



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
18 September 2012**

**Council Chamber -
Town Hall**

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:

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AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 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 - 20)

To approve as a correct record the minutes of the meeting of the Committee held on 14 August 2012, and to authorise the Chairman to sign them.

5 HAVERING'S 2013/14 -LOCAL IMPLEMENTATION FUNDING SUBMISSION (Pages 21 - 46)

Report Attached

6 SOUTH STREET, ROMFORD- ENHANCEMENTS PACKAGE PHASE 3 (REVISED) (Pages 47 - 56)

Report Attached

- 7 PROPOSED SPEED TABLE - CROW LANE, JUNCTION WITH SEABROOK GARDENS & RAVEN CLOSE - OUTCOME OF PUBLIC CONSULTATION** (Pages 57 - 68)

Report Attached

- 8 HORNCHURCH STATION AREA PARKING REVIEW** (Pages 69 - 96)

Comments to advertised proposals – Report Attached

- 9 HIGHWAYS SCHEMES APPLICATION** (Pages 97 - 104)

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

- 10 TRAFFIC AND PARKING SCHEMES REQUEST WORK PROGRAMME** (Pages 105 - 136)

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

- 11 URGENT BUSINESS**

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

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
14 August 2012 (7.30 - 10.20 pm)**

Present:

COUNCILLORS

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

Residents' Group Brian Eagling and Nic Dodin

Labour Group Denis Breading

**Independent Residents
Group** David Durant

Apologies were received from Councillor John Wood. Councillor Nic Dodin substituted for Councillor Wood.

Councillors Linda Hawthorn, Ray Morgon and Eric Munday were present for part of the meeting.

All decisions were taken unanimously, with no votes against unless shown otherwise.

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

13 MINUTES

The minutes of the meeting of the Committee held on 10 July 2012 were agreed as a correct record and signed by the Chairman subject to an agreed amendment to "T&ET2" in the decision column "Rejected" be deleted and the word "Approved" substituted in its place.

14 GIDEA PARK STATION AREA SCHEME

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

1. To recommends to the Cabinet Member for Community Empowerment that the various elements of the scheme be implemented as set out in the report and detailed on Drawings:

- QL008-SK05/1

- QL008-SK05/2

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

15 **RAINHAM INTERCHANGE - TRAFFIC REGULATION AND PARKING SCHEME**

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

1. To recommend to the Cabinet Member for Community Empowerment that the various elements of the scheme be implemented as set out in the report and shown on drawing: QK019/501
2. That it be noted that the estimated cost of £4,800 would be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Rainham Traffic Management Scheme.

16 **ACADEMY FIELDS ROAD DEVELOPMENT - 20 MPH ZONE AND ONE WAY ROAD**

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

1. To recommend to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the report and shown on drawing: QA647/02/03B
2. That 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 in the report. That the estimated cost of £1,000 for the implementation of the works detailed in the report would be met from these contributions.

17 **BRIAR ROAD ENVIRONMENTAL IMPROVEMENTS - WAVERLEY CRESCENT AND MYRTLE ROAD -TRAFFIC CALMING & ZEBRA CROSSING PROPOSALS**

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

1. To recommend to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the report and detailed 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 would be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Briar Road Area Environmental Improvements Package.

18 UPMINSTER ACCIDENT REDUCTION PROGRAMME - WINGLETYE LANE PROPOSED SAFETY IMPROVEMENTS

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

1. To recommend 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 would be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

19 JUNCTION ROAD - PROPOSED HUMPED ZEBRA CROSSING

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

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

20 **EMERSON PARK ACCIDENT REDUCTION PROGRAMME - ARDLEIGH GREEN ROAD / SQUIRRELS HEATH ROAD / SLEWINS LANE PROPOSED SAFETY IMPROVEMENTS**

The report before the Committee detailed information on the Ardleigh Green Road, Squirrels Heath Road and Slewins Lane – Emerson Park Accident Reduction Programme, approved for funding by Transport for London. A feasibility study was recently 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 had been carried out and the report detailed the finding of the feasibility study, public consultation and recommended various safety improvements be approved. Letters describing the proposals were delivered to local residents, Emergency Services, bus companies and cycling representatives.

Ardleigh Green Road

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

Squirrels Heath Road

Approximately, 80 letters were delivered by hand to the area affected by the proposals. Five written responses from Metropolitan Police, London Buses, local school and residents were received and the comments are summarised in the Appendix1 of the report.

Slewins Lane

Approximately, 80 letters were delivered by hand to the area affected by the proposals. Seven written responses from Metropolitan Police, London Buses and residents were received and the comments are summarised in the Appendix1 of the report. The resident at No.61 Slewins Lane had carried out his own consultation and his consultation results are summarised in Appendix2.

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

He explained that he felt the council's consultation was defective, that he had put a letter around his neighbours and had 11 responses which were passed to the traffic team and he was of the view that the current proposals do not meet local concerns for safety.

In response to the comment raised by the resident, the Principal Engineer responded that the service did not have access to data other than casualty information and there were no injuries on the section between Northumberland Avenue and Walden Way.

During deliberations the Committee raised the issue of the Vehicle Activated sign (VA):

A Member of the Committee was of the opinion that the VA sign needed to be moved from its current location. Other Members felt the sign should remain in the same place as being most effective.

The Committee **RESOLVED** to:

2. To recommend 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)

The Committee voted in favour of the scheme by 8 votes to 1 abstention. Councillor Taylor abstained from the voting.

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;

The Committee voted in favour of the scheme by 8 votes to 1 abstention. Councillor Taylor abstained from the voting.

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. However having considered the proposal the Committee voted unanimously recommending that the VA sign be kept at its current location.

(b) Pedestrian refuge along Walden Way moved towards Slewins Lane as shown on Drawing No. QL001/S/2.

The Committee voted unanimously to implement the pedestrian refuge scheme.

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

21 **BURNWAY JUNCTION WITH NORTH STREET - PROPOSED WAITING RESTRICTIONS**

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

1. To recommend to the Cabinet Member for Community Empowerment that the proposed 'At any time' waiting at the junction of Burnway and North Street, be implemented in accordance with Plan BW/01/01.

22 **HORNCHURCH STATION AREA PARKING REVIEW**

The report before the Committee outlined 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 the Committee, and recommended for further course of action.

The report detailed that 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.

The scheme also incorporated the extension of the bus stop in Station Lane, to ensure that the buses could access the stop easily and making the buses accessible to disabled passengers. A bus stop clearway was also proposed for the existing bus stop in the Bevan Way layby opposite Central Drive.

In respect of the parking provision for the businesses on Station Lane and Suttons Lane, new Pay & Display parking provisions were 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 was 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 was designed to limit it. Pay and Display improves accessibility and promotes the use of local shops and businesses.

It was 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.

In respect of the proposals for Hacton Drive, it was 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.

All of these proposals had been designed in conjunction with Ward Councillors and were subsequently advertised.

With its agreement Councillor Ray Morgon addressed the Committee. Councillor Morgon raised residents parking scheme concern and that the advert in the Romford Recorder omitted key information.

During the debate Members raised concerns over some elements of the scheme and agreed to defer them for further information. The Committee agreed to also defer schemes relating to SSSC Road in order for the appropriate consultation take place.

The Committee agreed to vote on each element of the proposed schemes pursuant to Recommendations 1-21 as follows

The Committee RESOVLED:

Recommendation 1:

To recommend 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.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 2:

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.

The Committee voted in favour of the scheme by 8 votes to 1 against Councillor Durant voted against the proposal.

Recommendation 3:

3. That only the proposals as shown on plan QJ055-0F-03 at the junction of Alma Avenue and Ascot Gardens be implemented with a 10 metres restriction at the junction and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 7 votes to 1 against and 1 abstention. Councillor Breading voted against the proposal whilst Councillor Durant abstained from the vote.

Recommendation 4:

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.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 5:

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.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 6:

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.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 7:

7. The proposals as shown on plan QJ055-0F-07 Kempton Avenue junctions with Newmarket Way be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 7 votes to 1 against and 1 abstention. Councillor Breading voted against the proposal whilst Councillor Durant abstained from the vote.

Recommendation 8

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.

The Committee voted unanimously in favour of the scheme

Recommendation 9

9. That only those proposed restrictions to a maximum of 10 metres at the junction of Central Drive with Kempton Avenue as shown on plan QJ055-0F-09 , be implemented and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 abstention. Councillor Durant abstained from the vote.

Recommendation 10

10. That only those proposed restrictions at the junction of Alma Avenue with Kempton Avenue as shown on plan QJ055-0F-010, be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 abstention. Councillor Durant abstained from the vote.

Recommendation 11

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.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 12

12. That only those proposed restrictions at the junction of Alma Avenue Goodwood Avenue to a maximum of 10 metres as shown on plan QJ055-0F-12, be implemented by and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 abstention. Councillor Durant abstained from the vote.

Recommendation 13

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.

The Committee voted unanimously to reject the scheme.

Recommendation 14

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.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 15

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.

The Committee voted unanimously to implement the scheme

Recommendation 16

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.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 17

17. The proposals as shown on plans QJ055-0F-17 and QJ055-0F-18 Suttens Lane, be implemented as advertised and the effects of implementation be monitored.

The Committee voted to defer for further clarification of the proposals by 7 votes to 2 against. Councillors Dodin and Durant voted against the proposal.

Recommendation 18

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.

The Committee voted to defer for further clarification of the proposals by 7 votes to 2 against. Councillors Dodin and Durant voted against the proposal.

Recommendation 19

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.

The Committee voted to defer for further clarification of the proposals by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 20

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.

The Committee unanimously voted to defer for further consideration of the proposals

Recommendation 21

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

The Committee voted to defer for further clarification of the plans by 7 votes to 1 against with 1 abstention. Councillors Durant voted against the proposal whilst Councillor Dodin abstained from the vote.

23 NORMAN ROAD JUNCTION WITH HYLAND WAY - PROPOSED WAITING RESTRICTIONS

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

1. To recommend to the Cabinet Member for Community Empowerment that 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.

24 CONISTON AVENUE/CRANSTON PARK AVENUE - PROPOSED WAITING RESTRICTIONS

The Committee considered a report that outlined 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.

The Committee at its meeting on 16 November 2010, approved proposals to consult on the introduction of 'At any time' waiting restrictions at the junction of Coniston Avenue and Cranston Park Drive.

The proposals to introduce 'At any time' waiting restrictions for 10 metres on all arms of the Coniston Avenue junction with Cranston Park Drive were designed and publicly advertised. Residents in the area were advised of the proposals as detailed on plan CPA/01/01.

The report stated that no responses were received to the formal consultation of the proposals and recommends a course of action.

The Committee **RESOLVED** to:

To recommend to the Cabinet Member for Community Empowerment that 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.

The voting was 8 in favour and 1 abstention. Councillor Taylor abstained from voting.

25 PARSONAGE ROAD, PROPOSED WAITING RESTRICTION

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

To recommend to the Cabinet Member for Community Empowerment that the proposed 'At any time' waiting restrictions for Parsonage Road be implemented as advertised in accordance with drawing T&ET7-OF-101.

26 BRYANT AVENUE, PROPOSED WAITING RESTRICTION

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

To recommend to the Cabinet Member for Community Empowerment that:

- The proposed 'At any time' waiting for Bryant Avenue be implemented as advertised in accordance with drawing titled "Bryant Avenue" attached to the report.

27 BURLEIGH CLOSE / ESSEX ROAD, PROPOSED WAITING RESTRICTIONS

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

To recommend to the Cabinet Member for Community Empowerment that 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 the report.

The voting was 8 in favour and 1 abstention. Councillor Taylor abstained from voting.

28 HIGHWAYS SCHEMES APPLICATION

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

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

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

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

| SECTION A - Highway scheme proposals with funding in place | | | |
|---|---|---|-------------------|
| Item Ref | Scheme | Description | Decision |
| 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. | DEFERRED 7-0-2 |
| 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 | AGREED |
| H3 | Branfil 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 | AGREED 8-1-0 |

| SECTION B - Highway scheme proposals without funding available | | | |
|---|--|--|-------------------|
| H4 | Burnway, Hornchurch | Traffic Calming or a road closure (at Patricia Drive) to reduce through traffic in estate | REJECTED 6-1-2 |
| H5 | Kingshill Avenue, Collier Row | Speed table or hump to slow down traffic following recent incidents and to prevent accident or fatality | REJECTED 7-0-2 |
| H6 | Brentwood Road/ Lawrence Road | Widening opening to junction to assist cyclists turning left. | REJECTED 8-0-1 |
| 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. | REJECTED |
| H8 | Mildmay Road, Romford | Request for traffic calming. | REJECTED |

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|----|---------------------------|---|-------------------|
| 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 | REJECTED 8-1-0 |
|----|---------------------------|---|-------------------|

29 TRAFFIC AND PARKING SCHEMES REQUEST WORK PROGRAMME

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:

London Borough of Havering

Traffic & Parking Control - Streetcare

Minor Traffic & Parking Schemes Applications Schedule

| Item Ref | Location | Description | Decision |
|--|--|---|-----------------|
| SECTION A - Minor Traffic and Parking Scheme Requests | | | |
| TPC263 | Off-Street Car Parks - Romford Town Centre | Introduction of 'The Overnighter', a new season ticket for a period of 6 months | AGREED 8-0-1 |

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|--------|---|--|-------------------|
| 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 | REJECTED |
| 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 | REJECTED |
| 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 | REJECTED |
| 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 | REJECTED 8-1-0 |
| 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) | REJECTED |
| | | | |

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

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|--------|---------------------------------|--|-------|
| TPC70 | Mashiters Romford Walk, | 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 Romford Road, | Request to remove restrictions in Mawney Road in the area north of the A12 | NOTED |
| TPC195 | Firham Estate, Wood Park Harold | 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 | <p>Request to review options of "loading ban" outside Tesco to ease traffic flow.</p> <p>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</p> | <p>AGREED 8-0-1</p> |
| TPC206 | Brentwood Road, Romford | Request for review of parking provision in Brentwood Road (near Drill roundabout) and surrounding area following opening of Tesco Express | <p>NOTED</p> |
| TPC213 | Wolseley Road Area, Romford | Request for residents parking scheme to alleviate the problem of parking overspill from Queens Hospital | <p>NOTED</p> |
| 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 | <p>NOTED</p> |

| | | | |
|--------|--|--|-------|
| 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 |

30 **SUSPENSION OF COMMITTEE PROCEDURE RULES**

During the discussion of remaining items on the agenda the Committee **RESOLVED** to suspend Council Procedure Rule 9 to allow the conclusion of consideration of the remaining items on the agenda.

The vote for the proposal was agreed by a unanimous voice vote.

Chairman

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Highways Advisory COMMITTEE

18 September 2012

REPORT

Subject Heading:

Havering's 2013/14 Local Implementation Plan Funding Submission

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

Daniel Douglas
Transport Planner
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Policy context:

Mayor's Transport Strategy (2010)
Havering Local Implementation Plan
2011/12 – 12013/14 Draft for Consultation
Local Development Framework (2008)
Council Regeneration Strategies

Financial summary:

Havering's LIP Submission to Transport for London for 2013 / 14 Financial Year – seeking endorsement for detailed proposals to spend indicative allocation of £2.920m

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

| | |
|--|-----|
| Clean, safe and green borough | [✓] |
| Excellence in education and learning | ☐ |
| Opportunities for all through economic, social and cultural activity | [✓] |
| Value and enhance the life of every individual | ☐ |
| High customer satisfaction and a stable council tax | [✓] |

SUMMARY

This report seeks endorsement of the draft list of schemes proposed to be included in Havering's 2013/14 LIP Funding Submission to Transport for London (TfL).

RECOMMENDATIONS

That the committee consider the draft 2013/14 LIP Funding Scheme Submission as detailed in Appendices A and B and recommend the indicative allocations set out in Appendices A and B to the Cabinet Member for Community Empowerment and Environment.

REPORT DETAIL

Background

1. The Council makes a Local Implementation Plan (LIP) Annual Spending Submission (ASS) each year to Transport for London (TfL) for funding transportation initiatives across the Borough. The initiatives proposed must be consistent with the Mayor of London's Transport Strategy and the Council's own Local Implementation Plan, which sets out how the Council will address the Mayoral priorities at a local level and provides our longer term transportation strategies and policies. This report concerns the Submission for LIP funding for 2013/14.
2. Part of the preparation of the Local Implementation Plan included a number of Core (Mandatory) targets which relate to the mandatory indicators TfL set for boroughs as part of the LIP Guidance. These targets are used to assess delivery of MTS outcomes at a borough level and are a key factor in preparation of the Councils LIP submission to TfL. These targets were set and agreed with TfL as part of the LIP consultation process and were approved by Cabinet. Progress against these targets will be assessed by TfL at the end of the 3 year LIP Period (2014) and the results may inform the funding formula for future LIP Funding allocations to Havering. A list of the Core (Mandatory) targets can be found in Appendix C of this report.
3. Transport for London has awarded Havering an indicative LIP funding allocation of **£2.920m for 2013/14**. This includes £2.432m for 'Corridors, Neighbourhoods and Supporting Measures, £388k for Principal Road Maintenance and £100k for Local Transport Funding.

The types of schemes applicable to these areas are:

Corridors, Neighbourhoods and Supporting Measures: projects for the development of holistic schemes and local area improvements. These cover schemes that smooth traffic flow and tackle congestion, projects involving shared space and the removal of street clutter, improvements at public transport interchanges, community safety measures, bus stop improvements, cycling and walking enhancements, casualty reduction schemes, schemes to assist freight, and environment improvement schemes. It also includes Smarter Travel initiatives such as school and workplace travel plans, travel awareness initiatives, and schemes encouraging people to make more informed travel choices.

Principal Road Maintenance: resurfacing of the Borough's Principal Road Network (BPRN). These are the "A" roads in the borough excluding the A13, A127 and A12 which are part of the Transport for London Road Network and are therefore the responsibility of TfL. The BPRN includes the Romford Ring Road, Main Road, London Road, North Street, Rom Valley Way, Rush Green Road, Rainham Road, Upper Rainham Road, A124 from Hornchurch Road to St Mary's Lane, and the A1306 New Road. Boroughs have been advised to submit bids of up to 25% above the allocation for Principal Road Maintenance to enable reserve schemes to be brought forward if further funding becomes available. The roads proposed for maintenance have been identified through a condition based survey. **Havering's Principal Roads are currently ranked the best in London and the allocation reflects the good condition of the Boroughs Principal Road Network.** Ensuring Havering's roads and pavements are in a safe and well maintained condition was a particular high priority identified by the community in the "Your Council Your Say" consultation and this allocation will enable the good condition of Havering's Principal Roads to be maintained.

Local Transport Funding: A discretionary pot of £100K funding that can be spent on schemes of the Council's choice.

4. The LIP funding bids for **Bridge Strengthening and Assessment** as well as for "**Major Schemes**" (covering town centre areas, and Station Access schemes and Streets for People) are separate to the above. Unlike Corridors, Neighbourhoods and Supporting Measures and Principle Road Maintenance schemes, where boroughs are informed in advance of their indicative funding allocations for the year, funding is allocated to Bridge Strengthening and Assessment schemes through a competitive bidding process. The Council's Submission includes proposals for funding Bridge Strengthening and Assessment schemes, which will be considered by TfL, along with other Boroughs' bids, prior to the allocation of any funding to these schemes. Officers are working closely with TfL in an effort to secure further funding for the Romford Town Centre Major Scheme in the 2013/14 Financial Year.

Cabinet Meeting July 2012

5. At its meeting in July 2012 Cabinet considered a report on the ASS and approved the preparation of the LIP Submission for 2013/14. Cabinet agreed to seek the advice of the Highways Advisory Committee on the draft submission prior to completion of the final Submission. Cabinet delegated its approval to the Lead Members for Community Empowerment and Environment.

The proposed LIP Funding Submission for 2013 / 14

6. The Council's recommended Submission for LIP projects for Corridors, Neighbourhoods and Supporting Measures is outlined in Appendix A. The Appendix also includes proposals for the allocation of funding for Principal Road Maintenance, which reflect the results of condition surveys and technical discussions between Havering and Transport for London officers. Appendix A also includes recommendations for schemes that should be funded from the Local Transport Fund. The projects set out in Appendix B are 'reserve' schemes that may be brought forward if other approved schemes in the Submission cannot be progressed.
7. Havering's proposed Submission has been carefully prepared to accord with TfL's detailed LIP Funding Guidance and to support specific Mayoral initiatives and major 'flagship' projects such as Crossrail and the 2012 Olympics. The Mayoral initiatives include 'Better Streets', Cleaner Local Authority Fleets, Street Trees and Biking Boroughs. The submission also has regard to Havering's priority areas, and the Council's responsibilities under traffic management legislation.
8. In developing the proposed submission, priority has been given to existing schemes, running over two or more years and reserve LIP schemes (that have HAC approval), running from previous years. The draft list of schemes has been finalised following input from senior officers, Cabinet Members and the scrutiny of an Executive Briefing.

Next Steps

9. In line with the recommendations in the Cabinet report, and after taking account of the views of this Committee, the detailed Submission will be the subject of a joint Executive Decision by the Lead Members for Community Empowerment and Environment. Subject to their approval it will be formally submitted to Transport for London for them to confirm the Council's final LIP allocation. Members will be advised of the approval of the Submission when it is confirmed (expected to be in late 2012).

IMPLICATIONS AND RISKS

Financial implications and risks:

The funding that the Council will obtain from TfL through the LIP Submission for 2013/14 will be the main source of capital funding for transportation projects and initiatives in the Borough. There is no indication at the time of preparing this report that there will be any significant change in the level of funding for 2013/14 however the indicative funding levels for subsequent years is less certain in the light of the wider economic circumstances and the cuts to public sector finance.

The schemes that are being recommended to be included in the Submission for 2013/14 reflect Council priorities and, as far as is possible, their delivery will be programmed in line with these priorities should there be any reduction in the funding available. Additionally, every opportunity will continue to be taken to secure funding from other sources and programme areas, including Section 106 contributions, to supplement the LIP allocation in line with TfL's requirement that boroughs should reduce their dependency on TfL funding. The need to minimise as far as practicable ongoing maintenance costs will be taken into account in all schemes that are awarded funding. New schemes have the potential to reduce or increase maintenance requirements, but this net effect will need to be contained within existing budgets.

