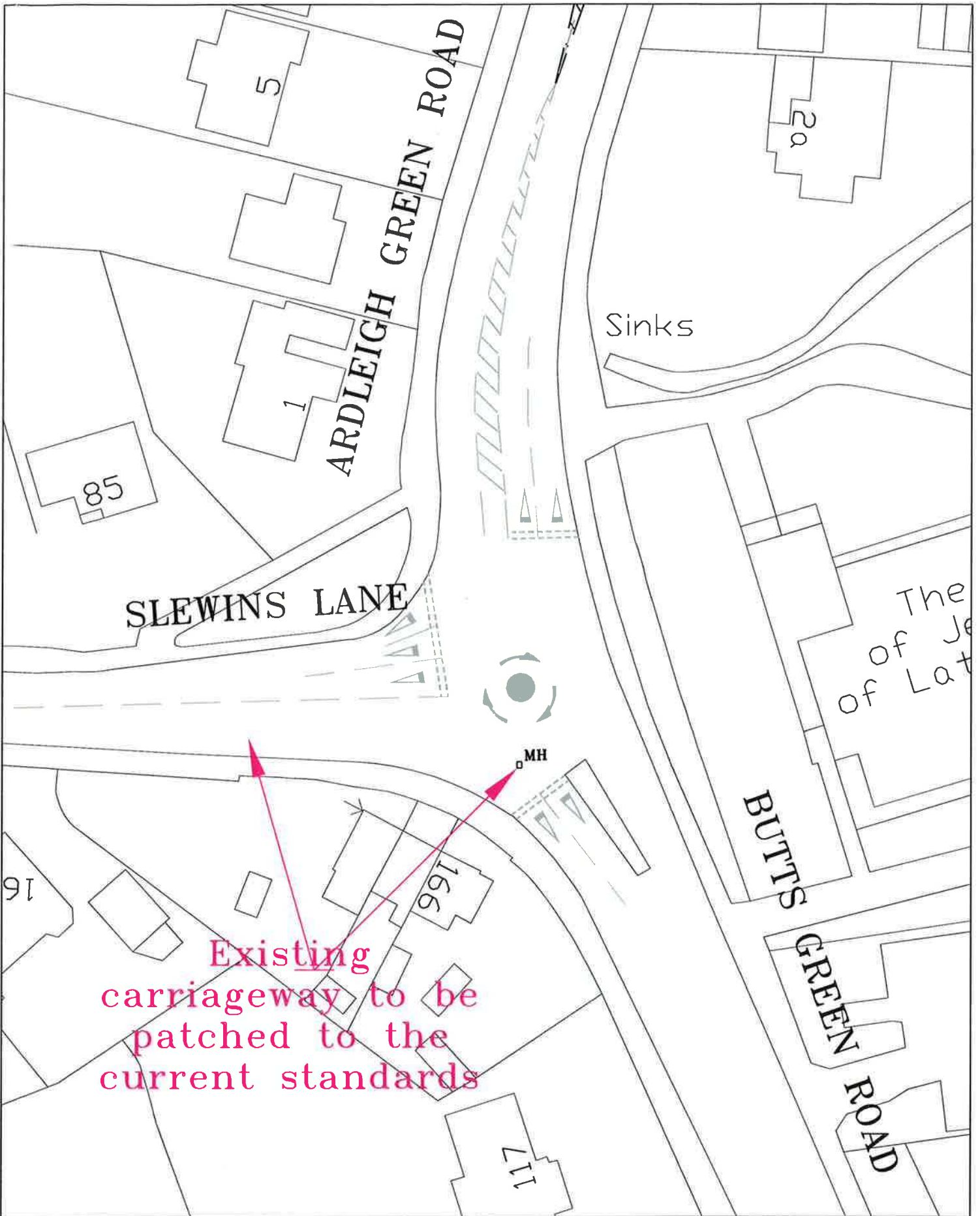
Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE -	
JOB TITLE ARDLEIGH GREEN ROAD ACCIDENT REDUCTION PROGRAMME		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327	
DRAWING TITLE PROPOSED TRAFFIC CALMING MEASURES		DRAWN BY VS	CHECKED BY VS	APPROVED BY VS	
SCALE (AT A4 SIZE) NTS	DATE JUNE 12	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QLO01/A/2	REVISION -
		REVISION		AMENDMENT	
				DATE	



Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE -	
JOB TITLE ARDLEIGH GREEN ROAD ACCIDENT REDUCTION PROGRAMME		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327	
DRAWING TITLE PROPOSED TRAFFIC CALMING MEASURES		DRAWN BY VS	CHECKED BY VS	APPROVED BY VS	
SCALE (AT A4 SIZE) NTS	DATE JUNE 12	<input checked="" type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QL001/A/3	REVISION -
				REVISION	AMENDMENT
					DATE



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JH TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE -</p> <p>©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.</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>JOB TITLE ARDLEIGH GREEN ROAD ACCIDENT REDUCTION PROGRAMME</p>		<p>DRAWN BY VS</p>		<p>CHECKED BY VS</p>	
<p>DRAWING TITLE PROPOSED TRAFFIC CALMING MEASURES</p>		<p>ACAD REF:</p>		<p>DRAWING No QL001/A/4</p>	
<p>SCALE (AT A4 SIZE) NTS</p>	<p>DATE JUNE 12</p>	<p>DRAFT</p>	<p>ISSUE</p>	<p>REVISION</p>	<p>AMENDMENT</p>
		<p>Sheet Size: A4 (210x297)</p>		<p>DATE</p>	



Existing
carriageway to be
patched to the
current standards

Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROCHFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE -	
JOB TITLE ARDLEIGH GREEN ROAD ACCIDENT REDUCTION PROGRAMME		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327	
DRAWING TITLE PROPOSED TRAFFIC CALMING MEASURES		DRAWN BY VS	CHECKED BY VS	APPROVED BY VS	
SCALE (AT A4 SIZE) NTS	DATE JUNE 12	DRAFT <input type="checkbox"/>	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QL001/A/5	REVISION -
		REVISION	AMENDMENT	DATE	

PURPOSE -

COPYRIGHT
 This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
 London Borough of Havering 100021337

NOTES

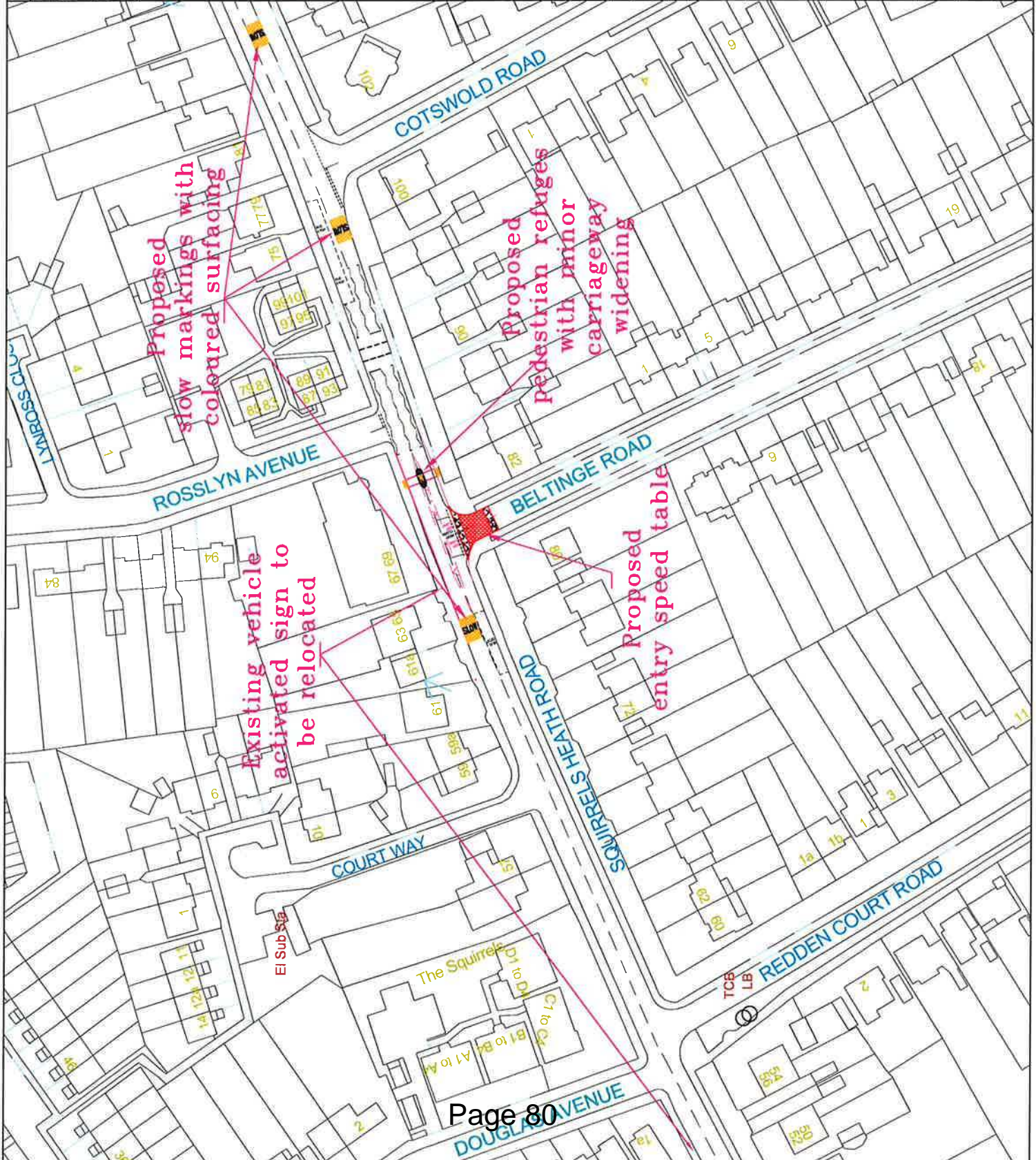
REVISION	AMENDMENT	DATE
A	VA sign relocated as shown	07/12

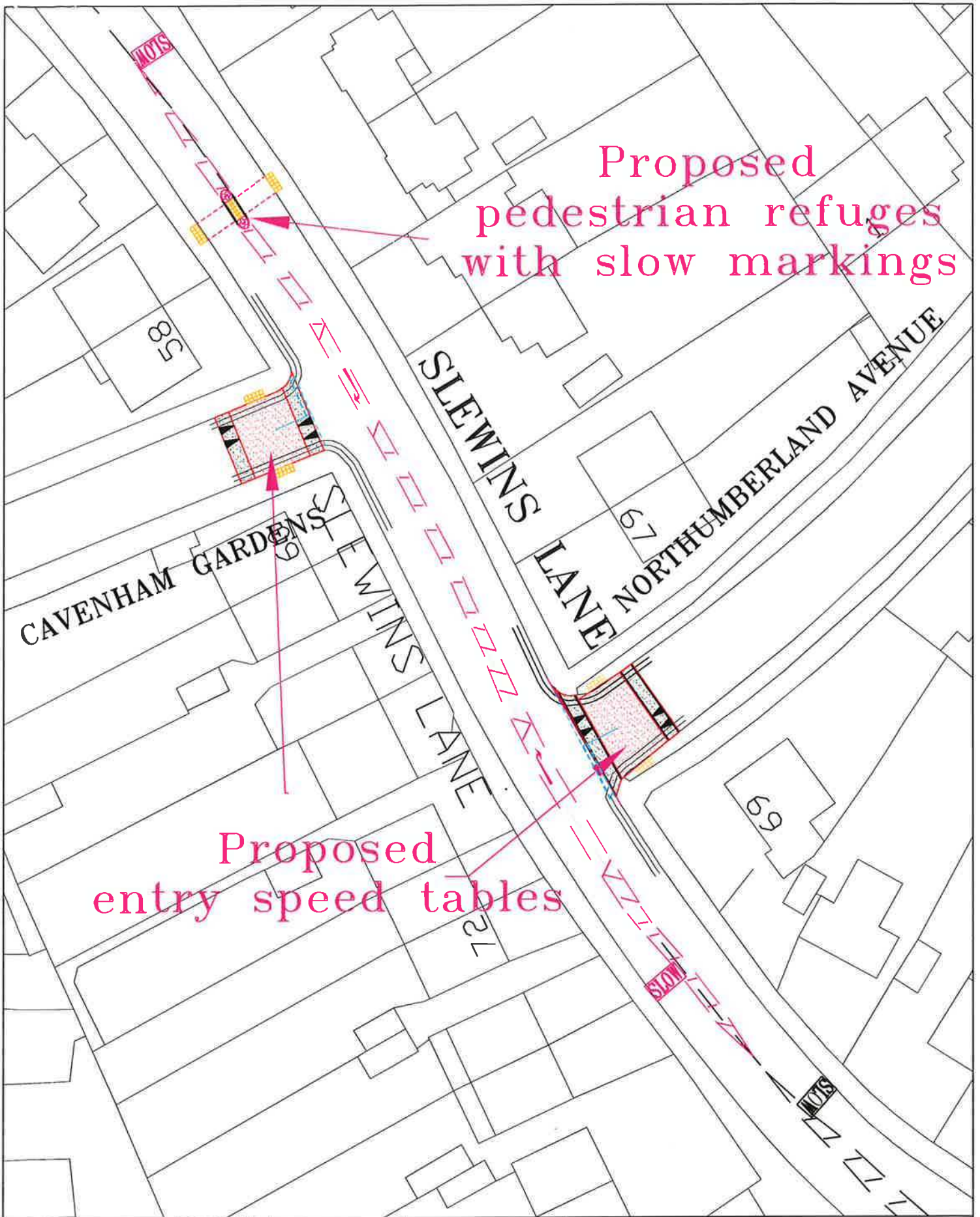
JOB TITLE
 SQUIRRELS HEATH ROAD
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED
 TRAFFIC CALMING MEASURES

100 FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROMFORD,
 RM1 3JW
 STREETCARE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 TELEPHONE No: 01708 434943
 FAX No: 01708 433721
 E-MAIL: streetcare@havering.gov.uk

DRAWN BY	CHECKED BY	APPROVED BY
VS	VS	VS
SCALE	DATE	DRAFT
NTS	JUNE 12	ISSUE
ACAD REF:	DRAWING No	REVISION
	QL001/SQ/1	A

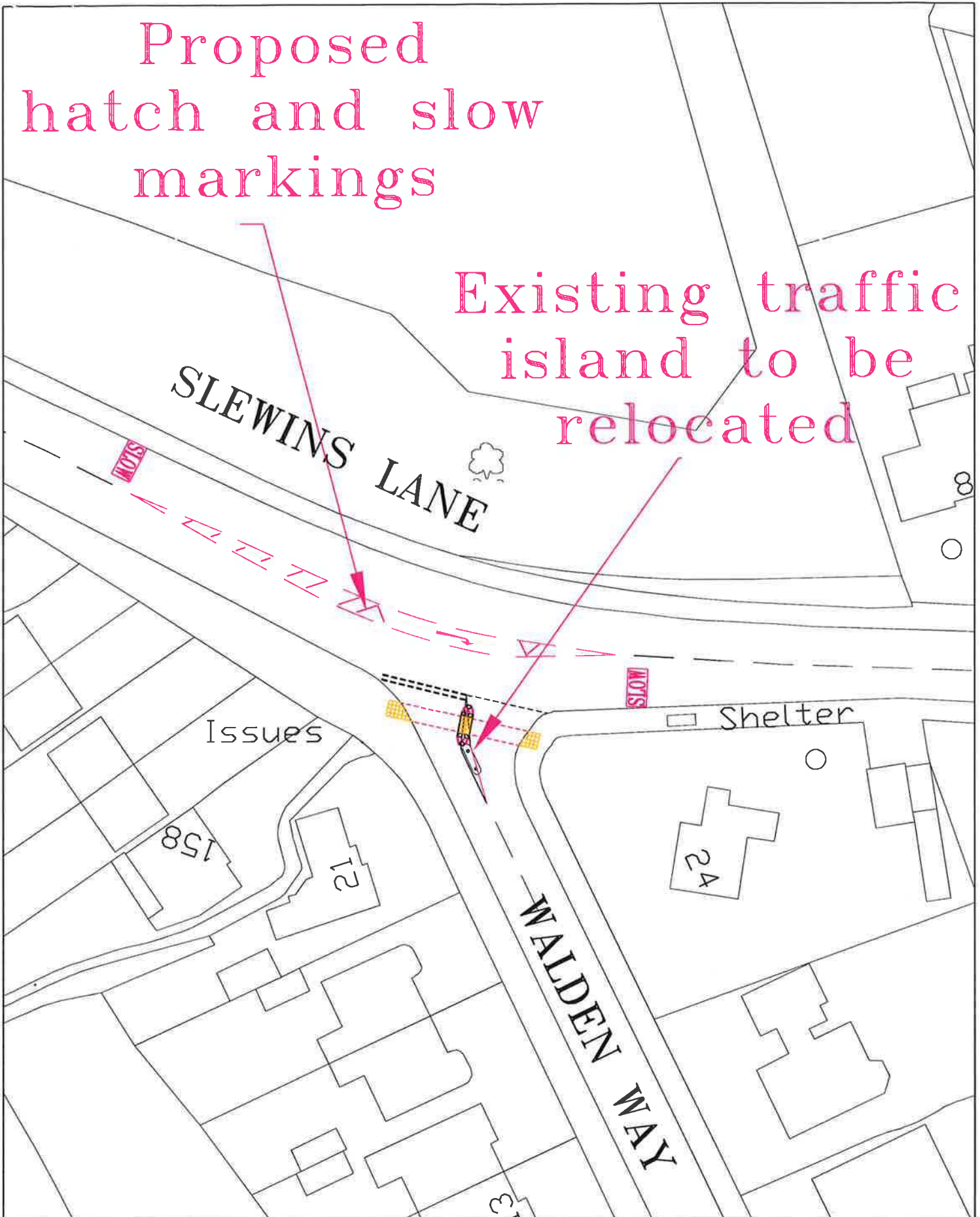




Havering <small>LONDON BOROUGH</small> <small>STREETCARE - CULTURE & COMMUNITY</small>		10th FLOOR MERCURY HOUSE <small>MERCURY GARDENS</small> <small>ROCHFORD, RM1 3JH</small> <small>TELEPHONE No: 01708 434343</small> <small>FAX No: 01708 433721</small> <small>E-MAIL: streetcare@havering.gov.uk</small>		PURPOSE -	
JOB TITLE SLEWINS LANE ACCIDENT REDUCTION PROGRAMME		©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.			
DRAWING TITLE PROPOSED TRAFFIC CALMING MEASURES		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			
SCALE (AT A4 SIZE) NTS		DATE JUNE 12	<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE	DRAWN BY VS	CHECKED BY VS
ACAD REF:		DRAWING No QL001/S/1		REVISION -	
REVISION		AMENDMENT		DATE	

Proposed hatch and slow markings

Existing traffic island to be relocated



Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

10th FLOOR MERCURY HOUSE
MERCURY GARDENS
ROMFORD, SMI 2JW
TELEPHONE No: 01708 434343
FAX No: 01708 433721
E-MAIL: streetcare@havering.gov.uk

PURPOSE
-

©COPYRIGHT
This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327

JOB TITLE
SLEWINS LANE
ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
PROPOSED
TRAFFIC CALMING MEASURES

DRAWN BY
VS

CHECKED BY
VS

MEMBERED BY
VS

SCALE (AT A4 SIZE)
NTS

DATE
JUNE 12

DRAFT
ISSUE

ACAD REF:
Sheet Size: A4 (210x297)

DRAWING No
QL001/S/2

REVISION
A

Walden way traffic island re-located

07/12

REVISION
AMENDMENT

DATE

HIGHWAYS ADVISORY COMMITTEE

14th August 2012

REPORT

Subject Heading:

BURNWAY JUNCTION WITH NORTH STREET, PROPOSED WAITING RESTRICTIONS - comments to advertised proposals

Report Author and contact details:

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

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

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

SUMMARY

This report outlines the responses received to the advertised proposals for waiting restrictions at the Burnway and North Street junction and recommends a further course of action.

This scheme is within the St Andrews Ward

RECOMMENDATIONS

1. That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that
 - 1 The proposed 'At any time' waiting at the junction of Burnway and North Street, be implemented in accordance with BW/01/01 as advertised.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 20th March 2011 the Committee, approved proposals to consult on the introduction of 'At any time' waiting restrictions at the junction of Burnway and North Street.
- 1.2 Proposals to introduce 'At any time' waiting restrictions for 15 metres on all arms of the Burnway and North Street junction were subsequently designed and publicly advertised. All residents and businesses in the area were advised of the proposals by letter with a copy of the plan **BW/01/01**, which shows the proposals.
- 1.3 This report outlines that no response were received to the formal consultation of the proposals and recommends a further course of action.
- 1.4 The summaries of responses received to the advertised proposals, along with staff comments are outlined below.

1.5 Responses received

None.

2.0 Staff comments

- 2.1 None.

IMPLICATIONS AND RISKS

Financial implications and risks:

The total estimated cost of up to £500 for implementing the proposals and shown on the attached plan **BW/01/01**, can be met from the 2012/13 Minor Parking Schemes budget.

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

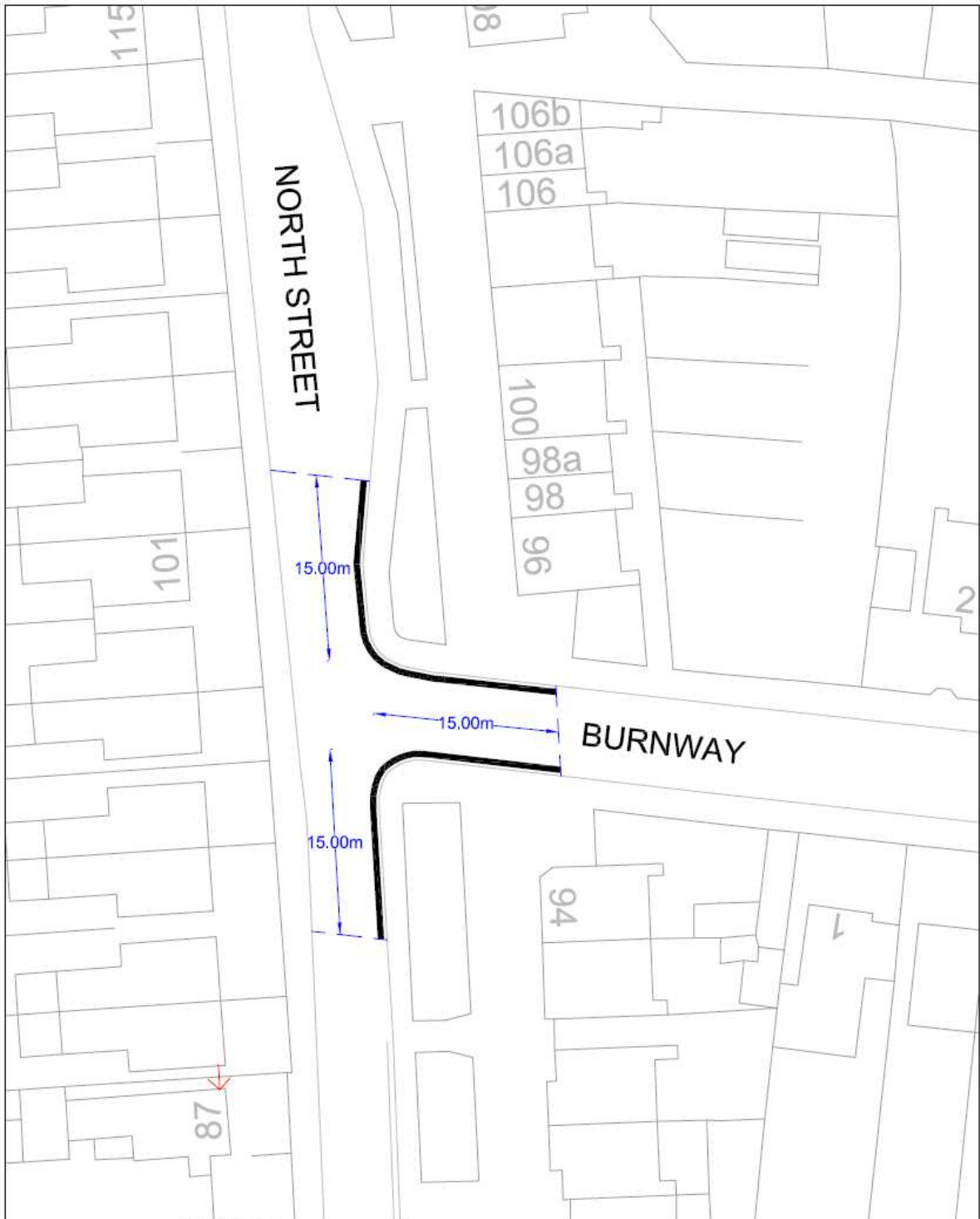
There will be some visual impact from the required lining work.

No groups or individuals with protected characteristics will be affected by these proposals.

