



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
13 November 2012**

**Town Hall, Main Road,
Romford**

Members 9: Quorum 4

COUNCILLORS:

**Conservative Group
(5)**

**Residents' Group
(2)**

**Labour Group
(1)**

**Independent
Residents' Group
(1)**

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

Brian Eagling
John Wood

Denis Breading

David Durant

For information about the meeting please contact:

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

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

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

4 MINUTES (Pages 1 - 10)

To approve as a correct record the minutes of the meeting of the Committee held on 16 October 2012, and to authorise the Chairman to sign them.

5 HORNCHURCH ACCIDENT REDUCTION PROGRAMME - HORNCHURCH ROAD AND UPPER RAINHAM ROAD PROPOSED SAFETY IMPROVEMENTS - THE OUTCOME OF PUBLIC CONSULTATION (Pages 11 - 22)

Report Attached

6 LODGE LANE - PROPOSED HUMPED ZEBRA CROSSING (OUTCOME OF PUBLIC CONSULTATION) (Pages 23 - 30)

Report Attached

7 PROPOSALS TO IMPROVE TRAFFIC FLOW AND PARKING IN THE BROADWAY, ELM PARK (OUTCOME OF PUBLIC CONSULTATION) (Pages 31 - 56)

Report Attached

8 LYNWOOD DRIVE -PROPOSED EXTENSION TO THE "AT ANY TIME" WAITING RESTRICTIONS -COMMENTS TO ADVERTISED PROPOSALS (Pages 57 - 60)

Report Attached

9 PROPOSED WAITING RESTRICTIONS -CONNAUGHT ROAD/KENILWORTH GARDENS. COMMENTS TO ADVERTISED PROPOSALS (Pages 61 - 66)

Report Attached

10 HIGHWAYS SCHEMES APPLICATION

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

11 TRAFFIC AND PARKING SCHEMES WORK PROGRAMME (Pages 67 - 74)

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

12 URGENT BUSINESS

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

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
16 October 2012 (7.30 - 8.15 pm)**

Present:

COUNCILLORS

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

Residents' Group Brian Eagling and John Wood

Labour Group Denis Breading

**Independent Residents
Group** David Durant

Councillor Linda Hawthorn was present for part of the meeting.

There were 7 members of the public present at the meeting.

All votes were unanimous with no votes against unless stated otherwise. There were no substitute members and no declarations of interest.

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

38 MINUTES

The minutes of the meeting of the Committee held on 18 September 2012 were agreed as a correct record and signed by the Chairman.

39 RAINHAM TRAFFIC MANAGEMENT SCHEME - PROPOSED ONE WAY SYSTEM, EXTENSION OF 20 MPH ZONE & TRAFFIC CALMING

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

To recommend to the Cabinet Member for Community Empowerment that the following measures be implemented along with the making of relevant Traffic Regulation Orders as described in the report and detailed on drawings QK039/PR03 and 04.

- Extension of the existing Rainham Village 20mph Zone into the new section of Viking Way;
- Provision of one-way working in

- Provision on speed tables in the vicinity of 7 & 9 and 29 & 31 Upminster Road South (Drawing QK039/PR/03)

2. That it be noted that the matters relating to proposals for parking bays, loading bays and waiting/ loading restrictions be the subject of a report to a future meeting of the Committee.
3. That it be noted that the cost of the works involved are contained within the existing contract with Breheny Ltd to deliver the Traffic Management Scheme and will be met from the Rainham Traffic Management Grant Funded Capital Budget.

40 **CRANBROOK DRIVE / EYRE CLOSE PROPOSED WAITING RESTRICTIONS - COMMENTS TO ADVERTISED PROPOSALS**

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

To recommend to the Cabinet Member for Community Empowerment:

- 1 That the proposals to change the existing 8.00am to 10.00am Monday to Friday waiting restrictions in Cranbrook Drive and Eyre Close to apply between Noon and 1.00pm Monday to Friday inclusive, be implemented as advertised and the effects of implementation be monitored.