The Council Capital Programme has in recent years included £2m to support capital investment in highway maintenance and improvement schemes. It is assumed in financial plans that £2m will again be invested in 2013/14, but this will be subject to Cabinet approval via the budgeting process. As far as possible, within the constraints of the TfL LIP Guidance and funding allocations, every opportunity will be taken to make use of the LIP Funding in a way which safeguards the Council's own scarce capital resources.

Legal implications and risks:

There are no specific legal implications or risks arising from this Submission, although further legal resources will need to be committed to bring into effect the measures for which funding is sought. Consideration of the Network Management Duty mentioned in paragraph 6 is a statutory requirement.

Human Resources implications and risks:

None directly related to this decision.

Equalities implications and risks:

An important factor in drawing up the funding Submission is to include measures that will improve the ease, convenience and safety of travel for everyone in the Borough who needs to move around in the course of their day to day living and business. The Submission is anticipated to contain a range of measures supporting sustainable transportation modes such as cycling, walking and public transport which will benefit individuals and communities who would otherwise be potentially at risk of experiencing social exclusion. As the ultimately selected schemes are designed and developed, full regard will be given to their implications for equalities and social inclusion.

BACKGROUND PAPERS

APPENDIX A

Projects and programmes comprising Havering's 2013/14 LIP Submission.

APPENDIX B

Reserve list of Projects and Programmes outside indicatively allocated 2013/14 LIP funding.

APPENDIX C

Local Implementation Plan (Core) Mandatory Targets

Appendix D

Local Implementation Plan Annual Spending Submission 2013/14 Cabinet Report (July 2012)

APPENDIX A

Projects and programmes comprising Havering's 2013/14 LIP Submission.

| Principal Road Maintenance | | |
|---|---|----------------------------------|
| Funding category and project description | Additional Commentary/ Locational Information | Value for 2013/14 (£000k) |
| Carriageway Works | Upminster Road – Minster Way to Hacton Lane | 88 |
| Carriageway Works | Main Road – Balgores Lane to Crossways | 28 |
| Carriageway Works | Rainham Road – Wood Lane Railway Bridge | 66 |
| Carriageway Works | A1306 Launder's Lane to Bridge over watercourse | 55 |
| Carriageway Works | A1306 Dovers Corner to Wentworth Way | 88 |
| Carriageway Works | St Mary's Lane – Cranborne Gardens to Corbets Tey Road Jct | 55 |
| Carriageway Works | Mercury Gardens – Eastern Road to Western Road (Ring Road Anticlockwise) | 27 |
| Carriageway Works | Rush Green Road - Rom Crescent to Dagenham Road (North Side of footway Works) | 78 |

| CORRIDORS, NEIGHBOURHOODS AND SUPPORTING MEASURES | | |
|---|---|----------------------------------|
| Funding category and project description | Additional Commentary / Location Information | Value for 2013/14 (£000K) |
| Main Road/North Street-Implementation | Balgores Lane or Upper Brentwood Road junction with Main Road | 300 |
| Main Road/ North Street – A12 Feasibility | Main Road/North Street-A12 Junction | 50 |
| Freight Loading Facilities | Town, district and local shopping centres borough wide. | 75 |
| Review of Lower Bedfords Road / Straight Road junction | Lower Bedfords Road / Straight Road | 20 |
| Romford Public Realm Enhancements Programme | Romford Town Centre | 300 |
| Upminster Road South Public Realm Improvements | Upminster Road South adjacent to Brights Avenue | 100 |
| Improving reliability of public transport (highway improvements to increase bus services punctuality) | Borough Wide | 50 |
| Romford Taxi Marshall Scheme | Eastern Road, Romford | 33 |
| Energy Efficient Street Lighting | Borough Wide | 50 |
| Improvements to air quality | Staff Post | 25 |
| Ingrebourne Valley Sustrans Connect 2 | Sustrans Connect 2 route | 100 |
| Cycle - safety training for pupils | Schools, borough wide | 60 |
| Smarter Travel team posts (2) | Haverling posts | 73 |
| Bus Stop Improvements | Haverling Road and Pettits Lane North | 60 |

| | | |
|---|--|-----|
| Improvements to the existing A124 Rush Green to Upminster Cycle Route | A124 Rush Green Road | 50 |
| Squirrels Heath/Ardleigh Green Road Junction Improvements Feasibility Study | Squirrels Heath Ardleigh Green Junction | 10 |
| Elm Park - Public Realm and Streetscape improvements | Elm Park | 150 |
| Rush Green – Public Realm and Environmental improvements | Rush Green | 150 |
| Improvements to Ferry Lane to provide better access to Station | Ferry Lane, Rainham | 30 |
| Improvements in Hornchurch for Taxis | Hornchurch Town Centre | 10 |
| Gubbins Lane Public Realm and Environmental Improvements Package | Gubbins Lane | 50 |
| Romford Package - (129 accidents over 5 years) | Brentwood Road, Balgores Lane, Victoria – Heath Park Road. | 100 |
| Rainham Package –(147 accidents over 5 years) | A1306 from Dovers Corner to Thurrock borough boundary, Upminster Road North, Airfield Way – Suttons Lane | 100 |
| Collier Row Package - (37 accidents over five years) | Collier Row Lane, Havering Road, Clockhouse Lane | 80 |
| Feasibility Studies for 2014/15 | Borough Wide | 60 |
| Improvements to access to Hornchurch Country Park | Ingrebourne Valley and Hornchurch Country Park | 33 |

| | | |
|---|--|----|
| Collier Row to Harold Hill Cycle Safety Improvements | Chase Cross Road/Havering Road junction, Noak Hill Road/Lower Bedfords Road/Straight Road/Broxhill Road junction | 50 |
| Bus Stop improvement at Whitchurch Road | Whitchurch Road | 30 |
| Community Bus service "The Harold Link" | Harold Hill and Harold Wood | 8 |
| Highway improvements to pedestrian access from Harwood Hall Lane to outside Oakfield Montessori School | Harwood Hall Lane | 40 |
| Highway improvements to pedestrian access to Gidea Park School from Lodge Avenue | Lodge Avenue | 20 |
| School Travel Awareness Package including Walk on Wednesdays, Upgrade Transition Packs and Taking Steps, Events and School Promotions - | Borough Wide | 60 |
| Borough Wide Travel Awareness Package including Target Your Trip, and Planet Havering | Borough Wide | 35 |
| Road Safety Education | Primary School across the borough | 45 |
| Sustainable Routes to School | Borough Wide | 15 |
| Young Driver and Passenger Awareness Initiatives | Year 11 Secondary school pupils borough wide. | 10 |

| LOCAL TRANSPORT (TfL monies allocated to borough to be used at the discretion of Council) | | |
|--|---|----------------------------------|
| Funding category and project description | Additional Commentary/Location Information | Value for 2013/14 (£000k) |
| Improvements to access to Como Street Car Park feasibility study | Como Street Car Park | 50 |
| Safer Vehicular Access to Schools | Outside Schools across the borough | 45 |
| Bus turn around area for increased frequency to St Francis Hospice feasibility Study | North Road | 5 |

| BRIDGE STRENGTHENING AND ASSESSMENT | | |
|---|--|----------------------------------|
| Funding category and project description | Additional Commentary/Location Information | Value for 2013/14 (£000k) |
| Bridge Assessment -Condition assessments of bridges borough wide | Bridge Strengthening at various locations borough wide | 61 |
| Bridge Strengthening – Carrying out strengthening works on bridges borough wide | Rush Green Road Bridge, Upminster Road and Blacks Bridge | 223 |

APPENDIX B

Reserve list of Projects and Programmes outside indicatively allocated 2013/14 LIP funding.

| Priority Order | Funding category and project title / description | Additional Commentary / Location Information | Value for 2012/13 (£000K) |
|----------------|---|---|---------------------------|
| 1 | Cornets Tey Road and Hall Lane Casualty Reduction Package (100 accidents over 5 years) | Corbets Tey Road, Hall Lane | 80 |
| 2 | Measures to reduce delays at Airfield Way / South End Road jct | Airfield Way/Southend Road | 20 |
| 3 | Measures to reduce delays at Rainham Road / South End Road jct | Rainham Road/Southend Road jct | 20 |
| 4 | Zebra Crossing outside schools near Junction of Park Lane with Malvern Road – Hylands Primary School and Raphael Independent School - £30,000 | Park Lane/Malvern Road Junction | 30 |
| 5 | Traffic calming measures to address vehicle speed - Hall Mead School – Marlborough Gardens | Marlborough Gardens | 40 |
| 6 | Noak Hill and Lower Bedfords Road Casualty Reduction Package (58 accidents over 5 years) | Noak Hill Road, Lower Bedfords Road. | 50 |
| 7 | Hornchurch Package (20 accidents over 5 years) | Abbs Cross Lane, Coronation Drive, Suttons Avenue | 70 |
| 8 | Rainham Village review and removal of unnecessary signs | Rainham Village | 70 |
| 9 | Implementation of street lighting in Marsh Way | Marsh Way | 200 |
| 10 | Hornchurch Town Centre improvements Phase 3 | North Street and Billet Lane | 150 |

Appendix C

Local Implementation Plan (Core) Mandatory Targets

- Maintain **bus service reliability** at 1:1 min EWT in 2009/10 and ensure it does not exceed 1.2 min EWT in 2013/14 and 1.1 min in 2017/18.
- Ensure % of **principal road lengths in need of repair** is maintained and does not exceed 4% by 2013/14 and 4% by 2017/18
- Reduce the **number of people killed and severely injured** in road collisions to 100 between 2011 and 2013 and 74 between 2018 and 2020.
- Reduce the **total number of casualties** to 843 between 2011 and 2013 and to 627 between 2018 and 2020.
- Maintain **modal share of cycling** at 1.5% of trips between 2011/12 and 2013/14. Increase cycling to 2.5% by 2025/26.
- Increase current 19% **modal share of walking** to 20% by 2013/14 with long term targets to increase walking to 21% by 2025/26.
- CO2 emissions – reduce **CO2 emissions** by 60% by 2025 from 1990 base.
- Overall reduction of **CO2 emissions** by 16.25% in 2013/14 with base year 2008 of 355: 2% in 2010/11, 7% in 2011/12 and 4% in 2012/13 and 4% in 2013/14 (NI 185)

APPENDIX D

Local Implementation Plan Annual Spending Submission 2013/14 Cabinet Report (July 2012)

CABINET

11th JULY 2012

Subject Heading:

**LOCAL IMPLEMENTATION PLAN
ANNUAL SPENDING SUBMISSION
2013/14**

Cabinet Member:

**COUNCILLOR BARRY TEBBUTT
COUNCILLOR ROBERT BENHAM
CYNTHIA GRIFFIN**

CMT Lead:

Report Author and contact details:

**DANIEL DOUGLAS
01708 433220
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Policy context:

London Plan (2011)
London Mayor's Transport Strategy (2010)
Havering Corporate Plan 2011-2014
(includes 'Living Ambitions' agenda)
Havering Local Development Framework
(2008)
Havering Local Implementation Plan
(2011/12 -2014 /15),
Council Regeneration Strategies (including
Romford, Hornchurch, Harold Hill and
Rainham)

Financial summary:

This report seeks Members' approval to the principles of Havering's LIP Submission to Transport for London for 2013/14 Financial Year, which has an indicative allocation of £2,920,000.

Is this a Key Decision?

THIS IS A KEY DECISION

Is this a Strategic Decision?

THIS IS A STRATEGIC DECISION

When should this matter be reviewed? January 2013

Reviewing OSC: Environment

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

| | |
|--|-------------------------------------|
| Ensuring a clean, safe and green borough | <input checked="" type="checkbox"/> |
| Championing education and learning for all | <input type="checkbox"/> |
| Providing economic, social and cultural activity in thriving towns and villages | <input checked="" type="checkbox"/> |
| Valuing and enhancing the lives of our residents | <input checked="" type="checkbox"/> |
| Delivering high customer satisfaction and a stable council tax | <input type="checkbox"/> |

SUMMARY

The Council makes an annual Local Implementation Plan (LIP) Spending Submission to Transport for London (TfL) for funding transportation initiatives across the Borough. It must be consistent with the Mayor of London's Transport Strategy and the Council's own adopted Local Implementation Plan.

As in previous years, this report outlines the process for the Council preparing its LIP Annual Spending Submission for the next financial year (2013/14).

TfL has told the Council that it has been awarded an indicative amount of £2,920,000 LIP funding for the 2013/14 financial year which is broadly typical of most outer London boroughs. Later this year, Havering must tell TfL how it plans to spend this, taking into account TfL's LIP guidance.

Following Cabinet, Officers will prepare a suggested detailed 2013/14 LIP Submission for Member approval prior to forwarding it to TfL in October 2012. As in 2011, there will be consultation with the Highways Advisory Committee before the submission is finalised.

As previously, the report recommends that approval of the final LIP Submission is delegated to the Cabinet Members for Environment and Community Empowerment who have responsibility for strategic transport and local transport schemes, respectively.

TfL are expected to confirm the allocation to the Council in late 2012.

The report confirms that the Council will continue to explore additional opportunities for funding transport programmes/policies to supplement those from the LIP allocation such as other TfL funding streams e.g Biking Boroughs, other external funding sources and Section 106 contributions from development proposals.

RECOMMENDATIONS

1. That the guidance provided by TfL outlined in paragraphs 8, 9 and 10 and other aspects to consider detailed in paragraph 11 be noted in respect of Havering's Submission to TfL for LIP funding for 2013/14.
2. That development of the LIP Submission for 2013/14 having particular regard to the range of considerations set out in paragraph 14 be approved in principle.
3. That the advice of the Highways Advisory Committee be sought on the proposed LIP submission before it is finalised.
4. That approval of Havering's final LIP Funding Submission for 2013/14 to TfL be delegated to the Cabinet Members with responsibilities for Environment and for Community Empowerment.
5. That it be noted that other opportunities for investment in transportation initiatives will continue to be sought from TfL outside the LIP Annual Spending Submission process and from other stakeholders and funding sources.

REPORT DETAIL

Background

1. The Council submits an annual bid to Transport for London (TfL) for funding for transportation-related initiatives across the Borough. The funding awarded from this Local Implementation Plan (LIP) bid remains the major source of capital monies for transport schemes and projects in the Borough. In recent years, the Council has allocated significant funds from its own

resources towards highway improvement works which have encompassed footways, road resurfacing, street lighting and environmental improvements.

2. TfL confirmed the Submission requirements for 2013/14 in June and they broadly reflect those of last year. Most importantly, projects must conform to the Mayor of London's Transport Strategy (MTS) and must also take account of the specific commitments set out in the Mayor's Election Manifesto that relate to borough responsibilities. The former can be accessed at <http://www.london.gov.uk/publication/mayors-transport-strategy>. The Submission must also reflect the Council's own priorities and strategies including those of its Corporate Plan and Local Implementation Plan (LIP). The latter demonstrates how the Council intends to address the MTS at a local level and sets out longer term transportation strategies, objectives and policies. The Submission must reflect the approved Programme of Investment detailed within that document.
3. There are three main LIP programmes : Corridors, Neighbourhoods and Supporting Measures, Maintenance (dealing with Principal Roads and Bridges) and Major Schemes. As previously, officers expect that the Council will, subject to TfL's agreement, still have a reasonable degree of flexibility in transferring funding between projects within the Corridors, Neighbourhoods and Supporting Measures programme area. This is helpful in the event that there are difficulties in progressing individual schemes or in the event that priorities are reviewed.

Havering's Allocation for 2013/14

4. TfL notified the Council of its indicative LIP funding award for 2013/14 in June 2012. Havering's indicative LIP funding allocation for 2013/14 is **£2,920,000**. The indicative allocation for 2013/14 is broken down as follows:
 - £2,432,000 for "**Corridors, Neighbourhoods and Supporting Measures**" projects which focuses on the development of comprehensive ('holistic') schemes and local area improvements. This covers schemes that tackle congestion by smoothing traffic flows, schemes to assist freight, regeneration and accessibility and environmental improvements, local safety schemes, , projects involving spaces used by several users, Controlled Parking Zones, 20 mph zones, cycling, walking, bus priority and bus stop accessibility. It also covers 'Smarter Travel' schemes such as school and workplace travel plans, travel awareness initiatives, road safety education, training and publicity schemes.
 - £388,000 for "**Principal Road Maintenance**". This focuses on highway surface improvements to Havering's Principal Road Network

(PRN). The allocation is less than previous years but it is based on the results of condition surveys carried out to determine the proportion of the Principal Road Network across London that requires structural maintenance. The reduction in allocation for this programme area reflects the good condition of Havering's PRN following regular maintenance

- £100,000 for “**Local Transport Funding**” (for spending on projects of the Council's choice that support the delivery of the Mayor's Transport Strategy). Officers consider this should again be welcomed and suggest that the Mayor is again invited to increase the future discretion given to boroughs in deciding how to spend the LIP allocation in accordance with local priorities.
5. The LIP Allocation for Corridors Neighbourhoods and Supporting Measures is more than the indicative allocations advised in May 2010 because the Mayor has retained the level of LIP Funding across London at £147m across each financial year. This has resulted in a number of boroughs having their LIP Allocation for this programme area increased for the 2013/14 financial year.
 6. The LIP funding allocations for “Major Schemes” (covering town centre areas, and Station Access schemes and Streets for People) and Bridge Strengthening and Assessment are **excluded** from the above because these are funded outside the normal LIP Process. Whilst boroughs are required to reference existing Major Schemes as part of its Annual Spending Submission and provide details of Bridge Strengthening proposals via the Borough Portal, no indicative allocations have been announced to boroughs.
 7. Havering' s indicative allocation for 2013/14 is broadly similar to the allocations for other outer London boroughs.

TfL's requirements for the Funding Submission for 2013/14

8. TfL requires the Council to submit a set of proposals for the Corridors, Neighbourhoods and Supporting Measures programme, and Local Transport Funding consistent with the amounts outlined above (see also paragraph 4). TfL has recommended that boroughs over-bid for Principal Road Maintenance by approximately 25% so that possible reserve schemes may be brought forward. TfL will then assess all these proposals to ensure that they generally conform to the Mayor of London's Transport Strategy. It will confirm the Council's final allocations for all these programme areas before the end of 2012.
9. TfL's Guidance on Developing Local Implementation Plans (May 2010) provides the framework for preparing the Annual Submission and has been supplemented by further LIP Guidance published in June 2012. In particular,

the latest TfL Guidance draws attention to the Mayor's Manifesto commitments relating to congestion busting, pedestrians and the public realm, parking, making it easier for everyone to use buses and cycle safety. Copies of the guidance documents are in the Members' Resource Room. Most importantly, when the Council develops its proposals for the Corridors Neighbourhoods and Supporting Measures programme, it must consider the goals, challenges and outcomes from the Mayor's Transport Strategy as set out in Appendix A to this report. As LIP Funding is provided to support delivery of local transport improvements that reflect the Mayor's priorities, boroughs must also take account of the specific commitments set out in the Mayor's Manifesto that relate to borough responsibilities.

10 Boroughs should also have regard to their Network Management Duty under the Traffic Management Act 2004 to manage their road network to secure expeditious movement of traffic, including pedestrians, on their network and to facilitate the same on the networks of other authorities. As in previous years, TfL also require boroughs to identify how the scheme packages included will help deliver the high profile outputs in the MTS. These include Better Streets Cycle Superhighway schemes, Cycle Parking, Electric Vehicle Charging Points, Cleaner Local Authority Fleets and Street Trees. TfL also require the Council to consider the potential impact of the proposals on Crossrail. Boroughs are encouraged to consider Crossrail related initiatives as part of their LIP Funding Submissions.

11. Other important aspects that the Council can take into account include:

- Boroughs can continue to make funding submissions to TfL outside the annual LIP Submission for **new** Major Schemes. These are schemes that are expected to deliver transformational changes and assist in delivering the Mayor's 'Better Streets' agenda. They will normally comprise schemes of over £1million in total value. Members will be aware that the Council has successfully progressed several Major Schemes in recent years including in Romford and Hornchurch and has included further proposals for Major Schemes in its Local Implementation Plan. These will remain an important element in the Council's strategy for ensuring that its town centres are attractive, safe and convenient for everyone and will assist in ensuring that the Borough has a healthy and vibrant economy.
- Funding for LIP schemes started in 2012/13 that are being phased over more than one year must be funded from the 2013/14 allocation. Several of the Council's schemes fall into this category reflecting the fact that TfL has encouraged such proposals.

Consultation with the Highways Advisory Committee and final approval by Members

12. As previously, it is proposed to seek the Highways Advisory Committee's advice on the detailed LIP Submission before it is finalised. It is recommended that approval for the formal submission of the final LIP Submission to TfL be subsequently, delegated to the Lead Members for the Environment and Community Empowerment who have responsibility for strategic transport and local transport, respectively..

Havering's LIP Funding Submission for 2013/14

13. The proposed detailed Council LIP Submission for 2013/14 will be prepared following this Cabinet. Officers have begun to work up its potential components and further discussion involving officers and Members will continue to take place as the Submission is prepared. As referred to in paragraphs 8 -10 the Council's Submission must be 'balanced' in terms of meeting TfL and Mayoral requirements and meeting commitments from the 2012 / 13 allocation and 2012/13 "reserve" schemes.
14. Notwithstanding the above, officers consider that Havering's Submission for 2013/14 has considerable potential to address existing Council priorities, help deliver established regeneration priorities and respond to the views of the community. It is considered that it should be shaped as far as practicable with regard to:
 - The aspirations of the Council's Corporate Plan including the 'Living Ambitions' agenda which are underpinned by established land-use, transportation and planning objectives as set out in the Local Development Framework and Local Implementation Plan and other Council strategies.
 - Helping to ensure that Havering is 'open for business' and has a strong and vibrant economy by addressing such issues as congestion, on and off street parking, and the ease and convenience with which people, goods and services can get around the borough.
 - Ensuring that Havering's principal roads and pavements are in as good a condition as possible subject to resources and the relative priority for their maintenance
 - Delivery and development of existing and future regeneration initiatives covering Hornchurch, Romford, Harold Hill, London Riverside and Rainham. The 2012/13 allocation includes projects for, Hornchurch and Romford Town Centre Major Schemes, Romford Public Realm Improvements, Harold Hill (including access improvements to the Learning Village and environmental improvements to the Briar Road Estate), and

- feasibility work into street lighting improvements in Marsh Way in Rainham.
- Maximising value for money and ensuring the best outcomes for the borough by linking schemes where feasible to projects involving investment of Havering's own capital budgets such as those for major street works enhancements and improvements. As far as possible within the constraints of the TfL LIP Guidance and funding allocations, every opportunity will be taken to make use of the LIP Funding in a way which safeguards the Councils' own scarce capital resources.
 - Complementary to other initiatives and funding secured through the 'Biking Boroughs' work.
 - Schemes that were included as "reserve" schemes as part of the 2012/13 submission process may be included as part of the main 2013/14 LIP Submission. These schemes received Lead Member approval in September 2011 as part of the 2012/13 LIP Submission process with the intention of being implemented in the event that other LIP schemes had to be dropped.