BACKGROUND PAPERS

Drawings:

Advertised proposals drawing BW/01/01



10th FLOOR MUNICIPAL HOUSE MESSURY GARDENS NEWBORG, NSW 2088 TELEPHONE NO: 01708 433043 FAX NO: 01708 433721 E-MAIL: streetcare@newb.org.au		PURPOSE Information		Proposed At any time waiting restrictions n.b existing restrictions not shown							
STREETCARE - CULTURE & COMMUNITY JOB TITLE Burnway j/w North Street		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Lewisham Borough of Housing 100624327									
DRAWING TITLE Proposed at any time waiting Restrictions		DRAWN BY DJ	CHECKED BY IH	APPROVED BY AW							
SCALE (AT A4 SIZE) NTS	DATE 26/03/11	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No BW/01/01	REVISION <table border="1"> <thead> <tr> <th>REVISION</th> <th>AMENDMENT</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISION	AMENDMENT	DATE			
REVISION	AMENDMENT	DATE									

HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**HORNCHURCH STATION AREA
PARKING REVIEW - comments to
advertised proposals**

Report Author and contact details:

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

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

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

SUMMARY

This report outlines the responses received to the advertised proposals for amendments to the existing parking provision and the introduction of new waiting restrictions and parking provisions in the area around Hornchurch Station, 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:

1. The proposals as shown on plan QJ055-0F-01 Alma Avenue junctions with Central Drive and Dawes Avenue, be implemented as advertised and the effects of implementation be monitored.
2. The proposals as shown on plan QJ055-0F-02 Winifred Avenue/ Crystal Avenue, be implemented as advertised and the effects of implementation be monitored.
3. The proposals as shown on plan QJ055-0F-03 Alma Avenue and Ascot Gardens junctions with Alma Avenue, be implemented as advertised and the effects of implementation be monitored.
4. The proposals as shown on plan QJ055-0F-04 Ascot Gardens and Goodwood Avenue and Hurst Park Avenue, Newmarket Way and Ascot Gardens, be implemented as advertised and the effects of implementation be monitored.
5. The proposals as shown on plan QJ055-0F-05 Fortwell Park Gardens junction with Newmarket Way, be implemented as advertised and the effects of implementation be monitored.
6. The proposals as shown on plan QJ055-0F-06 Plumpton Avenue junctions with Newmarket Way, be implemented as advertised and the effects of implementation be monitored.
7. The proposals as shown on plan QJ055-0F-07 Kempton Avenue junctions with Newmarket Way and apex of bend in Kempton Avenue, be implemented as advertised and the effects of implementation be monitored.
8. The proposals as shown on plan QJ055-0F-08 Bus Stop Clearway in Bevan Way, be implemented as advertised and the effects of implementation be monitored.
9. The proposals as shown on plan QJ055-0F-09 Central Drive and junction with Kempton Avenue, be implemented as advertised and the effects of implementation be monitored.
10. The proposals as shown on plan QJ055-0F-010 Alma Avenue and Alma Avenue junctions with Kempton Avenue, Bevan Way and Hacton Lane, be implemented as advertised and the effects of implementation be monitored.

11. The proposals as shown on plan QJ055-0F-11 Alma Avenue junction with Plumpton Avenue, be implemented as advertised and the effects of implementation be monitored.
12. The proposals as shown on plan QJ055-0F-12 Alma Avenue junction with Goodwood Avenue, be implemented as advertised and the effects of implementation be monitored.
13. The proposals as shown on plan QJ055-0F-13 Alma Avenue apex of bend fronting No.133, be implemented as advertised and the effects of implementation be monitored.
14. The proposals as shown on plan QJ055-0F-14 Alma Avenue junction with Standen Avenue, be implemented as advertised and the effects of implementation be monitored.
15. The proposals as shown on plan QJ055-0F-15 Standen Avenue junction with Crystal Avenue, be implemented as advertised and the effects of implementation be monitored.
16. The proposals as shown on plan QJ055-0F-16 Standen Avenue junction with Hutchins Close, be implemented as advertised and the effects of implementation be monitored.
17. The proposals as shown on plans QJ055-0F-17 and QJ055-0F-18 Suttons Lane, be implemented as advertised and the effects of implementation be monitored.
18. The proposals as shown on plans QJ055-0F-19 and QJ055-0F-20 Station Lane/ Kenilworth Gardens, be implemented as advertised and the effects of implementation be monitored.
19. The proposals as shown on plans QJ055-0F-20 and QJ055-0F-21 Suttons Gardens, be implemented as advertised and the effects of implementation be monitored.
20. The proposals as shown on plans QJ055-0F-20, QJ055-0F-22, QJ055-0F-23, QJ055-0F-24 Cumberland Avenue, Cumberland Close and Matlock Gardens, be implemented as advertised and the effects of implementation be monitored.
21. That for the proposals as shown on plans QJ055-0F-25, QJ055-0F-26, QJ055-0F-27 Hacton Drive be:
 - a. implemented as advertised and the effects of implementation be monitored; or
 - b. rejected

REPORT DETAIL

1.0 Background

- 1.1 The former Hornchurch Area Committee requested a review of parking around the Hornchurch Station area prior to the establishment of the Highways Advisory Committee.
- 1.2 The Highways Advisory Committee requested that the Head of StreetCare proceed with a consultation to gauge views on parking in the area at its meeting of 13th July 2010 (Scheme requests, Item 11).
- 1.4 Approximately 2400 letters were hand delivered to the area on or just after 13th December 2010, with a questionnaire, with a closing date of 7th January 2011 for completion.
- 1.5 By the close of consultation, 322 responses (310 residents, 12 businesses with a petition) had been received (13% response rate).
- 1.6 The approximate area of the existing CPZ and the review area was shown on Drawing QJ055/101. The CPZ operates with a part time restriction in force between 10:30am and 11:30am, Monday to Friday. There are restrictions in the core area near the station operating 8am to 6:30pm, Monday to Saturday which are in place to generally assist with traffic flow.
- 1.7 There are disc parking bays outside the shops in Station Lane which operate 10:30am to 11:30am, Monday to Friday with parking for 30 minutes, plus some “free” parking bays in side streets which are available for parking.
- 1.8 At its meeting on 22nd March 2011, this Committee considered a report outlining the responses received to the informal consultation undertaken within the area around Hornchurch Station and agreed that the Head of Streetcare should proceed with detailed design and advertisement of the scheme.
- 1.9 The proposals were designed in consultation with the Ward Members and were subsequently advertised. All those perceived to be affected by the proposals were advised of them by letter with a plan showing the proposals in their area. Site notices were also placed throughout the area.
- 1.10 This report looks at the responses received to the advertised proposals for the area and recommends a further course of action.

2.0 Design Principles

- 2.1 The scheme elements are designed to incorporate 'At any time' waiting restrictions at junctions, apexes of bends and key sections of roads in the area to keep sight lines clear for motorists and to ensure traffic flow.
- 2.2 The scheme also incorporates the extension of the bus stop in Station Lane, to ensure that the buses can access the stop easily and making the buses accessible to disabled passengers. A bus stop clearway is also proposed for the existing bus stop in the Bevan Way layby opposite Central Drive.
- 2.3 In respect of the parking provision for the businesses on Station Lane and Suttons Lane, new Pay & Display parking provisions are proposed in Kenilworth Gardens and Cumberland Avenue to offset the reduction in parking space due to the proposed extension of the existing Bus stop Clearway in Station Lane, it is proposed to change the use of all the Free and Disc parking bay along Station Lane and Suttons Lane and in the side roads (as outlined in this report) to Pay and Display parking bays. This is in line with the Council's general direction of travel in respect of paid for on-street parking provision. Pay and Display provides customers with a cheap and accessible parking option and it also encourages the turn over or parking spaces as the cost of long stay parking is designed to limit it. Pay and Display improves accessibility and promotes the use of local shops and businesses.
- 2.4 It is proposed to introduce a residents parking scheme in Cumberland Avenue, Cumberland Close and Matlock Gardens, to prevent long term non-residential parking taking place in the existing Free parking bays throughout these roads.
- 2.5 In respect of the proposals for Hacton Drive, it is proposed to introduce further 'At any time' waiting restrictions and free parking bays to ensure access to the first half of the road, where there are reported problems with obstructive parking, caused by residents, commuters and parents of the schools and nursery schools.
- 2.6 All of the proposals have been designed in conjunction with the Ward Councillors

3.0 Responses received

- 3.1 There were 1260 letters sent out to residents and businesses in the area of the proposals and at the close of public consultation 39 responses were received, a 3% return. The responses are summarised and along with the plans of the proposals, staff comments and recommendations are appended to this report as Appendix A.

4.0 Staff comments

- 4.1 From the number of consultation letters sent out to residents and businesses in the area of the proposals and level of responses, it is suggested that there is relatively little descent to the proposals. However, there are some respondents that have raised comments to certain elements of the scheme or have requested further restrictions. Officers consider the proposal to be necessary for improved accessibility, safety and convenience for local residents and businesses.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £30,000 including advertising costs but excluding the installation of Pay and Display machines at six locations.

The estimated cost to install the proposed Pay & Display machines in Cumberland Avenue and Kenilworth Avenue, as set out in this report is £8,000. These elements of the scheme are MTFs approved and can be funded by a current Invest to Save bid.

The costs shown are an estimate of the full costs to implement 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, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

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).

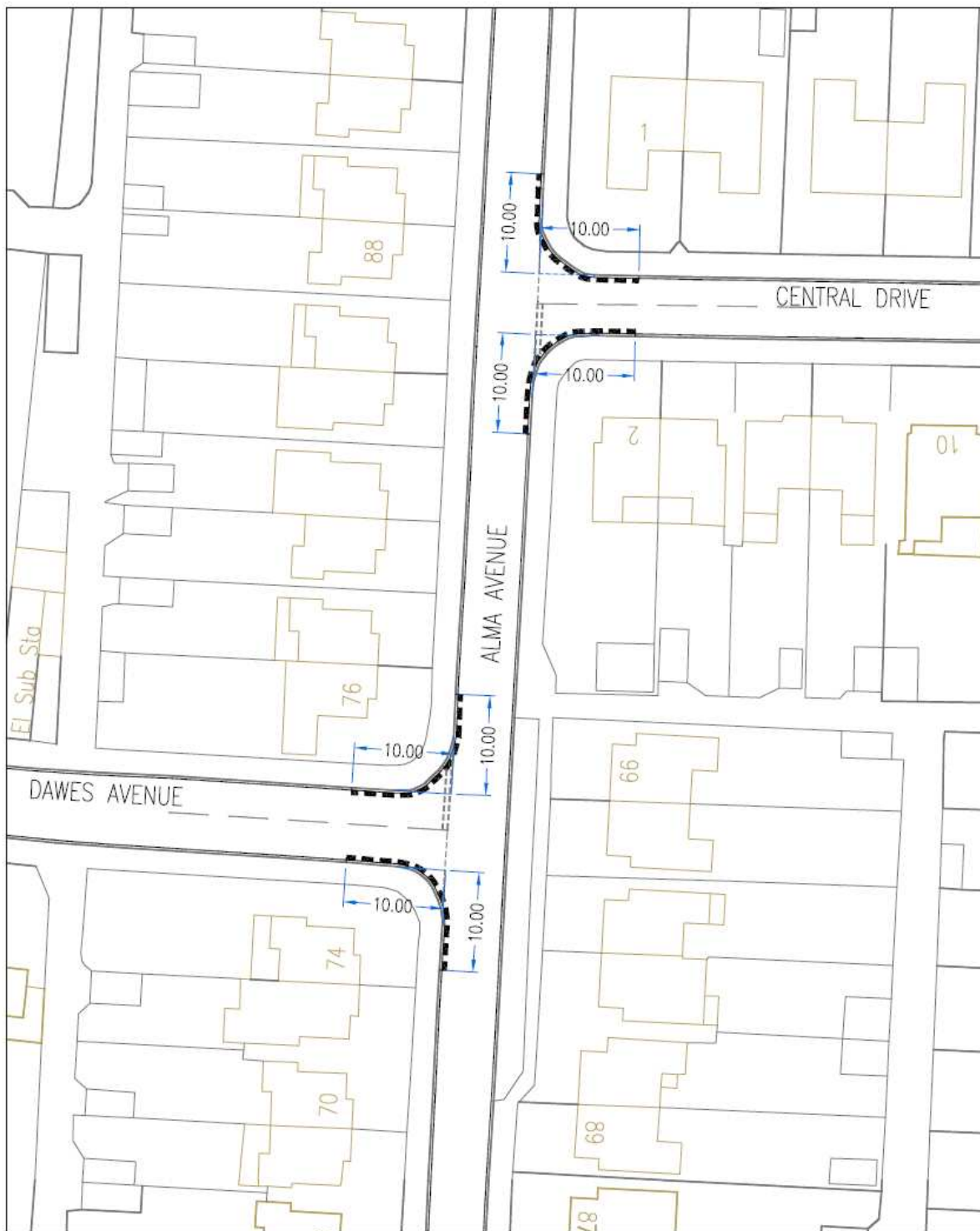
BACKGROUND PAPERS

Drawings:

QJ055-OF-01A
QJ055-OF-04A
QJ055-OF-07A
QJ055-OF-10B
QJ055-OF-13A
QJ055-OF-16A
QJ055-OF-19B
QJ055-OF-22A
QJ055-OF-25C

QJ055-OF-02A
QJ055-OF-05A
QJ055-OF-08B
QJ055-OF-11A
QJ055-OF-14A
QJ055-OF-17B
QJ055-OF-20B
QJ055-OF-23A
QJ055-OF-26B

QJ055-OF-03A
QJ055-OF-06A
QJ055-OF-09B
QJ055-OF-12A
QJ055-OF-15A
QJ055-OF-18D
QJ055-OF-21B
QJ055-OF-24A
QJ055-OF-27B



Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		<small>10th FLOOR MERCURY HOUSE MESSURY GARDENS ROMFORD, SMI 2JW TELEPHONE No: 01708 434343 FAX No: 01708 433223 E-MAIL: streetcare@havering.gov.uk</small>		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCHURCH STATION PARKING REVIEW		<small>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</small>		DRAWN BY RP		CHECKED BY IH	
DRAWING TITLE ALMA AVENUE J/W DAWES AVE & CENTRAL DRIVE		APPROVED BY MLP					
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QJ055-0F-01	REVISION A	INITIAL ISSUE	DATE 02.06.11

The Proposals as shown on plan QJ055-0F-01 Alma Avenue junctions with Central Drive and Dawes Avenue.

The proposals are to introduce a 'At any time' waiting restrictions for a distance of 10 metres on all arms of the Alma Avenue junctions with Central Drive and Dawes Avenue.

Responses received

None

Staff comments

The proposals are designed to prevent parking around the junction and promote road safety.

Recommendation - 1

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



<p>Havering LONDON BOROUGH STREETSCAPE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY SQUARE ROCHFORD, SMI 2JW TELEPHONE No: 01708 434343 FAX No: 01708 433221 E-MAIL: streetscape@havering.gov.uk</p>		<p>PURPOSE: PROPOSAL</p>		<p>PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)</p>	
<p>JOB TITLE HORNCHURCH STATION PARKING REVIEW</p>		<p>©COPYRIGHT This drawing belongs to StreetCape 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 or civil proceedings. London Borough of Havering 100024327</p>			
<p>DRAWING TITLE CRYSTAL AVENUE J/W WINIFRED AVENUE</p>		<p>DRAWN BY RP</p>	<p>CHECKED BY IH</p>	<p>APPROVED BY MLP</p>			
<p>SCALE (AT A4 SIZE) 1:500</p>	<p>DATE 02.06.11</p>	<p>DRAFT</p>	<p>ACAD REF:</p>	<p>DRAWING No QJ055-OF-02</p>	<p>REVISION A</p>	<p>INITIAL ISSUE</p>	<p>02.06.11</p>
	<p>ISSUE</p>	<p>Sheet Size: A4 (210x297)</p>		<p>REVISION AMENDMENT</p>			<p>DATE</p>

The Proposals as shown on plan QJ055-0F-02 Winifred Avenue/ Crystal Avenue

The proposals are to introduce a 'At any time' waiting restrictions on the western side of Crystal Avenue, from a point 10 metres south of the southern kerbline of Winifred Avenue, to a point 10 metres north of the northern kerbline of Winifred Avenue and in Winifred Avenue, on its southern side, from the western kerbline of Crystal Avenue westwards for 15 metres and on the northern side, westwards for 10metres.

Responses received

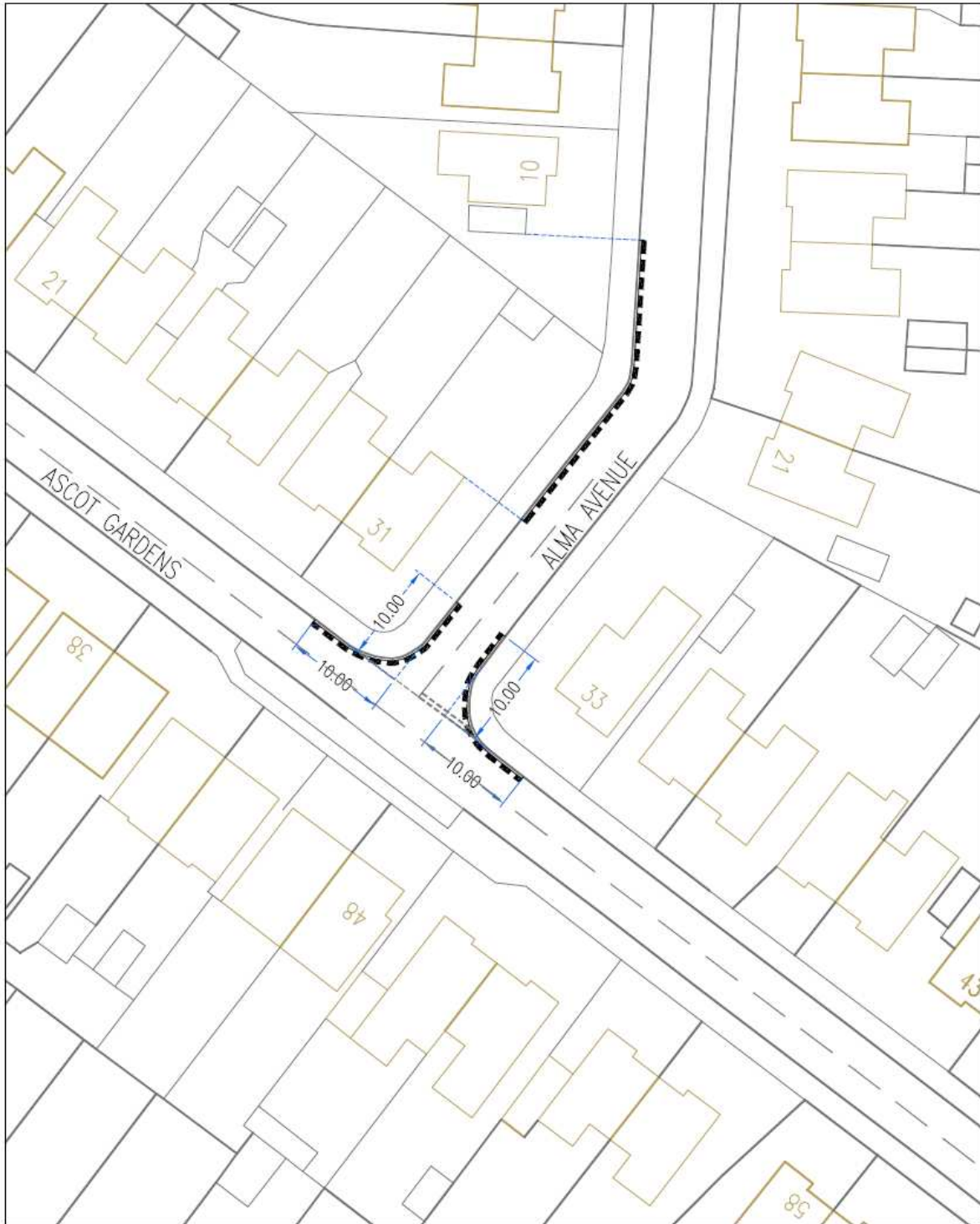
None.

Staff comments

The proposals are designed to prevent parking around the junction and promote road safety.

Recommendation - 2

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



Havering <small>HAVERING LONDON BOROUGH</small> <small>STREETSIDE - CULTURE & COMMUNITY</small>		10th FLOOR MERCURY HOUSE MERCURY GARDENS SOUTHFOLD, HA1 2SW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetside@havering.gov.uk		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCURCH STATION PARKING REVIEW		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100224327			
DRAWING TITLE ASCOT GARDENS J/W ALMA AVENUE		DRAWN BY RP		CHECKED BY IH		APPROVED BY MLP	
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QJ055-OF-03	REVISION A	INITIAL ISSUE	DATE 02.06.11
				REVISION AMENDMENT			DATE

The Proposals as shown on plan QJ055-0F-03 Alma Avenue and Ascot Gardens junctions with Alma Avenue

The proposals are to introduce a 'At any time' waiting restrictions for a distance of 10 metres on all arms of the Ascot Gardens junctions with Alma Avenue and to restrict the apex of the bend in Alma Avenue, on its north-western side, from a point opposite the rear building line of No. 31 Ascot Gardens to a point opposite the garage building line of No.10 Alma Avenue.

Responses received

Response 1

From a resident of Alma Avenue, who outlines that they have no comments or objections to the proposals.

Response 2

From a resident of Alma Avenue, who states that they have lived in the area for 14 years and has never seen any problems in the areas that are proposed to be restricted. They feel that the proposals are a waste of time.

Response 3

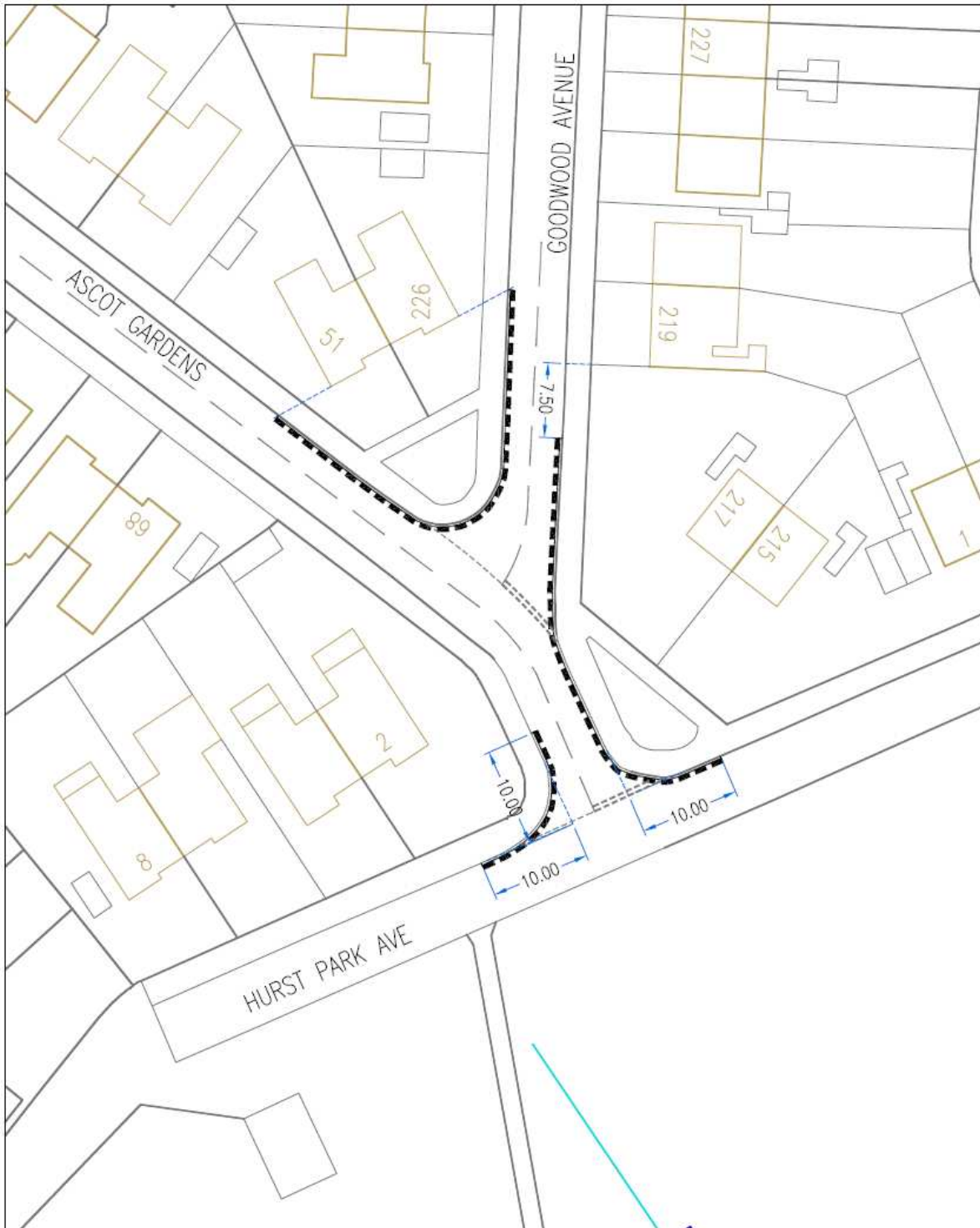
From a resident of a corner property at the junction, who questions the rationale for the proposed scheme? They feel that there are no current parking problems; the proposals will create a bottleneck, where at the moment resident park one side and that the proposals are a waste of money.

Staff comments

The proposals are designed to prevent parking around the junction and the apex of the bend.

Recommendation - 3

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



Havering <small>LONDON BOROUGH</small> <small>STREETCARE - CULTURE & COMMUNITY</small>		<small>10th FLOOR MERCURY HOUSE</small> <small>ASCOT GARDENS</small> <small>ROMFORD, SMI 2JW</small> <small>TELEPHONE No: 01708 454343</small> <small>FAX No: 01708 433251</small> <small>E-MAIL: streetcare@haverling.gov.uk</small>		PURPOSE PROPOSAL	PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)
JOB TITLE HORNCURCH STATION PARKING REVIEW		<small>©COPYRIGHT</small> <small>This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</small> <small>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.</small> <small>London Borough of Havering 100024327</small>			
DRAWING TITLE ASCOT GARDENS, GOODWOOD AVE & HURST PARK AVENUE		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP	
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE	ACAD REF: <small>Sheet Size: A4 (210x297)</small>	DRAWING No QJ055-OF-04	REVISION A
				REVISION AMENDMENT	INITIAL ISSUE 02.06.11 DATE

The Proposals as shown on plan QJ055-0F-04 Ascot Gardens and Goodwood Avenue and Hurst Park Avenue, Newmarket Way and Ascot Gardens

The proposals are to introduce a 'At any time' waiting restrictions on all for arms of the Hurst Park Avenue, Newmarket Way and Ascot Gardens for 10 metres, extending into Ascot Gardens and Goodwood Avenue on their eastern sides to a point 7.5 metres south of a point opposite the southern facing building line of No. 219 Goodwood Avenue and in Ascot Gardens, on its north-eastern side, from a point opposite the southern facing building line of No. 51, extending southwards and northwards into Goodwood Avenue, to a point opposite the southern facing building line of No.226.