The vote for the proposal was carried by 8 votes to 1 abstention. Councillor Kelly abstained from voting.

41 **HIGHWAYS SCHEMES APPLICATION**

The report presented Members with all new highway scheme requests in order for a decision to be made on whether the scheme should be processed 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's decisions and votes thereon are noted against each request:

SECTION A - Highway scheme proposals with funding in place			
H1	Broxhill Road	Relocate 30/40 mph terminal point from western side of Bedford's Park to eastern side.	7 Agreed 2 Against
SECTION B - Highway scheme proposals without funding available			
H2	Pretoria Road, at Mawney Road	Close Pretoria Road to prevent traffic leaving Romford "rat running" via Palm Road and Pretoria Road, created since A12/ Mawney Road signal timings change	8 Rejected 1 Agreed
H3	Clyde Way	20mph Zone	Rejected
H4	Hall Lane, near Ingrebourne Gardens	Provide a zebra crossing to help school children cross the road to get to local school	7 Rejected 1 Abstained 1 Agreed
H5	Gaynes Pk Rd/Corbets Tey Rd/Park Drive	Provision of pedestrian refuges on mini-roundabout arms	6 Rejected 1 Agreed 2 Abstained
H6	Airfield Way, by Fairlop Close	Remove lay by to prevent parking by HGVs and buses because of antisocial behaviour and oil being left on road surface causing accidents	Rejected
H7	Parsonage Farm School area, Rainham	Provision of a 20mph speed limit in Briscoe Road and Farm Road; OR	6 Rejected 3 Abstained
H8		Provision of a 20mph Zone in Briscoe Road and Farm Road	
H9		Provision of a pedestrian crossing at junction of Briscoe Road and Farm Road	
H10		Provision of footway parking in Briscoe Road	7 Rejected 2 Abstained
H11		Upper Brentwood Road/ Beaumont Close	Speed reduction measures on approach to junction/ bend as visibility from Beaumont Close is poor. Complaint follows a fence being replaced near to the junction.
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)			
Nothing reported this month			

42 **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:

Section A – Minor Traffic & Parking Control Scheme Requests			
Item Ref	Location	Description	Committee Decision
TPC259	Masefield Crescent, Romford	Resubmitted request for 1) Junction protection on the junction of Byron Way with Masefield Crescent 2) Restriction opposite Byron Way on Masefield Crescent to improve access and traffic flow 3) Junction protection at the junction of Masefield Crescent with Straight Road.	10 metres double yellow on both junctions Approved 8 For – 1 abstention
TPC274	Eastern Road, Romford	Request for double yellow lines on the North side of Eastern Road. There is an existing single yellow line and vehicles park there after 6pm. With the taxis parked in the Taxi Rank along the other side of the road there are problems with traffic movement.	Rejected Unanimous

TPC275	Champion Road, Upminster	Request for zig-zag markings outside St Joseph's Catholic Primary School gate that is adjacent to the junction with St Mary's Lane - school have recently started using this gate. There are already markings at the other entrance.	Approved Unanimous
TPC276	Dart Close, Upminster	Request for 'At any time' waiting restrictions in Dart Close	Rejected 8-1 against
TPC277	Chelmsford Drive, Upminster	Request for double yellow lines on bend of Chelmsford Drive outside St Matthews Church as parked vehicles cause obstruction and block sightlines.	Rejected Unanimous
TPC278	Rectory Gardens, Upminster	Junction protection at the entrance to Rectory Gardens.	Rejected 5 For 1 Against 3 Abstentions
TPC279	Brooklands Ward	As requested at the April 2012 HAC meeting a parking review of the Brooklands Ward was requested to be undertaken. Draft designs have been produced and are to be presented to the Committee. The proposals incorporates schemes approved for implementation	Double yellow on both side of the junction and Footway parking subject to analysis of feasibility by officers. LBBD to provide funding for both schemes Agreed - Unanimous
TPC280	Romleighs Estate	This item is based on numerous requests and reports received in recent months from both residents and Ward Cllrs of the Romleighs Estate to address the parking	Deferred for a maximum of 6 months Agreed 5 - 4

		issues	
TPC281	The Drive. Harold Wood	Request to change the existing Disc Parking bay in The Drive to a Pay& Display parking bay.	Deferred for 6 months Agreed - Unanimous