Additional funding opportunities

15. TfL's Major Schemes funding category is applicable to projects such as Town Centres, Streetscape and station accessibility improvements including "shared space" projects and public realm enhancements. It is intended to encompass schemes where the overall costs are more than £1 million. Officers will examine TfL's Guidance to ensure that future transportation projects covering these and other regeneration areas in the Borough are channelled through the mechanism most likely to maximise the total overall TfL funding to Havering to deliver them.
16. Other possible funding streams such as Section 106 developer contributions, European initiatives and DfT/CLG funding opportunities will also be pursued as appropriate by officers. This is in line with TfL's requirement that Boroughs should not rely exclusively for their funding on TfL and should develop alternative complementary funding sources accordingly.

REASONS AND OPTIONS

Reasons for the decision:

17. The LIP Funding Submission is required annually to TfL in order to secure funding for a range of transportation-related initiatives in the Borough.

Other options considered:

18. There are no alternatives if the Council wishes TfL to confirm its LIP funding award to Havering for 2013/14.

IMPLICATIONS AND RISKS

Financial implications and risks:

19. The funding that the Council will obtain from TfL through the LIP Submission for 2013/14 will be the main source of capital funding for transportation projects and initiatives in the Borough. There is no indication at the time of preparing this report that there will be any significant change in the level of funding for 2013/14 however the indicative funding levels for subsequent years is less certain in the light of the wider economic circumstances and the cuts to public sector finance.
20. The schemes that will be recommended to be included in the Submission for 2013/14 will reflect Council priorities and, as far as is possible, their delivery will be programmed in line with these priorities should there be any reduction in the funding available. Additionally, every opportunity will continue to be taken to secure funding from other sources and programme areas, including Section 106 contributions, to supplement this in line with TfL's requirement that boroughs should reduce their dependency on TfL funding. The need to minimise as far as practicable ongoing maintenance costs will be taken into account in all schemes that are awarded funding. New schemes have the potential to reduce or increase maintenance

requirements, but this net effect will need to be contained within existing budgets.

21. The Council Capital Programme has in recent years included £2m to support capital investment in highway maintenance and improvement schemes. It is assumed in financial plans that £2m will again be invested in 2013/14, but this will be subject to Cabinet approval via the budgeting process. As far as possible within the constraints of the TfL LIP Guidance and funding allocations, every opportunity will be taken to make use of the LIP Funding in a way which safeguards the Council's own scarce capital resources.

Legal implications and risks:

22. Consideration of the Network Management Duty mentioned in Paragraph 10 is a statutory requirement. There are no other specific legal implications or risks arising from this report although further legal resources will need to be committed to bring into effect the measures for which funding is eventually sought.

Human Resources implications and risks:

23. Once schemes are selected a subsequent review will take place to consider the impact on existing resources and/or any subsequent or associated cost.

Equalities implications and risks:

24. An important factor in drawing up the funding Submission will be to improve the ease, convenience and safety of everyone in the Borough who needs to move around in the course of their day to day living and business. The Council will comply with its Public Sector Equality Duty when deciding which schemes to include within the LIP submission for 2013/14. An Equalities Analysis of the proposed schemes and their different equalities implications for all protected characteristics will be completed and this information will be included in the report to Highways Advisory Committee which will precede the Lead Members' decisions.

BACKGROUND PAPERS

None

Appendix A

High Level Mayoral Outcomes

| Goals | Challenges | Outcomes |
|--|---|--|
| Support Economic development and population growth | Supporting population and employment growth | <ul style="list-style-type: none"> Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel |
| | Improving transport connectivity | <ul style="list-style-type: none"> Improving employers' access to labour markets Improving access to commercial markets for freight movements and business travel |
| | Delivering an efficient and effective transport system for goods and people | <ul style="list-style-type: none"> Smoothing traffic flow (managing road congestion and reducing traffic journey time variability) Improving public transport reliability Reducing operating costs Bringing and maintaining all assets to a state of good repair |
| Enhance the quality of life for all Londoners | Improving journey experience | <ul style="list-style-type: none"> Improving public transport customer satisfaction Improving road user satisfaction Reducing public transport crowding |
| | Enhancing the built and natural environment | <ul style="list-style-type: none"> Enhancing streetscapes, improving the perception of urban realm and developing shared space initiatives |
| | | <ul style="list-style-type: none"> |
| | Improving air quality | <ul style="list-style-type: none"> Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets |
| | Improving noise impacts | <ul style="list-style-type: none"> Improving perceptions and reducing impacts of noise |
| | Improving health impacts | <ul style="list-style-type: none"> Facilitating an increase in active travel |
| Improve the safety and security of all Londoners | Reducing crime, fear of crime and anti-social behaviour | <ul style="list-style-type: none"> Reducing crime rates (and improved perceptions of personal safety and security) |
| | Improving road safety | <ul style="list-style-type: none"> Reducing the numbers of road traffic casualties |

| | | |
|---|--|---|
| | Improving public transport safety | <ul style="list-style-type: none"> Reducing casualties on public transport networks |
| Improve transport opportunities for all Londoners Transport opportunities | Improving accessibility | <ul style="list-style-type: none"> Improving the physical accessibility of the transport system Improving access to jobs and services Ensuring the affordability of public transport fares |
| | Supporting regeneration and tackling deprivation | <ul style="list-style-type: none"> Supporting wider regeneration outcomes |
| Reduce transport's contribution to climate change, and improve its resilience | Reducing CO2 emissions | <ul style="list-style-type: none"> Reducing CO₂ emissions from ground based transport, contributing to a London-wide 60% reduction by 2025 |
| | Adapting for climate change | <ul style="list-style-type: none"> Maintaining the reliability of transport networks |
| Support delivery of the London 2012 Olympic and Paralympic Games and its legacy | Developing and implementing a viable and sustainable legacy for the 2012 Games | <ul style="list-style-type: none"> Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London Physical transport legacy Behavioural transport legacy |

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HIGHWAYS ADVISORY COMMITTEE

18 September 2012

REPORT

Subject Heading:

**South Street, Romford
Enhancements Package
Phase 3 (Revised)**

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 checked="" type="checkbox"/> |
| High customer satisfaction and a stable council tax | <input type="checkbox"/> |

SUMMARY

This report sets out the revised principles of the South Street, Romford Enhancement Package (Phases 3) and seeks a recommendation to the Cabinet Member for Community Empowerment that work to widen a section of the footway in South Street as part of Phase 3 be implemented.

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

RECOMMENDATIONS

1. That the Committee recommends to the Cabinet Member for community Empowerment that the footway widening proposed in the revised plan for Phase 3 of the scheme be implemented, as described in paragraph 1.8 of this report and shown on Drawing QL016/SK001A.
2. That it be noted that the estimated cost of £300,000 will be met from the Romford Master Plan Capital Allocation (£150k) and 2012/13 Transport for London Local Implementation Plan allocation for the Romford Public Realm Package (£150k).

REPORT DETAIL

1.0 Background

- 1.1 The Council's Regeneration Service, in conjunction with StreetCare, has undertaken a master-planning exercise within Romford Town Centre with the aim of promoting a package of public realm improvements. This builds on work undertaken during 2010/11 where a decluttering scheme was implemented on the northeastern side of South Street between Western Road and Eastern Road.
- 1.2 The master-planning exercise reviewed the core area of the town centre comprising of the following areas;
 - South Street (north of the railway)
 - Western Road
 - Market Place
 - High Street
 - North Street

- 1.3 The issues raised during the review varied with each street, depending on the quality of the existing situation, but common issues were highlighted such as;
- The quality of the public realm is below that which may be expected of an important town centre such as Romford,
 - Conflicts between people and vehicles (certain locations),
 - Redundant street furniture,
 - Wide range and differing quality of street furniture,
 - Areas where footways are not sufficient for the amount of pedestrians,
 - Lack of cohesion of paving materials within town centre,
 - Much of the existing public realm does not enhance the historic character of the town centre conservation area.
- 1.4 The Masterplan is currently in a draft format, but initial ideas for South Street were presented to the Romford Programme Board at its meeting of 6th October 2011 which seek to provide the following benefits;
- Improve the quality of the street environment, using high quality and robust natural materials,
 - Remove redundant street furniture which no longer serves a useful purpose,
 - Provide a consistent use of paving materials and street furniture within the core of Romford Town Centre,
 - Widening of the footway on the southwestern side of South Street between The Battis and Havana Close,
 - Provide a new paving layout to complement construction of the Visitor Information Centre
- 1.5 A report was presented to the Highways Advisory Committee on 24th January 2012 showing proposals for three phases of works. The HAC recommended that the works proceed and this was consequently signed off by the Cabinet Member for Community Empowerment. The works have progressed on two phases as follows.
- 1.6 **Phase 1 – Western Road to Arcade Place** – The area has been repaved with York stone and granite pavements to complement the development of the Visitor Information Centre.
- 1.7 **Phase 2 – South-western side of South Street between Romford Station and Havana Close** – The footway between the Battis and Havana Close has been repaved in York stone and granite pavements. In addition the existing loading bay outside no.110 has been incorporated into the area and is available for use by pedestrians when loading is not taking place.

- 1.8 **Phase 3 – South-western side of South Street between Havana Close and Western Road.** This phase had been planned to proceed following the London Olympics and so during the summer of 2012, further design development has taken place based on the plan originally presented to HAC (Drawing QK040/SK202).
- 1.9 The design development now shows further widening of the footways to give more space to pedestrians (building on the design concept for the section between Romford Station and Havana Close) with a simplified paving layout. The road would be narrowed as for Phase 2.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £300,000 will be met from the LBH funded Romford Master Plan Capital Allocation (£150k) and 2012/13 Transport for London Local Implementation Plan allocation for the Romford Public Realm Package (£150k). The TfL element will need to be spent by 31st March 2013, to ensure full access to the grant.

This is a standard project for Streetcare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall budget.

Legal implications and risks:

None.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

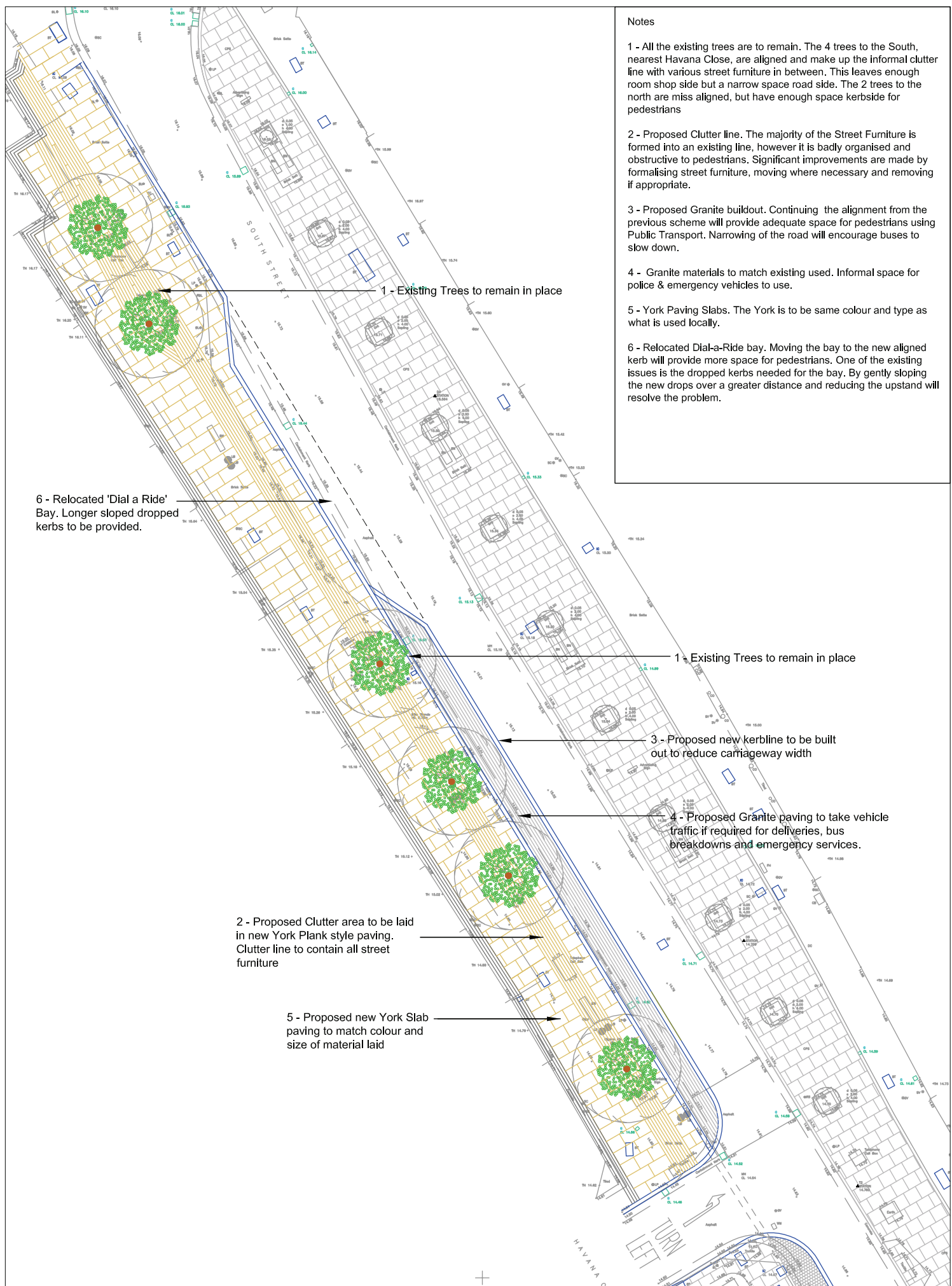
The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

Good quality footways and reduced street clutter can help pedestrians of all abilities to negotiate and navigate the public realm and is especially helpful for disabled people.

BACKGROUND PAPERS

Project Scheme File Ref: QL016 Romford Public Realm (South Street) 2012/13

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- Notes
- 1 - All the existing trees are to remain. The 4 trees to the South, nearest Havana Close, are aligned and make up the informal clutter line with various street furniture in between. This leaves enough room shop side but a narrow space road side. The 2 trees to the north are miss aligned, but have enough space kerbside for pedestrians
 - 2 - Proposed Clutter line. The majority of the Street Furniture is formed into an existing line, however it is badly organised and obstructive to pedestrians. Significant improvements are made by formalising street furniture, moving where necessary and removing if appropriate.
 - 3 - Proposed Granite buildout. Continuing the alignment from the previous scheme will provide adequate space for pedestrians using Public Transport. Narrowing of the road will encourage buses to slow down.
 - 4 - Granite materials to match existing used. Informal space for police & emergency vehicles to use.
 - 5 - York Paving Slabs. The York is to be same colour and type as what is used locally.
 - 6 - Relocated Dial-a-Ride bay. Moving the bay to the new aligned kerb will provide more space for pedestrians. One of the existing issues is the dropped kerbs needed for the bay. By gently sloping the new drops over a greater distance and reducing the upstand will resolve the problem.

6 - Relocated 'Dial a Ride' Bay. Longer sloped dropped kerbs to be provided.

1 - Existing Trees to remain in place

1 - Existing Trees to remain in place

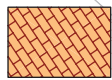
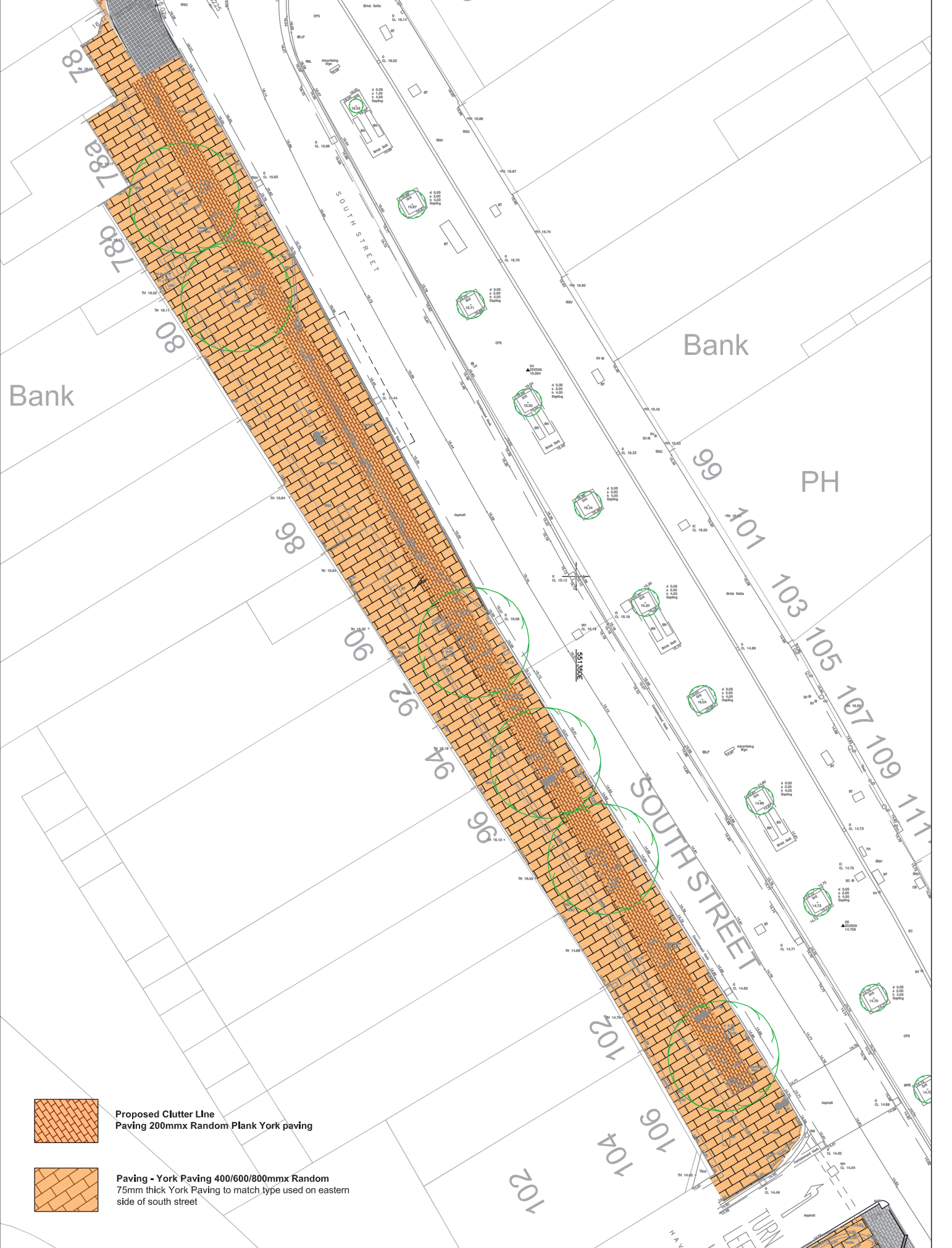
3 - Proposed new kerbline to be built out to reduce carriageway width

4 - Proposed Granite paving to take vehicle traffic if required for deliveries, bus breakdowns and emergency services.

2 - Proposed Clutter area to be laid in new York Plank style paving. Clutter line to contain all street furniture

5 - Proposed new York Slab paving to match colour and size of material laid

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Proposed Clutter Line
Paving 200mm Random Plank York paving



Paving - York Paving 400/600/800mm Random
75mm thick York Paving to match type used on eastern side of south street

Havinging
STREETS
LONDON BOROUGH
TRAFFIC & ENGINEERING
10th FLOOR MERCURY HOUSE
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TELEPHONE No: 01708 434343
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JOB TITLE
Visitors Centre
Romford Regeneration
DRAWING TITLE
Areas of Work
Phase 3

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| SCALE (AT A3 SIZE) 1:100 | | DATE JAN 2020 | | DRAFT ISSUE | | | |
| ACAD REF: Sheet Size: A3 (420x297) | | DRAWING No QK040-SK202 | | REVISION - | | REVISION AMENDMENT | |
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HIGHWAYS ADVISORY COMMITTEE

18 September 2012

REPORT

Subject Heading:

**PROPOSED SPEED TABLE – CROW
LANE, JUNCTION WITH SEABROOK
GARDENS & RAVEN CLOSE**
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 a speed table on Crow Lane at the junction with Seabrook Gardens and Raven Close.

This scheme is within the **Brooklands** 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 speed table be implemented as set out in the following report and shown on Drawing 4993/SK52/P2 (Alan McEwan Associates Ltd).
2. That it be noted that the estimated cost of £20,000 will be met by the developer within an agreement made under S38 & S278 of the Highways Act 1980.