Responses received

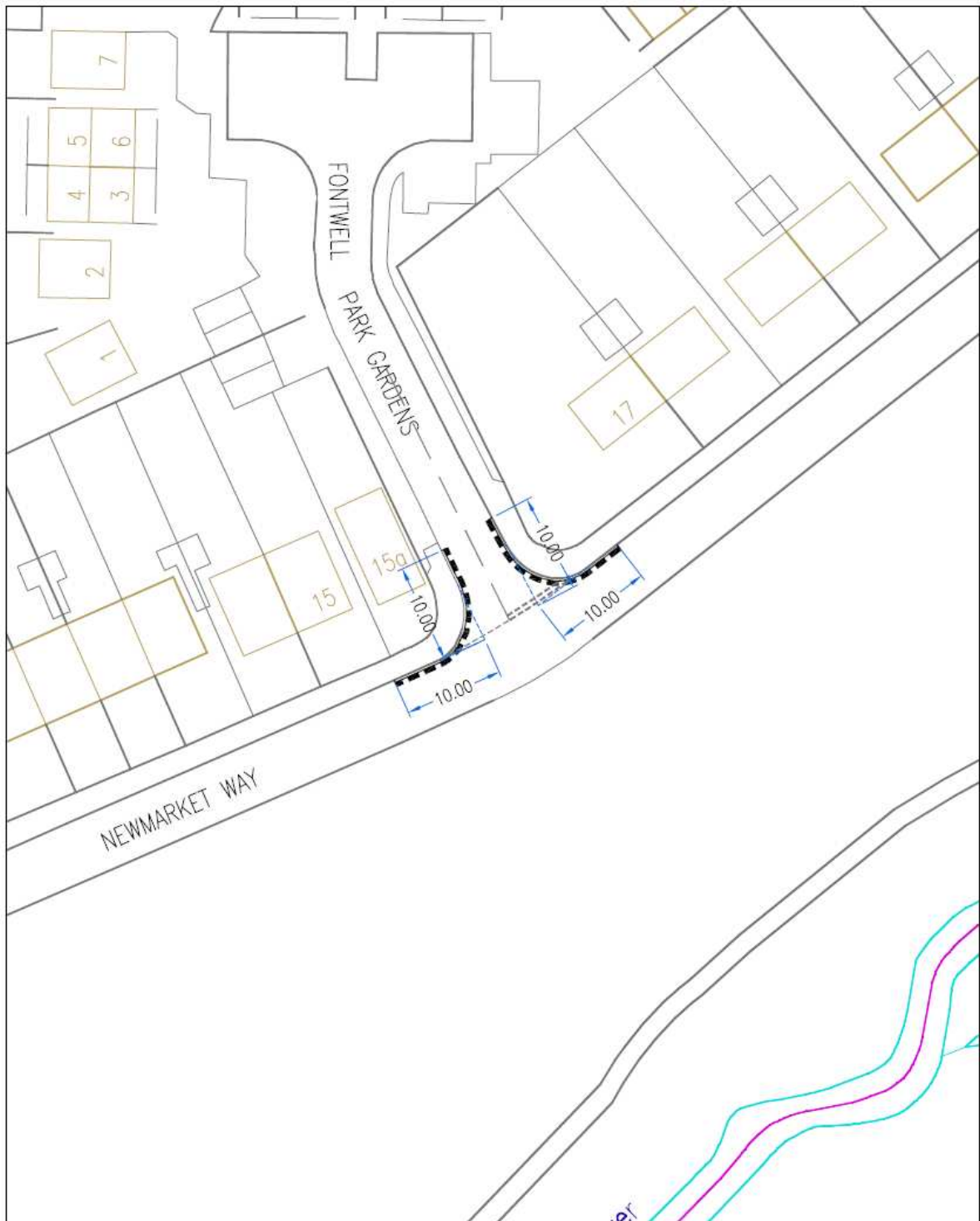
None

Staff comments

The proposals are designed to prevent parking around the junctions and promote road safety.

Recommendation - 4

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



Haverling <small>10th FLOOR MERCURY HOUSE WERSLEY GARDENS GERRARD, SMI 2BN TELEPHONE No: 01708 43043 FAX No: 01708 43373 E-MAIL: stewart@haverling.gov.uk</small>		PURPOSE PROPOSAL		PROPOSED "AT ANY TIME" WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCHURCH STATION PARKING REVIEW		©COPYRIGHT This drawing belongs to StreetCote 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 10024327			
DRAWING TITLE FONTWELL PARK GARDENS J/W NEWMARKET WAY		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP	
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF:	DRAWING No QJ055-OF-05	REVISION A
			REVISION AMENDMENT	INITIAL ISSUE	DATE 02.06.11

The Proposals as shown on plan QJ055-0F-05 Fortwell Park Gardens junction with Newmarket Way

The proposals are to introduce a 'At any time' waiting restrictions for a distance of 10 metres on all arms of the Fortwell Park Gardens junctions with Newmarket Way.

Responses received

Response 1

From a resident of Newmarket Way, who objects to the proposals as the parking near the property will be effected, reducing the amount of parking spaces between Nos. 13 and 15 from 3 to 2, the resident also wrongly thinks that they will have to have a permit to park outside the property as the resident does not have off street parking and there is no commuter parking problems.

Response 2

From a resident of a corner property, who hopes that the proposals will not cause too much inconvenience to them and their neighbour.

Response 3

From a resident of a corner property, who is requesting an extension of the proposed waiting restrictions opposite their property by a further 10 metres, to ease their access and egress from the property.

Response 4

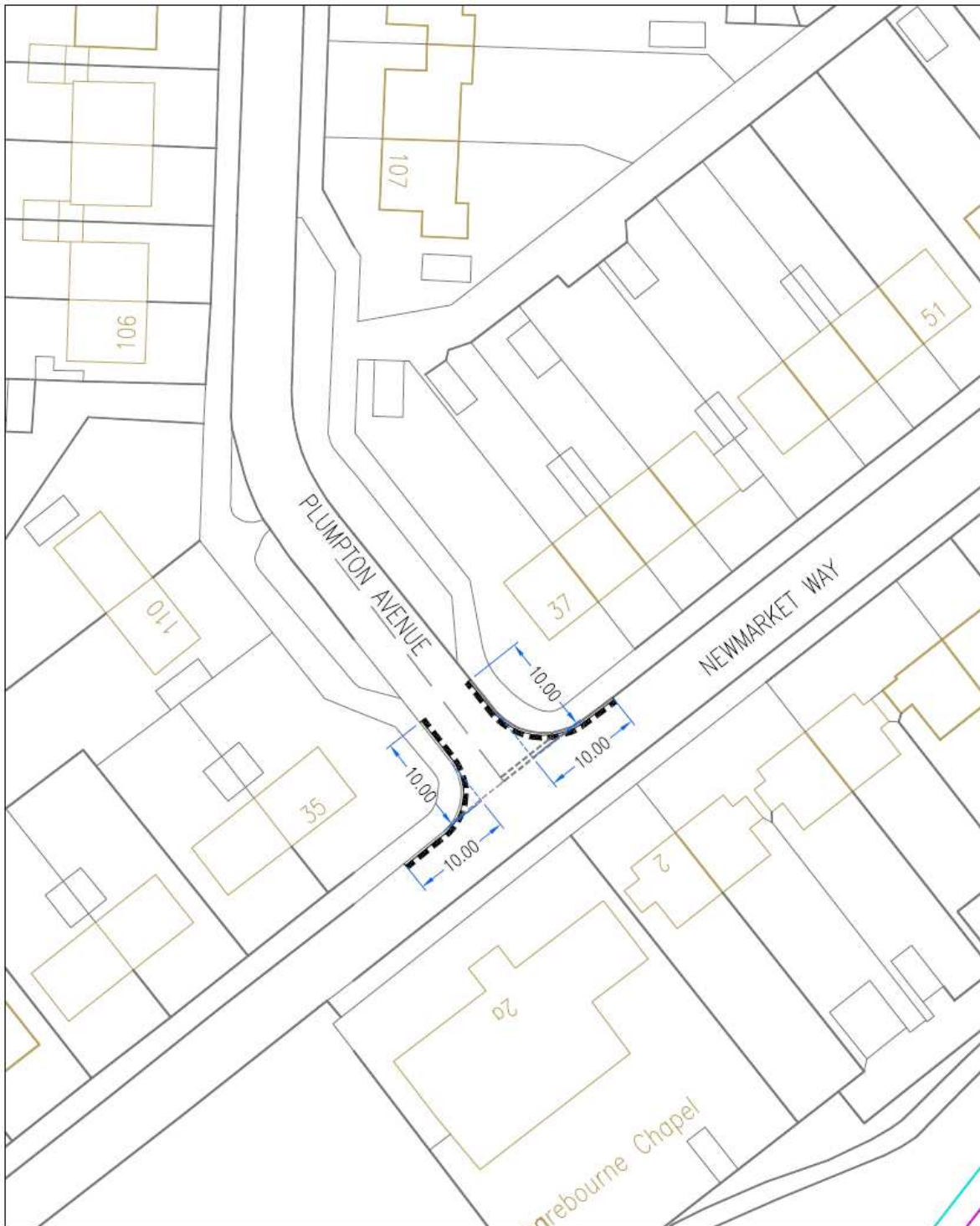
From a resident who advises that they have lived at the property for a long time, without any parking problems in the area. They park in the same spot without problem and they ask why the restrictions are needed. Parking in the area is only from neighbours and visitors and there is no problem. They outline they are deeply concerned about the situation.

Staff comments

The proposals are designed to prevent parking around the junction and promote road safety.

Recommendation - 5

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



Havering <small>LONDON BOROUGH</small> <small>STREETCARE - CULTURE & COMMUNITY</small>		<small>10th FLOOR MERCURY HOUSE</small> <small>WISSEY WAY</small> <small>ROWEFIELD, RM1 3JW</small> <small>TELEPHONE No: 01708 434343</small> <small>FAX No: 01708 433221</small> <small>E-MAIL: streetcare@havering.gov.uk</small>		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCURCH STATION PARKING REVIEW		<small>©COPYRIGHT</small> <small>This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</small>		<small>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction of this map is a criminal offence under the Copyright, Designs and Patents Act 1988. London Borough of Havering 100024327</small>			
DRAWING TITLE PLUMPTON AVENUE J/W NEWMARKET WAY		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP			
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE	ACAD REF: <small>Sheet Size: A4 (210x297)</small>	DRAWING No QJ055-OF-06	REVISION A	INITIAL ISSUE	02.06.11
				REVISION	AMENDMENT	DATE	

The Proposals as shown on plan QJ055-0F-06 Plumpton Avenue junctions with Newmarket Way

The proposals are to introduce a 'At any time' waiting restrictions for a distance of 10 metres on all arms of the Plumpton Avenue junctions with Newmarket Way.

Responses received

Response 1

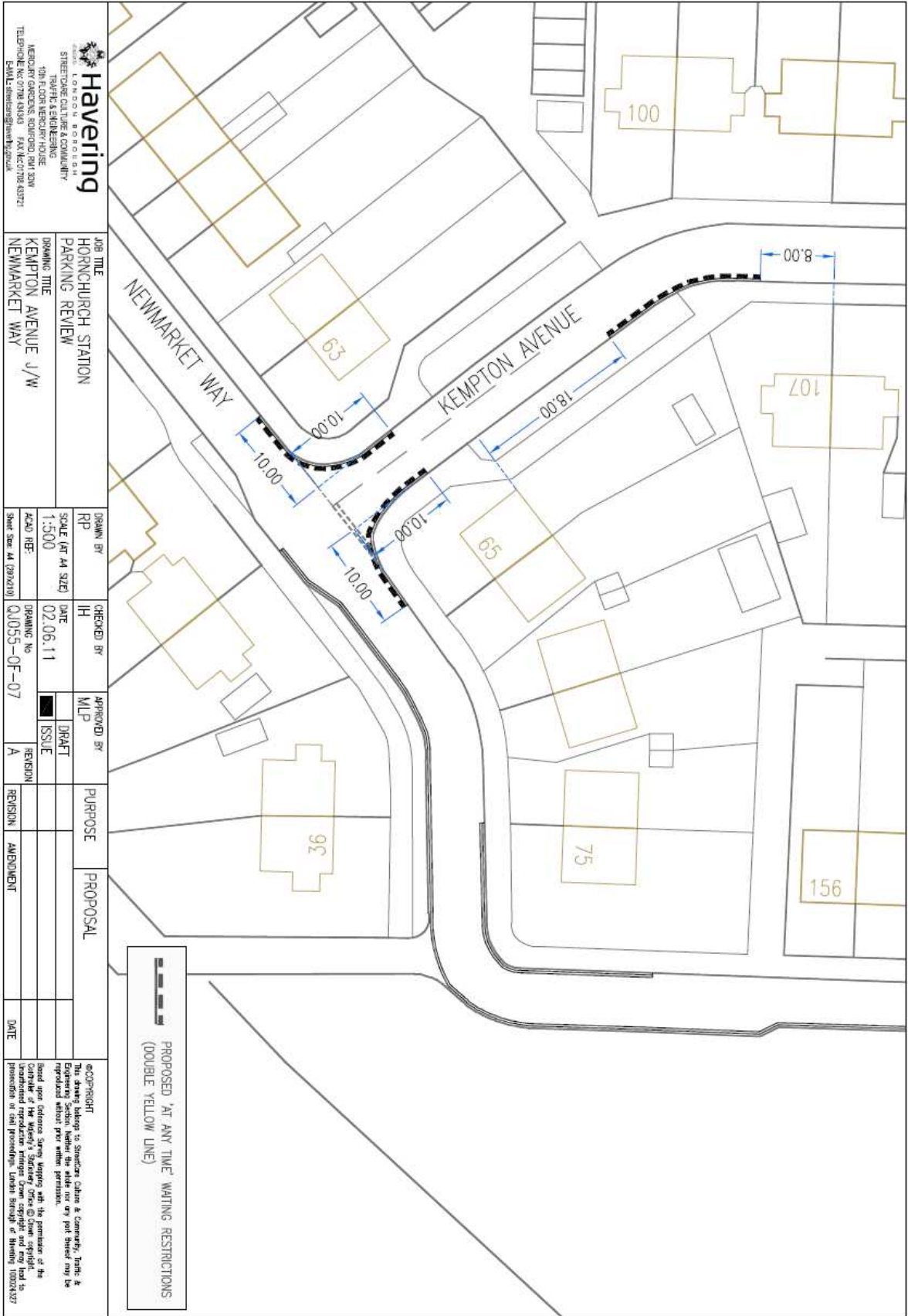
From a resident of Plumpton Avenue, who objects to the proposals, as they feel that the area is too far from the station, the area is only used by residents, the area is used for parking, the proposals will displace parking into other areas and the proposals could bring neighbours to conflict. The residents are happy with the existing situation so why do the Council insist in change?

Staff comments

The proposals are designed to prevent parking around the junction and on the apex of the bend.

Recommendation - 6

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



Haverling
 4, GARDEN, ST. ANDREW'S
 STREETSIDE, OLTRE A COMMUNITY
 TRAFFIC ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, RIVINGTON ROAD SW
 TELEPHONE: 01753 84343 FAX: 01753 84371
 EMAIL: stuart@haverling.co.uk

JOB TITLE
 HORNSCHURCH STATION
 PARKING REVIEW

DRAWING TITLE
 KEMPTON AVENUE J/W
 NEWMARKET WAY

DRAWN BY
 RP

SCALE (AT A4 SIZE)
 1:500

KA/AL REF:
 Sheet Size: A4 (297x210)

CHECKED BY
 HH

DATE
 02.06.11

DRAWING NO.
 Q1055-0F-07

APPROVED BY
 MLP

DRAFT
 DRAFT
 ISSUE

PURPOSE
 PROPOSAL

REVISION
 A

REVISION
 AMENDMENT

DATE

PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)

©COPYRIGHT
 The drawings belong to Stoverton, Oltre & Community, Traffic & Engineering Services, neither the whole nor any part thereof may be reproduced without prior written permission.
 Issued upon licence. Stoverton, Oltre & Community, Traffic & Engineering Services, neither the whole nor any part thereof may be reproduced without prior written permission. © Stoverton, Oltre & Community, Traffic & Engineering Services. Unauthorised reproduction or use of these drawings is prohibited. © Stoverton, Oltre & Community, Traffic & Engineering Services.

The Proposals as shown on plan QJ055-0F-07 Kempton Avenue junctions with Newmarket Way and apex of bend in Kempton Avenue

The proposals are to introduce a 'At any time' waiting restrictions for a distance of 10 metres on all arms of the Kempton Avenue junctions with Newmarket Way and to restrict the apex of the bend in Kempton Avenue, on its north-eastern side, from a point 8 metres south of the common boundary of Nos.105 and 107, to a point 18 metres north-east of a point opposite the rear building line of No.65 Newmarket Way.

Responses received

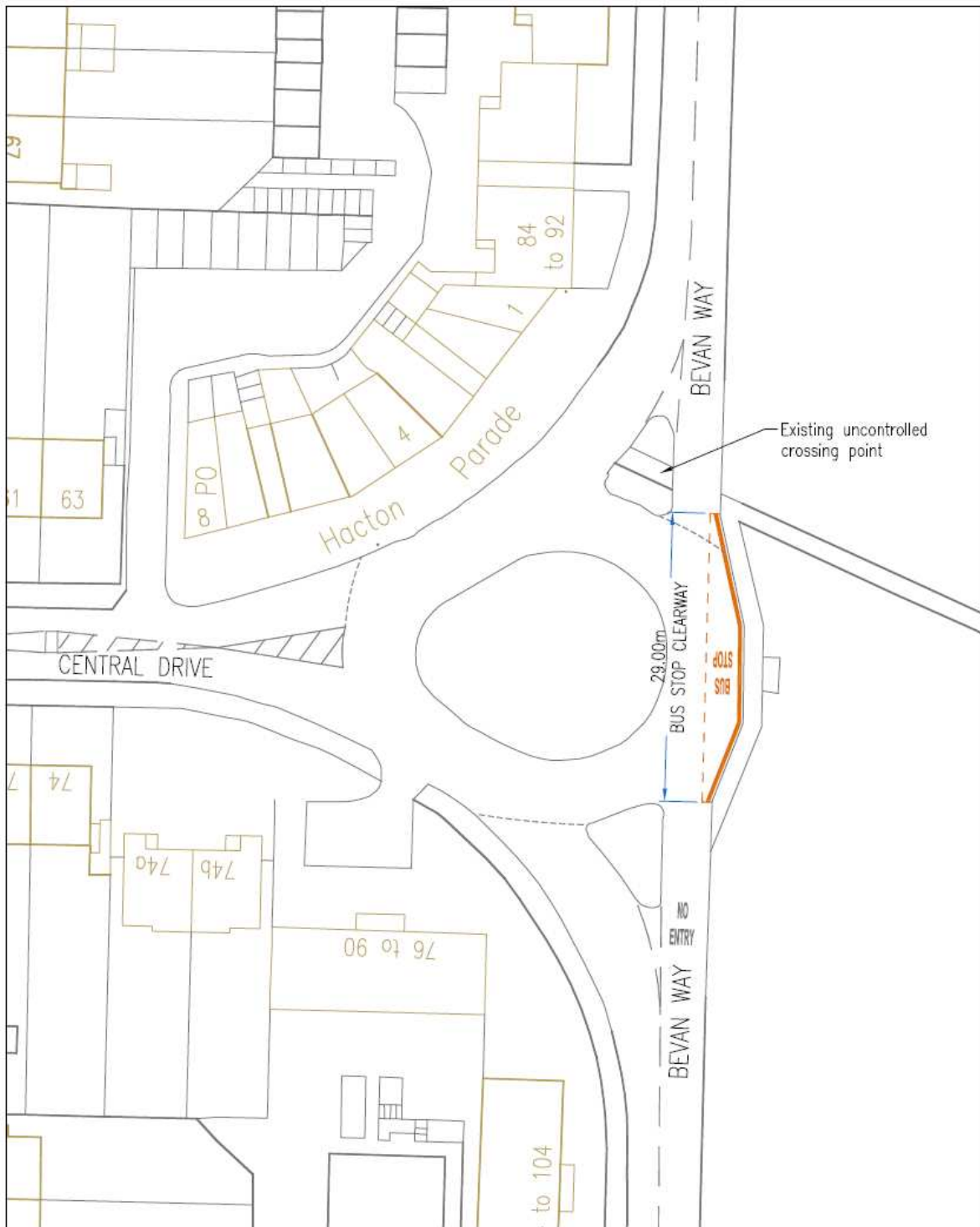
None

Staff comments

The proposals are designed to prevent parking around the junction and apex of the bend.

Recommendation - 7

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



<p>100 FLOOR MERCURY HOUSE MERCURY SQUARES CAMDEN, NW1 3JH TELEPHONE No 01753 43043 FAX No 01753 43321 E-MAIL streets@haverling.gov.uk</p>		PURPOSE PROPOSAL			
JOB TITLE HORNCHURCH STATION PARKING REVIEW		COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Haverling 10024327		B MEMBERS AMENDMENTS (MEETING 19.08.11) 30.08.11	
DRAWING TITLE BEVAN WAY J/W CENTRAL DRIVE		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP	A INITIAL ISSUE 02.06.11
SCALE (AT A4 SIZE) 1:500	DATE 30.08.11	DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size A4 (210x297)	DRAWING No QJ055-0F-08	REVISION B REVISION AMENDMENT DATE

The Proposals as shown on plan QJ055-0F-08 Bus Stop Clearway in Bevan Way

The proposal is to introduce a Bus Stop Clearway in Bevan Way, on its eastern side, in the lay-by at the existing Bus Stop opposite the roundabout at the junction of Bevan Way and Central Drive.

Responses received

None

Staff comments

The proposals are designed to prevent parking in the existing Bus Stop lay-by.

Recommendation - 8

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



Havering <small>LONDON BOROUGH</small> <small>STREETSCAPE - CULTURE & COMMUNITY</small>		10th FLOOR MERCURY HOUSE 200, 201, 202 100 Broad Street LONDON E14 4JF TEL: 020 7464 4343 FAX: 020 7464 4321 E-MAIL: streetscene@havering.gov.uk		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCHURCH STATION PARKING REVIEW		©COPYRIGHT This drawing belongs to StreetScene 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			
DRAWING TITLE CENTRAL DRIVE J/W KEMPTON AVENUE		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP			
SCALE (AT A4 SIZE) 1:500	DATE 30.08.11	DRAFT <input checked="" type="checkbox"/>	ACAD REF:	DRAWING No QJ055-OF-09	REVISION B	MEMBERS AMENDMENTS (MEETING 19.08.11)	30.08.11
		<input checked="" type="checkbox"/> ISSUE	Sheet Size: A4 (210x297)		A INITIAL ISSUE	02.06.11	DATE

The Proposals as shown on plan QJ055-0F-09 Central Drive and junction with Kempton Avenue

The proposals are to introduce a 'At any time' waiting restrictions for 10 metres on all 8 arms of the Central Drive junction with Kempton Avenue, extending along Central Drive on both sides, to a point 10 metres east of the eastern kerblines of the service road leading to the rear of Hacton Parade.

Responses received

Response 1

From a resident of Central Drive, who feels that the proposals will seriously inhibit parking provisions both during the day and night and will frustrate and compound the parking problems in the area. There are also concerns over the reduction in parking for the shops, that the proposals will displace parking, making it more difficult for buses and the residents will be affected in flats nos. 76-90 and 92-104, who have inadequate parking facilities. It is requested that further parking provisions be made for residents. The residents states that school related parking causes a problem and there are concerns over vehicle safety and security.

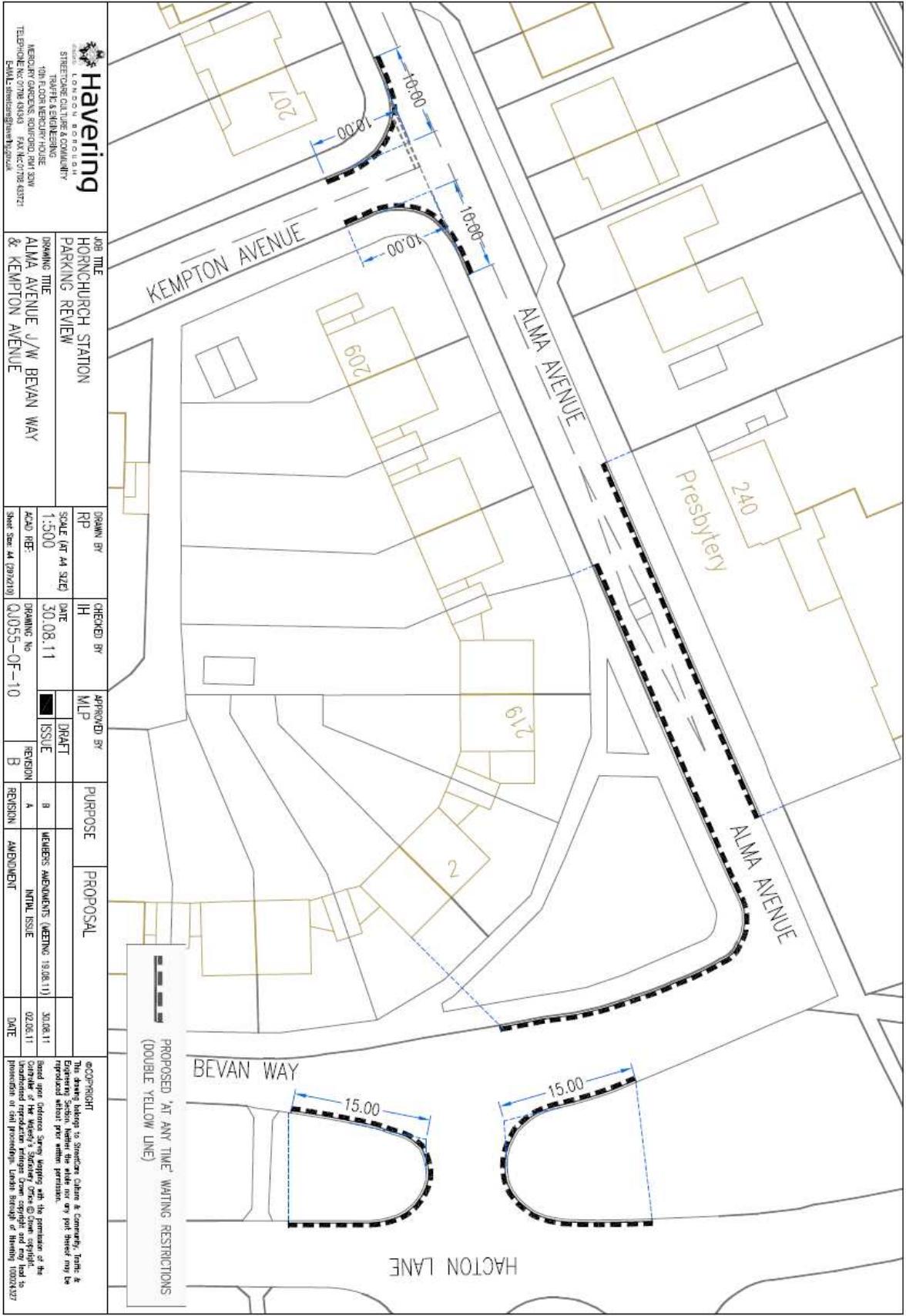
Staff comments

The respondent has misinterpreted the reasoning behind the draft proposals.