The Committee ratified the following decisions against each scheme:

Section B – Minor Traffic & Parking Control Scheme Requests – Deferred Items			
Item Ref	Location	Description	Committee Decision
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	Moved to works programme
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	Moved to works programme
TPC181	Mawney Road, Romford	Request to remove restrictions in Mawney Road in the area north of the A12	Agreed to remove from deferred list
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.	To remain on deferred list – Arrange for the footway parking bays on the estate to be remarked and monitor the effects of this action.

TPC204	Elm Park Avenue/Broadway Elm Park	Request to review options of "loading ban" outside Tesco to ease traffic flow	Remove from deferred list and Move to LIP Work programme
TPC206	Brentwood Road, Romford	Request for review of parking provision in Brentwood Road (near Drill roundabout) and surrounding area following opening of Tesco Express	Agreed to remove from deferred list
TPC213	Wolseley Road Area, Romford	Request for residents parking scheme to alleviate the problem of parking overspill from Queens Hospital	TPC279 now incorporates items T&ET18 TPC78, TPC142 & TPC213 Item deferred for a further 6 months TPC232 & TPC233 moved to the Schemes to Progress Programme. LBBB would fund both schemes.
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	TPC232 & TPC233 moved to the Schemes to Progress Programme. LBBB would fund both schemes
TPC233	Leonard Avenue junction with Rush Green Road	Request for double yellow lines at junction of Leonard Avenue and	TPC232 & TPC233 moved to the Schemes to Progress Programme. LBBB would fund both schemes.

		Rush Green Road and the introduction of footway parking along the flank walls of Leonard Avenue	
TPC252	Balgores Crescent, Gidea Park	Request to look at further parking facilities in Balgores Crescent for the shops and businesses in Main Road	Moved to works programme for further extension of the P&D parking in Balgores Lane
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	To remove from the deferred list and move to LIP work programme with a view to the possible removal of Refuge and the installation of a pedestrian speed table
T&ET18	Dagenham Road	Agenda Item 5 of April 2012 HAC Committee report - scheme be moved to deferral for a wider review of the surrounding area including items TPC213, TPC232 & TPC233	To remove from the deferred list and Incorporate with items T&ET18, TPC78, TPC142 TPC213 Item deferred for a further 6 months

		The proposals are to introduce 8am-6.30pm Monday to Saturday waiting restrictions on the un	
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Chairman

HIGHWAYS ADVISORY COMMITTEE

13 November 2012

REPORT

Subject Heading:

Hornchurch Road Accident Reduction Programme – Hornchurch Road and Upper Rainham Road Proposed Safety Improvements (The Outcome of Public Consultation)

Report Author and contact details:

SIVA Velup
Senior Engineer
01708 433142
velup.siva@havering.gov.uk

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

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

SUMMARY

Hornchurch Road and Upper Rainham Road – Hornchurch Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements along Hornchurch Road and Upper Rainham Road.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends the installation of safety improvements to include a pedestrian refuge, centreline hatch, slow road markings, vehicle activated sign and road signs.