REPORT DETAIL

1.0 Background

- 1.1 Raven Close is a new residential development of 78 units at 218-228 Crow Lane, opposite Seabrook Close. Planning consent for the development was granted at appeal in January 2010 (planning reference P2026.08). The development has been largely constructed, but the access from Crow Lane remains unfinished and in traffic safety terms it is unclear to road users as to its position in the street.
- 1.2 In planning the new junction access with Crow Lane, the developer encountered two 132kV power cables running within the northern footway of Crow Lane which were not at sufficient depth over which to construct the new junction (Raven Close) and the diversion of these cables is very difficult technically.
- 1.3 In order to provide additional cover to the power cables to satisfy the power company, the developer proposed that road levels be locally raised within a speed table spanning the new junction, Crow Lane and the entry to Seabrook Close. The proposed speed table is shown on Drawing 4993/SK52/P2 (Alan McEwan Associates Ltd).
- 1.4 The request was submitted to the Highways Advisory Committee on 19th June 2012 (Item H3, Highway Schemes Requests) and approved for design and public consultation.
- 1.5 Approximately 150 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 3rd August 2012. The closing date for comments was 24th August 2012. In addition, notices were advertised and displayed on site.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 8 responses were received; 6 from residents and a response each from London Buses and the Metropolitan Police Traffic Unit.
- 2.2 London Buses has no objections with the proposals, so long as the speed table dimensions were compatible with bus routes. The Metropolitan Police Traffic Unit was content with the proposals.
- 2.3 The residents' responses are set out in Appendix I, but summarised as follows;
- Agreement that something is needed in Crow Lane to deal with speeding traffic,
 - Concern that the proposals do not go further in addressing speed and accident problems in the street as a whole,
 - Complaints about parking on Crow Lane and Seabrook Gardens,
 - Comment on drainage issues,
 - Criticism of the Council and Planning Inspector,
 - Request for a pedestrian crossing between Seabrook Gardens and Jutsums Lane,
 - The development access (Raven Close) should be moved to another location,
 - Residents of Raven Close should be required to park within the development,

3.0 Staff Comments

- 3.1 The speed table was originally proposed to facilitate the completion of Raven Close and its junction with Crow Lane for the reasons given above, but Staff would suggest that the feature would help reduce traffic speeds locally.
- 3.2 The wider concerns about speed, accidents and parking were not the subject of this scheme or public consultation and members will need to decide if further investigation work is required.
- 3.3 In terms of recorded casualties for Crow Lane, Staff have investigated the issues and a summary is contained within Appendix II.
- 3.4 The conclusion is that compared to other parts of the borough, Crow Lane does not suffer from a high level of casualties and in the vicinity of the development, one collision was recorded in a 3 year period (junction with Seabrook Gardens). This does not indicate any pattern. Given current levels

of funding, Staff could not recommend further investigations and certainly no budget is available within existing programmes.

- 3.5 The comments relating to drainage relate to an existing problem which Staff will seek to remedy.
- 3.6 The criticism of the Council and Planning Inspector do not bear on this scheme.
- 3.7 The request to relocate the access to the development is not practical and the developer has planning consent for access via Crow Lane.
- 3.8 In terms of residents of Raven Close being required to park in Raven Close, Staff would confirm that the Council does not have any powers to require such.
- 3.9 Whilst Staff do not seek to diminish the concerns about the wider parking and road safety issues raised, the consultation was in relation to the specific issue of the speed table. Residents are generally positive about the proposal and the Police and London Buses do not raise any objections. Given the difficulties that the developer faces with completing the access to Raven Close (which in itself is a potential safety issue being left incomplete), Staff recommend that the speed table be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £20,000 will be met by the developer within an agreement made under S38 & S278 of the Highways Act 1980.

Legal implications and risks:

Speed tables and require advertisement and consultation before a decision can be made on their implementation.

Legal resources will be required to prepare and complete the s38 / s278 Highways agreement.

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 side road entrances (Raven Close & Seabrook Gardens) will improve access for all and assist the Council in meeting its duty under the Act.

BACKGROUND PAPERS

Project Scheme File Ref:
QF166 218 – 228 Crow Lane

**APPENDIX I
RESIDENTS' RESPONSES**

| Respondent | Comments |
|-------------------------------------|---|
| <p>Resident of Seabrook Gardens</p> | <p>The proposal seems acceptable but I am not convinced the underlying problems will be resolved.</p> <p>Since the builders Durkan have attempted to build some sort of a development and still have not completed to date. Havering Council may not be aware of the serious parking issues along Crow Lane from the residents not wishing to pay for parking spaces.</p> <p>Parking will be part of the Developers planning conditions and Havering Council need to see if this being breached in anyway.</p> <p>Crow lane its self has become a speedway and will require some speed ramps before the proposed new speed table. Also for the length of the Durkan development double lines need to be put in place as a child was nearly killed last Saturday as parked cars were making it impossible to cross the road to Tipples a major SHE issue.</p> <p>I have lived in Seabrook Gardens for over 25yrs and can honestly say the parking and rubbish supersedes Ahern by a long way. I am surprised Havering Council have not served notice on the Developer.</p> <p>I also note from the engineers drawing that new gullies along Crow Lane are proposed, but no consideration has been made for Seabrook Gardens. The surface area near the off licence ponds now in heavy rain if a ramp is introduced how will the water be discharged.</p> <p>I am happy to meet to discuss any of the above content but strongly recommend that the project takes a bigger picture in both speed and parking.</p> |
| <p>Local Residents</p> | <p>We support the proposals for a ' Speed Table' at the junctions of Seabrook Gardens with Crow Lane and Raven Close with Crow Lane. We know that the reason for the speed table is NOT primarily for road safety issues, but to provide the solution to construction difficulties for the new access road into Raven Close.</p> <p>The Junction of Seabrook Gardens and Crow Lane has always been dangerous, to position Raven Close immediately opposite</p> |

| | |
|-------------------------------------|---|
| | <p>Seabrook Gardens and to allow highway parking has lead to further hazards.</p> <p>Local residents raised their concerns when the new development was in its planning stage, but ,unfortunately, our comments were completely disregarded by both Havering Council's Borough Engineer and the Planning Inspectorate.</p> <p>We hope that the proposed 'Speed Table' does improve safety conditions but we would also request that the council enforces a strict no parking policy at the Junctions of Seabrook Gardens with Crow Lane and Raven Close with Crow Lane .</p> <p>Would perhaps the positioning of a pedestrian refuge somewhere between Jutsums Lane and Seabrook Garden/Raven Close not only slow down traffic but also provide a safe crossing point.</p> |
| <p>Resident of Seabrook Gardens</p> | <p>Further to the council's note of 3rd August, regarding the proposed speed table at the junction of Seabrook Gardens, Crow Lane & Raven Close, I would like to once again voice my real concerns over this.</p> <p>I've been in touch with Mark Philpott already and this junction needs prpoer sorting out. I do not feel a large speed hump will work.</p> <p>Raven Close needs a proper access road, not a dropped kerb. Their entrance road is far too close to Seabrook Gardens, perhaps it could be located to the side i.e. into Vignoles?</p> <p>As a resident of Seabrook Gardens I would like the council to take full responsibility for this, someone is going to be killed. Raven Court should never have been given permission to be built with poor access.</p> <p>Also the residents of Raven Court should be required to park within their grounds, not on Crow Lane and in Seabrook Gardens.</p> <p>Is there sufficient parking? Is it Free of Charge for them? The yellow lines recently installed on Crow Lane at the aforementioned junction need to be extended further on both sides.</p> <p>Since they were installed vision has improved but could be improved further. I would welcome the opportunity to discuss the way forward with this at a residents meeting.</p> |

| | |
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| <p>Resident of Alan Gardens</p> | <p>I have just been informed by a neighbour, regarding the suggested 'Speed Table' at junction of Seabrooke Gardens, Raven Close, on Crow Lane.</p> <p>Its good to see at long last, that something positive is being done about the dangerous traffic situations on Crow Lane. Crow Lane with its lack of speed camera's, traffic calming devices, and road markings and parking restrictions at junctions like Alan Gardens and Seabrook Gardens has become one of Havering's most dangerous roads.</p> <p>Three people have been killed recently. Several have been badly injured. I have had first hand experience of dangerous situations both in my car and on my bike. Crow Lane is being used as a raceway especially late at night.</p> <p>I recently brought this to the attention of Andrew Rosendale. The situation was put in the hands of the traffic department who decided to do nothing. Crow Lane has become an increasingly run down part of Havering over the years. It would be nice if the Council could invest something in this area. To show they at least care.</p> |
| <p>Resident of Seabrook Gardens</p> | <p>I believe the Highways Department are planning to put in a speed table at the location of Seabrook Gardens and Raven Close in Crow Lane, Romford.</p> <p>As you are aware this is a very dangerous junction and concerns were voiced at the time of planning when Raven Close flats were being built.</p> <p>Once this is in position, however, it should make pulling in and out of Seabrook Gardens much easier and safer.</p> <p>I would like to point out that there is also a problem with parking spaces in Seabrook Gardens, where I reside. It appears that residents from the new Raven Close build are parking their cars in Seabrook Garden, as there is limited spaces for them outside their own residence.</p> <p>The double yellow lines, although a good idea, have encouraged more Raven Close residents to seek alternative parking and are using Seabrook Gardens and Goldsmith Avenue to do so.</p> <p>he difficulty myself and other residents have, is that there is very limited parking spaces already in Seabrook and Goldsmith and this is increasingly becoming a problem. If the residents in Seabrook wanted to apply for Parking Permits outside their homes, what would we need to do?</p> |

| | |
|------------------------------|--|
| <p>Resident of Crow Lane</p> | <p>After several emails to Mark Philpots (Street Care) highlighting my concerns about the lack of speed enforcement along my road he suggested i contact you. As you,re aware we've experienced some horrific accidents in Crow Lane resulting in fatalities. I myself have had 2 vehicles written off whilst parked outside my house!</p> <p>I've witnessed a collision involving a car bursting into flames, another accident which resulted in a car being overturned, both incidents within feet of my front garden. I'm not familiar with what constitutes grounds for the introduction of speed reduction measures, i do know that some kind of measure is required along the whole length of Crow Lane.</p> <p>Is there a way of measuring the speed that traffic drives along my road ? I dont mean an average speed i mean individual vehicle speeds. All types of vehicles, large and small, cars, vans, lorries, buses and motorbikes drive at alarming speeds, its something to behold. Its obvious why, its because they can !</p> <p>We have the token speed trap set up at Alan Gardens but its so infrequent it has no impact. A "Reduce Speed " neon sign was installed but does nothing to deter speeding traffic.</p> <p>Please consider speed calming measures, as a resident i'm extremely concerned. Is there any way the residents of Crow Lane can act collectively to galvanise an official department to ultimately introduce something to help us.</p> |
|------------------------------|--|

APPENDIX II CROW LANE CASUALTY RATE

In the 3 years to March 2012, a total of 7 collisions occurred where people were hurt (6 slight injuries, one serious). This gives an average rate of 2.3 per year.

All took place in dry conditions and 5 during the day (discounting any underlying problem with the road surface or street lighting).

In terms of patterns, they are all occurring at junctions as follows;

- Mini-roundabout at Sandgate Close - 3 total (1 per year)
- T-junction at Alan Gardens - 2 total (0.7 per year)
- Mini-roundabout at Jutsums Lane - 1 total (0.3 per year)
- T-junction at Seabrook Gardens - 1 total (0.3 per year)

Of the 4 locations, only the mini-roundabout at Sandgate Close gives any real pattern (the rest are probably random events and cannot be linked to road layout).

In terms of borough averages, statistically 0.47 collisions will occur per year at a mini-roundabout. This average should be used with caution as Havering does not have a great number of mini-roundabouts and layouts tend to be quite different at each site.

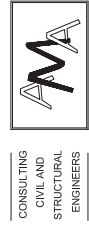
In terms of causation, people are failing to pay attention at junctions, failing to judge the speeds of other motorists and with some indication of reckless driving. None of the details specifically report speeding as being the issue.

In terms of the Council's casualty-reduction programme, Crow Lane would not ordinarily be proposed for a comprehensive scheme given limited funding and sites in other parts of the borough with more serious casualty problems.

NOTES

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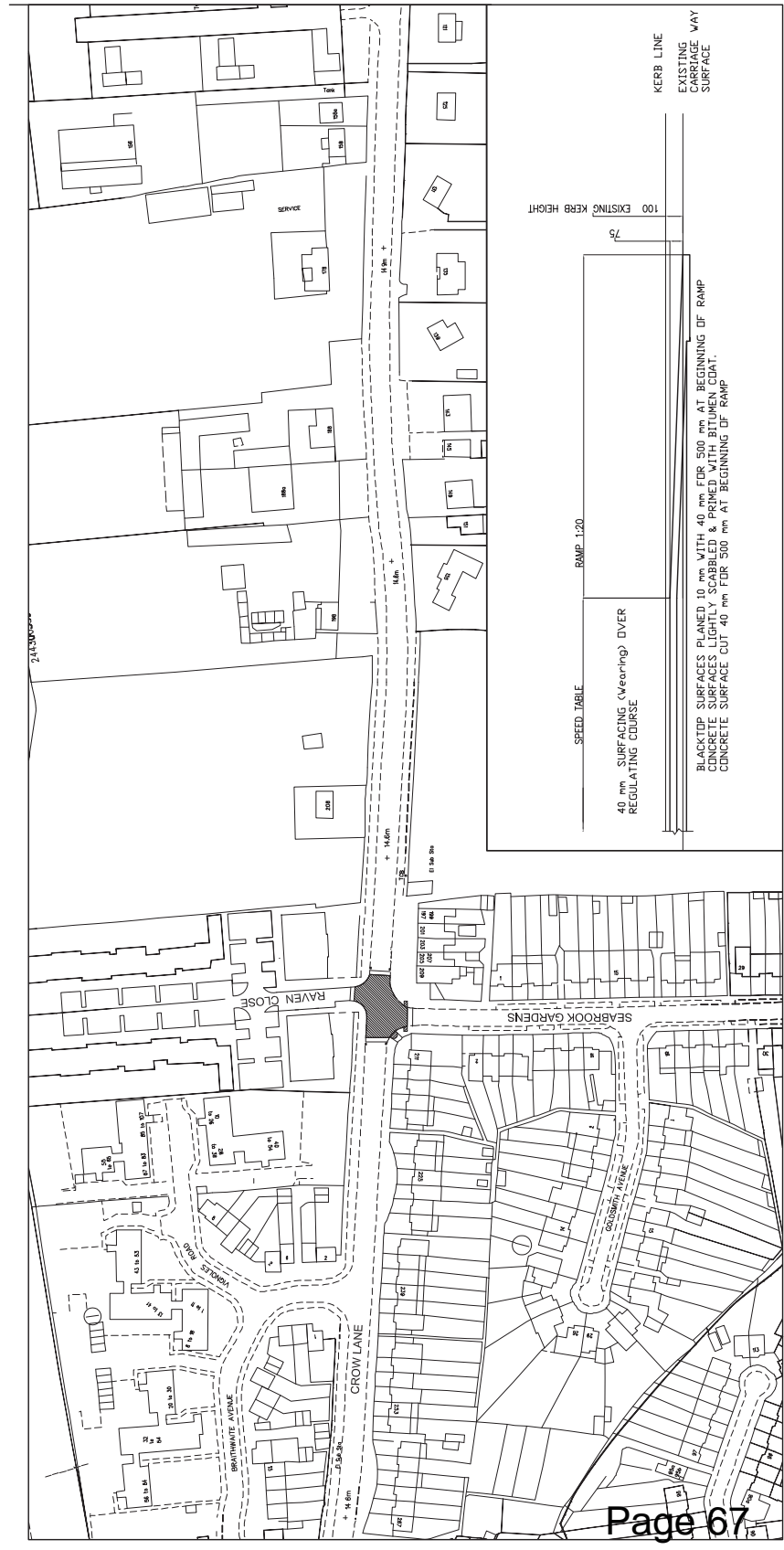
| Rev | Description | Date |
|-----|----------------------------|----------|
| P2 | UPDATED TO HAVING COMMENTS | 22.06.12 |
| P1 | FOR DISCUSSION | 15.5.12 |



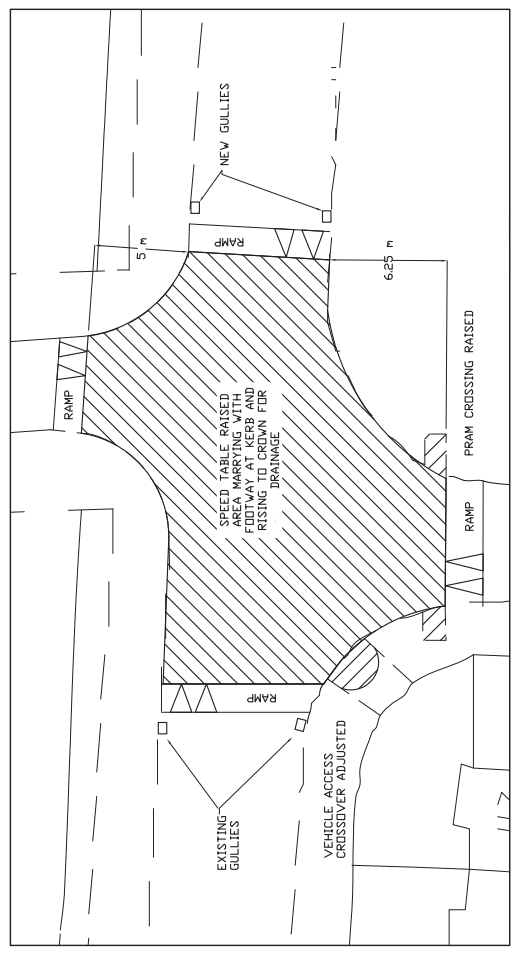
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 Telephone: 01432 354000
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 e-mail: ama@amaad.co.uk

Project
 218-228 Crow Lane
 Romford

| | |
|---|--------------------------------|
| Drawing Proposed Speed Table Junction of Crow Lane, Ravens Close and Seabrook Gardens | |
| Drawn | Checked/ |
| Scale 1:1250, 1:200, 1:200-Ø A2 | Date |
| Stage Dig. No. | Rev 4993 SK 52 P2 |



INDICATIVE SECTION THROUGH RAMP 1:20



LOCATION PLAN 1:1250

SPEED TABLE PLAN 1:200

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HIGHWAYS ADVISORY COMMITTEE

18 September 2012

REPORT

Subject Heading:

**HORNCHURCH STATION AREA
PARKING REVIEW - comments to
advertised proposals. Deferred items**

Report Author and contact details:

Iain Hardy
Technical Officer
01708 432440
iain.hardy@haverling.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 represents the items from the Hornchurch Station Area Parking Review - comments to advertised proposals report (agenda item 13), which Members deferred at the meeting on 14th August 2012, to clarify the recommendations and the plans.

RECOMMENDATIONS

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:

1. The proposals as shown on plan QJ055-0F-28 Suttons Lane, be implemented as advertised and the effects of implementation be monitored.
2. The proposals as shown on plan QJ055-0F-29 Station Lane be implemented as advertised and the effects of implementation be monitored.
3. The proposals as shown on plan QJ055-0F-30 Kenilworth Gardens be implemented as advertised and the effects of implementation be monitored
4. The proposals as shown on plan QJ055-0F-31 Suttons Gardens, be implemented as advertised and the effects of implementation be monitored.
5. The proposals as shown on plan QJ055-0F-32 Cumberland Avenue, be implemented as advertised and the effects of implementation be monitored.
6. The proposals as shown on plan QJ055-0F-33 Cumberland Close, be implemented as advertised and the effects of implementation be monitored.
7. The proposals as shown on plans QJ055-0F-34, Matlock Gardens, be implemented as advertised and the effects of implementation be monitored.
8. That for the proposals as shown on plans QJ055-0F-35 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).

- 1.3 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.
- 1.4 By the close of consultation, 322 responses (310 residents, 12 businesses with a petition) had been received (13% response rate).
- 1.5 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.
- 1.6 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.
- 1.7 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.
- 1.8 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.
- 1.9 At its meeting on the 14th August 2012, this Committee deferred the items in this report, as the Committee decided that it would be more advantageous to have one recommendation per drawing.
- 1.10 This report looks at the responses received to the advertised proposals outlined in the revised drawings for each 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, older people and parents with prams. 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 dissent to the proposals. However, there are some respondents that have raised comments to certain elements of the scheme or have requested further restrictions. Officers considered carefully each of the consultation responses and have tried to minimise, if not eliminate, the potential negative impact arising from these proposals, in terms of improving 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, as contained in the report deferred at the meeting of this Committee on 14th August 2012, and shown on the attached plans 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 the 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.

The total 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.

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community, but most especially disabled people and people using pushchairs. Accessible bus stops will be of benefit to people using wheelchairs, but also people who have walking, balance and dexterity difficulties; and blind and partially-sighted people.