The proposals are designed to prevent parking around the junction and ease access through the width restriction in Central Drive.

Recommendation - 9

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



<p>Havering 4, 5 & 6, 7 & 8, 9 STREETSIDE OFFICE & COMMUNITY TRAFFIC ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, RIVINGTON ROAD, S.W. TEL: 01753 671813 FAX: 01753 671821 EMAIL: streetside@havering.gov.uk</p>	
JOB TITLE HORNSCHURCH STATION PARKING REVIEW	
DRAWING TITLE ALMA AVENUE J/W BEVAN WAY & KEMPTON AVENUE	
DRAWN BY RP	CHECKED BY HH
SCALE (AT A4 SIZE) 1:500	DATE 30.08.11
ACAD REF: Sheet Size: A4 (297x210)	DRAWING NO. Q1055-OF-10
APPROVED BY MLP	ISSUE DRAFT
PURPOSE PROPOSAL	REVISION 8
MEMBERS AMENDMENTS (MEETING 19.08.11) NTR/L ISSUE	REVISION A
DATE 30.08.11	AMENDMENT 02.08.11
©COPYRIGHT The drawings belong to Havering Council & Community Traffic & Engineering Services. Neither the whole nor any part thereof may be reproduced without prior written permission. Issued upon licence from Havering Council & Community Traffic & Engineering Services. All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written permission of Havering Council & Community Traffic & Engineering Services.	

The Proposals as shown on plan QJ055-0F-010 Alma Avenue and Alma Avenue junctions with Kempton Avenue, Bevan Way and Hacton Lane

The proposals are to introduce a 'At any time' waiting restrictions for 10 metres on all four arms of the Alma Avenue, Kempton Avenue junction. To introduce 'At any time' waiting restrictions on the northern side of Alma Avenue from the south-western boundary of No 240 to the north-eastern boundary of No 240, on the south-eastern side from the common boundary of No 215 and No 215 extending north-eastwards and southwards into Bevan Way to a point opposite the south-eastern building line of No 4 Bevan Way. On the eastern side of Bevan Way between a point 15 metres south of its junction with Hacton Lane and a point 15 metres north of the northern junction with Hacton Lane, extending into Hacton Lane on its western side, from a point 15 metres south of its junction with Bevan Way and a point 15 metres north of its junction with Bevan Way.

Responses received

Response 1

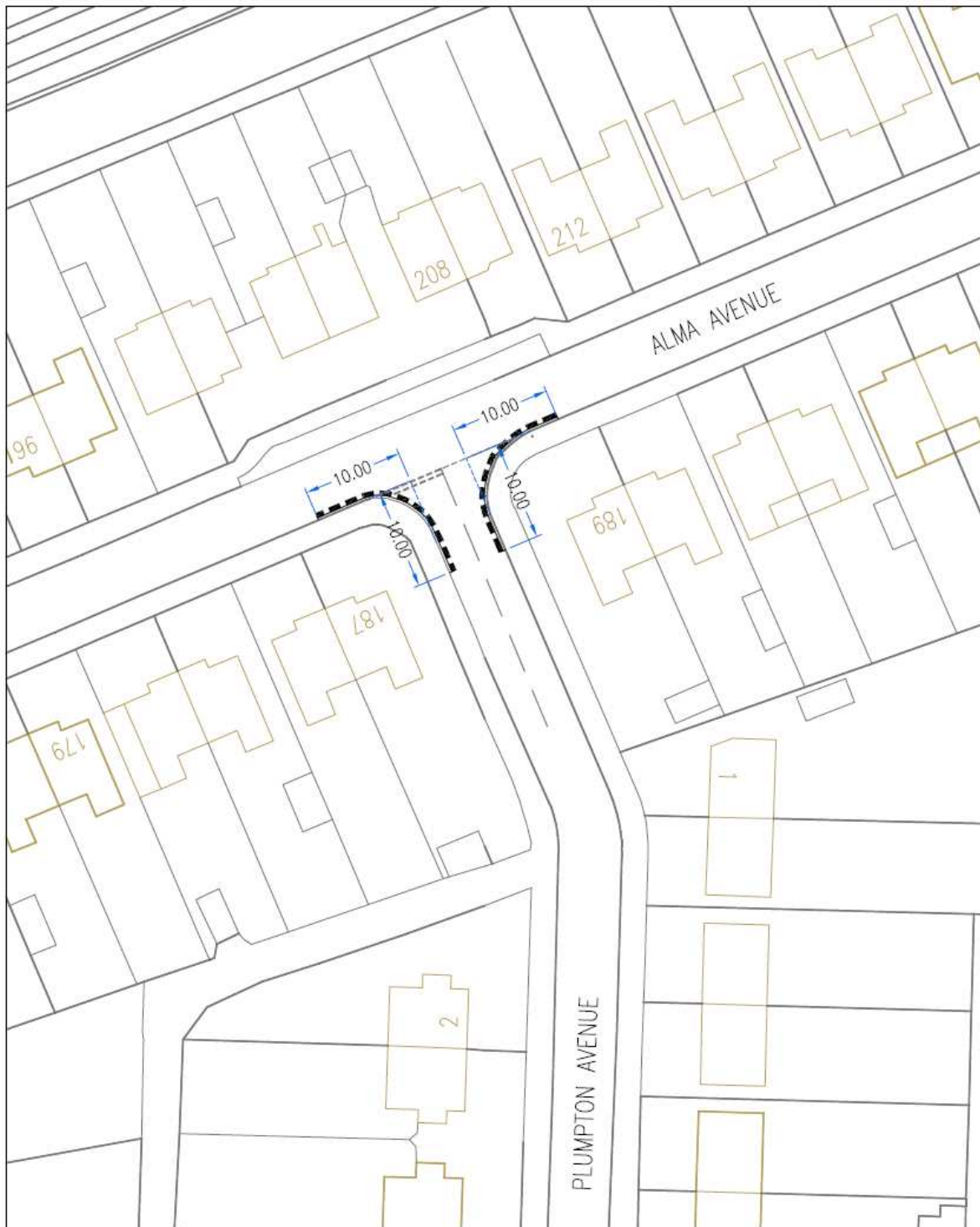
From a resident of Bevan Way who would like to propose that the double yellow lines on the Hacton side of Bevan Way are extended up to the first set of parking bays opposite No's 14 & 16. They feel the current proposals will cause problems outside No 8, 10 & 12 for the buses to pass and for residents to access, egress their properties. The main parking problem in the area is caused by church parking they also suggest that the parking bays in Bevan Way be lined to enable maximum usage. It is suggested that there is a long term commuter parking problem in the area.

Staff comments

The proposals are designed to prevent parking around the junctions, ease access through the width restriction and keep the apex of the bend clear in Alma Avenue.

Recommendation - 10

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



Havering <small>LONDON BOROUGH</small> STRATEGIC - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE WARDEN WAY CANON SQUARE, CANON SQUARE, CANON SQUARE TEL: 01708 433221 FAX: 01708 433221 E-MAIL: streets@havering.gov.uk		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCHURCH STATION PARKING REVIEW		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 10024327			
DRAWING TITLE ALMA AVENUE J/W PLUMPTON AVENUE		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP			
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF:	DRAWING No QJ055-OF-11	REVISION A	INITIAL ISSUE	02.06.11
		Sheet Size: A4 (210x297)			REVISION AMENDMENT		DATE

The Proposals as shown on plan QJ055-0F-11 Alma Avenue junction with Plumpton Avenue

The proposals are to introduce a 'At any time' waiting restrictions for 10 metres on all arms of the Alma Avenue junction with Plumpton Avenue.

Responses received

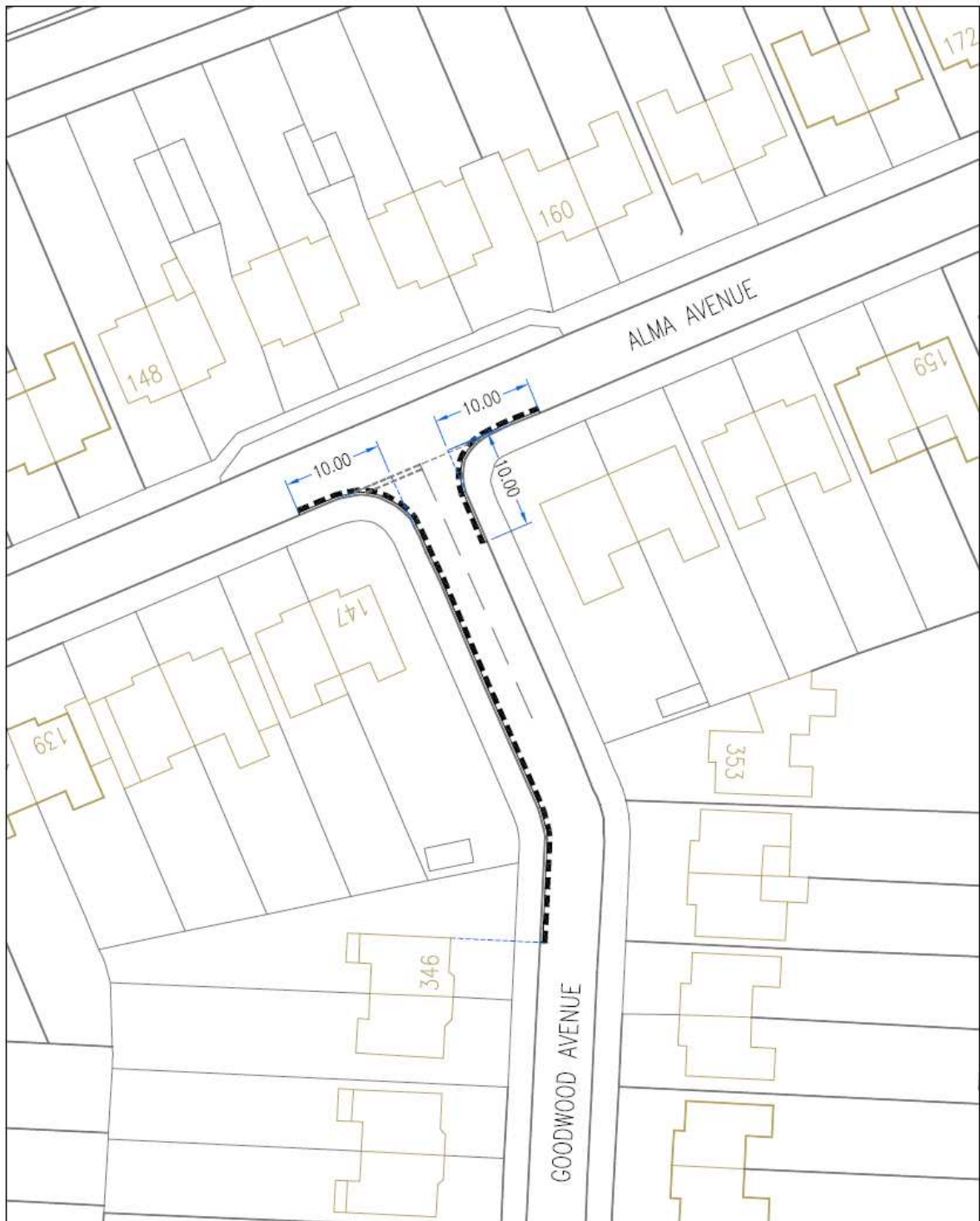
None

Staff comments

The proposals are designed to prevent parking around the junction and promote road safety.

Recommendation - 11

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



Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE WOODSIDE GARDENS GARDENIA WAY 30th TELFORD HA 01708 43043 FAX No: 01708 433721 E-MAIL streetcare@havering.gov.uk		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCHURCH STATION PARKING REVIEW		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 10004357			
DRAWING TITLE ALMA AVENUE J/W GOODWOOD AVENUE		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP			
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF:	DRAWING No QJ055-OF-12	REVISION A	INITIAL ISSUE	02.06.11
Sheet Size: A4 (210x297)				REVISION	AMENDMENT	DATE	

The Proposals as shown on plan QJ055-0F-12 Alma Avenue junction with Goodwood Avenue

The proposals are to introduce a 'At any time' waiting restrictions for 10 metres on all four arms of the Alma Avenue junction with Goodwood Avenue, extending into Goodwood Avenue on its western side to a point opposite the northern facing building line of No.346.

Responses received

None

Staff comments

The proposals are designed to prevent parking around the junction and the apex of the bend in Goodwood Avenue.

Recommendation - 12

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



Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY <small>100 FLOOR MERCURY HOUSE MERCURY GARDENS SOUTHFOLD, RM1 5BW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</small>		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCURCH STATION PARKING REVIEW		<small>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100524327</small>			
DRAWING TITLE ALMA AVENUE		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP	
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	DRAFT <input type="checkbox"/>	ACAD REF:	DRAWING No QJ055-OF-13	REVISION A
	<input checked="" type="checkbox"/> ISSUE	Sheet Size: A4 (210x297)		REVISION	AMENDMENT
				INITIAL ISSUE	02.06.11
					DATE

The Proposals as shown on plan QJ055-0F-13 Alma Avenue apex of bend fronting No.133.

The proposals are to introduce a 'At any time' waiting restrictions on the apex of the bend in Alma Avenue, from the common boundary of Nos. 137 and 139, to a point opposite the common boundary of Nos. 124 and 126.

Responses received

Response 1

From a resident living on the apex of the bend who states they have lived at the property for a long time and have never experienced any parking problems around the bend and in their opinion the restrictions are not necessary. They also would like confirmation that the new restrictions will not affect the access on to the property.

Staff comments

The proposals are designed to prevent parking around the apex of the bend and will not have an impact on access to the property.

Recommendation - 13

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



Havering <small>LONDON BOROUGH</small> <small>STREETWORKS - CULTURE & COMMUNITY</small>		100 FLOOR MERCURY HOUSE MERCURY SQUARES GARDEN, 5th FLOOR TOWERHAMPTON, LONDON E6 3JH TEL: 020 894 43321 FAX: 020 894 43321 E-MAIL: streetworks@havering.gov.uk		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCURCH STATION PARKING REVIEW		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024337			
DRAWING TITLE ALMA AVENUE J/W STANDEN AVENUE		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP			
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE	ACAD REF:	DRAWING No QJ055-OF-14	REVISION A	INITIAL ISSUE	02.06.11 DATE
		Sheet Size: A4 (210x297)		REVISION AMENDMENT			

The Proposals as shown on plan QJ055-0F-14 Alma Avenue junction with Standen Avenue.

The proposals are to introduce a 'At any time' waiting restrictions on the western side of Alma Avenue, from a point 10 metres south of the southern kerblines of Standen Avenue, to a point 10 metres north of the northern kerblines of Standen Avenue and in Standen Avenue, on its southern side, from the western kerblines of Alma Avenue, westwards for 12.7 metres and on the northern side westwards for 10 metres.

Responses received

Response 1

From a resident of Alma Avenue who has lived at the address for many years and does not believe that the proposals will improve safety. They suggest the road is used as a rat run and has been since the recent road works in Hornchurch Town Centre. The proposals do not take into account vehicles parked opposite the junction forcing vehicles onto the wrong side of the road. The resident has requested a pedestrian table at the junction which they advise was refused on the grounds of cost. There were two bad crashes at the junction during the summer and they believe that Standen Avenue should be changed. Vehicles reportedly turning right into Standen and Daws Avenue cut the corner as drivers exiting the road only look right.

Staff comments

The proposals are designed to prevent parking around the junction and promote road safety.

Recommendation - 14

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



Havering <small>LONDON BOROUGH</small> <small>STREETCARE - CULTURE & COMMUNITY</small>		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
<small>10th FLOOR MERCURY HOUSE WEDGWOOD GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433221 E-MAIL: streetcare@havering.gov.uk</small>		<small>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</small>			
JOB TITLE HORNCURCH STATION PARKING REVIEW		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP	
DRAWING TITLE CRYSTAL AVENUE J/W STANDEN AVENUE		ACAD REF:	DRAWING No QJ055-0F-15	REVISION A	INITIAL ISSUE
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	DRAFT <input type="checkbox"/>	ISSUE <input checked="" type="checkbox"/>	REVISION AMENDMENT	DATE 02.06.11

The Proposals as shown on plan QJ055-0F-15 Standen Avenue junction with Crystal Avenue

The proposals are to introduce 'At any time' waiting restriction of 10 metres on all four arms of the Southern junction of Standen Avenue with Crystal Avenue; and to introduce an 'At any time' waiting restriction on the northern junction of Standen Avenue with Crystal Avenue, on the northern side, from a point 10 metres west of the western kerblines of Standen Avenue, to a point 10 metres east of the eastern kerblines of Crystal Avenue and in Crystal Avenue on its eastern side from its junction with Standen Avenue northwards for a distance of 10 metres and its western side for a distance of 12.9 metres.

Responses received

Response 1

From a resident of a corner property who is concerned with the proposed double yellow lines outside of their property. The resident already has off-street parking but feels if the proposals go ahead it would create problems for their family and tradesmen who could not park outside the property. They advise that the free parking bays in the area are always full due to commuters and this does not give residents a chance.

Staff comments

The proposals are designed to prevent parking around the junction and promote road safety.

Recommendation - 15

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



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p> <p><small>10th FLOOR MERCURY HOUSE WICKSBY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433251 E-MAIL: streetcare@havering.gov.uk</small></p>		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCHURCH STATION PARKING REVIEW		<small>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</small>			
DRAWING TITLE STANDEN AVENUE J/W HUTCHINS CLOSE		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP	
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	DRAFT ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QJ055-0F-16	REVISION A
			INITIAL ISSUE		02.06.11
			REVISION	AMENDMENT	DATE

The Proposals as shown on plan QJ055-0F-16 Standen Avenue junction with Hutchins Close

The proposals are to introduce a 'At any time' waiting restrictions for a distance of 10 metres on the northern side of Standen Avenue, from a point 10 metres west of the western kerbline Hutchins Close, to a point 10 metres east of the eastern side of Hutchins Close, extending into Hutchins Close on both sides for 5.9 metres.

Responses received

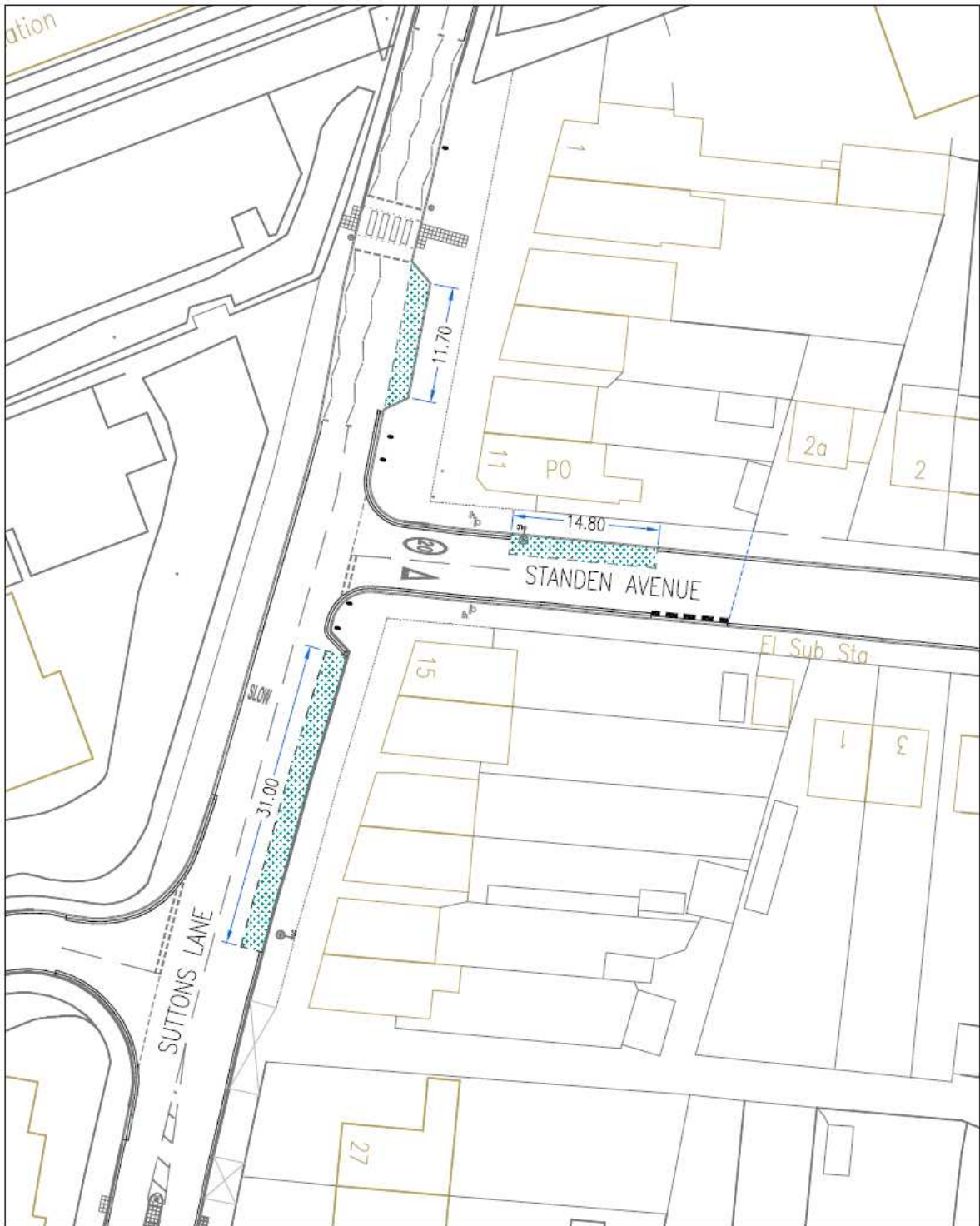
None

Staff comments

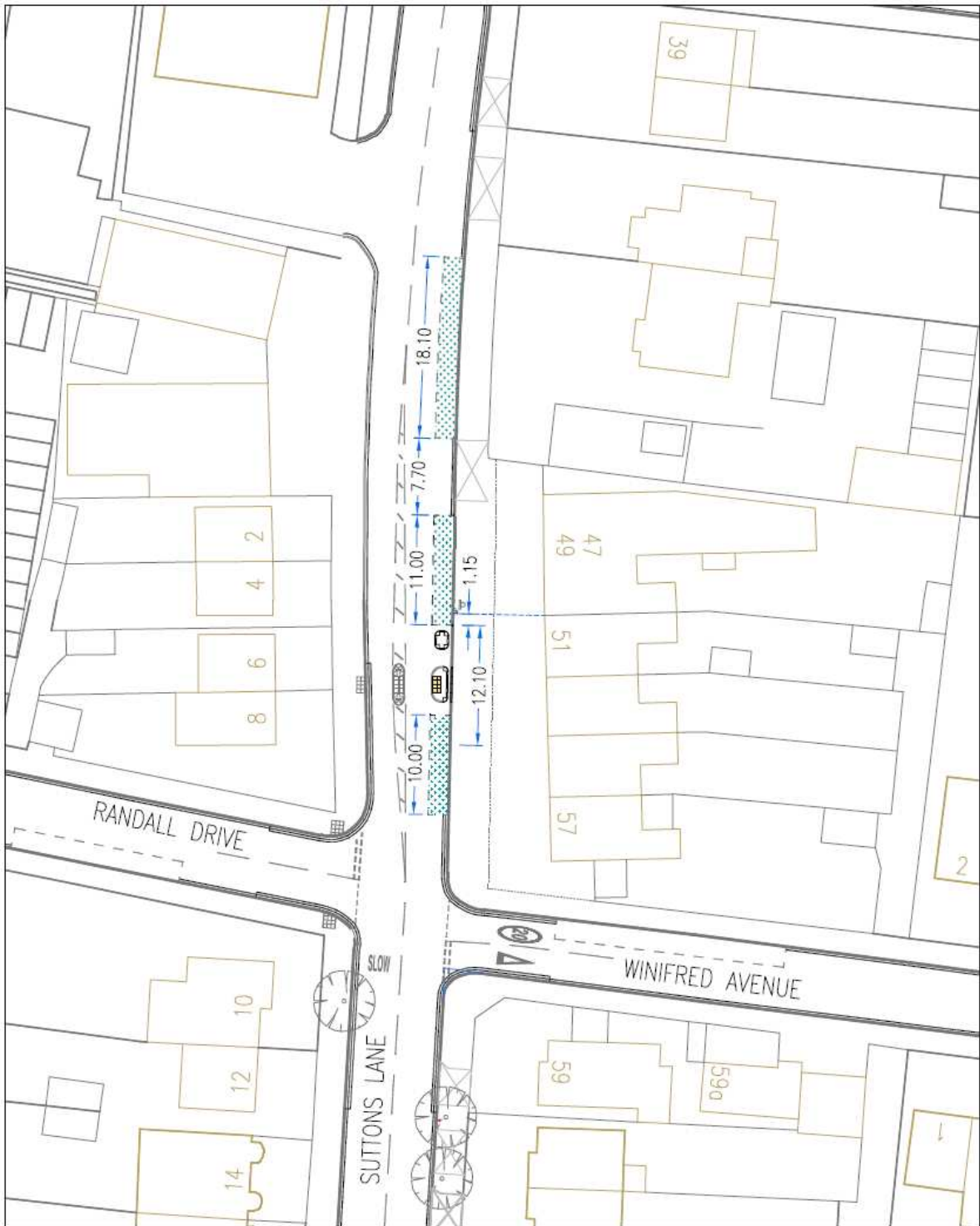
The proposals are designed to prevent parking around the junction and promote road safety.