This scheme is within **Hylands** Ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that the following safety improvements be implemented;
 - (a) **Hornchurch Road**
Construction of pedestrian refuge, centre hatch and slow road markings along Hornchurch Road west of Southdown Road as shown on Drawing No. QL003/H/1.
 - (b) **Upper Rainham Road**
De-clutter existing road signs, new traffic signal warning sign, vehicle activated sign, upgrading street lighting, coloured surfacing and slow road markings as shown on Drawing Nos. QL003/U/1 and QL003/U/2.
2. That, it be noted that the estimated cost of £20,000 can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

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

2.0 Accidents

- 2.1 In the four-year period to December 2011, 6 personal injury accidents (PIAs) were recorded along Hornchurch Road between Purbeck Road and Northdown Road. Of these 6 PIAs, 1 was serious; 5 were slight injuries and 1 involved pedestrian. During same time period, 8 PIAs were recorded along Upper Rainham Road between Milton Avenue and The Chase. Of these 8 PIAs, 1 was serious; 7 were slight injuries; 3 occurred during the hours of darkness and 2 involved pedestrians.

3.0 Proposals

- 3.1 It is proposed to provide a pedestrian refuge, centre hatch and slow road markings along Hornchurch Road west of Northdown Road as shown on Drawing No: QL003/H/1. De-clutter existing road signs, new traffic signal warning sign, vehicle activated sign, upgrading street lighting, coloured surfacing and slow road markings are proposed along Upper Rainham Road as shown on Drawing Nos. QL003/U/1 and QL003/U/2. These proposals would provide a pedestrian facility and improve road safety in the area.

4.0 Outcome of the consultation

- 4.1 Following Highways Advisory Committee approval for a public consultation in January 2012, letters, describing the proposals were delivered to local residents / occupiers along Hornchurch Road in the vicinity of Purbeck Road and Northdown Road. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 80 letters were delivered by hand to premises in the area affected by the proposals. The deadline for receipt of comments was Tuesday 30th October 2012. 11 written responses from Local Members, London Buses and residents were received and the comments are summarised in the Appendix. No public consultations were carried out for Upper Rainham Road as the proposals are minor safety improvements to the existing street furniture.

5.0 Staff comments and conclusions

- 5.1 The proposed pedestrian refuge, centreline hatch, slow road markings, de-cluttering signs, vehicle activated sign, upgrading street lighting and coloured surfacing would improve pedestrian facility, reduce vehicle speeds and accidents in the area. The majority of respondents supported the scheme. It is therefore recommended that the proposed measures in the recommendation should be approved for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

Legal Implications and Risks

The proposals do not require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

There would be some visual impact from the proposals including pedestrian refuge and vehicle activated sign, however the proposals would generally improve safety for both pedestrians and vehicles.