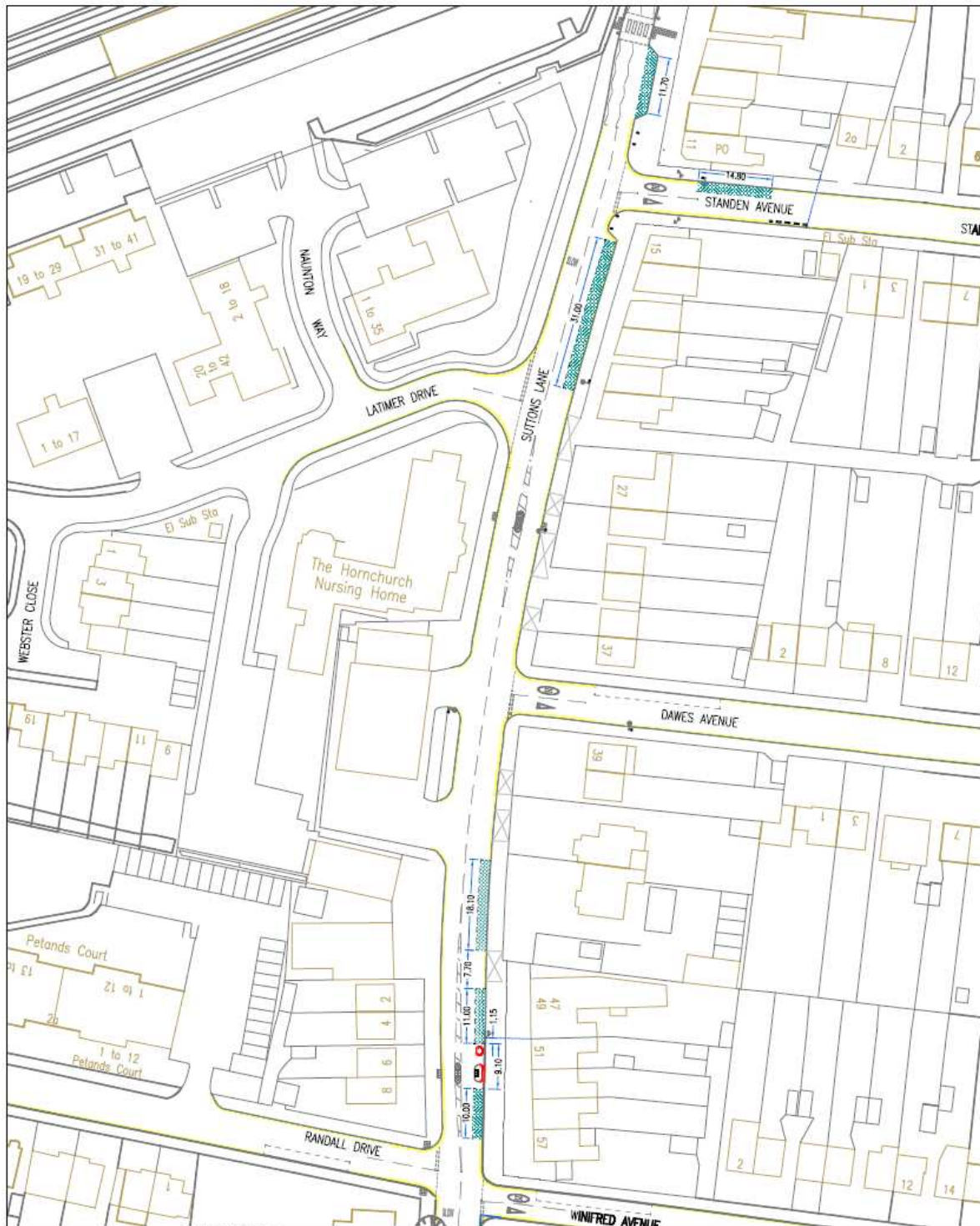
BACKGROUND PAPERS

Drawings:

QJ055-OF-28
QJ055-OF-31
QJ055-OF-34

QJ055-OF-29
QJ055-OF-32
QJ055-OF-35

QJ055-OF-30
QJ055-OF-33



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| Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY <small>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, SMI 7JW TELEPHONE No 01708 434343 FAX No 01708 433221 E-MAIL streetcare@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 | | <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> | | <table border="1"> <tr> <td> DRAWN BY RP </td> <td> CHECKED BY IH </td> <td> APPROVED BY MLP </td> <td> REVISION B </td> <td> MEMBERS AMENDMENTS (MEETING 19.08.11) </td> <td> DATE 30.08.11 </td> </tr> <tr> <td> SCALE (AT A4 SIZE) 1:500 </td> <td> DATE 24.08.12 </td> <td> DRAFT <input checked="" type="checkbox"/> ISSUE </td> <td> ACAD REF: Sheet Size: A4 (210-297) </td> <td> DRAWING No QJ055-0F-28 </td> <td> REVISION B </td> </tr> </table> | | DRAWN BY RP | CHECKED BY IH | APPROVED BY MLP | REVISION B | MEMBERS AMENDMENTS (MEETING 19.08.11) | DATE 30.08.11 | SCALE (AT A4 SIZE) 1:500 | DATE 24.08.12 | DRAFT <input checked="" type="checkbox"/> ISSUE | ACAD REF: Sheet Size: A4 (210-297) | DRAWING No QJ055-0F-28 | REVISION B |
| DRAWN BY RP | CHECKED BY IH | APPROVED BY MLP | REVISION B | MEMBERS AMENDMENTS (MEETING 19.08.11) | DATE 30.08.11 | | | | | | | | | | | | |
| SCALE (AT A4 SIZE) 1:500 | DATE 24.08.12 | DRAFT <input checked="" type="checkbox"/> ISSUE | ACAD REF: Sheet Size: A4 (210-297) | DRAWING No QJ055-0F-28 | REVISION B | | | | | | | | | | | | |
| DRAWING TITLE SUTTONS LANE | | | | REVISION A | INITIAL ISSUE 02.06.11 | | | | | | | | | | | | |

1. The Proposals as shown on plan QJ055-0F-28 Suttons Lane - incorporating drawing nos. QJ055-0F-17 and QJ055-0F-18 from original report

The proposals as shown on plan No. **QJ055-0F-28** are to introduce Pay & Display parking facilities in the existing free parking bays on Suttons Lane, in the lay-by fronting Nos. 7 and 9 Suttons Lane and in Standen Avenue to the side of No. 11 Suttons Lane and form a new Pay & Display parking facility in Suttons Lane, fronting Nos. 15 to 23, to introduce Pay & Display parking facilities in the existing Disc Parking Bays in Suttons Lane and to alter the pedestrian refuge outside Nos. 51 and 53 to help with drainage and ease access for larger vehicles negotiating the refuge following complaints from a Ward Councillor. The proposals also include an extension of the 'At any time' waiting restrictions on the southern side of Standen Avenue, to a point opposite the western boundary of No. 2a. The proposed hours of operation for the Pay and Display parking facilities are 8.00 a.m. and 6.30 p.m, Mondays to Saturdays inclusive, with a maximum stay period of two hours.

Responses received

Response 1

From a resident of Suttons Lane, who is concerned about the potential effects on the businesses in Suttons Lane and Station Lane. They feel being charged to park for a paper or a hot meal is not a good idea. They consider that if the parking bays in Suttons Lane and Standen Avenue that allow 20 minutes free parking are changed, customers will go elsewhere. They request further information about the operational times and tariffs.

Response 2

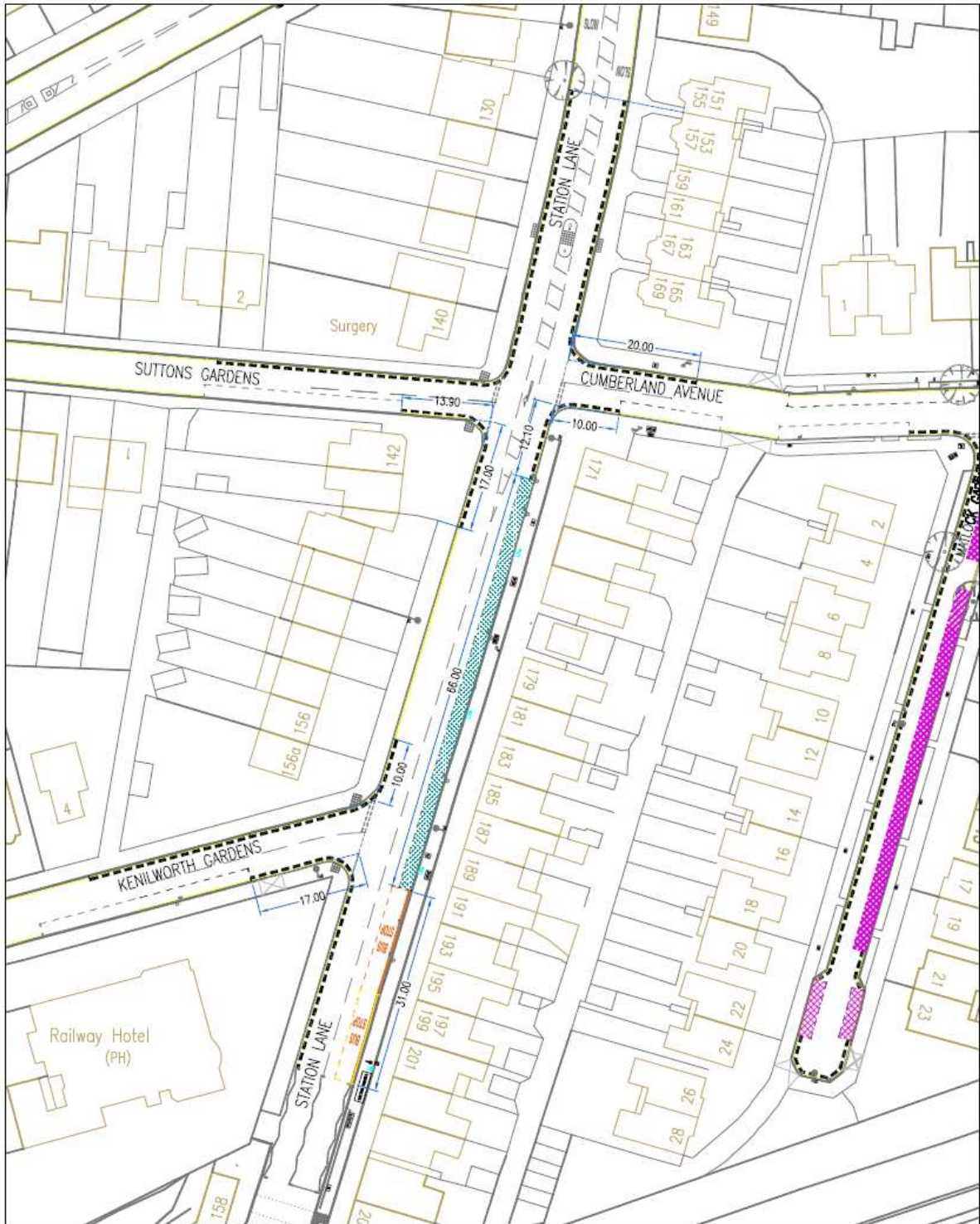
Response from a resident who has not provided their address, but has lived in the area for 6 years and outlines that traffic has increased as well as parking. They also state that changes introduced by The Council have not had a positive effect in the area and this will be another inconvenience to residents by the work itself and the increase of parking the scheme will attract. There are parking provisions in Hornchurch for commuters, lots of bus routes and bicycle provisions. They criticise The Council for wanting to make money and ask how this will assist the shop owners. The existing restrictions are not enforced effectively and they highlight the area near Suttons and Sanders Schools as being a problem area. They recommend that funding should be diverted to maintenance and suggests that we promote walking to school and bike use. They also suggest improving the situation by the driving school and not punishing the shop owners. It is felt that people should be asked rather than spending money on designs. They also mention their complaint regarding the changes at the junction of Standen Avenue which they feel has been made a nightmare and suggest the road has been narrowed for buses (Council Officers believe this is related to the pedestrian refuge). They feel that the bigger picture should be looked at as tax payers money isn't being spent wisely.

Staff comments

The proposals are designed to improve access at the junction of Standen Avenue and provide Pay and Display parking facilities in the vicinity of the shops. The proposed changes to the pedestrian refuge are designed to help with drainage and ease access for larger vehicles negotiating the refuge.

Recommendation - 1

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



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| JOB TITLE HORNCHURCH STATION PARKING REVIEW | | DRAWN BY RP | | CHECKED BY IH | |
| DRAWING TITLE STATION LANE | | APPROVED BY MLP | | B MEMBERS AMENDMENTS (MEETING 19.08.11) 30.08.11 A INITIAL ISSUE 02.06.11 | |
| SCALE (AT A4 SIZE) N.T.S. | DATE 24.08.12 | DRAFT <input type="checkbox"/> | ACAD REF: Sheet Size A4 (210-297) | DRAWING No QJ055-0F-29 | REVISION B |
| ISSUE | | REVISION | | AMENDMENT | |
| | | | | DATE | |

2. The Proposals as shown on plans QJ055-0F-29 Station Lane - incorporating drawing nos. QJ055-0F-19 QJ055-0F-20 from original report

The proposals as shown on plan No. **QJ055-0F-29** 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 operational 8.00 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive with a maximum stay period of two hours.

Responses received

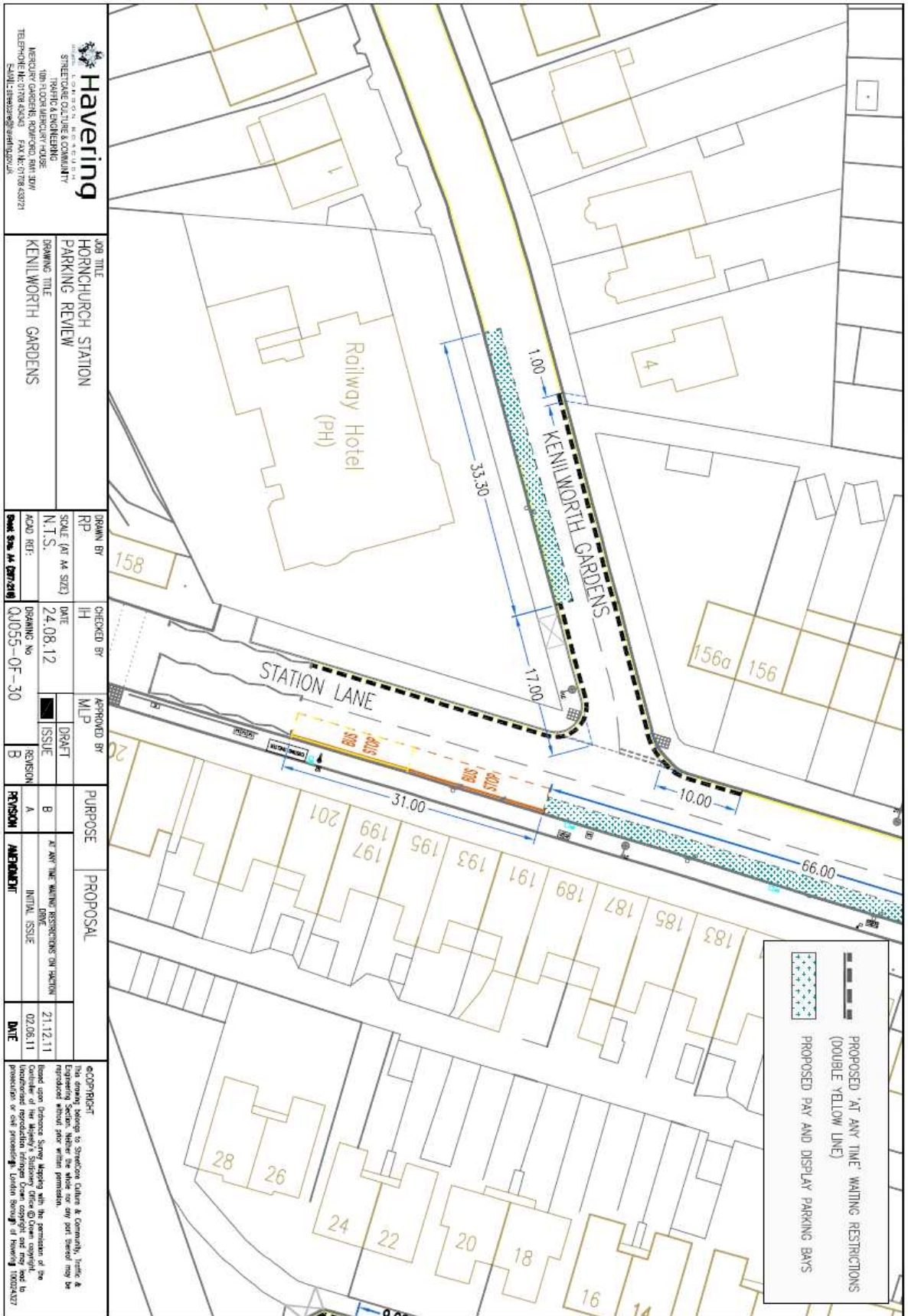
None

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 - 2

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



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JOB TITLE
 HORNCHURCH STATION
 PARKING REVIEW
DRAWING TITLE
 KENILWORTH GARDENS

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3. The Proposals as shown on plans QJ055-0F-30 Kenilworth Gardens – an excerpt from drawing QJ055-0F-18

The proposals as shown on plan No. **QJ055-0F-30** are to introduce 'At any time' waiting restrictions in Kenilworth Gardens 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, operational from 8.00 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive with a maximum stay period of two hours.

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.

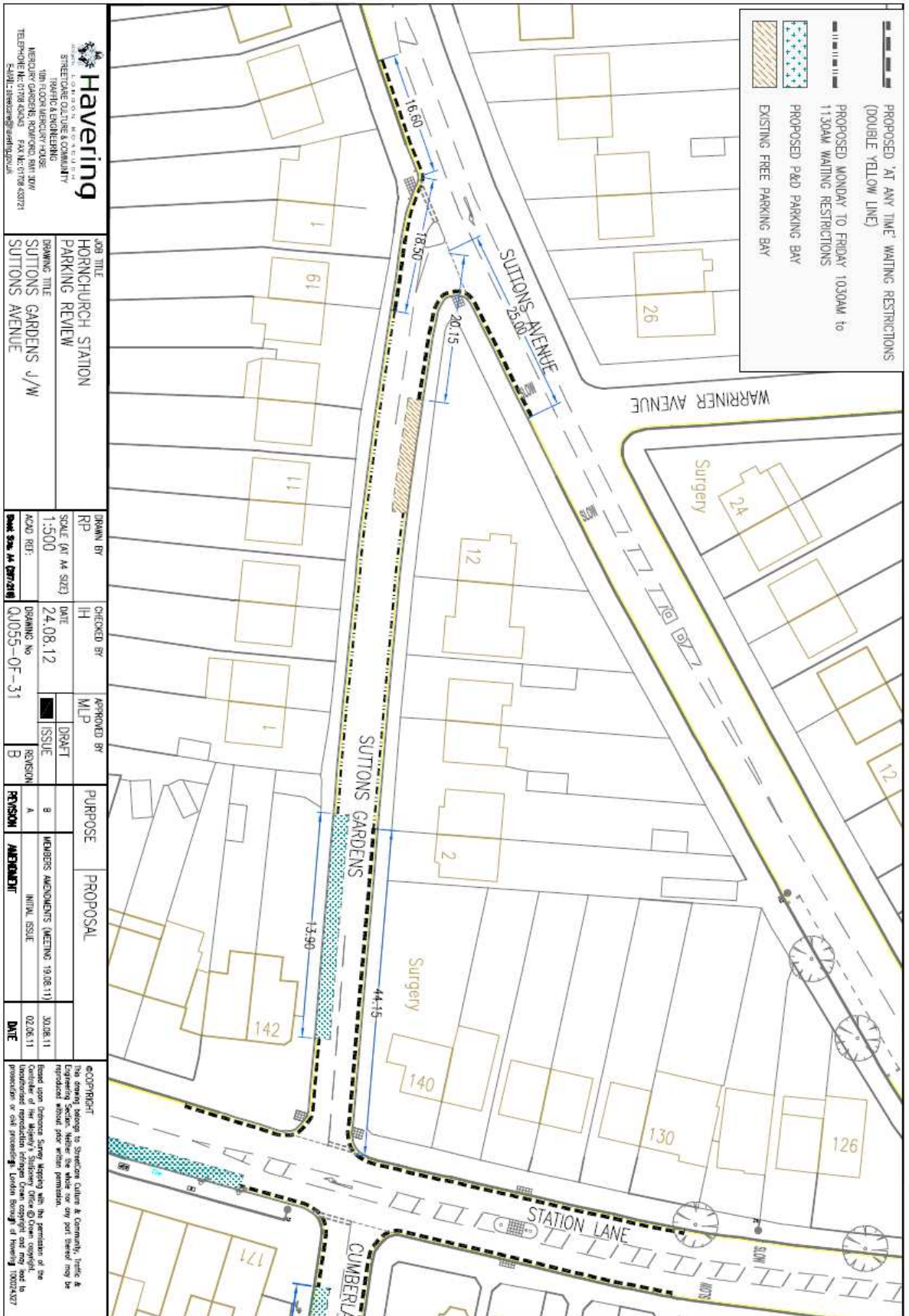
Staff comments

The proposals to introduce new Pay & Display parking facilities in Kenilworth Gardens and Clumberland 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 junction and ensure

the pedestrian refuge is not obstructed. The proposed provision of a new Pay & Display parking bay in Kenilworth Gardens, is designed to replace the lost of parking provisions in Station Lane due to the provision of an accessible Bus Stop Clearway and are in line with the parking provisions outside the Driving Test centre, in Station Lane, which have reportedly worked very well.

Recommendation - 3

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



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JOB TITLE
 HORNCHURCH STATION
PARKING REVIEW

DRAWING TITLE
 SUTTONS GARDENS J/W
 SUTTONS AVENUE

DRAWN BY
 RJP

SCALE (AT A4 SIZE)
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ACAD REF:
 Draw No. 24/08/12

CHECKED BY
 IH

DATE
 24.08.12

DRAWING No
 QJ055-0F-31

APPROVED BY
 MLP

DRAFT
 ISSUE

REVISION
 B

PURPOSE
 PROPOSAL

NOBERS AMENDMENTS (MEETING 19.08.11)
 A

INITIAL ISSUE
 AMENDMENT

DATE
 02.08.11

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4. The Proposals as shown on plans QJ055-0F-31 Suttons Gardens, incorporating drawing nos. QJ055-0F-20 and QJ055-0F-21 from original report

The proposals as shown on plan No. **QJ055-0F-31** are to introduce 'At any time' waiting restrictions on the south- eastern side of Suttons Avenue, from a point 25 metres north-east of the northern kerbline of Suttons Gardens to the common boundary of Nos. 7 and 9, extending into Suttons Gardens on its southern side to the common boundary of no 17 and 19 and on its northern side to the existing Free Parking bay, 12.15 metres east of the south-eastern kerbline of Suttons Avenue. To retain the existing free parking bay opposite nos. 11 and 13, change the existing Free parking bay along the flank of No.142 Station Lane to a Pay & Display parking facility, introducing 'At any time' waiting restrictions on the southern side of the road, from its junction with Station Lane to the proposed Pay & Display parking facility and on the northern side from its junction with Station Lane, to the common boundary of Nos. 2 and 4. The remainder of Suttons Gardens is proposed to be restricted with waiting restrictions operational between 10.30 am and 11.30am Monday to Friday inclusive.

Responses received

Response 1

From a resident of Sutton Gardens who has lived there a long time and has concerns over the parking and safety of the locality. Whilst the resident agrees with the advertised proposals they also have concerns over any new restrictions being properly enforced. The issue of parking related to the café is highlighted as it is felt customers will park further down the road to avoid the parking charges. There are also concerns over site lines being obstructed for residents exiting their driveways, particularly at weekends and also suggest a review process is considered given the residents' concerns.

Response 2

From a resident Sutton Gardens that outlines that there are currently 'At any time' waiting restrictions parking bays and single yellow lines that apply from 10.30 - 11.30 am.