Recommendation - 16

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



<p>Havering LONDON BOROUGH STREETSCAPE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE WICKSBY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433251 E-MAIL: streets@havering.gov.uk</p>		<p>PURPOSE: PROPOSAL</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</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> PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)</p> <p> PROPOSED P&D PARKING BAY</p>	
<p>JOB TITLE HORNCHURCH STATION PARKING REVIEW</p>			<p>DRAWN BY RP</p>		<p>CHECKED BY IH</p>		<p>APPROVED BY MLP</p>		
<p>DRAWING TITLE SUTTONS LANE J/W STANDEN AVENUE</p>			<p>ACAD REF: Sheet Size: A4 (210x297)</p>		<p>DRAWING No QJ055-0F-17</p>		<p>REVISION B</p>		
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 30.08.11</p>		<p>DRAFT ISSUE</p>		<p>B MEMBERS AMENDMENTS (MEETING 19.08.11) 30.08.11</p>			
						<p>A INITIAL ISSUE 02.06.11</p>			
						<p>REVISION AMENDMENT DATE</p>			

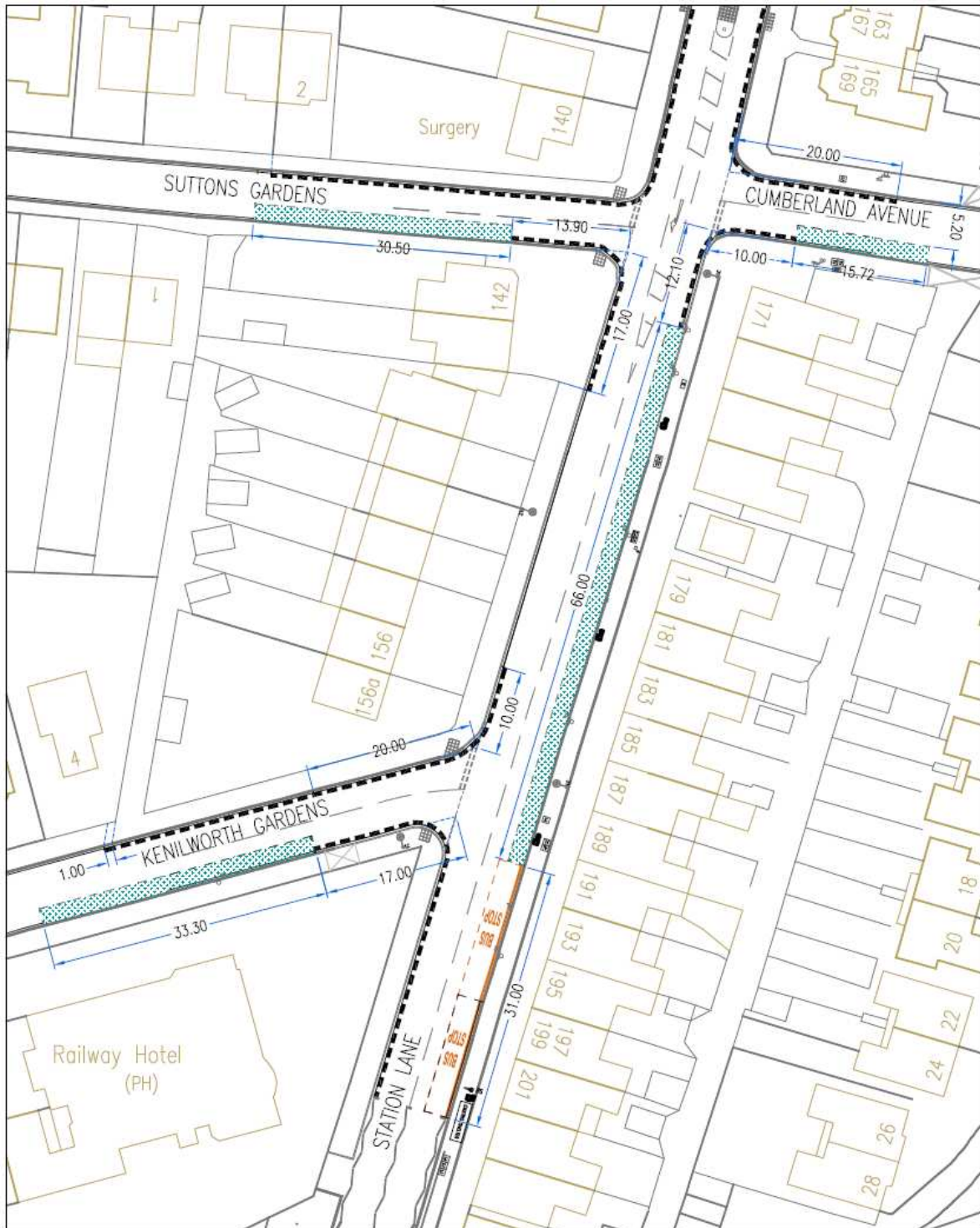


Havering <small>10th FLOOR MERCURY HOUSE WEDGWOOD PARK ROMFORD, RM1 3JW TELEPHONE: No 01708 434343 FAX: No 01708 433721 E-MAIL: streets@havering.gov.uk</small>		PURPOSE PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE) PROPOSED P&D PARKING BAY	
JOB TITLE HORNCHURCH STATION PARKING REVIEW		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327			
DRAWING TITLE SUTTONS LANE J/W RANDALL DRIVE & WINIFRED AVENUE		DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP	
SCALE (AT A4 SIZE) 1:500	DATE 20.12.11	DRAFT 	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QJ055-OF-18	REVISION D
			REVISION D REVISED BUILD OUT DESIGN		20.12.11
			REVISION AMENDMENT		DATE

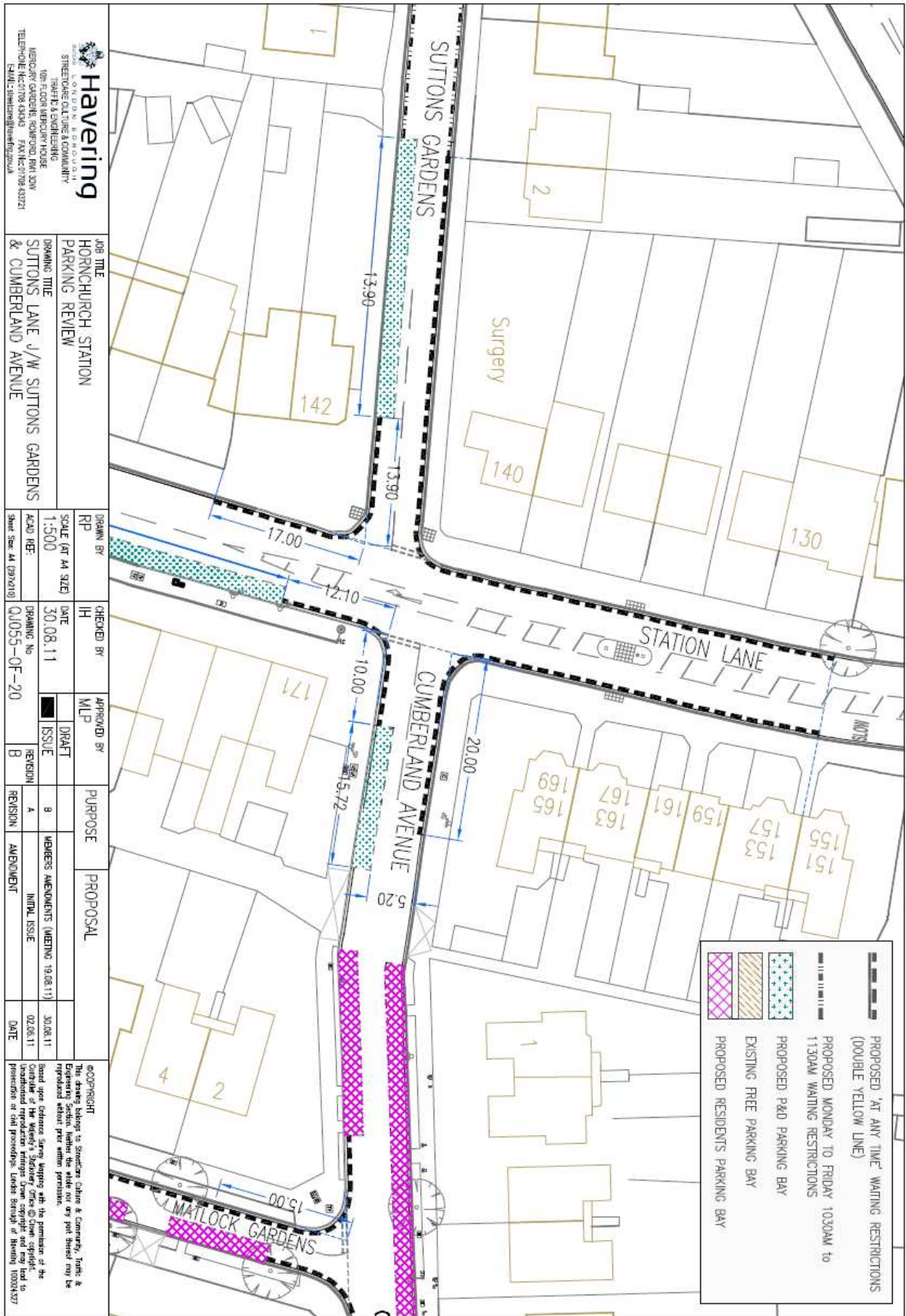
changes to the pedestrian refuge are designed to help with drainage and ease access for larger vehicles negotiating the refuge.

Recommendation - 17

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



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE VERDNEY GARDENS ROMFORD, RM1 2JW TELEPHONE: No 01708 434343 FAX No: 01708 433221 E-MAIL: streetcare@haverling.gov.uk</p>		<p>PURPOSE PROPOSAL</p>		<p>PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)</p>		
<p>JOB TITLE HORNCHURCH STATION PARKING REVIEW</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>PROPOSED PAY & DISPLAY PARKING BAY</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		
<p>DRAWING TITLE SUTTONS LANE J/W KENILWORTH GARDENS</p>		<p>DRAWN BY RP</p>	<p>CHECKED BY IH</p>	<p>APPROVED BY MLP</p>	B	MEMBERS AMENDMENTS (MEETING 19.08.11)		
<p>SCALE (AT A4 SIZE) N.T.S</p>	<p>DATE 30.08.11</p>	<p>DRAFT ISSUE</p>	<p>ACAD REF:</p>	<p>DRAWING No QJ055-OF-19</p>	<p>REVISION B</p>	A	INITIAL ISSUE	02.06.11
<p>Sheet Size: A4 (210x297)</p>						REVISION	AMENDMENT	DATE



The Proposals as shown on plans QJ055-0F-19 and QJ055-0F-20 Station Lane/ Kenilworth Gardens

The proposals are to introduce 'At any time' waiting restrictions on the western side of Station Lane between the pedestrian crossing markings and a point 10 metres north-east of the north-eastern kerb line of Kenilworth Gardens and from a point opposite the common boundary of Nos. 144&146 to a point opposite the common boundary of Nos. 151 & 153 and on the eastern side from a point opposite the common boundary of Nos. 151 & 153 to a point 12.1 metres south of the southern kerblines of Cumberland Avenue. To introduce an extended bus stop clearway on the eastern side of Suttons Lane from the existing pedestrian crossing northwards for a distance of 31 metres and changing the existing disc parking bay to a Pay and Display parking bay. In Kenilworth Gardens to introduce 'At any time' waiting restrictions on its southern side from the western kerblines of Station Lane westwards for a distance of 17 metres and on its northern side from its junction with Station Lane to a point 1 meter west of the western boundary of No.4 and to introduce a Pay and Display parking bay on the southern side of Kenilworth Gardens from a point of 17 metres west of the western kerblines of Station Lane westwards for a distance of 33.3 metres.

Responses received

Response 1

From a resident of Kenilworth Gardens who agrees to the proposals that will ease congestion caused by vehicles parking to pick-up passengers from the station during peak times. However, they do have concerns over vehicles being displaced further down Kenilworth Gardens, potentially obstructing driveways.

Response 2

From a resident of Kenilworth Gardens whose property is opposite the Railway Hotel, they welcome the proposed double yellow lines at the junction and the extension to cover the right of way to the rear of the Station Lane properties. It is felt that if the pay & display is introduced it will cause greater volumes of parking in Kenilworth Gardens outside the first 3 or 4 properties. It is felt that drivers will not pay the 20p fee to park to get bread or for short stays at the shops, which again will have an impact on access to their properties which is already an issue. The resident has requested restrictions over their driveway which was not progressed due to this review and requests further restriction opposite the property to ease access for them and their neighbours. Officers have suggested that their driveways be widened to improve access but this has been declined as the resident feels they already have access to the property which is sufficient to execute a 3 point turn. They outline an incident where a driver pulled into their front garden which has also been experienced by another neighbour and there are safety considerations for younger members of the family. The resident has provided a number of photos which shows the parking situation and would welcome a personal discussion with Councillors/Staff.

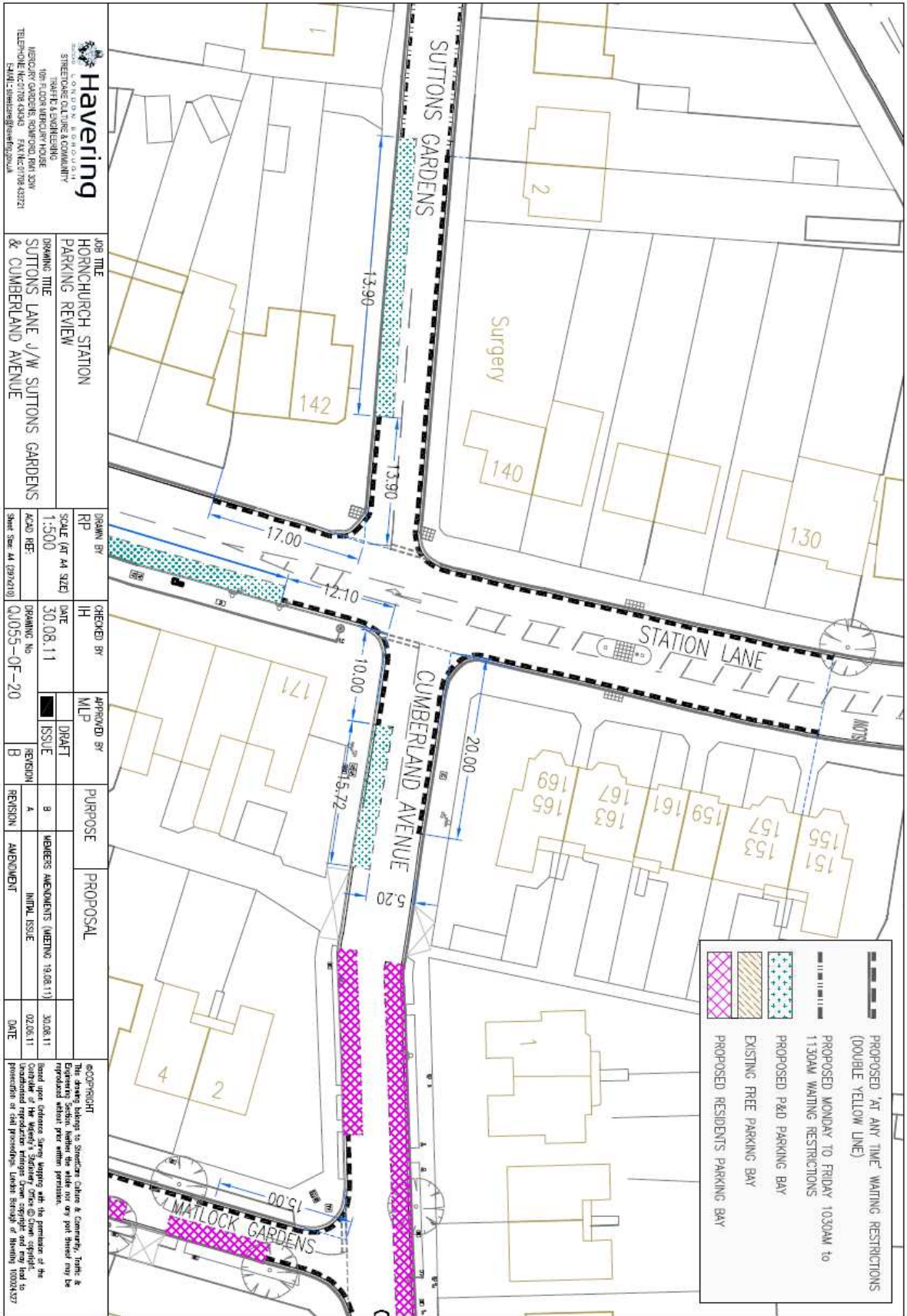
Staff comments

The proposals to introduce new Pay & Display parking facilities in Kenilworth Gardens and Cumberland Avenue are designed to provide parking provisions for the local

businesses, which will be lost due to the proposed extension of the Bus Stop Clearway on Station Lane. These proposals are designed to make the stop accessible for disabled passengers to use the bus service. The proposed 'At any time' waiting restrictions are designed to improve sight lines and access at the junctions and ensure the pedestrian refuge is not obstructed. The proposed changes from Disc Parking provisions to Pay & Display, is in line with the changes to the parking provisions outside the Driving Test centre, in Station Lane, which have reportedly worked very well.

Recommendation - 18

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



HaVERING
 LOCAL COUNCIL
 STREET LIGHTS & SIGNAGE
 100 FLOOR HORNCHURCH HOUSE
 HORNCHURCH GARDENS, HORNCHURCH PARK, SEW
 TELEPHONE: 01473 83434 FAX: 01473 83221
 EMAIL: council@havering.gov.uk

JOB TITLE
 HORNCHURCH STATION
 PARKING REVIEW

DRAWING TITLE
 SUTTONS LANE J/W SUTTONS GARDENS
 & CUMBERLAND AVENUE

DRAWN BY
 RP

SCALE (OF A4 SIZE)
 1:500

ROAD REF:
 Street No. A4 (93x710)

CHECKED BY
 IH

DATE
 30.08.11

DRAWING No.
 QJ055-0F-20

APPROVED BY
 MLP

DRAFT

REVISION
 B

PURPOSE

REVISION
 A

PROPOSAL

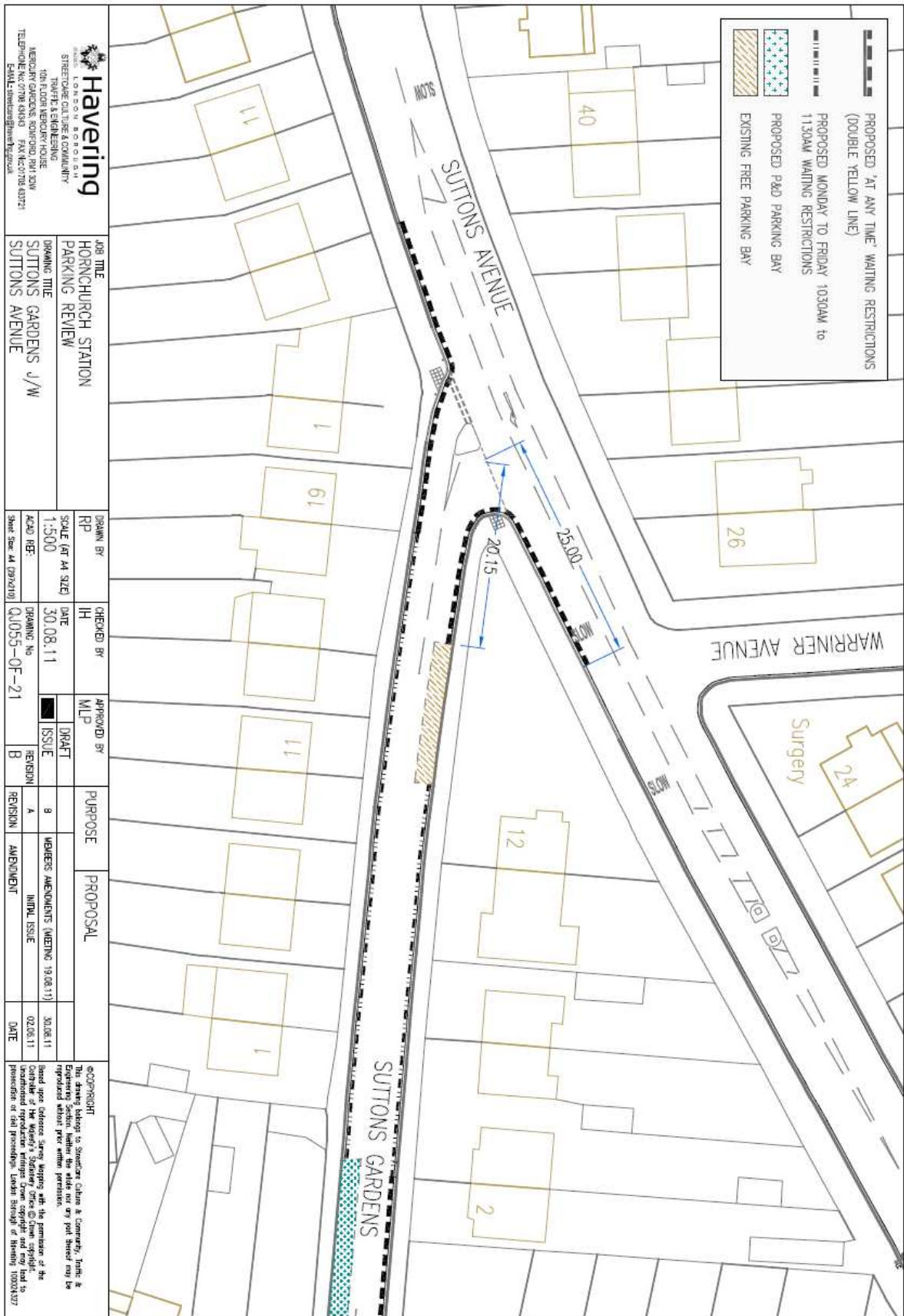
INITIAL ISSUE

DATE
 02.08.11

MEMBERS AMENDMENTS (MEETING 19.08.11)

DATE
 30.08.11

© COPYRIGHT
 The drawings belong to Smeetham, Chubb & Company, Town & Engineering Architects, neither the whole nor any part thereof may be reproduced without prior written permission.
 Based upon information shown, drawings are the property of the Contractor of the Mayor's Surveyors Office © Crown Copyright. Unauthorised reproduction or distribution is prohibited. Any use for purposes other than those intended is prohibited. Licence granted by Planning 10/02/08/527



Haevering
 STREETWORK, CIVIL & CONCRETE
 TRAFFIC ENGINEERING
 10th FLOOR MERCHANT HOUSE
 MERCHANTS SQUARE, ROYAL DOCK
 TELEPHONE: 0778 44940 FAX: 0778 43721
 EMAIL: streetwork@haevering.co.uk

JOB TITLE
 HORNSCHURCH STATION
 PARKING REVIEW

DRAWING TITLE
 SUTTONS GARDENS J/W
 SUTTONS AVENUE

DRAWN BY
 RFP

SCALE (AT A4 SIZE)
 1:500

ACAD REF:
 Sheet Size: A4 (297x210)

CHECKED BY
 IH

DATE
 30.08.11

DRAWING NO.
 QJ055-0F-21

APPROVED BY
 MLP

DRAWN
 DRATT

ISSUE
 B

PURPOSE
 PROPOSAL

REVISION
 9

AMENDMENT
 AMENDMENT

DATE
 30.08.11

DATE
 02.06.11

© COPYRIGHT
 This drawing belongs to Streetwork Civil & Concrete, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.
 based upon information supplied by the premises of the
 Contractor of the project's delivery. Streetwork Civil & Concrete
 is not responsible for any errors or omissions in this drawing or any part
 thereof. The user of this drawing is advised to check the accuracy of the
 information on this drawing. Urban Design of Haevering 10/08/2011

disadvantage residents when work is being carried out on their properties or have visitors.