Response 3

From a resident Sutton Gardens who outlines that there are four adults living in the property, of which they own three cars. They state that they do have rear access in Suttons Avenue and whilst they welcome the introduction of the 'At any time' waiting restrictions it is their understanding that visitors to the café can still park on their forecourt and vans regularly block the view to on-coming traffic emerging from Suttons Gardens. There have been a number of accidents in the past and the road is used as a cut-through between Suttons Avenue and Station Lane. It is their understanding that the parking controls are being proposed to encourage trade to the retailers; however it is felt that this will not work for customers just nipping into the bakers and object to the pay and display element of the scheme. They feel that it would be unfair to grant permits to

residents of some streets and not to residents of Sutton Gardens. This will disadvantage residents when work is being carried out on their properties or have visitors.

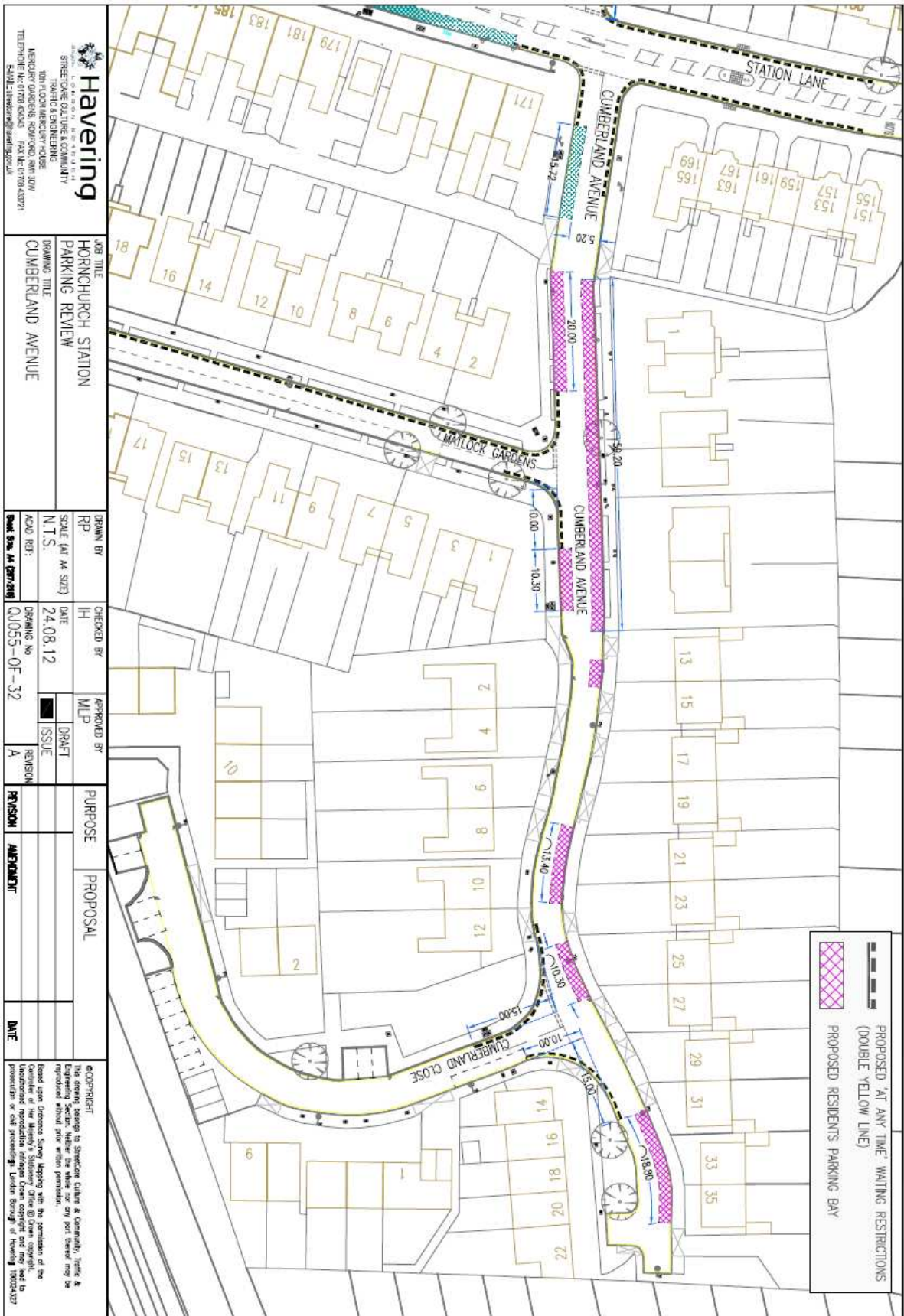
Staff comments

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 - 4

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



Havering
 HAVERING BOROUGH COUNCIL
 PLANNING DEPARTMENT
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROYDON, RM13 9JW
 TELEPHONE: 01708 43433 FAX: 01708 43271
 EMAIL: planning@havering.gov.uk

JOB TITLE: HORNCURCH STATION PARKING REVIEW
DRAWING TITLE: CUMBERLAND AVENUE

DRAWN BY: RP
CHECKED BY: IH
SCALE (A1 A4 SIZE): N.T.S.
DATE: 24.08.12
ACAD REF.: **DRAWING NO.:** QJ055-0F-32

APPROVED BY: MLP
ISSUE: DRAFT
REVISION: A

PURPOSE: PROPOSAL
REVISION: AMENDMENT

DATE:
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5. The Proposals as shown on plans QJ055-0F-32, Cumberland Avenue. , incorporating drawing nos. QJ055-0F-20 and QJ055-0F-22 from original report

The proposals as shown on plan No.**QJ055-0F-32** 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 at its junctions with Station Lane, Matlock Gardens and Cumberland Close. 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, with a maximum stay period of two hours.

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.

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 - 5

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



| | | | |
|--|-------------------------|--|---|
| Havering <small>LONDON BOROUGH</small> STREETCORE - CULTURE & COMMUNITY <small>10th FLOOR MERCURY HOUSE MERCURY SQUARES ROMFORD, SMI 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433221 E-MAIL: streetcore@havering.gov.uk</small> | | PURPOSE PROPOSAL | PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE) |
| JOB TITLE HORNCURCH STATION PARKING REVIEW | | PROPOSAL <small>© 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</small> | PROPOSED RESIDENTS PARKING BAY |
| DRAWING TITLE CUMBERLAND CLOSE | | DRAWN BY RP | CHECKED BY IH |
| | | APPROVED BY MLP | |
| SCALE (AT A4 SIZE) 1:500 | DATE 24.08.12 | DRAFT <input type="checkbox"/> | ACAD REF: DRAWING No QJ055-0F-33 |
| ISSUE <input checked="" type="checkbox"/> | REVISION A | REVISION A | INITIAL ISSUE 02.06.11 |
| | | PREVISION <input type="checkbox"/> | AMENDMENT <input type="checkbox"/> |
| | | | DATE |

6. The Proposals as shown on plans QJ055-0F-33, Cumberland Close, formally drawing no. QJ055-0F-24 from original report

The proposals as shown on plan No. **QJ055-0F-33** 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 at its junctions with Station Lane, Matlock Gardens and Cumberland Close.

Responses received

Response 1

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 2

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 3

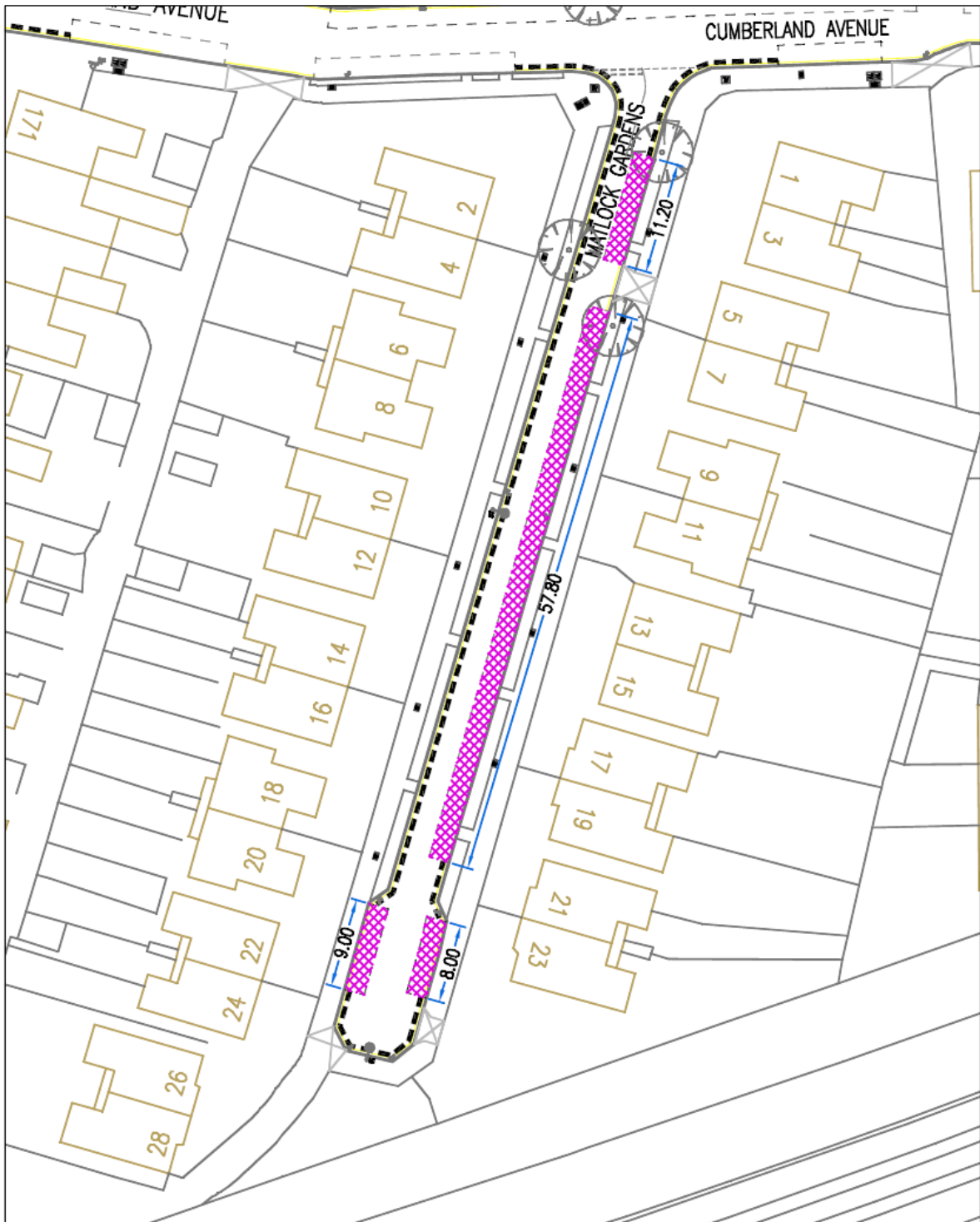
From a resident of Cumberland Close who also questions the omission of the parking bays at the bottom of the Close. They feel that the proposals do not clearly show what is happening in the remainder of the Close where changes are not proposed. They wish to object to the proposals as they have lived 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.

Recommendation - 6

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



| | | | | |
|--|-------------------------|---|----------------------------------|--|
| Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY <small>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROCHFORD, SMI 5JH TELEPHONE No 01708 434343 FAX No 01708 433221 E-MAIL streetcare@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 100624327 | PROPOSAL | --- PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE) PROPOSED RESIDENTS PARKING BAY |
| JOB TITLE HORNCHURCH STATION PARKING REVIEW | | DRAWN BY RP | CHECKED BY IH | APPROVED BY MLP |
| DRAWING TITLE MATLOCK GARDENS | | ACAD REF: Sheet Size: A4 (210x297) | DRAWING No QJ055-0F-34 | REVISION A |
| SCALE (AT A4 SIZE) 1:500 | DATE 24.08.12 | DRAFT <input checked="" type="checkbox"/> ISSUE | REVISION AMENDMENT | INITIAL ISSUE DATE 02.06.11 |

7. The Proposals as shown on plans QJ055-0F-34, Matlock Gardens, formally drawing no. QJ055-0F-23 from original report

The proposals as shown on plan No. **QJ055-0F-34** 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.

Responses received

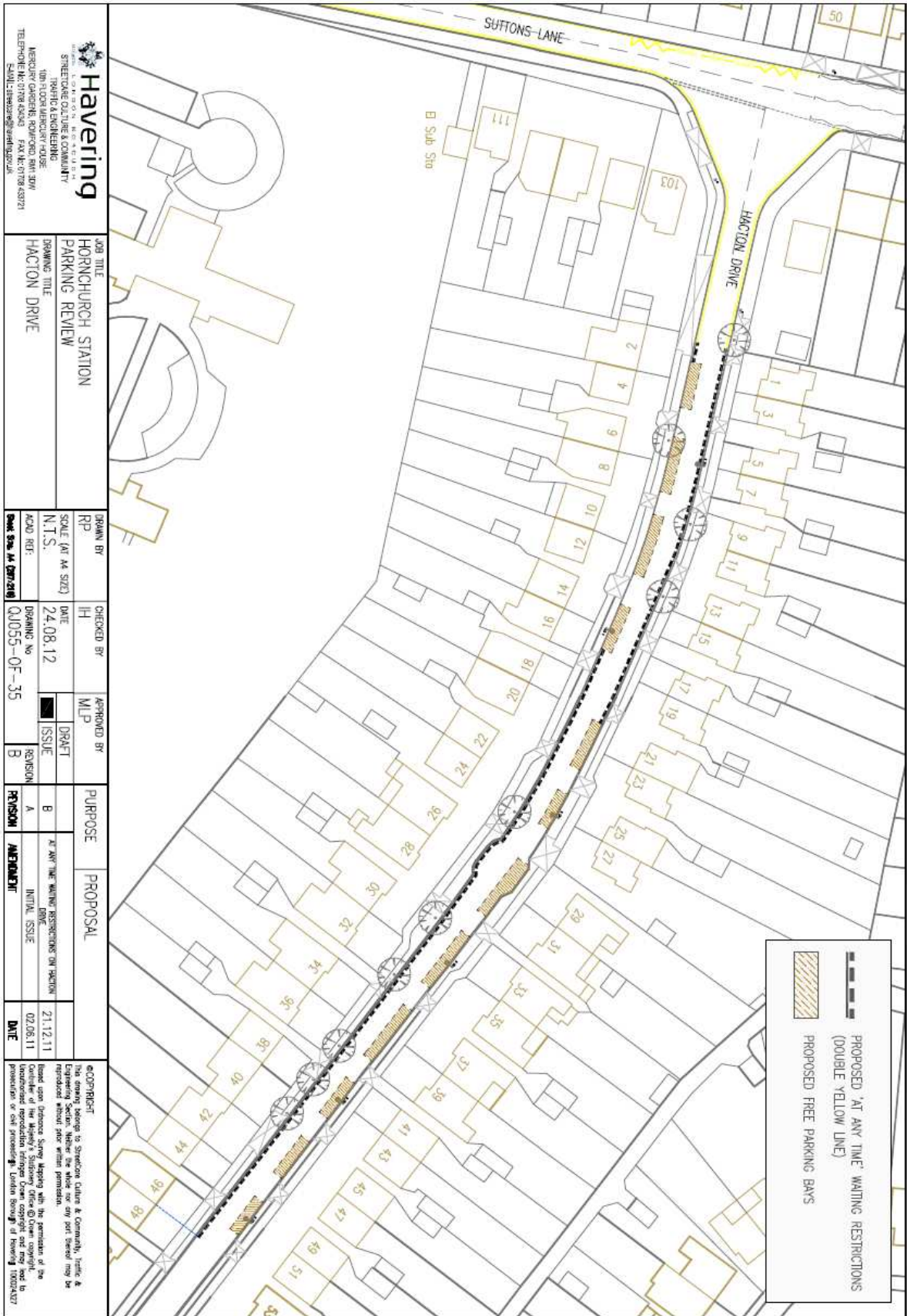
None.

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.

Recommendation - 7

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



Haverling
 STREETWORKS CONSULTANTS
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JOB TITLE
 HORNCHURCH STATION
PARKING REVIEW
DRAWING TITLE
 HADDON DRIVE

DRAWN BY
 RP
SCALE (AT A4 SIZE)
 N.T.S.
ACAD REF:
 SWR 506 14 (07/216)

CHECKED BY
 HI
DATE
 24.08.12
DRAWING NO
 Q1055-01-35

APPROVED BY
 M.P.
DRAFT
ISSUE
REVISION
 B

PURPOSE
 PROPOSAL
REVISION
 A
AMENDMENT
DATE
 21.12.11
 02.06.11

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8. The Proposals as shown on plans QJ055-0F-35 Hacton Drive, incorporating drawing nos. QJ055-0F-25, QJ055-0F-26 and QJ055-0F-27 from original report

The proposals as shown on plan No. **QJ055-0F-35** 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 - 8

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

18 September 2012

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
SEPTEMBER 2012**

Report Author and contact details:

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

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

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

SUMMARY

This report presents applications for new highway schemes for which the Committee will make recommendations to the Head of StreetCare to either progress or the Committee will reject.

RECOMMENDATIONS

1. That the Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the highway schemes applications set out the attached Schedule, Section A – Scheme Proposals with Funding in Place.
2. That the Committee considers the Head of StreetCare should not proceed further with the highway schemes applications set out in the attached Schedule, Section B - Scheme proposals without funding available.
3. That the Committee notes the contents of the Schedule, Section C – Scheme proposals on hold for future discussion.
4. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Community Empowerment if a recommendation for implementation is made.
5. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source. In the case of Section B - Scheme proposals without funding available, that it be noted that there is no funding available to progress the schemes.

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all highway scheme requests; so that a decision will be made on whether the scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Several schemes are funded through the Transport for London Local Implementation Programme and generally the full list of schemes will be presented to the Committee at the first meeting after Annual Council, unless TfL make an early funding announcement, in which case the list can be provided early. Some items will be presented during the year as programmes develop.
- 1.3 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be captured through this process.

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

BACKGROUND PAPERS

None

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

**Highways Advisory Committee
18th September 2012**

| Item Ref | Scheme | Description | Officer Advice | Funding Source | Likely Budget | Scheme Origin/ Request from | Date Requested/ Placed on List | CRM / Contact |
|---|---------------------------------------|--|--|----------------|---------------|-------------------------------|--------------------------------|----------------|
| SECTION A - Highway scheme proposals with funding in place | | | | | | | | |
| H1 | Rushdon Close and Loom Grove, Romford | Provision of a 20mph Zone in Rushdon Close and Loom Close (new development) support planning obligation linked to P0206.10 | New development designed as 20mph Zone which is suitable to be extended into Rushdon Close. Developer-funded. | Developer S106 | £30k | David Ballm LBH StreetCare | 29/08/2012 | David Ballm |
| H2 | Philip Road, South Hornchurch | Consideration of further traffic calming measures | HAC recommended implementation of a speed hump on Philip Road either side of the junction with Edmund Road. HAC agreed to consult residents after 6-months as to whether further measures are required, such as replacing speed cushions further away from this junction with humps. | TfL LIP | £6k | Mark Philpotts LBH Streetcare | 05/09/2012 | Mark Philpotts |

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

**Highways Advisory Committee
18th September 2012**

| Item Ref | Scheme | Description | Officer Advice | Funding Source | Likely Budget | Scheme Origin/ Request from | Date Requested/ Placed on List | CRM / Contact |
|----------|------------------------------|---|--|-----------------------|---------------|--|--------------------------------|----------------|
| | 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. | Streecare is discussing the adoption of the 2 roads with Culture & Leisure Services as Streecare 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. Deferred August 2012 pending confirmation of land ownership and theatre rights or lease. Land confirmed as Council-owned and there is no rights or lease for the theatre over the roads. | LBH Streecare Revenue | £8k | Mark Philpotts LBH Streecare (deferred from August 2012) | 05/07/2012 | Mark Philpotts |

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

**Highways Advisory Committee
18th September 2012**

| Item Ref | Scheme | Description | Officer Advice | Funding Source | Likely Budget | Scheme Origin/ Request from | Date Requested/ Placed on List | CRM / Contact |
|---|---|---|---|----------------|---------------|-----------------------------------|-----------------------------------|---------------|
| H4 | Brunel Close, Dickens Way, Caxton Way | Residents' parking scheme within 3 streets to coincide with road adptions. | Incorporation of estate into local CPZ and 20mph Zone agreed 24th Jan 2012 (H33). Creation of residents' scheme deferred for wider review 10th July 2012. Following representations from ward councillor, chairman has agreed for matter to be resubmitted. Staff recommend that roads be brought into existing scheme (restrictions and free bays) pending any wider review (which could include residents' parking in the wider area). | Developer | £3k | David Ballm, LBH Streetcare | 29/06/2012 | David Ballm |
| SECTION B - Highway scheme proposals without funding available | | | | | | | | |
| H5 | Percy Road | Road needs have some sort of restriction to cars speeding down this road using it as a cut through and also large lorries that make the houses shake as they go past. | Feasible, but unfunded. | N/A | £20k | Anonymous | 07/08/2012 | None |

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

**Highways Advisory Committee
18th September 2012**

| Item Ref | Scheme | Description | Officer Advice | Funding Source | Likely Budget | Scheme Origin/ Request from | Date Requested/ Placed on List | CRM / Contact |
|--|-------------------------------|--|---|----------------|---------------|--------------------------------|-----------------------------------|---------------|
| H6 | Newbury Road | Restrict lorries following vehicle damage and vibration caused by HGVs. Shop area should be made one-way to deal with problems in residential roads. | Weight limit in street feasible but unfunded. One-way loop at shopping area feasible and will potentially be considered in future, so recommend moving to Section C for the time being. | N/A | TBC | Resident | 05/09/2012 | 1145408 |
| H7 | Ockendon Road | Provision of a pair of VA signs to cover village to deter speeding. | Feasible, but unfunded. Power connections more complex as local power supply is overhead and not buried. | N/A | £7k + | Resident | 07/09/2012 | |
| H8 | Hailsham Road, Harold Hill | Road needs to 20mph speed limit and traffic calming | Feasible, but unfunded. | N/A | £27k | Anonymous | 05/09/2012 | None |
| SECTION C - Highway scheme proposals on hold for future discussion (for Noting) | | | | | | | | |
| Nothing reported this month | | | | | | | | |

HIGHWAYS ADVISORY COMMITTEE

18 September 2012

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
September 2012**

Report Author and contact details:

**Alexandra Watson
Traffic & Parking Control, Business
Unit Manager (Schemes & Challenges)
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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 final costs for implementing traffic and parking management measures to support the Queens Jubilee, Olympic Torch Relay, Olympic Games and the Paralympic Games were £30K.
5. In total and at Period 4 £30K 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 3,500 pieces of correspondence in relation to traffic and parking control scheme requests and queries from 1st August 2012 until 31st August 2012

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

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

Where other funding streams are sought, for example Invest to Save bids, no scheme will be progressed until relevant funding is secured and if dependent funding is not secured, then schemes will be removed from the work programme.

Legal implications and risks:

Many aspects of on-street minor traffic and parking schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

When the Cabinet Member for Community Empowerment approves a request, then public advertisement and consultation would proceed to then be reported back in detail to the Committee following closure of the consultation period. The Committee will then advise the Cabinet Member for Community Empowerment to approve the scheme for implementation.

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

Human Resources implications and risks:

None.

Equalities implications and risks:

Decisions need to be made which are in accordance with various equality and diversity considerations, the advice of which will be reported in detail to the Committee so that they may advise the Cabinet Member for Community Empowerment.

BACKGROUND PAPERS

None

London Borough of Havering
Traffic & Parking Control - StreetCare

Highways Advisory Committee
September 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 | | | | | | | | | |
| TPC270 | Junction Road, Romford | Request for Police vehicle only parking bays in Junction Road | Police vehicles currently park on the footway outside the Police Station in Main Road. This location could also be considered as a potential parking area for Police vehicles | Request for Police vehicle only parking bays in both Junction Road and Oaklands Road TPC167 - rejected 13th December 2011 | LBH Revenue | 750 | Met Police - following Romford night time Safe & Sound meeting 26/7/12 | 29/08/12 | Romford Town |
| TPC271 | Langley Close, Harold Hill | Request for parking restrictions/yellow lines at entrance/opposite Rascal Confectionary Ltd and Saud Harrison & Sons. Drivers of HGV vehicles are unable to deliver/collect goods as vehicles parked too close/opposite | Photographic evidence of parked car damaged by delivery vehicle, other photos showing access problems and complaint from delivery company re access to Langley Close | | LBH Revenue | 500 | Businesses | 29/08/12 | Heaton |
| TPC272 | Springfarm Close, Rainham | Request for 'At any time' restrictions on both sides of road. Refuse vehicles unable to access close | Springfarm Close on report from Waste & Recycling Officer (Janet Clifford) | | LBH Revenue | 500 | Resident & LBH Officer | 29/08/12 | Rainham & Wennington |
| TPC273 | Reptons and Tudors Area, Gidea Park | Following information gathered from an informal questionnaire distributed to residents within the Reptons and Tudors area of Gidea Park and further discussions with Ward Members; a request to implement 'At any Time' restrictions and waiting restrictions in the area to deter commuter and obstructive parking practices | See drawings attached | | LBH Revenue | 5,000 | Ward Councillors & Residents of | 08/08/12 | Romford Town |

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 |
|--|---------------------------------|--|---|---|---------------------|------------------|--|---|----------------------|
| TPC274 | Pond Walk, Upminster | Request to implement 8am to 6.30pm Monday to Saturday restriction in Pond Walk as residents think the restrictions as implemented have not solved the parking problems | Photos supplied | Consultation report presented to HAC 21st February 2012 Item 8, 2.3 | LBH Revenue | 1,000 | Cllr Linda van den Hende & residents | 07/09/12 | Upminster |
| SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues | | | | | | | | | |
| TPC70 | Mashiters Walk, Romford | Request for single yellow line restriction between 10am and 11am following increase in commuter parking as a result of the restrictions recently implemented in the Lake Rise/Rosemary Avenue Area | May be necessary to incorporate other roads in the area - deferred for wider review (April 2012) | | LBH Revenue | TBC | 8 Residents and supported by Cllr Binion | 13/07/11 | Mawneys/Romford Town |
| TPC130 | Cheshire Close, Emerson Park | Request for footway parking bays | Feasible on the south side of the road - deferred for wider review of the Essex Gardens Estate (April 2012) | | LBH Revenue | 250 | Resident via Cllr Taylor | 12/08/11 | Emerson Park |
| TPC181 | Mawney Road, Romford | Request to remove restrictions in Mawney Road in the area north of the A12 | Request "to remove 9am to 10am restrictions in Mawney Road in the area north of the A12" from a resident via Cllr Trew to HAC February 2011 (TPC11) was rejected. To be re-visited in 8 months (September 2012) post planning decision in the area | | LBH Revenue | 1,000 | A resident | 14/12/11 | Mawneys |

London Borough of Havering
Traffic & Parking Control - StreetCare

Highways Advisory Committee
September 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 |
|----------|---|---|---|--|------------------|---------------|----------------------------------|--------------------------------|------------------------------------|
| TPC195 | Firham Park Estate, Harold Wood | Request from resident and visitor to estate for parking restrictions to deter commuter parking and junction protection to deter inconsiderate parking on corners obscuring sight lines. | The proposal would be to extend the last unrestricted roads in this area in to the Harold Wood Road scheme. Staff have noted that parking pressures have increased in the area in recent years | | LBH Revenue | 5,000 | Resident & visitor | 25/01/12 | Harold Wood |
| TPS204 | 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 | Previously deferred from March 2012 | 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 Par | | Invest to Save | 16,000 | Resident | 23/02/12 | Squirrels Heath/Emerson Park |

London Borough of Havering
Traffic & Parking Control - StreetCare

Highways Advisory Committee
September 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 | Walseley Road Area, Romford | Request for residents parking scheme to alleviate the problem of parking overspill from Queens Hospital | 32 standard letters and 3 individual letters have been received requesting the implementation of a residents parking scheme in the area Grosvenor Road/Lilliput Road/Walseley Road. This is a feasible scheme, given that waiting restrictions have been agreed at the junction of Oldchurch Road and Dagenham Road - deferred for wider review of the area | | LBH Revenue | 6,000 | Residents (petition) | 15/03/12 | Brooklands |
| TPC232 | Philip Avenue, junction with Rush Green Road | Request for double yellow lines at junction of Philip Avenue and Rush Green Road and the introduction of footway parking along the flank walls of Philip Avenue | Feasible, will improve traffic flow. The junction is already restricted all day Monday to Saturday - Deferred for wider review of the area | | LBH Revenue | 700 | LBB&D Met Traffic Police and residents | 30/03/12 | Brooklands |
| 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
September 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 |

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Tudor/Reptons

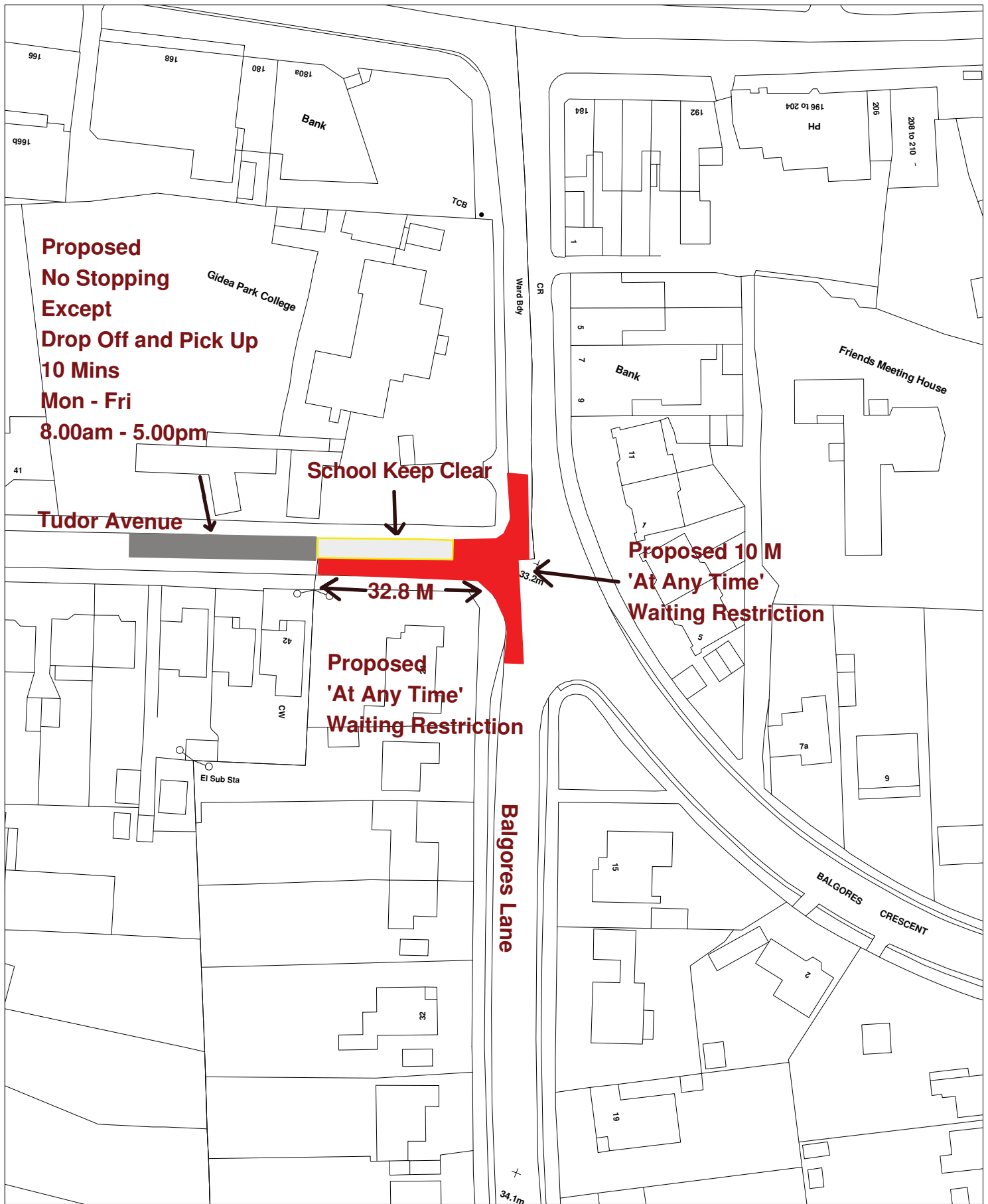
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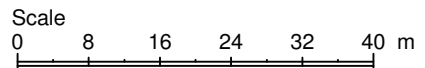


Tudor Avenue/Balgores Lane (Drawing 1)

Map Reference: TQ5289NE



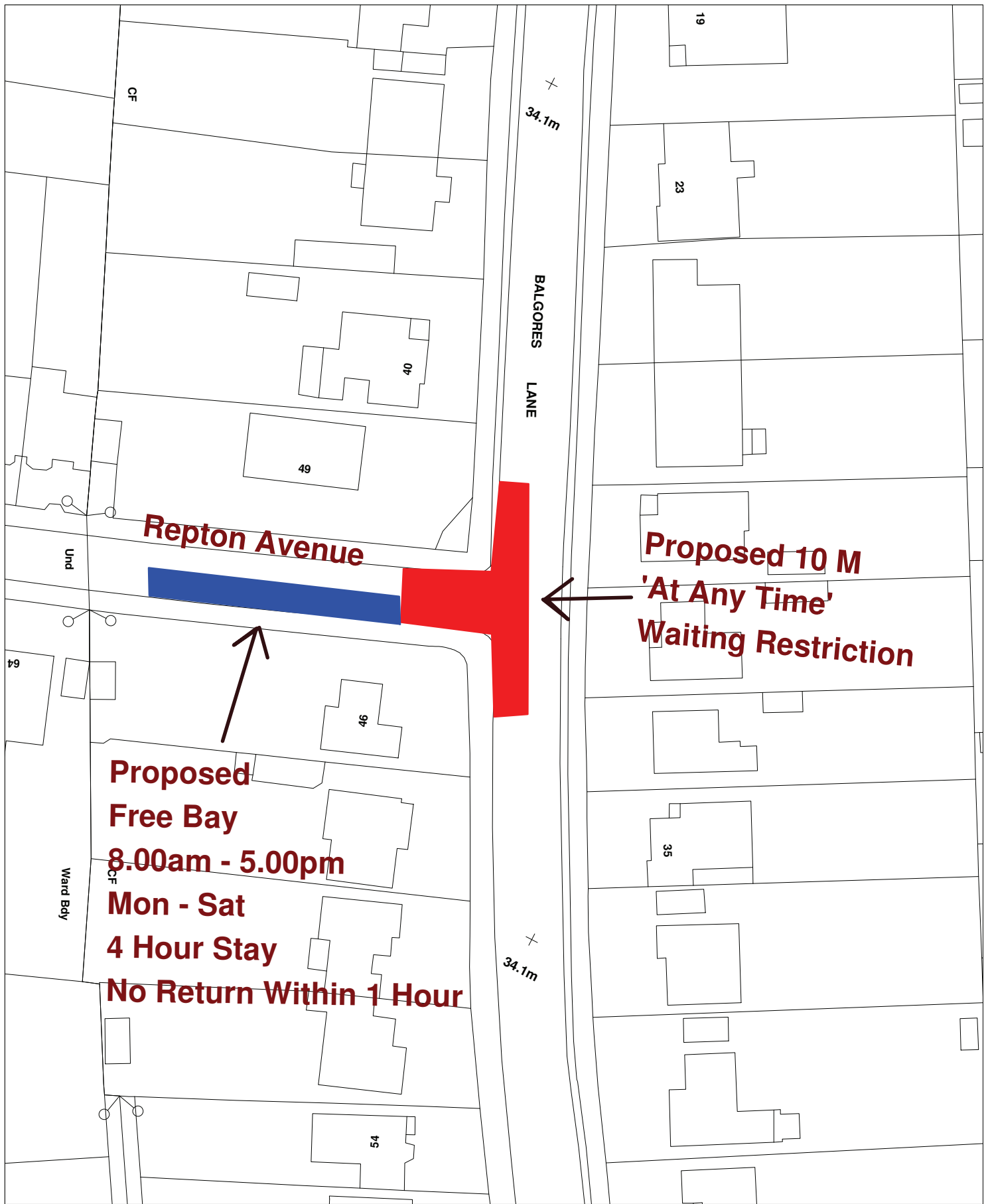
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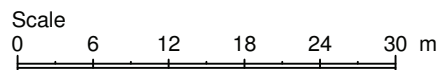


Repton Avenue/Balgores Lane (Drawing 2)

Map Reference: TQ5289NE



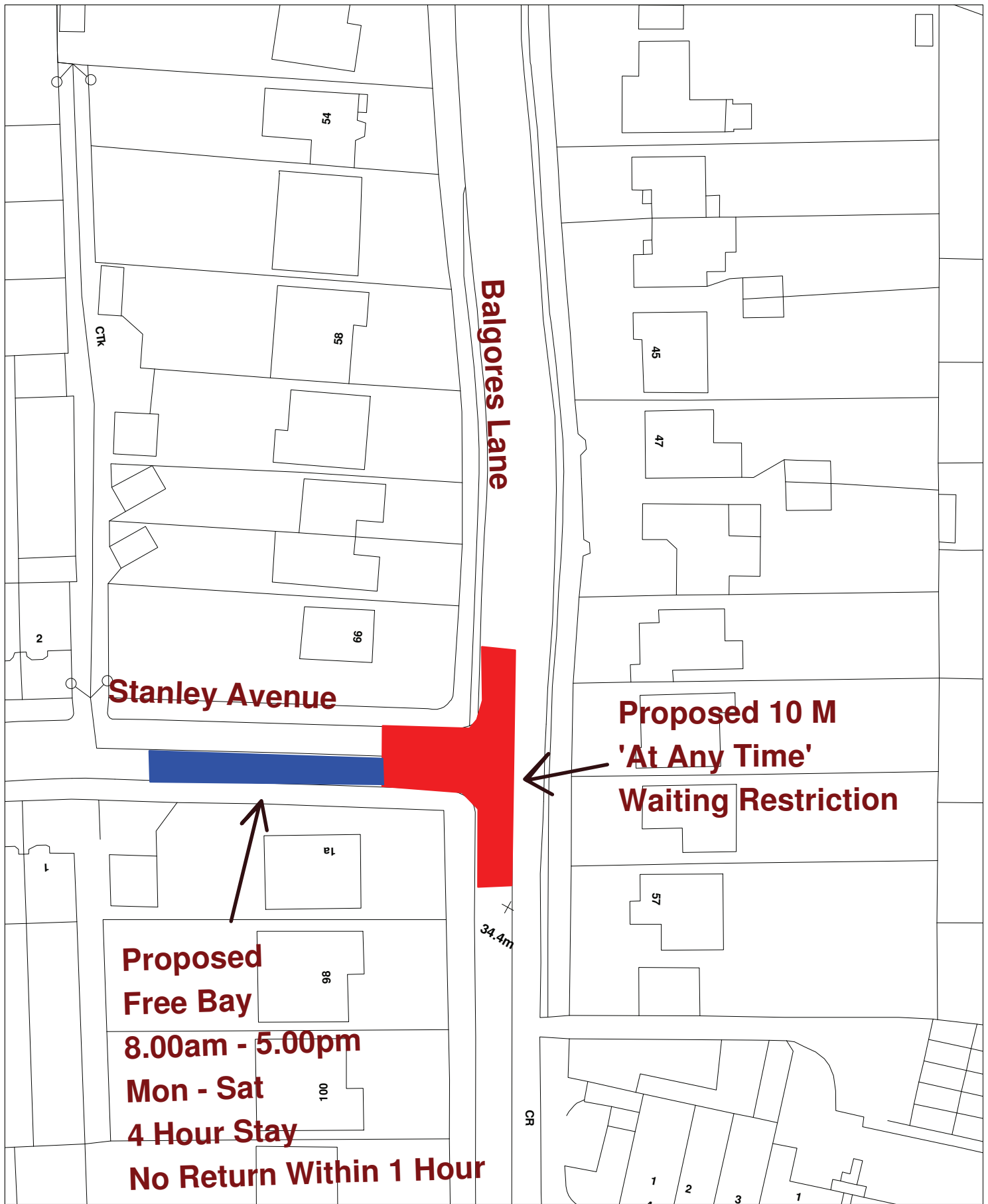
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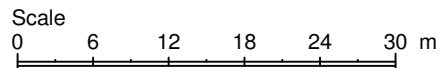


Stanely Avenue/Balgores Lane (Drawing 3)

Map Reference: TQ5289SE



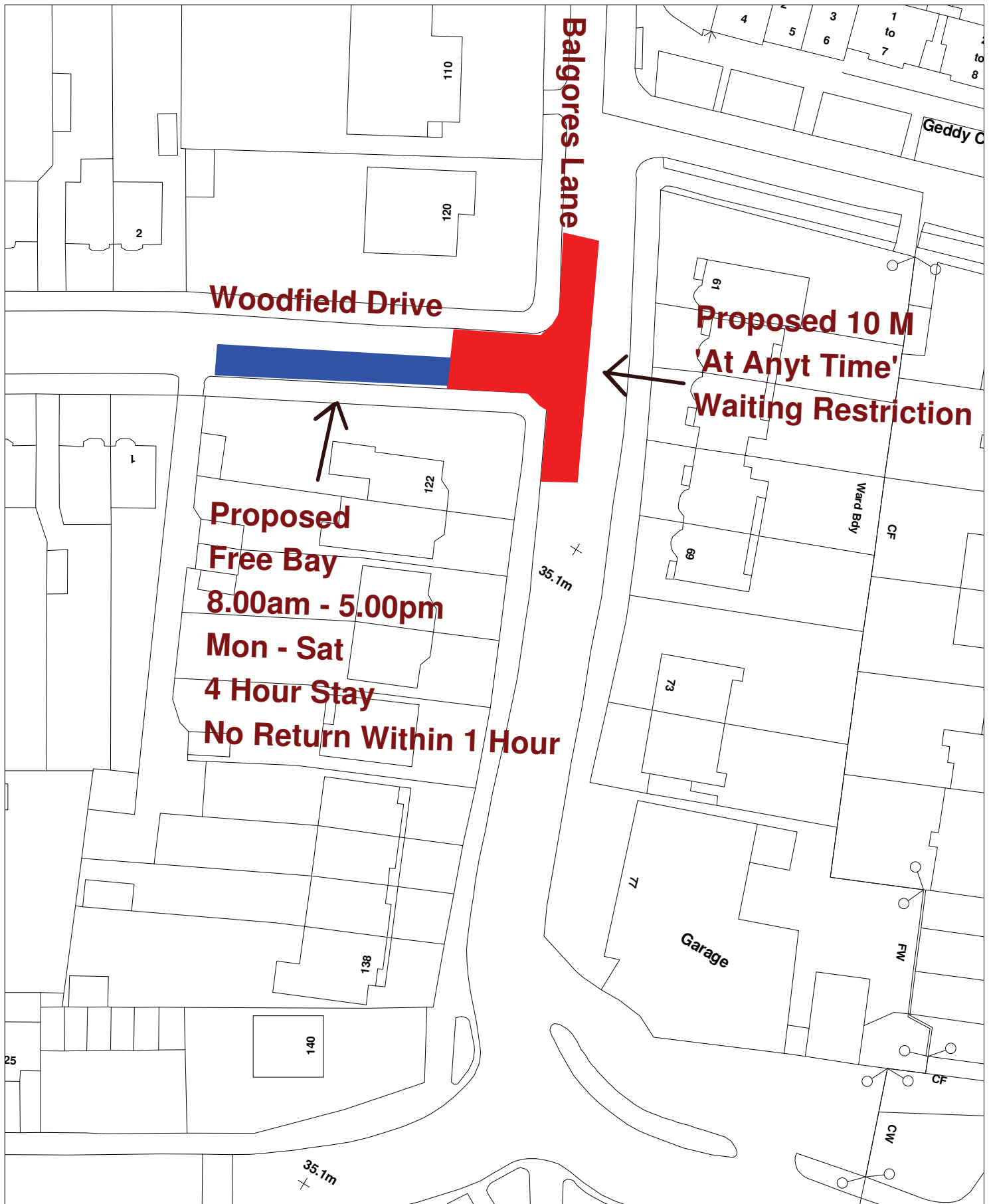
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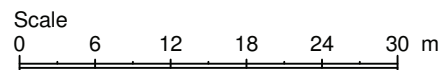