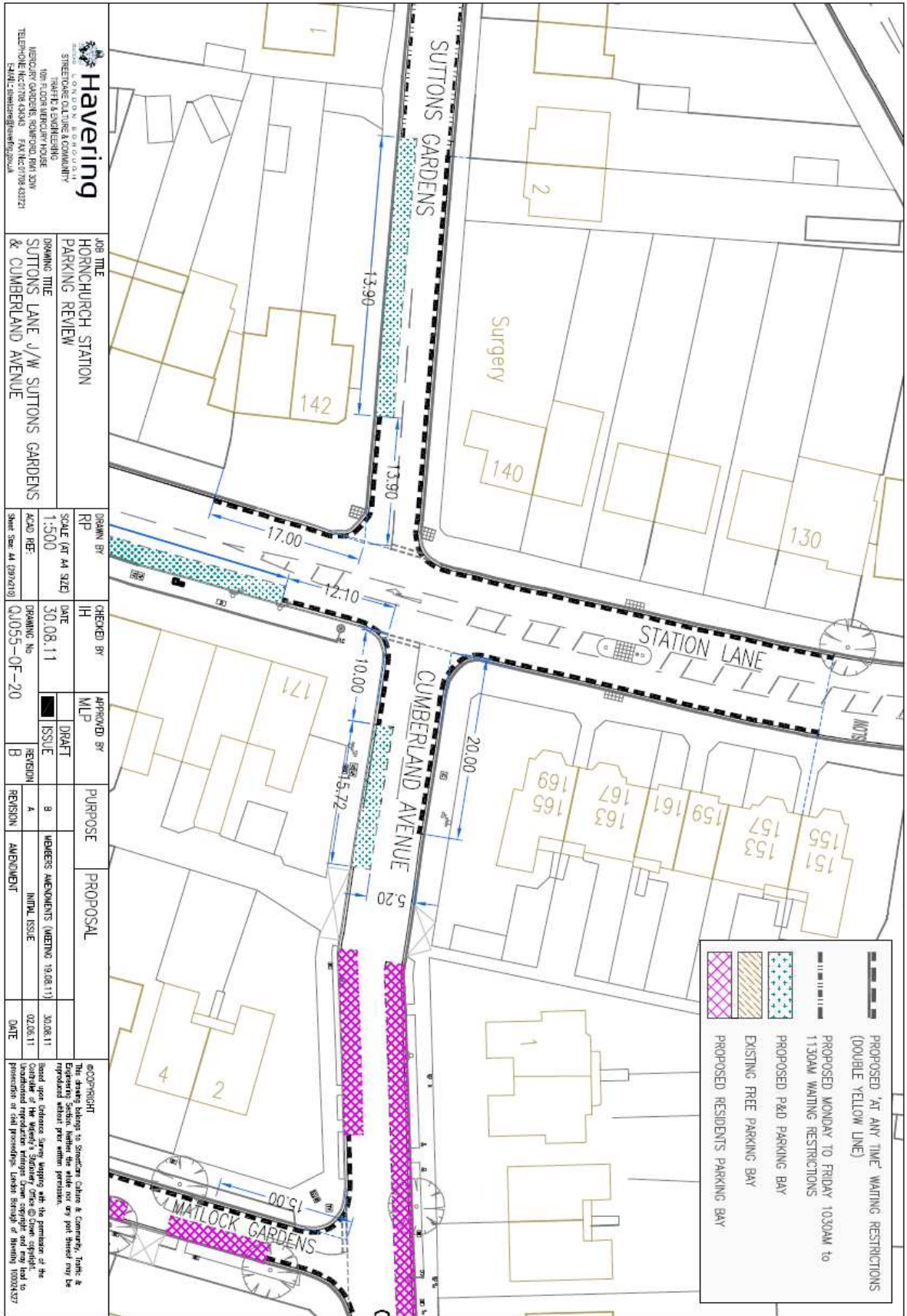
Staff comments

The second respondent has misinterpreted the draft proposals.

The proposals are designed to improve access at the junctions of Suttons Gardens and provide further Pay and Display parking facilities for the local shops, while the 'At any time' waiting restrictions will improve access at the junctions. It is possible that the proposed changes to one of the free parking bays in Suttons Gardens, may impact on those residents that have multiple vehicles.

Recommendation - 19

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



Having
 CONSULTING ENGINEERS
 100 FLOOR HORNCHURCH HOUSE
 100 FLOOR HORNCHURCH HOUSE
 HORNCHURCH GARDENS, HORNCHURCH PARK, SOU
 TELEPHONE: 01276 83434 FAX: 01276 43221
 EMAIL: enquiries@having.co.uk

JOB TITLE
 HORNCHURCH STATION
 PARKING REVIEW

DRAWING TITLE
 SUTTONS LANE J/W SUTTONS GARDENS
 & CUMBERLAND AVENUE

DRAWN BY
 RP

SCALE (OF A4 SIZE)
 1:500

ROAD REF:
 Sheet Size: A4 (297x210)

CHECKED BY
 IH

DATE
 30.08.11

DRAWING No
 QJ055-0F-20

APPROVED BY
 MLP

DRAFT

REVISION
 B

PURPOSE

REVISION
 9
 4

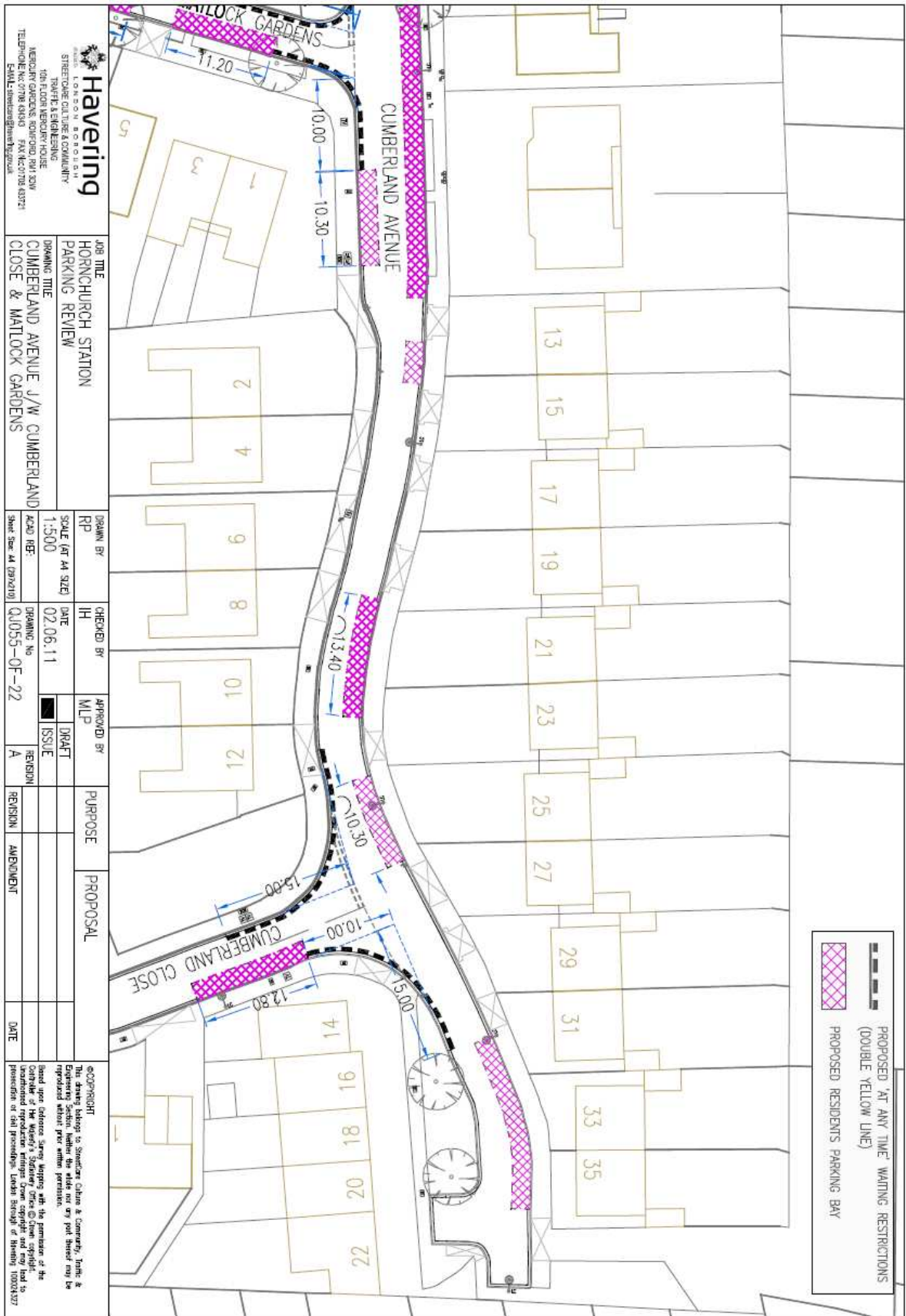
PROPOSAL

MEMBERS AMENDMENTS (MEETING 19.08.11)

INITIAL ISSUE

DATE
 30.08.11
 02.08.11

© COPYRIGHT
 The drawings belong to Structures, Culture & Community, Towns & Engineering, and shall not be reproduced or used in any form without the prior written permission of Structures, Culture & Community, Towns & Engineering.
 No part of this drawing may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Structures, Culture & Community, Towns & Engineering.
 This drawing is the property of Structures, Culture & Community, Towns & Engineering. It is to be used for the purpose specified and may not be used for any other purpose without the prior written permission of Structures, Culture & Community, Towns & Engineering.
 Unauthorised reproduction of this drawing is a criminal offence under the Copyright, Designs and Patents Act 1988.



Haevering
 10th Floor, Merchants House
 10th Floor, Merchants House
 Merchants Gardens, Roudon Road, S.W.
 Telephone No: 01783 44940 Fax No: 01783 43271
 Email: street@haevering.co.uk

JOB TITLE
 HORNCCHURCH STATION
 PARKING REVIEW

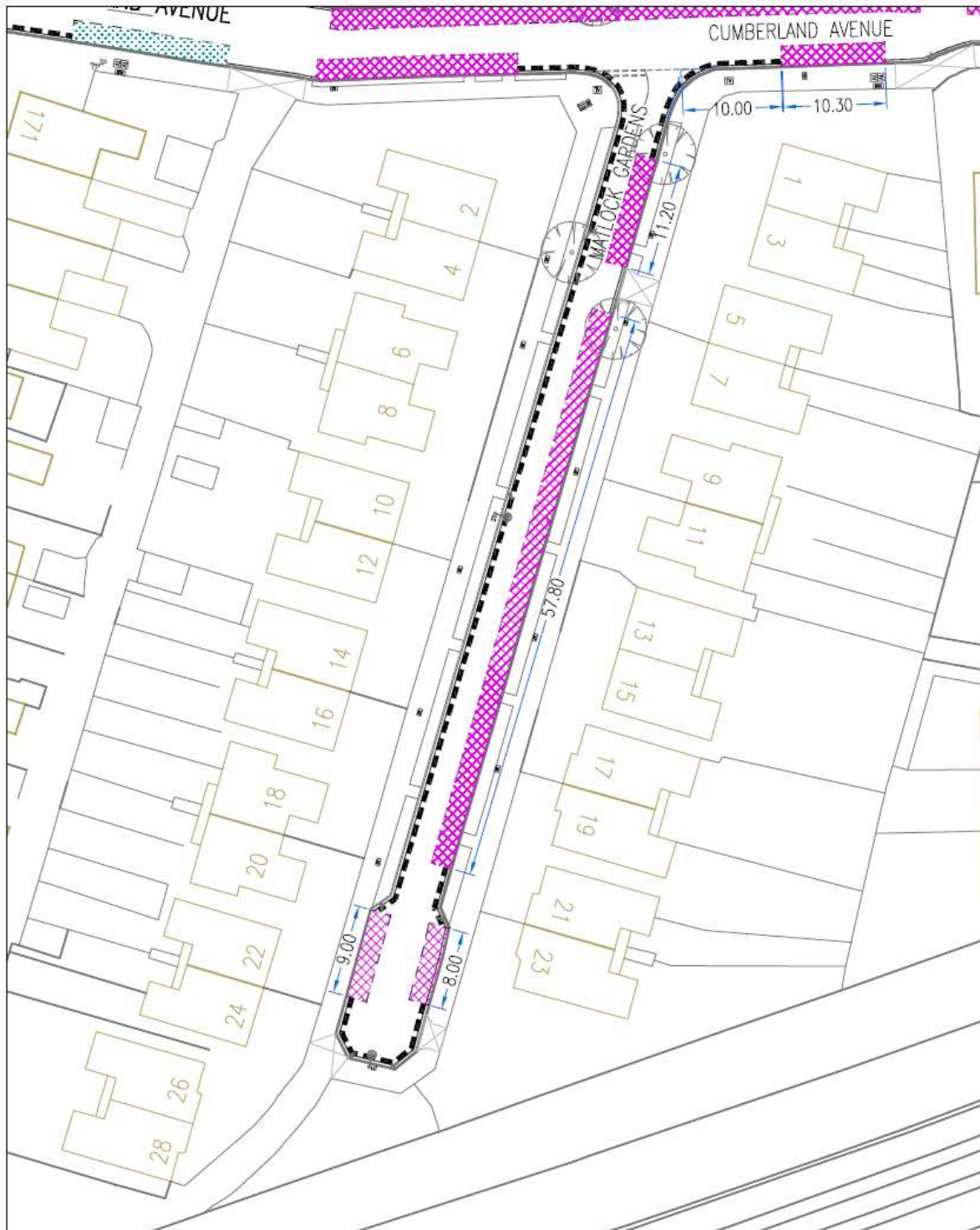
DRAWING TITLE
 CUMBERLAND AVENUE J/W CUMBERLAND
 CLOSE & MATLOCK GARDENS

DRAWN BY RPP	CHECKED BY IH	APPROVED BY MLP
SCALE (AT A4 SIZE) 1:300	DATE 02.06.11	DRAFT ISSUE
SCALE REF: Sheet Size A4 (DIN A3)	DRAWING No QJ055-0F-22	REVISION A

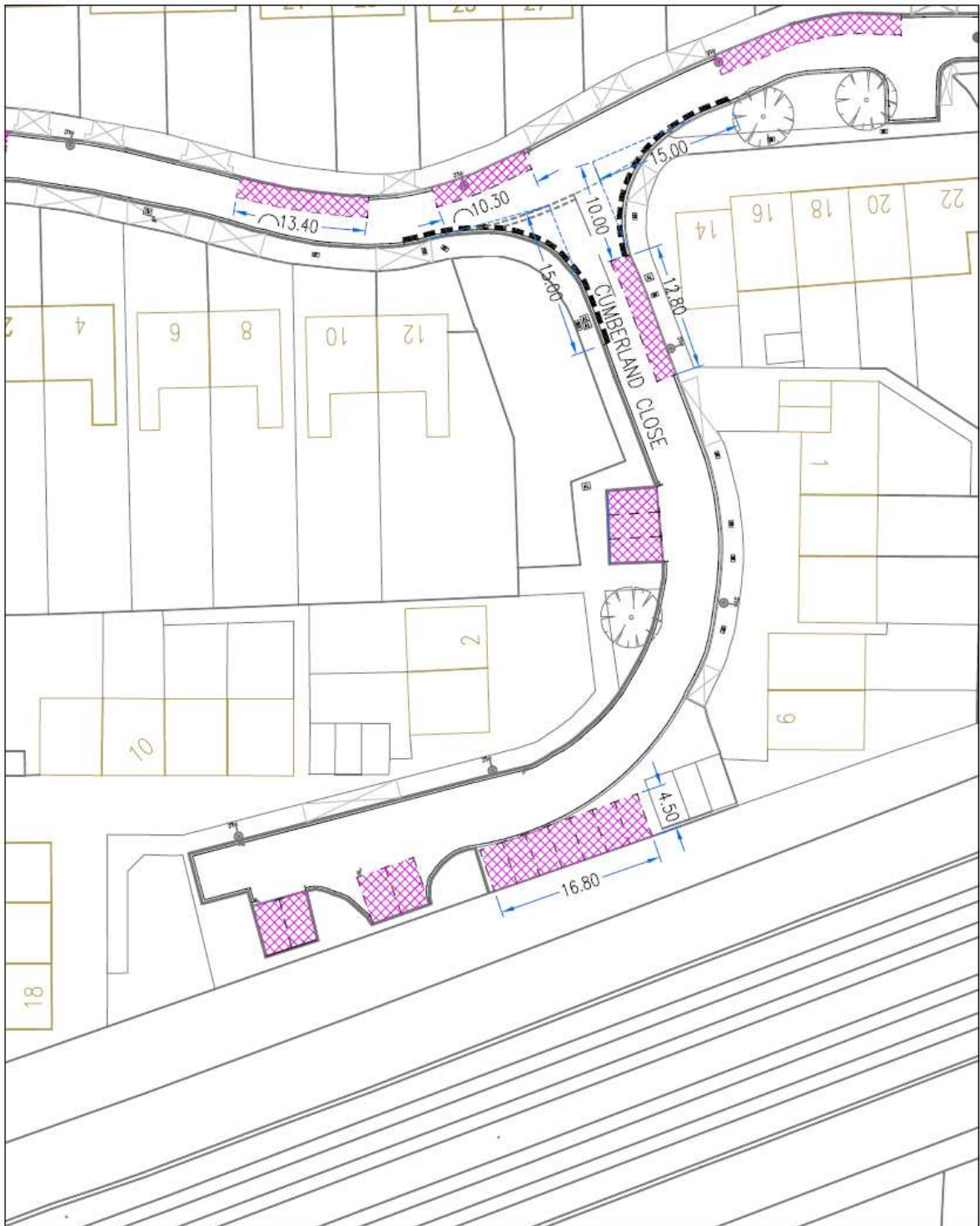
PURPOSE
 PROPOSAL

DATE

© COPYRIGHT
 This drawing belongs to Streetwise Urban & Commercial, Town &
 Engineering Solutions. Neither the whole nor any part thereof may be
 reproduced without prior written permission.
 based upon reference being made with the permission of the
 Controller of Her Majesty's Stationery Office © Crown copyright.
 Unauthorised reproduction without Crown copyright and may lead to
 prosecution or civil proceedings. Urban design of Horncchurch



Havering <small>LONDON BOROUGH</small> <small>STREETCARE - CULTURE & COMMUNITY</small>		<small>10th FLOOR MERCURY HOUSE</small> <small>MERCURY GARDENS</small> <small>ROMFORD, RM1 2JW</small> <small>TELEPHONE No: 01708 424343</small> <small>FAX No: 01708 423221</small> <small>E-MAIL: stretcare@havering.gov.uk</small>		PURPOSE PROPOSAL	PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE) PROPOSED RESIDENTS PARKING BAY		
JOB TITLE HORNCURCH STATION PARKING REVIEW		<small>©COPYRIGHT</small> <small>This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</small> <small>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.</small> <small>London Borough of Havering 100024327</small>					
DRAWING TITLE MATLOCK GARDENS		<small>DRAWN BY</small> RP	<small>CHECKED BY</small> IH	<small>APPROVED BY</small> MLP			
<small>SCALE (AT A4 SIZE)</small> 1:500	<small>DATE</small> 02.06.11	<small>DRAFT</small> ISSUE	<small>ACAD REF:</small> Sheet Size: A4 (210x297)	<small>DRAWING No</small> QJ055-OF-23	<small>REVISION</small> A	<small>INITIAL ISSUE</small> A	<small>DATE</small> 02.06.11
				<small>REVISION</small> AMENDMENT			



Havering <small>10th FLOOR MERCURY HOUSE 100/102, 9th FLOOR 100/102, 9th FLOOR TEL: 01708 434343 FAX: 01708 433251 E-MAIL: shaw@havering.gov.uk</small>		PURPOSE ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327		PROPOSAL		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)	
JOB TITLE HORNCHURCH STATION PARKING REVIEW		DRAWN BY RP		CHECKED BY IH		APPROVED BY MLP	
DRAWING TITLE CUMBERLAND CLOSE		ACAD REF: Sheet Size: A4 (210x297)		DRAWING No QJ055-0F-24		REVISION A	
SCALE (AT A4 SIZE) 1:500	DATE 02.06.11	DRAFT <input checked="" type="checkbox"/>	ISSUE <input type="checkbox"/>	REVISION AMENDMENT		INITIAL ISSUE DATE	
						02.06.11	

The Proposals as shown on plans QJ055-0F-20,QJ055-0F-22,QJ055-0F-23, QJ055-0F-24 Cumberland Avenue, Cumberland Close and Matlock Gardens

The proposals are to introduce a residents parking scheme in Cumberland Avenue Matlock Gardens and Cumberland Close, operational between 10.30 a.m. and 11.30 a.m. on Mondays to Saturdays inclusive, with associated 'At any time' waiting restrictions. It is also proposed to introduce a new Pay & Display parking provision along the flank wall of 171 Station Lane, operational between 8.00 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive.

Responses received

Response 1

From a resident of Cumberland Avenue claiming that they didn't receive any prior questionnaire to the proposals, nor had an opportunity to input suggestions. They disagree with the proposals and feel that the current parking controls work well and do not need to change.

Response 2

From a resident of Cumberland Close who wishes to object to the proposed parking scheme and feels it would be unfair to pay for permits when surrounding roads have designated free parking provisions.

Response 3

From a resident of Cumberland Close who feels that there has been an omission of two parking bays in the area at the very end of Cumberland Close. They also question the charging of the permits as there are a number of elderly residents in Cumberland Close and it is felt that their visitors should not have to pay for the privilege of visiting relatives. It is asked if a free permit can be issued to residents.

Response 4

From a resident of Cumberland Close who also questions the omission of the parking bays at the bottom of the Close. They feel that the proposals do not clearly show what is happening in the remainder of the Close where changes are not proposed. They wish to object to the proposals as they have lived at the property for over 10 years and do not feel the need for a permit scheme and think the existing Monday to Friday 10.30am to 11.30am restrictions work well. This family has three vehicles with one member of the family working for a utility company and has access to many different vehicles and this would cause many problems if permits apply. They outline that permits will be a cost to residents and in all the time they have lived there they feel such a scheme is not necessary.

Staff comments

The proposals are designed to change the existing free parking bays in these roads to residents only parking bays improving the provisions for residents and removing the commuter element from the road. The associated 'At any time waiting restrictions will

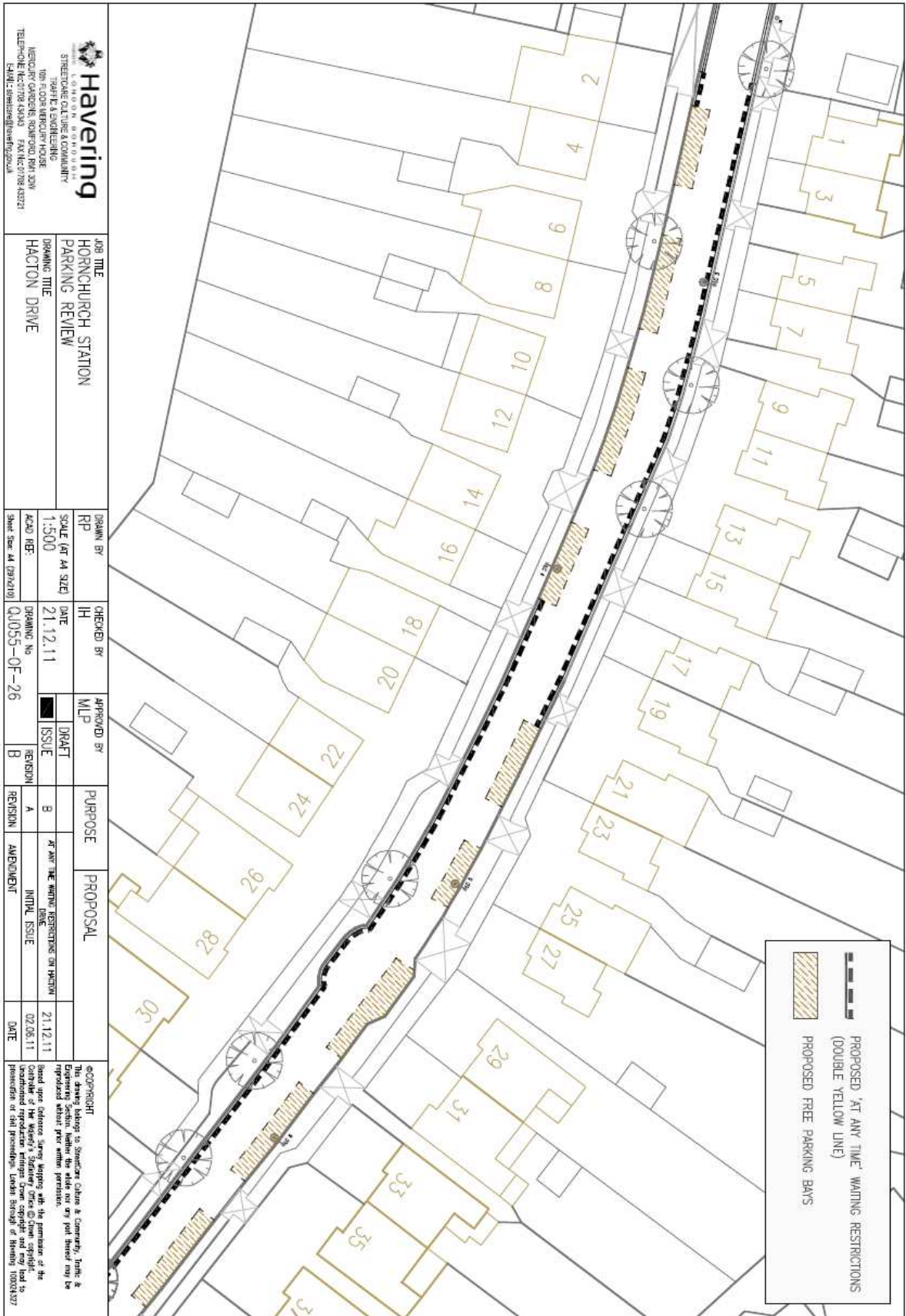
improve access in the narrower sections of the roads and at the junctions. Although these residents parking provisions are designed to help residents, they will have to purchase permits at the tariffs that apply throughout the borough. The proposed Pay & Display parking facilities will provide further parking space for the local shops.

Recommendation - 20

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



Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY		PURPOSE PROPOSAL		10th FLOOR MERCURY HOUSE WOODSLEY GARDENS SOUTHWOOD, RM1 3JW TELEPHONE: 01708 434343 FAX: 01708 433751 E-MAIL: streetcare@havering.gov.uk													
JOB TITLE HORNCHURCH STATION PARKING REVIEW		©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE) PROPOSED FREE PARKING BAYS													
DRAWING TITLE SUTTONS LANE J/W HACTON DRIVE		Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327		<table border="1"> <tr> <td>C</td> <td>AT ANY TIME WAITING RESTRICTIONS ON HACTON DRIVE</td> <td>21.12.11</td> </tr> <tr> <td>B</td> <td>MEMBERS AMENDMENTS (MEETING 19.08.11)</td> <td>30.08.11</td> </tr> <tr> <td>A</td> <td>INITIAL ISSUE</td> <td>02.06.11</td> </tr> <tr> <td>REVISION</td> <td>AMENDMENT</td> <td>DATE</td> </tr> </table>		C	AT ANY TIME WAITING RESTRICTIONS ON HACTON DRIVE	21.12.11	B	MEMBERS AMENDMENTS (MEETING 19.08.11)	30.08.11	A	INITIAL ISSUE	02.06.11	REVISION	AMENDMENT	DATE
C	AT ANY TIME WAITING RESTRICTIONS ON HACTON DRIVE	21.12.11															
B	MEMBERS AMENDMENTS (MEETING 19.08.11)	30.08.11															
A	INITIAL ISSUE	02.06.11															
REVISION	AMENDMENT	DATE															
SCALE (AT A4 SIZE) 1:500	DATE 21.12.11	DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWN BY RP	CHECKED BY IH	APPROVED BY MLP	DRAWING No QJ055-0F-25	REVISION C									



Haevering
 STREETWORKS LTD
 104 BROAD MERCURY HOUSE
 MERCURY GARAGE, ROYAL DRAVE, NEW
 TELEPHONE: 0203 2118 4443 FAX: 0203 2118 4321
 EMAIL: sales@streetworksltd.co.uk

JOB TITLE
 HORNCHURCH STATION
PARKING REVIEW

DRAWING TITLE
 HACTON DRIVE

DRAWN BY RFP	CHECKED BY IH	APPROVED BY MLP
SCALE (AT A4 SIZE) 1:500	DATE 21.12.11	DRAWN [Signature]
ACAD REF: Sheet Size: A4 (DIN A3)	DRAWING No QJ055-0F-26	ISSUE B

PURPOSE	PROPOSAL
B	A
REVISION	AMENDMENT
	INITIAL DATE
	21.12.11
	02.06.11

© COPYRIGHT
 This drawing belongs to Streetworkz Urban & Community, Planning & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.
 based upon information supplied with the permission of the
 Controller of the Agency's Planning Office © Streetworkz
 Unauthorised reproduction, without prior written permission, may lead to
 prosecution or civil proceedings. Urban Design or Planning (0203) 21184321

The Proposals as shown on plans **QJ055-0F-25**
QJ055-0F-26
QJ055-0F-27

The proposals are to extend the existing 'At any time' waiting restrictions in Hacton Drive on its northern side to cover the shared access of Nos. 19 & 21 installing 3 parking bays from No21 to No51 between the existing vehicle crossovers leaving the existing crossovers unrestricted. On the southern side to extend the existing 'At any time' restrictions to cover the vehicle crossover to Nos.2 installing 3 parking bays between No2 & 16 leaving the existing vehicle crossovers unrestricted and to introduce 'At any time' waiting restrictions to cover the vehicle crossover of Nos.16&18 to common boundary of Nos. 46&48.

Responses received

Response 1

From a resident of Hacton Drive who wishes to voice their concerns over the proposal. Suttons school and the nursery reportedly cause congestion and problems with traffic flow at peak times and they fail to see how increasing traffic into the road would benefit anyone as most residents already park on one side of the road and struggle to exit on to Suttons Lane. They are bemused by the proposals as the road is a No Through road and these would result in chaos when drivers are turning in a direction of exit. It is feared vehicles would use residents accesses for turning which may cause damage to residents vehicles they and ask will there be a reduction in Council Tax or offer any recompense for damage caused over time. They feel there will not be a single resident that will welcome the changes. They suggest the Council purchases the area of land opposite the entrance Daws Avenue to make into a Car Park for at least 30 vehicles that can be permit controlled and which will raise revenue

Response 2

From a resident of Hacton Drive who suggests that the proposals will displace parking further down Hacton Drive and outlines that the problems of double parking only exists Monday to Friday when drivers park, drop off their children at nursery then walk to work. They feel the restrictions should only operate Monday to Friday giving residents and visitors a chance to park close to their homes. They outline that they strongly disagree with the proposals. Further to this they advise that the existing double yellow lines in Hacton Drive are flouted at school times. Therefore the proposals are a waste of time as the school users will still take no notice

Response 3

From a resident of Hacton Drive who outlines that Hacton Drive does not adversely suffer from commuter parking. However it does suffer from parents parking for the school around the junction of Suttons Lane. They feel the existing restrictions do not work and the parking problems have got worse at peak times. There are problems with getting out the road. The proposed parking spaces would not solve the problem but make it worse. Parents would use the proposed parking places causing more congestion and making it unbearable for residents. They suggested that restrictions

between 8am and 9am and 2.30pm and 3.45pm would be better as there are concerns over emergency access particularly at school peak times.

Response 4

From a resident of Hacton Drive that feels the only answer is to extend 1 hour no parking restriction, and the majority of problems are caused by non-residents. They suggest that the refuge men experience difficulties negotiating the road.

Response 5

From a resident of Hacton Drive who while they understand the reason for the proposals, they suggest the restrictions should operate Monday to Friday between 7am and 6pm. This would give an opportunity for visitors and tradesman to visit without too much inconvenience for at least the weekend period. They also assume that the proposals would apply on Bank Holidays.

Response 6

From a resident who outlines that they would not like 24 hour restrictions but they would not mind a 1 hour restriction, as they think that would suit everybody.

Response 7

From a resident of Hacton Drive, who comments that they did not receive a plan of the proposals for the bus stop in Bevan Way, they outline that there have always been parking problems in Hacton Drive and the key consideration is concerning the ability for emergency and service vehicles to gain entry. They feel the restrictions should only extend up to No.24. Beyond that point they are perceived to be superfluous. They are not aware of access issues beyond Nos.26 & 29 and restrictions past this point are felt unnecessary. There is a parking lay-bay outside Nos. 26 & 29 which it is felt would be crass to lose as it is used for turning. It is pointed out that everyone turns in the bigger space of the driveway of Nos 27 & 29. The parking restrictions at the junction are always abused at school peak time and are rarely enforced.

Response 8

From a resident of Hacton Drive who wishes to register their objection to the proposals. The resident was not happy with the quality of the plans provided They acknowledge that there are parking problems in Hacton Drive at school run times, inconsiderate parking by commuters and parents double parking which causes difficulties accessing the road, vehicles overhanging driveways and parking on the double yellow lines at the top of the road. It is very rare that double parking takes place evenings and weekends as residents solve the problems. However, commuters leave their vehicles in the road all day. The proposed 24 hour restrictions will inconvenience residents that park their vehicles in the road and will have an affect on visitors. They ask what provisions would be made for tradesmen, it is felt that the proposals will displace commuters further into the street. They would not be opposed to parking restrictions for 1 hour in the morning and asks why the Council do not enforce the existing 'At any time' restrictions at the junction? The resident also comments regarding the legal format of the notice and that the proposals were difficult to understand.

Response 9

From a resident of Hacton Drive who appreciates the attempt to try and maintain a staggered clear path for emergency and service vehicles. The problems in the road are caused by the parents using Sanders Draper and Suttons School, the nursery at the top of the road and commuters. Residents generally don't cause problems. It is suggested that the residents on the even lower numbered side of the road do not use their garages or front gardens for parking. It is felt that the proposed 'At any time' restrictions would be acceptable if the free bays were operated for residents use between 8am and 4pm and the permits should be free for those who are provided parking facilities for themselves and the remainder of residents should be charged a fee if the free parking bays will be used by parents of the schools displacing residents further down the road. They also feel that the double yellow lines should be extended into both sides of the road to prevent drivers loitering during school times. They also comment that they have no observations regarding the proposed pay and display on Suttons Lane.

Response 10

From a resident of Hacton Drive, who feels the proposals are unfortunately necessary and some residents will be adversely affected through no fault of their own. They outline the problems are caused by commuters and parking related to the nursery and schools, mainly Monday to Friday. The parking problems were made worse by the extension of the nursery with only further limited space for staff. The proposals are welcomed to improve access into the road for emergency and service vehicles. However, there are concerns over the affect that the proposals will have on residents. With residents having shared driveways and the parking provisions in the road being halved, residents will be displaced. They suggest alternating the restrictions all the way in the top section of the road or throughout the whole road. It is suggested that a residents parking scheme should be considered, operating Monday to Friday and not for 24 hours as is being considered in Cumberland Avenue. They criticise the level of enforcement at peak school times and suggest that the proposals will be no good if they are not enforced. The resident also comments that with the introduction of Pay and Display in Suttons Lane that more vehicles will be crossing over the footway to get to the shop frontages and nothing will be done to prevent this. They also feel that there should be a larger no parking area either side of the refuge in Suttons Lane to ease access through the refuge for larger vehicles.

Response 11

From a resident of Hacton Drive, who is concerned that the proposals will displace parking further down the road, where there are no restrictions and suggest that the proposals be abandoned and a premium hour restriction be installed all the way down one side of the road. They also outline that access for service vehicle, deliveries and emergency services is tight at peak times.

Response 12

From a resident of Hacton Drive, who strongly objects to the "draconian proposals" for the quiet residential cul-de-sac. It is felt that the proposals will not resolve the commuter problems or stop parking at peak school times, but will have an adverse affect on

residents and their visitors. They feel the problems are caused by parents of the schools and the occasional commuter. They advise the current double yellow lines are ignored and extending the restrictions will not solve the problems. They would like to see more enforcement of the existing restrictions and prosecution for obstruction for the most inconsiderate offenders.

Response 13

From a resident of Hacton Drive, who has lived at the address for 30 years and considers that there is not a parking problem outside the property. There are concerns that the proposed restrictions may have an effect on visitors to elderly neighbours. It is considered that the only problems are at the junction for about an hour a day, where the existing restrictions are ignored and are not enforced. It is felt that policing all the restrictions around school sites is impossibility. They advise there are no problems in school holidays.

Response 14

From a resident of Hacton Drive, who objects to the proposals as they feel that they would create havoc to residents who would be restricted. The properties in the road predominately have sheared driveways and it is asked where will visitors and tradesmen park. It is felt that the free parking bays will be full of school, nursery and commuter parking leaving nowhere for the residents. Further to this, it is felt that the “draconian measures” will displace parking further down the road and will not stop the school congestion. They feel that the only fair solution to stop the congestion is for a residents parking scheme.

Staff comments

The proposals are designed to ensure access for emergency services at all times in this relatively narrow grass verged road. Parking of vehicles opposite one another does obstruct access through the road for larger vehicles. Even if a residents parking scheme were designed for the road, as some residents indicate that they would be in favour of, the amount of parking provision for residents would be significantly reduced as parking bays would not be installed opposite each other. It is considered that these proposals do not have the support of many residents. This road has been consulted on a number of occasions regarding the implementation of further waiting restrictions to improve access into the road. These responses although outlining that there are parking problems in the road seem not to be in favour of the proposals as they stand.

Recommendation - 21

That the Committee decide if:

- a. the proposals be implemented as advertised and the effects of implementation be monitored; or
- b. the proposals be rejected.

HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**NORMAN ROADJUNCTION WITH
HYLAND WAY, PROPOSED WAITING
RESTRICTIONS - comments to
advertised proposals**

Report Author and contact details:

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

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

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

SUMMARY

This report outlines the responses received to the advertised proposals for waiting restrictions at the Norman Road junction with Hyland Way, and recommends a further course of action.

This scheme is within the Hylands Ward

RECOMMENDATIONS

1. That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that
 - 1 The proposed 'At any time' waiting at the junction of Norman Road and Hyland Way be implemented as advertised in accordance with plan HYW/01/01.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 16th November 2010 the Committee, approved proposals to consult on the introduction of 'At any time' waiting restrictions at the Norman Road junction with Hyland Way.
- 1.2 Proposals to introduce 'At any time' waiting restrictions for 10 metres on all arms of the Norman Road junction with Hyland Way. were subsequently designed and publicly advertised. All residents in the area were advised of the proposals by letter with a copy of the plan **HYW/01/01**, which shows the proposals.
- 1.3 This report outlines that one response was received to the formal consultation of the proposals and recommends a further course of action.
- 1.4 The summary of the response received to the advertised proposals, along with staff comments are outlined below.

1.5 Responses received

One response was received from a resident of a corner property in Hyland Way, who strongly objects to the proposals. The resident states that they went to court objecting to aspects of parking related to the planning consent for the Harrow Lodge Campus, but their objections were not upheld. They state they are confused that restrictions are only proposed at this junction and not at the Hyland Way junction with Bush Elm Road, as the traffic impact report for the Harrow Lodge Campus did not indicate that there would be any parking problems related to the new development. They advise that since the new road has been constructed, restriction on commercial vehicles in the development have meant that these types of vehicles have been forced to park in Hyland Way. It is suggested that these restrictions should be lifted from within the development and applied to the junction. They consider that the proposed restrictions will only shift the problems away from the cause, affecting the daily lives of even more residents. They feel that another solution should be found to the problem, generated from the new development.

2.0 Staff comments

- 2.1 The proposed waiting restrictions cover an area of the junction (10 metres) in which the Highway Code states that vehicles should not be parked. Further to this, the resident indicates that light commercial vehicles are being parked around the junction, which will limit sight lines for drivers negotiating the junction.

IMPLICATIONS AND RISKS

Financial implications and risks:

The total estimated cost of up to £500 for implementing the proposals and shown on the attached plan **HYW/01/01**, can be met from the 2012/13 Minor Parking Schemes budget.

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

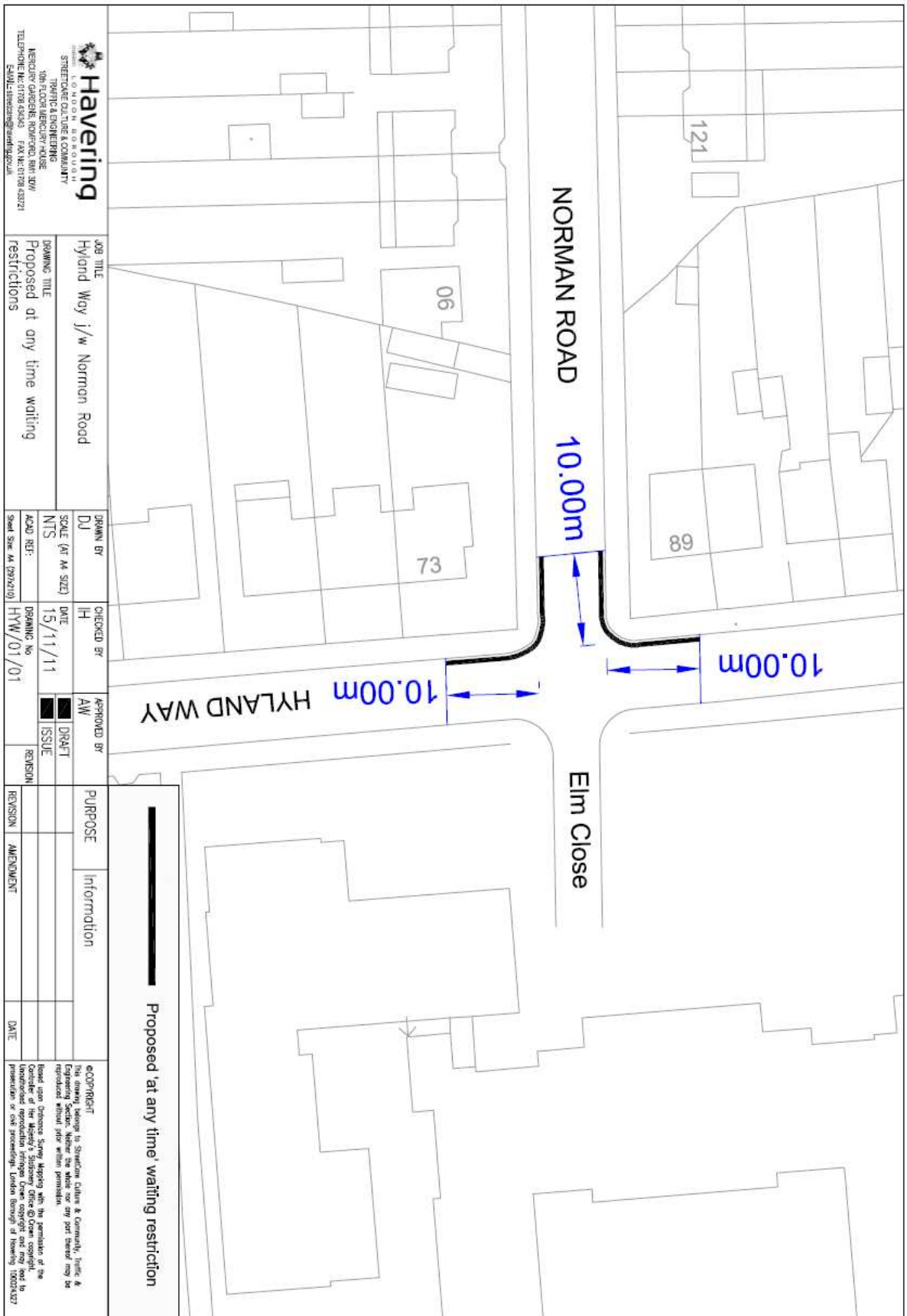
There will be some visual impact from the required lining work.

No groups or individuals with protected characteristics will be affected by these proposals.

BACKGROUND PAPERS

Drawings:

Advertised proposals drawing HYW/01/01



Haevering
 STREETSIDE SURVEY & CONSULTING
 TRAFFIC ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, NORWICH, NR1 3DW
 TELEPHONE: 01178 84453 FAX: 01178 431241
 EMAIL: streetside@haevering.co.uk

JOB TITLE
 Hyland Way J/w Norman Road

DRAWING TITLE
 Proposed at any time waiting restrictions

DRAWN BY DJ	CHECKED BY IH	APPROVED BY AW
SCALE (if A1 size) NTS	DATE 15/11/11	DRAFT ISSUE
ACAD REF: Sheet Size: A1 (594x710)	DRAWING No HYW/01/01	REVISION

REVISION	AMENDMENT	DATE
	Information	

© COPYRIGHT
 This drawing belongs to Streetside Culture & Community, Traffic & Engineering Section. Where the whole or 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.

Unauthorized reproduction without the prior written consent of the Controller of Her Majesty's Stationery Office is prohibited.

15/11/2011

Proposed 'at any time' waiting restriction

HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**CONISTON AVENUE / CRANSTON
PARK AVENUE, PROPOSED WAITING
RESTRICTIONS - comments to
advertised proposals**

Report Author and contact details:

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

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

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

SUMMARY

This report outlines the responses received to the advertised proposals for waiting restrictions at the Coniston Avenue junction with Cranston Park Drive and recommends a further course of action.

This scheme is within the Upminster Ward

RECOMMENDATIONS

1. That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that
 - 1 The proposed 'At any time' waiting at the junction of Coniston Avenue and Cranston Park Drive be implemented as advertised in accordance with drawing CPA/01/01.

REPORT DETAIL

1.0 Background

- 1.1 At it's meeting on 16th November 2010 the Committee, approved proposals to consult on the introduction of 'At any time' waiting restrictions at the junction of Coniston Avenue and Cranston Park Drive.
- 1.2 Proposals to introduce 'At any time' waiting restrictions for 10 metres on all arms of the Coniston Avenue junction with Cranston Park Drive were subsequently designed and publicly advertised. All residents in the area were advised of the proposals by letter with a copy of the plan **CPA/01/01**, which shows the proposals.
- 1.3 This report outlines that no response were received to the formal consultation of the proposals and recommends a further course of action.
- 1.4 The summaries of responses received to the advertised proposals, along with staff comments are outlined below.

1.5 Responses received

None.

2.0 Staff comments

- 2.1 None.

IMPLICATIONS AND RISKS

Financial implications and risks:

The total estimated cost of up to £500 for implementing the proposals and shown on the attached plan **CPA/01/01**, can be met from the 2012/13 Minor Parking Schemes budget.

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

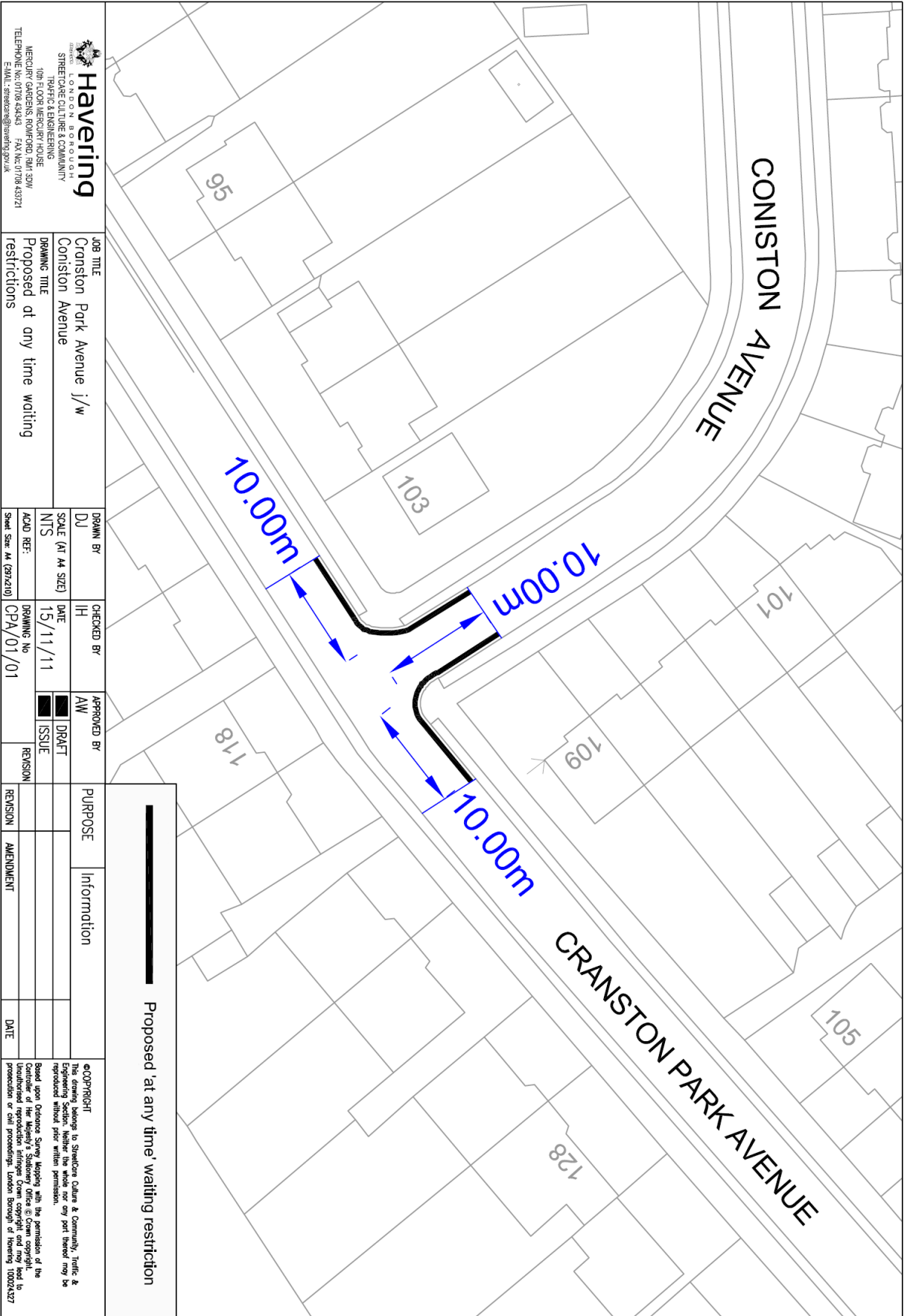
There will be some visual impact from the required lining work.

No groups or individuals with protected characteristics will be affected by these proposals.

BACKGROUND PAPERS

Drawings:

Advertised proposals drawing CPA/01/01



Haevering
MEMBER OF LONDON BOROUGH OF
 STREET CULTURE & COMMUNITY
 SERVICES
 10th FLOOR, MERCURY HOUSE
 MERCURY GARDENS, ROYAL FERRY, BARN, LONDON
 TELEPHONE No: 01708 43433 FAX No: 01708 43321
 EMAIL: streetculture@haevering.gov.uk

JOB TITLE
 Cranston Park Avenue j/w

DRAWING TITLE
 Proposed at any time waiting restrictions

DRAWN BY
 DJ

CHECKED BY
 IH

APPROVED BY
 AW

SCALE (AT A4 SIZE)
 NIS

DATE
 15/11/11

ACAD REF:

DRAWING No
 CPA/01/01

REVISION

PURPOSE	Information
REVISION	
AMENDMENT	
DATE	

©COPYRIGHT
 This drawing belongs to Street Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.
 Street Culture & Community, Street Culture & Community, Traffic & Engineering Section, 10th Floor, Mercury House, Mercury Gardens, Royal Ferry, Barn, London.
 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Haevering 100024327

— Proposed 'at any time' waiting restriction

HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**PARSONAGE ROAD, PROPOSED
WAITING RESTRICTIONS - comments
to advertised proposals**

Report Author and contact details:

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

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

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

SUMMARY

This report outlines the responses received to the advertised proposals for an extension of the 'At any time' waiting restrictions in Parsonage Road and recommends a further course of action.

This scheme is within the Rainham and Wennington Ward

RECOMMENDATIONS

1. That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that
 - 1 The proposed 'At any time' waiting restrictions for Parsonage Road be implemented as advertised in accordance with drawing **T&ET7-OF-101**

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 25th January 2011 the Committee approved proposals to consult on the extension of the 'At any time' waiting restrictions on the eastern side of Parsonage Road.
- 1.2 Proposals to extend the existing 'At any time' waiting restrictions for 5 metres on the eastern side of Parsonage Road were subsequently designed and publicly advertised. All residents and businesses in the area were advised of the proposals by post with a copy of the plan **T&ET7-OF-101**, which shows the proposals. A site notice was also placed at the location.
- 1.3 This report outlines that no responses were received to the formal consultation of the proposals and recommends a further course of action.

1.4 Responses received

None.

2.0 Staff comments

- 2.1 None.

IMPLICATIONS AND RISKS

Financial implications and risks:

The total estimated cost of up to £200 for implementing the proposals and shown on the attached plan **T&ET7-OF-101**, can be met from the 2012/13 Minor Parking Schemes budget.