Woodfield Drive/Balgores Lane (Drawing 4)

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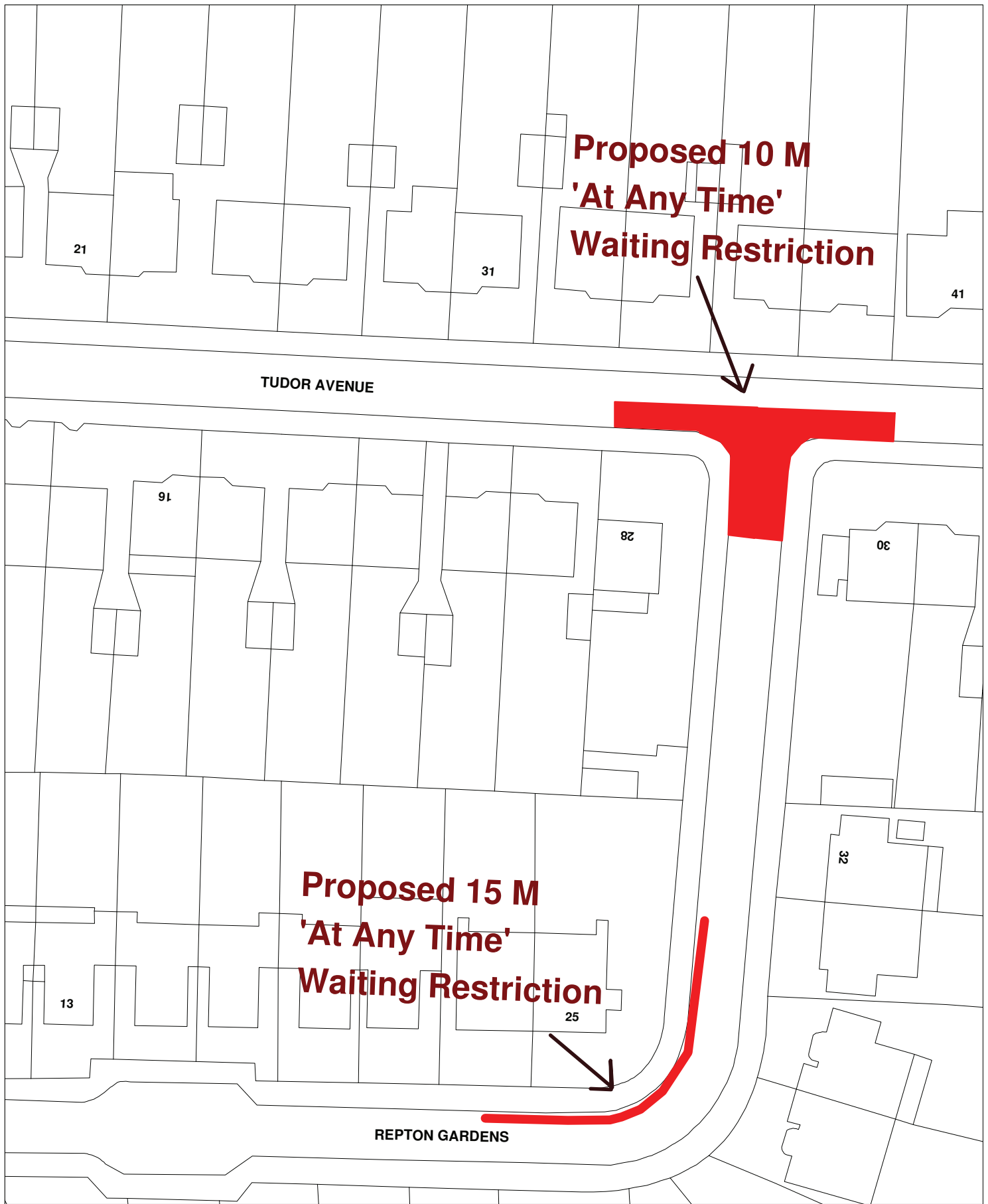
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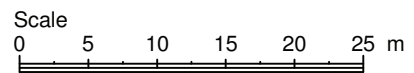


Tudor Avenue/Repton Gardens (Drawing 5)

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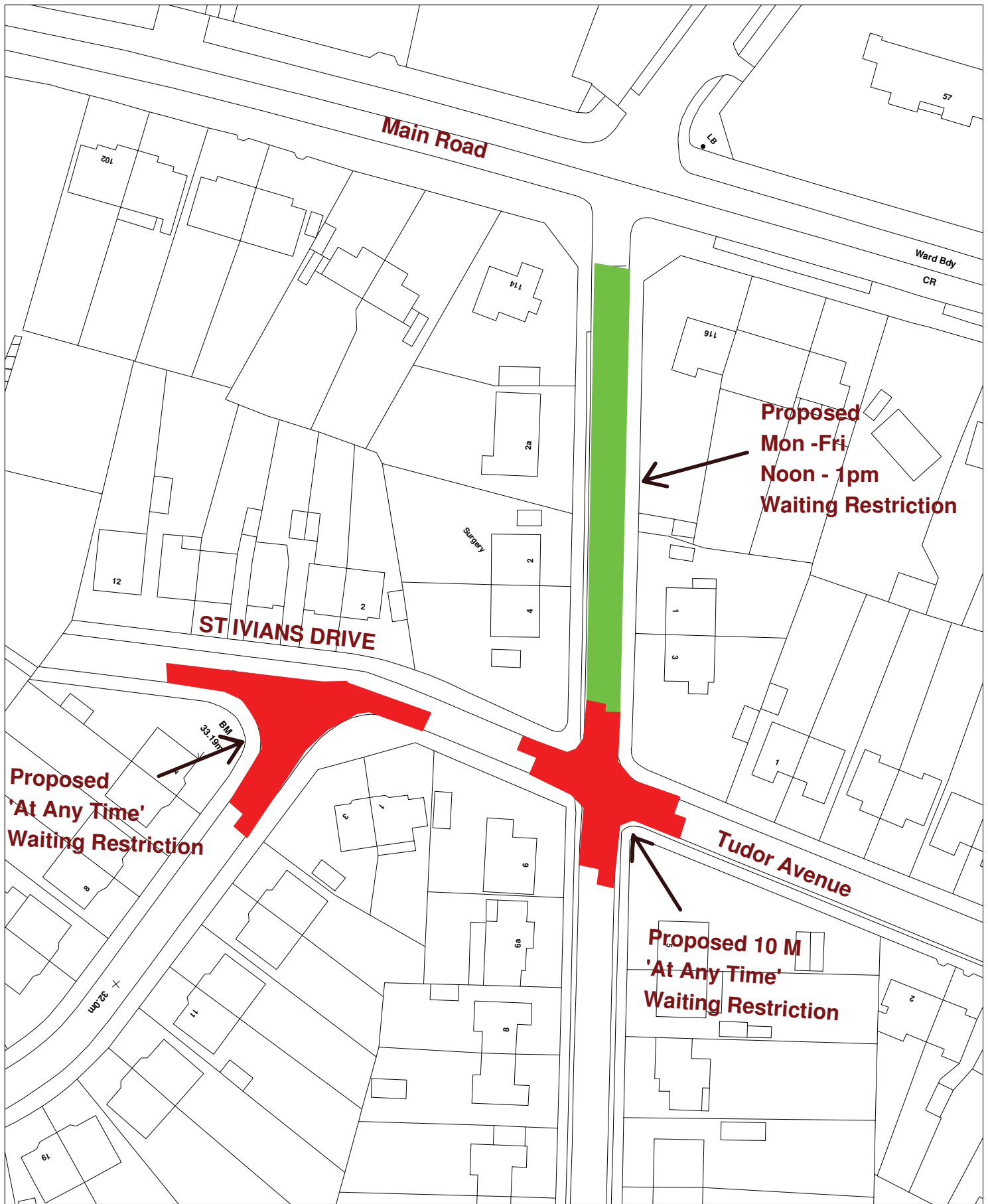
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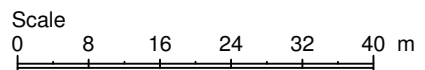


Repton Avenue/Tudor Avenue/St Ivians (Drawing 6)

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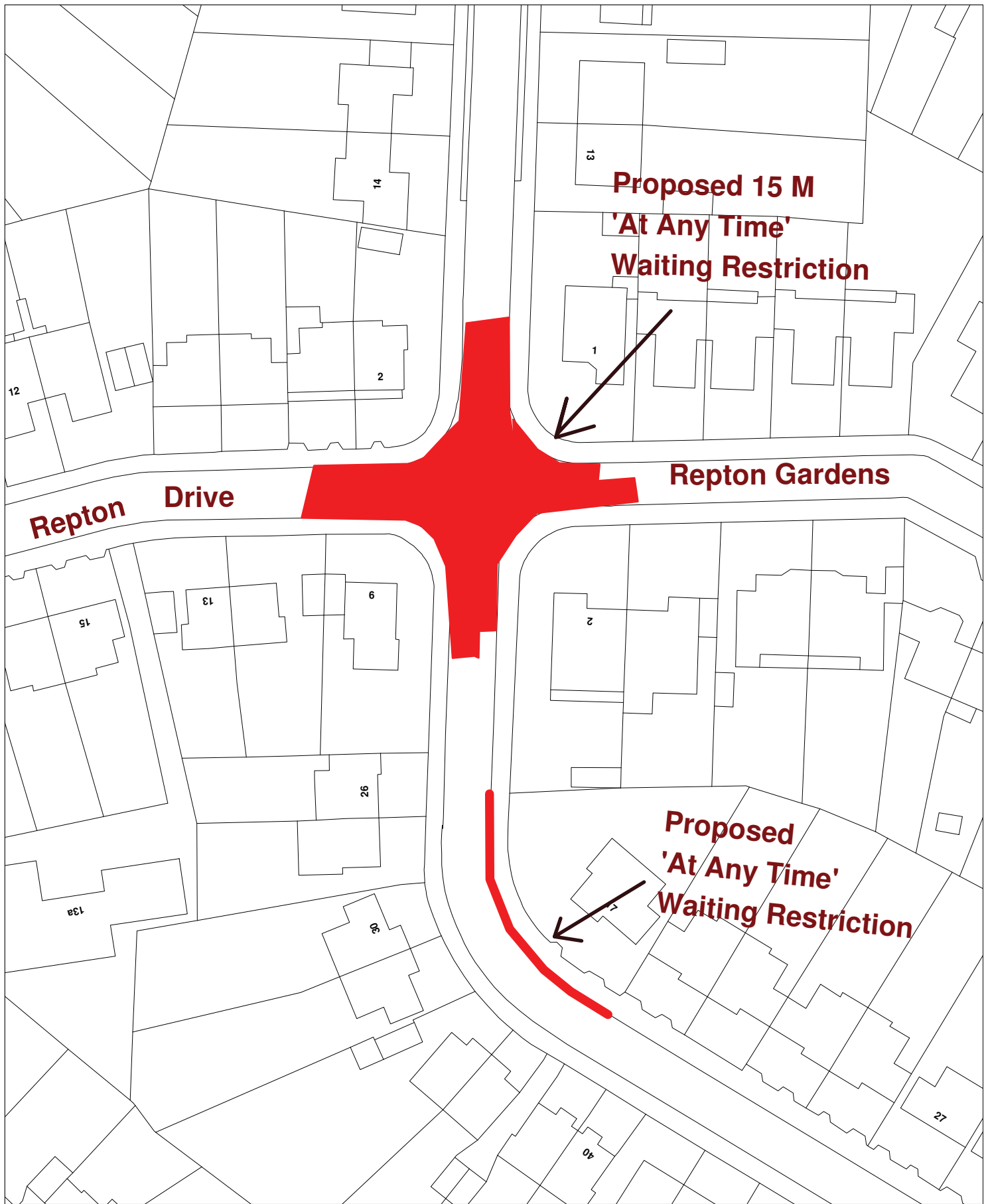
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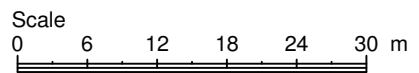


Repton Avenue/Repton Gardens/Repton Drive (Drawing 7)

Map Reference: TQ5289NW



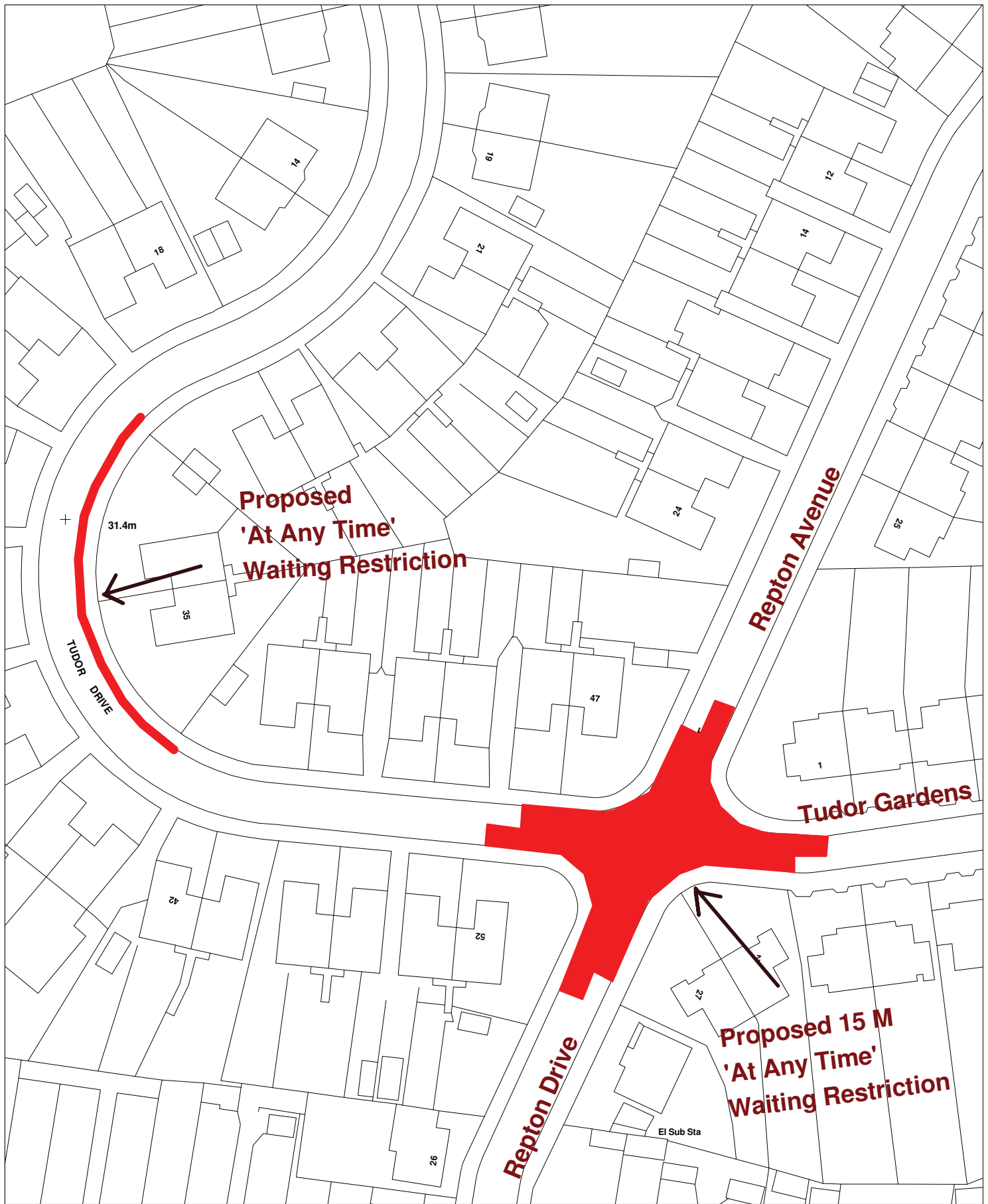
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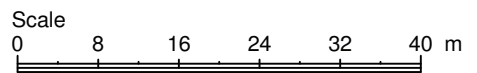


Tudor Drive/Tudor Gardens/Repton Drive (Drawing 8)

Map Reference: TQ5289SW



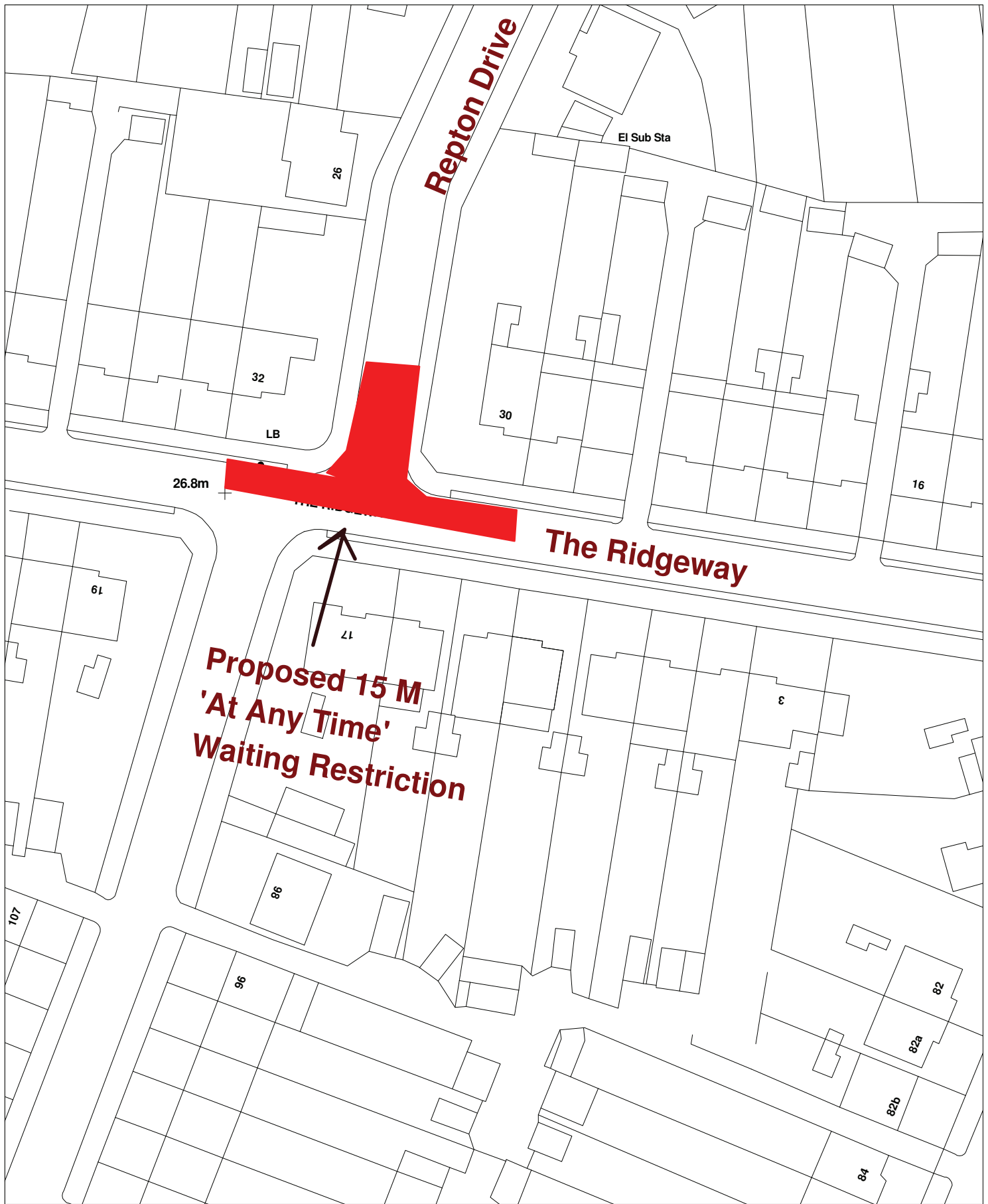
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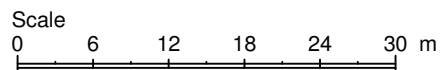


The Ridgeway/Repton Drive (Drawing 9)

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GIDEA PARK CPZ/PARKING REVIEW QUESTIONNAIRE For REPTON & TUDORS- RESULTS FEB 2012

| Total number properties consulted - 295 | No of properties consulted | No. of Responses recvd | Is there a parking problem? | | Do you envisage a problem developing following GP review | | Question 1. What form of control | | Question 2. Hours of operation | | | Question 3. Days of week | | Question 4. Double yellow lines | |
|---|----------------------------|------------------------|-----------------------------|----|--|----|----------------------------------|-----------|--------------------------------|-------|------|--------------------------|---------|---------------------------------|----|
| | | | Yes | No | Yes | No | Res. | Wait Res. | All Day | 2 hrs | 1 hr | Mon-Fri | Mon-Sat | Yes | No |
| Tudor Drive | 98 | 39 | 7 | 31 | 11 | 22 | 7 | 1 | 6 | 2 | 6 | 2 | 17 | 1 | |
| Tudor Avenue | 42 | 17 | 10 | 7 | 9 | 7 | 8 | 5 | 7 | 8 | 0 | 13 | 1 | 13 | |
| Tudor Gardens | 27 | 18 | 13 | 3 | 12 | 3 | 5 | 11 | 0 | 14 | 2 | 14 | 0 | 17 | |
| Repton Avenue | 54 | 24 | 13 | 11 | 14 | 8 | 2 | 12 | 2 | 4 | 8 | 10 | 4 | 16 | |
| Repton Gardens | 29 | 12 | 4 | 8 | 9 | 5 | 2 | 6 | 1 | 7 | 0 | 7 | 2 | 7 | |
| Repton Drive | 32 | 11 | 3 | 8 | 4 | 7 | 3 | 1 | 4 | 1 | 0 | 2 | 4 | 2 | |
| Main Road(junction of Repton Ave) | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | |
| St Ivirans Drive | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Balgores Lane | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Ridgeway | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Anon | 0 | 13 | 5 | 7 | 6 | 4 | 2 | 5 | 1 | 5 | 2 | 8 | 0 | 7 | |
| | 295 | 136 | 56 | 76 | 66 | 56 | 29 | 42 | 21 | 41 | 15 | 61 | 11 | 82 | |
| | | | | | | | | | | | | | | | |

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