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

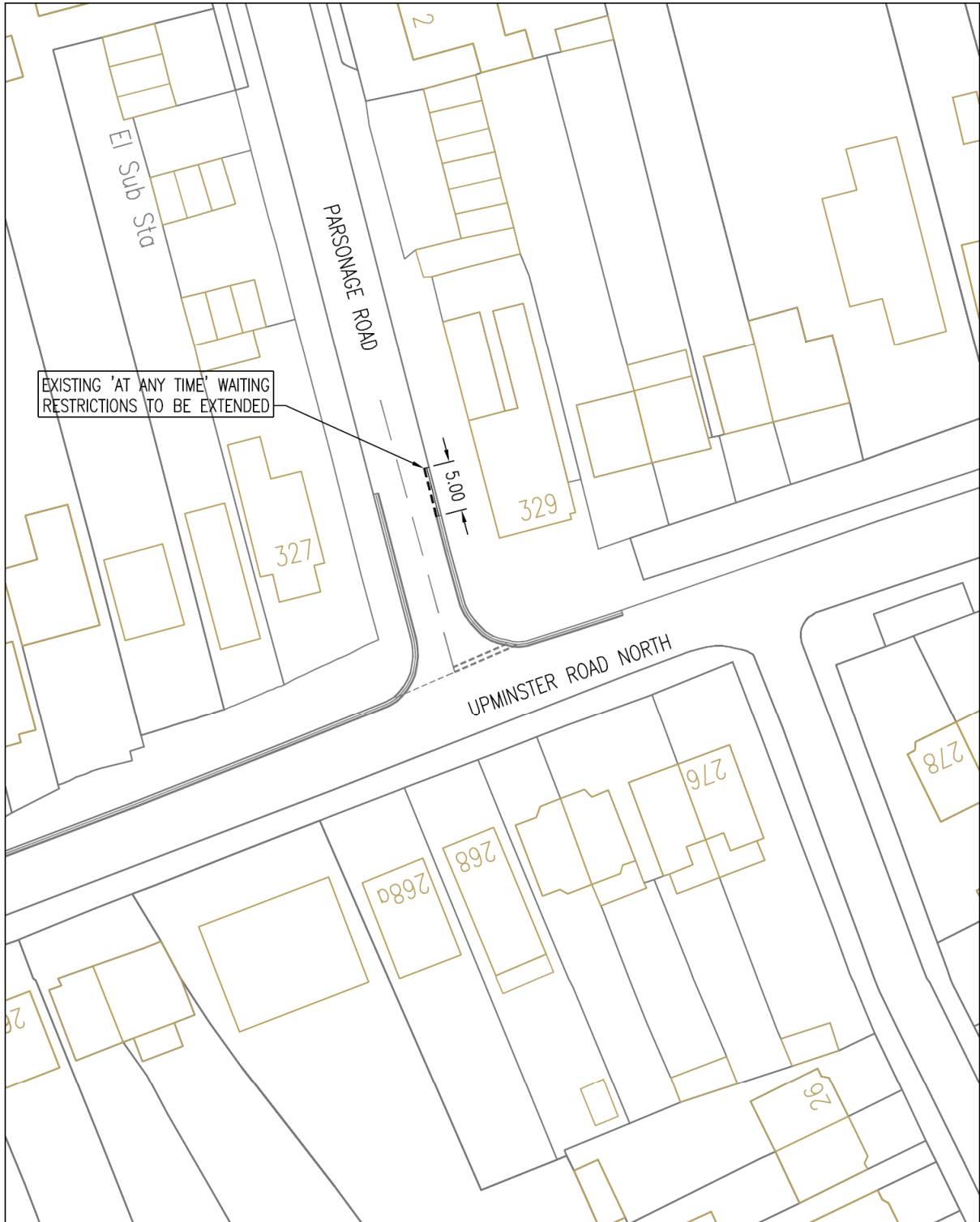
There will be some visual impact from the required lining work.

No groups or individuals with protected characteristics will be affected by these proposals.

BACKGROUND PAPERS

Drawings:

Advertised proposals drawing T&ET7-OF-101



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p> <p><small>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROUFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</small></p>		<p>PURPOSE: PROPOSAL</p>		<p>— EXISTING 'AT ANY TIME' WAITING RESTRICTIONS - - - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS</p>	
<p>JOB TITLE PARSONAGE ROAD</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>			
<p>DRAWING TITLE PROPOSED 'AT ANY TIME' WAITING RESTRICTION EXTENSION</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>SCALE (AT A4 SIZE) 1:500</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY IH</p>	
<p>DATE 30.11.11</p>		<p>APPROVED BY BJ</p>			
<p>DRAFT ISSUE</p>		<p>ACAD REF: Sheet Size: A4 (210x297)</p>		<p>DRAWING No T&ET7-OF-101</p>	
		<p>REVISION A</p>		<p>INITIAL ISSUE 30.11.11</p>	
		<p>REVISION AMENDMENT</p>		<p>DATE</p>	

HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**BRYANT AVENUE PROPOSED
WAITING RESTRICTIONS - comments
to advertised proposals**

Report Author and contact details:

Alexandra Watson
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 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 public advertisement of proposed 'At any time' waiting restrictions in Bryant Avenue, fronting the McDonald's site, and recommends a further course of action.

This scheme is within the Harold Wood Ward

RECOMMENDATIONS

1. That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:
 - 1 The proposed 'At any time' waiting for Bryant Avenue be implemented as advertised in accordance with drawing titled 'Bryant Avenue' attached to this report.

REPORT DETAIL

1.0 Background

- 1.1 At it's meeting on 19th June 2012, the Committee approved a request (TPC244) to consult on the introduction of 'At any time' waiting restrictions in Bryant Avenue on the south-west side, between the north-western kerb-line of the access road leading to McDonalds Restaurant and a point 32 metres north-west of that kerb-line.
- 1.2 Proposals were subsequently designed and publicly advertised. The proposals were advertised on site by way of a site notice.
- 1.3 This report outlines that no responses were received to the formal consultation of the proposals and recommends a further course of action.

2.0 Responses received

None.

3.0 Staff comments

- 3.1 None.

IMPLICATIONS AND RISKS

Financial implications and risks:

The total estimated cost of up to £300 for implementing the proposals as shown on the attached plan Bryant Avenue, can be met from the 2012/13 Minor Traffic and Parking Schemes budget.

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

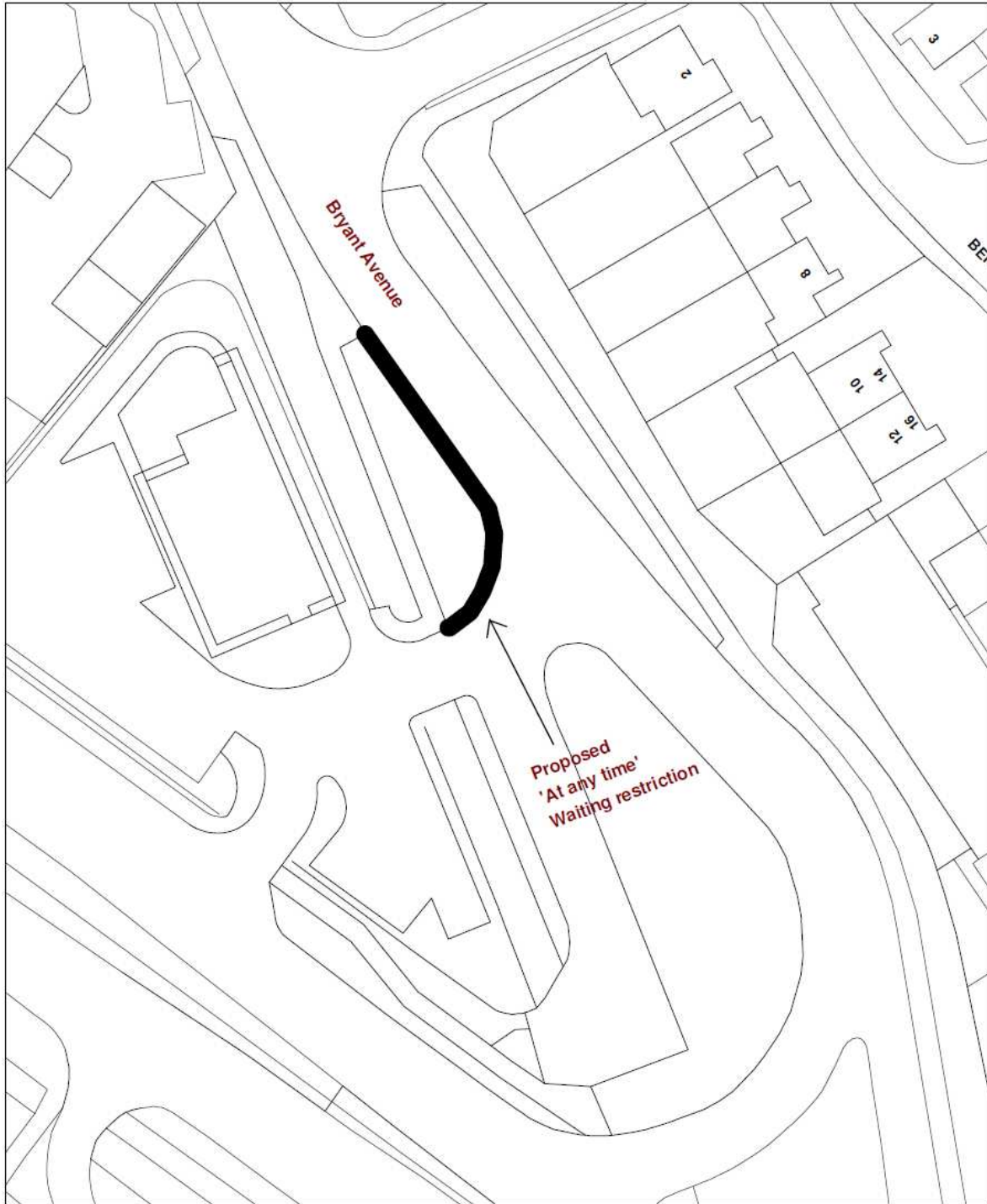
There will be some visual impact from the required lining work.

No groups or individuals with protected characteristics will be affected by these proposals.

BACKGROUND PAPERS

Drawings:

Advertised proposals on Plan: Bryant Avenue



Bryant Avenue	Map Reference: TQ5390SE
----------------------	-------------------------

	Scale @ A4 1:500 Date: 27/06/2012	Scale
--	--------------------------------------	-----------

	London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343	© Crown copyright and database rights 2012 Ordnance Survey 100024327
--	---	---

HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**BURLEIGH CLOSE/ ESSEX ROAD,
PROPOSED WAITING RESTRICTIONS -
comments to advertised proposals**

Report Author and contact details:

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

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

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

SUMMARY

This report outlines the responses received to the advertised proposals for waiting restrictions at the Burleigh Close junction Essex Road, and recommends a further course of action.

This scheme is within the Mawneys Ward

RECOMMENDATIONS

1. That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:
 - a) The proposed 'At any time' waiting restrictions at the junction of Burleigh Close and Essex Road be implemented in accordance with the drawing titled 'Burleigh Close/Essex Road' attached to this report and as advertised.

REPORT DETAIL

1.0 Background

- 1.1 At it's meeting on 14th June 2011 the Committee approved proposals (TPC42) to consult on the introduction of 'At any time' waiting restrictions at the junctions of Burleigh Close and Essex Road.
- 1.2 Proposals to introduce 'At any time' waiting restrictions for 10 metres on all arms of the Burleigh Close junction with Essex Road were subsequently designed and publicly advertised. Residents in the area were advised of the proposals by post with a copy of the plan Burleigh Close/Essex Road outlining the proposals. Site notices were also placed at the location.
- 1.3 This report outlines that no response were received to the formal consultation of the proposals and recommends a further course of action.

2.0 Responses received

None.

3.0 Staff comments

None.

IMPLICATIONS AND RISKS

Financial implications and risks:

The total estimated cost of up to £500 for implementing the proposals as shown on the attached plan can be met from the 2012/13 Minor Parking Schemes budget.

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

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

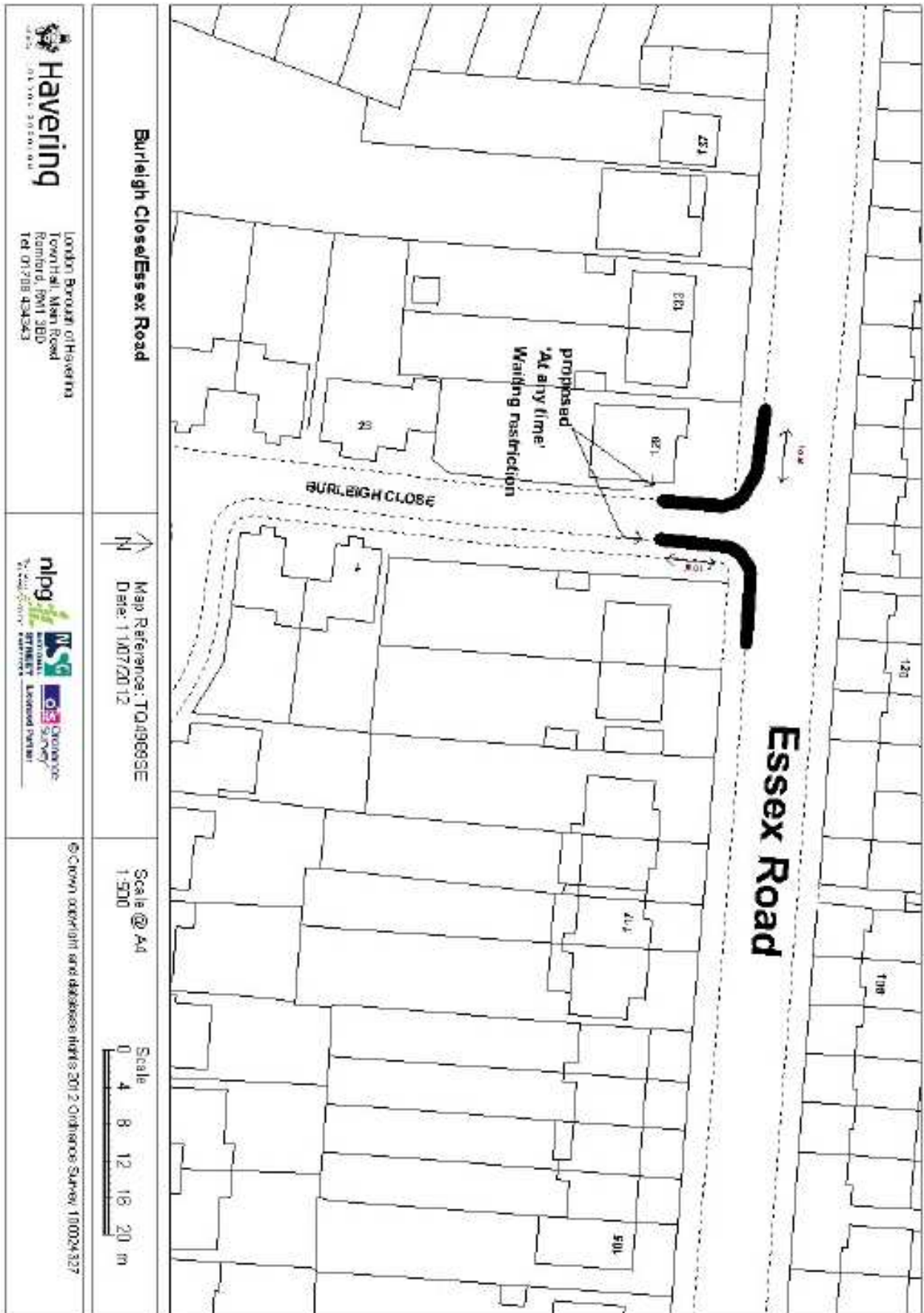
There will be some visual impact from the required lining work.

No groups or individuals with protected characteristics will be affected by these proposals.

BACKGROUND PAPERS

Drawings:

Advertised proposals drawing Burleigh Close/Essex Road



HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
August 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.

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
SECTION A - Highway scheme proposals with funding in place								
H1	Queen's Theatre Access Roads	Provision of parking bays, blue badge (accessible) bays, a loading bay, short term stopping bays and one-way road (adjacent to main entrance) at Queen's Theatre, Hornchurch.	Streetcare is discussing the adoption of the 2 roads with Culture & Leisure Services as Streetcare is best placed to inspect and maintain the areas. However, parking on the two roads is to the extent where traffic cannot easily pass, the theatre has problems with loading facilities and there is no formal provision of accessible parking spaces or a drop off point and it is therefore recommended that this is reviewed as part of the adoption process.	LBH Streetcare Revenue	£8k	Mark Philpotts LBH Streetcare	05/07/2012	Mark Philpotts

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

**Highways Advisory Committee
14th August 2012**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H2	77 - 79 Butts Green Road (Tesco Store Site)	Local review of bus stop, parking and loading facilities in accordance with the planning obligation relating to P1495.11	Development of Tesco Store at location granted planning consent on appeal with an obligation to fund a review of the arrangement of parking, loading and the bus stop in the vicinity of the store and physical works required thereafter. Staff strongly recommend that the area is reviewed to ensure safe operation of location section of Butts Green Road.	Developer (S106)	£20k	David Ballm LBH Streetcare	01/08/2012	David Ballm
H3	Branfil School area (Bridge Avenue, Cedar Road)	Parking review and design of local traffic speed reduction measures in connection with Condition 10 of planning consent P0467.12	School is proposed for expansion and therefore works proposed in order to mitigate highways issues created by expansion.	LBH Primary Schools Expansion	c£40k	Mark Philpotts LBH Streetcare	05/07/2012	Mark Philpotts
SECTION B - Highway scheme proposals without funding available								

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

Highways Advisory Committee
14th August 2012

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H4	Burnway, Hornchurch	Traffic Calming or a road closure (at Patricia Drive) to reduce through traffic in estate	Traffic calming feasible. Road closure would force some traffic onto other roads. In 3 years to March 2012, no injuries recorded in Patricia Drive or Burnway.	None	£30k / £5k	Resident	27/07/2012	
H5	Kingshill Avenue, Collier Row	Speed table or hump to slow down traffic following recent incidents and to prevent accident or fatality	Traffic calming feasible. In 3 years to March 2012 2 injuries recorded at junction with Clockhouse Lane.	None	£30k / £5k	Resident	27/07/2012	1142798
H6	Brentwood Road/ Lawrence Road	Widening opening to junction to assist cyclists turning left.	Potentially feasible, but likely to involve diverting buried utility services	None	£3k+ utilities	Resident	27/07/2012	1142746
H7	Rainham Road (Cherry Tree Lane/ South End Road junction)	Reconfigure south-east approach to junction from one left turn lane and two straight on lanes to one left lane and one straight on lanes because of merging issues after junction, complicated by right turns into Tesco site.	Feasible and might help with lane discipline. Some physical works would be required to prevent overtaking through junction, but would reduce traffic throughput.	None	£5k	Resident	27/07/2012	

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

**Highways Advisory Committee
14th August 2012**

Item Ref	Scheme	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H8	Mildmay Road, Romford	Request for traffic calming.	Feasible, but unfunded. In 3 years to March 2012, no injury collisions recorded.	None	£20k	Cllr Fred Osborne	30/07/2012	Cllr Fred Osborne
H9	Argyle Gardens, Upminster	Additional traffic calming as resident does not consider existing speed humps as adequate to prevent speeding and road being used as a racetrack, especially at night. Possibly introduce a 20mph speed limit/ zone	Existing humps meet current UK Regulations, but additional humps in street or 20mph speed limit/ zone feasible. 3 years to March 2012 no injuries have been recorded.	None	c£10k	Resident	30/07/2012	
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
None to report								

HIGHWAYS ADVISORY COMMITTEE

14 August 2012

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
August 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 £45K.
5. In total and at Period 4 £25K is uncommitted.

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all on-street minor traffic and parking scheme requests. The Committee advises whether a scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Approved Schemes are generally funded through a revenue budget (A24650). Other sources may be available from time to time and the

Committee will be advised if an alternative source of funding is potentially available and the mechanism for releasing such funding.

- 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 4,000 pieces of correspondence in relation to traffic and parking control scheme requests and queries from 1st July 2012 until 31st July 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.

'THE OVERNIGHTER' – A new season ticket (TPC 263)

Introduction

As kerbside parking provision becomes increasingly limited in our Town Centres and new residential blocks are subject to S106 agreements, Traffic and Parking Control have received many enquiries from residents of those properties for parking provision.

Whilst the S106 agreements prevent residents from applying for a residents parking permit, they can purchase season tickets for any of our off-street car parks. However, our current season ticket provision only extends to all day at a cost of £200 per quarter (£70 per month) in Romford Town Centre and Balgores Square car parks or £150 per quarter in outlying off-street car parks (£50 per month). The current provision does not extend to evenings and weekends and by the introduction of 'The Overnighter' we are seeking to provide a season ticket that will provide this less expensive parking provision.

Pilot Scheme

Proposed Car Parks

It is proposed to initially pilot the season ticket our off-street car parks in Romford Town Centre as follows:

Town Hall Car Park (*excluding the area to the immediate front of the Town Hall beyond the automatic barrier*)
Como Street Car Park
Slaney Road Car Park

Security of Car Parks

All the above car parks have either Park Mark accreditation and/or CCTV monitoring.

Proposed Tariff Times

6pm until 10am Monday to Friday
All Day Saturday and Sunday

Proposed Tariff

£300 per annum or £30 per month.

Advertising and Marketing

Promotional leaflets will be produced to be circulated to residential blocks, for example the Axis along with public advertisement and details of the new season ticket on our website.

Limited Spaces

It is suggested that we limit the number of season tickets as follows to ensure there remains ample capacity for visitors to Romford Town Centre on a Saturday. However, these numbers are by no means definite:

Town Hall Car Park (capacity 563) – 20 spaces
Como Street Car Park (capacity 206 spaces) – 50 spaces
Slaney Road Car Park (capacity 98 spaces) – 20 spaces

This page is intentionally left blank

London Borough of Havering
Traffic & Parking Control - Streetcare
Highways Advisory Committee
14th August 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									
TPC263	Off-Street Car Parks - Romford Town Centre	Introduction of 'The Overnighter', a new season ticket	It is proposed to pilot an overnight season ticket for residents to park in one of our 24 hour off-street Romford Town Centre car parks between 6pm and 10am Monday to Friday and all day Saturday and Sunday (<i>supporting paper attached</i>)	10/07/12 - request to return with additional information	LBH Revenue	1,000	Group Manager, T&PC	11/07/12	All
TPC265	Windermere Avenue and St Andrews Avenue	Request to extend single yellow line in Windermere Avenue at its junction with St Andrews Avenue approx 4 metres up to footway bay markings. Vehicles double park in road making vehicle access to Windermere Avenue difficult especially for larger vehicles	Photograph supplied	TPC79 - 16th August 2011 Request to extend SYL at junction of St Andrews/Windermere Avenues (to mirror Carforth Gardens junction) - rejected	LBH Revenue	250	Resident	23/05/12	Elm Park
TPC266	Savoy Grove and Osborne Road	Request for 'At any time' restrictions at the junction of Osborne Road and Savoy Grove. Vehicles park in Osborne Road close to entrance obscuring sight lines for drivers exiting Savoy Grove	Photographs supplied and support from other residents in Savoy Grove		LBH Revenue	500	Residents	10/07/12	Hylands

London Borough of Havering
Traffic & Parking Control - Streetcare
Highways Advisory Committee
14th August 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
TPC267	Squirrels Heath Lane, near David Lloyd Sport Centre, Gidea Park	Request for 'At any time' restrictions at the junction of Squirrels Heath Lane and the entrance to the David Lloyd Centre. Vehicles parked in this area obscure sight-lines for drivers trying to exit David Lloyd Sport Centre and cause traffic build up when drivers are turning right crossing the carriageway	Requests from three members of the public. Request for bus stop clearway in this location (TPC247) rejected at HAC in July 2012.		LBH Revenue	500	Residents	25/07/12	Squirrels Heath
TPC268	Roneo Corner, Romford	Parking and bus stop accessibility scheme outside the row of shops at Roneo Corner. Includes relocation of the shelter, flag and a new P&D machine	Request to remove this scheme from the old work programme and resubmit as part of a LIP bid in 2013/14	R248	LBH Revenue	14,500	Alexandra Watson, Business Unit Manager	25/07/12	Hylands
TPC269	Oaks Avenue, Collier Row	Request to extend the 'At any time' restriction in Oaks Avenue (from the junction of Collier Row Lane) by a further 8 to 10ft to prevent vehicles parking too close to entrance to the Old Station House Day Nursery (problems most prevalent around 9am and 3pm when parents are dropping pupils off at Parklands School)	Photographs supplied		LBH Revenue	500	Old Station House Nursery staff	30/07/12	Pettits

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

London Borough of Havering
Traffic & Parking Control - Streetcare
Minor Traffic & Parking Schemes Applications Schedule
Highways Advisory Committee
14th August 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
TPC70	Mashiters Walk, Romford	Request for single yellow line restriction between 10am and 11am following increase in commuter parking as a result of the restrictions recently implemented in the Lake Rise/Rosemary Avenue Area	May be necessary to incorporate other roads in the area - deferred for wider review		LBH Revenue	TBC	8 Residents and supported by Cllr Binion	13/07/11	Mawneys/Romford Town
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	Feasible on the south side of the road - deferred for wider review of the Essex Gardens Estate		LBH Revenue	250	Resident via 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 - subject to review		LBH Revenue	5,000	Resident & visitor	25/01/12	Harold Wood

London Borough of Havering
Traffic & Parking Control - Streetcare
Minor Traffic & Parking Schemes Applications Schedule
Highways Advisory Committee
14th August 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
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. On-site meetings held with Councillors and Tesco plus stakeholders invited. Officers in Streetcare are continuing to monitor the situation closely and regularly liaising with Tesco pending any further complaints. Officers recommend that the item be removed from the list as this has been identified as an area for creating lay-bys for loading and buses, which in turn will improve traffic flow at this location via LIP. Works are programmed to be undertaken this year for a similar scheme on the Broadway		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 - scheme rejected at HAC on 20/03/12 for officers to conduct wider review of the area incorporating Heath Park Drive		Invest to Save	16,000	Resident	23/02/12	Squirrels Heath/Emerson Park

London Borough of Havering
Traffic & Parking Control - Streetcare

Highways Advisory Committee
14th August 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
TPC213	Wolsey 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/Wolsey Road. This is a feasible scheme, given that 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	Review of wider area to commence on 06/08/12	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 - 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

London Borough of Havering

Traffic & Parking Control - Streetcare

Highways Advisory Committee

14th August 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
TPC255	Petersfield 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	Extract from CentreComm report from 10/2/12 to 21/5/12 (see copy of report)		LBH Revenue	500	TFL	22/05/12	Gooshays