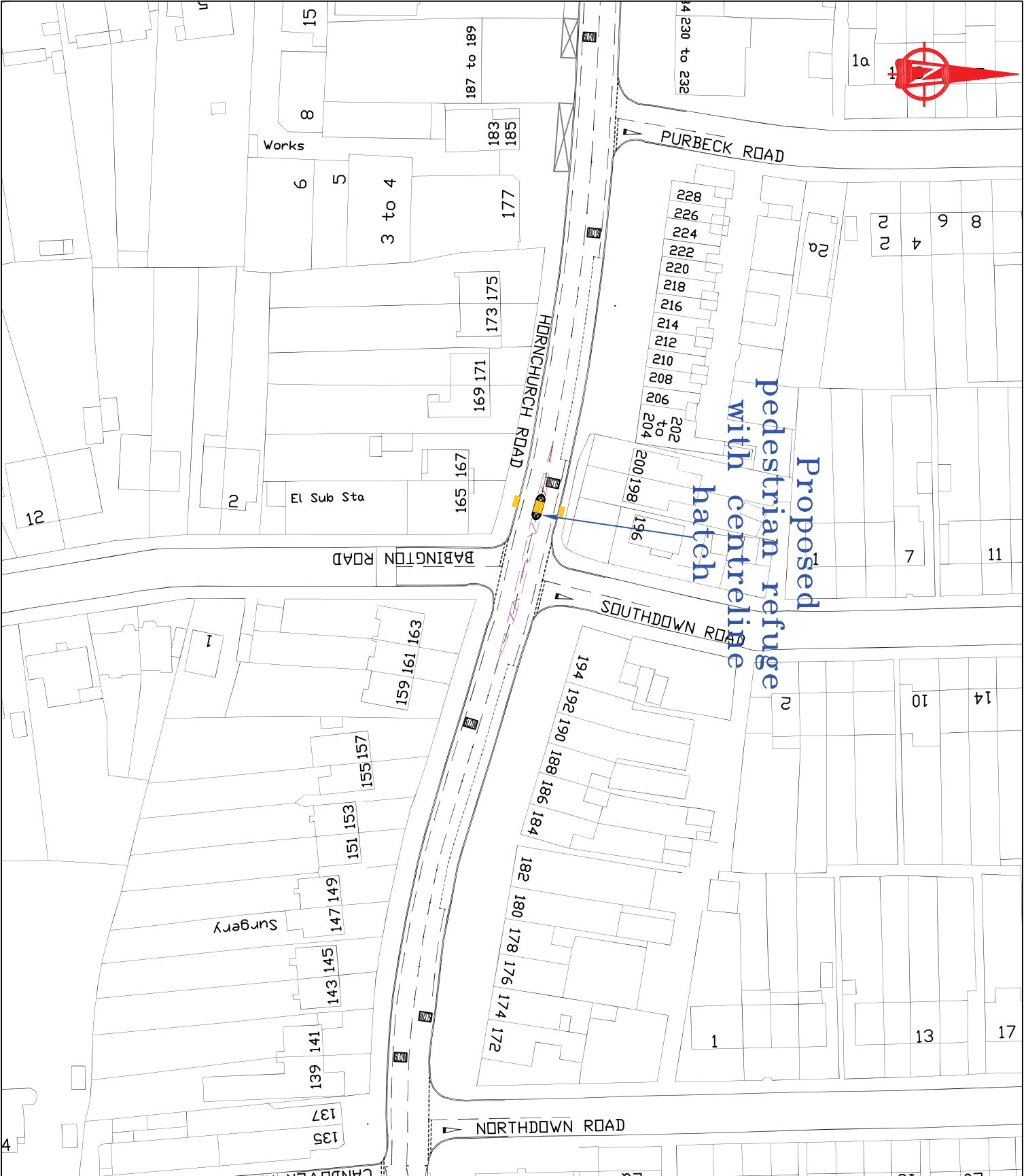
BACKGROUND PAPERS

- 1. Public consultation letter.**
- 2. Public consultation responses.**
- 3. Drawing Nos. QL003/H/1, QL003/U/1 and QL003/U/2.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
HORNCHURCH ROAD		
QL003/H/1 (Local Member)	It is an excellent idea.	-
QL003/H/2 (London Buses Infrastructure)	Fine as far as bus infrastructure is concerned.	-
QL003/H/3 (London Buses)	The proximity of pedestrian refuge may cause access problem for larger vehicles.	Further measures will be considered to improve access by reducing parking bays.
QL003/H/4 (165-171 Hornchurch Road, Pell Court flat)	Fully back the proposal	-
QL003/H/5 (165-171 Hornchurch Road, Pell Court flat)	Fully back the proposal	-
QL003/H/6 (165-171 Hornchurch Road, Pell Court flat 7)	Would find it very useful.	-
QL003/H/7 (165-171 Hornchurch Road, Pell Court flat 15)	We do need something done to make it easier for us to cross the road	-
QL003/H/8 (165-171 Hornchurch Road, Pell Court flat 23)	Have to wait several minutes to cross the road. The proposal would help.	-
QL003/H/9 (165-171 Hornchurch Road, Pell Court flat)	Fully support the proposal.	-
QL003/H/10 (165-171 Hornchurch Road, Pell Court flat)	Agree with the proposal.	-
QL003/H/11 (165-171 Hornchurch Road, Pell Court flat)	This is absolutely essential because at times it is impossible to cross the road.	-

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Proposed
pedestrian refuge
with central refuge
hatch

PURPOSE -

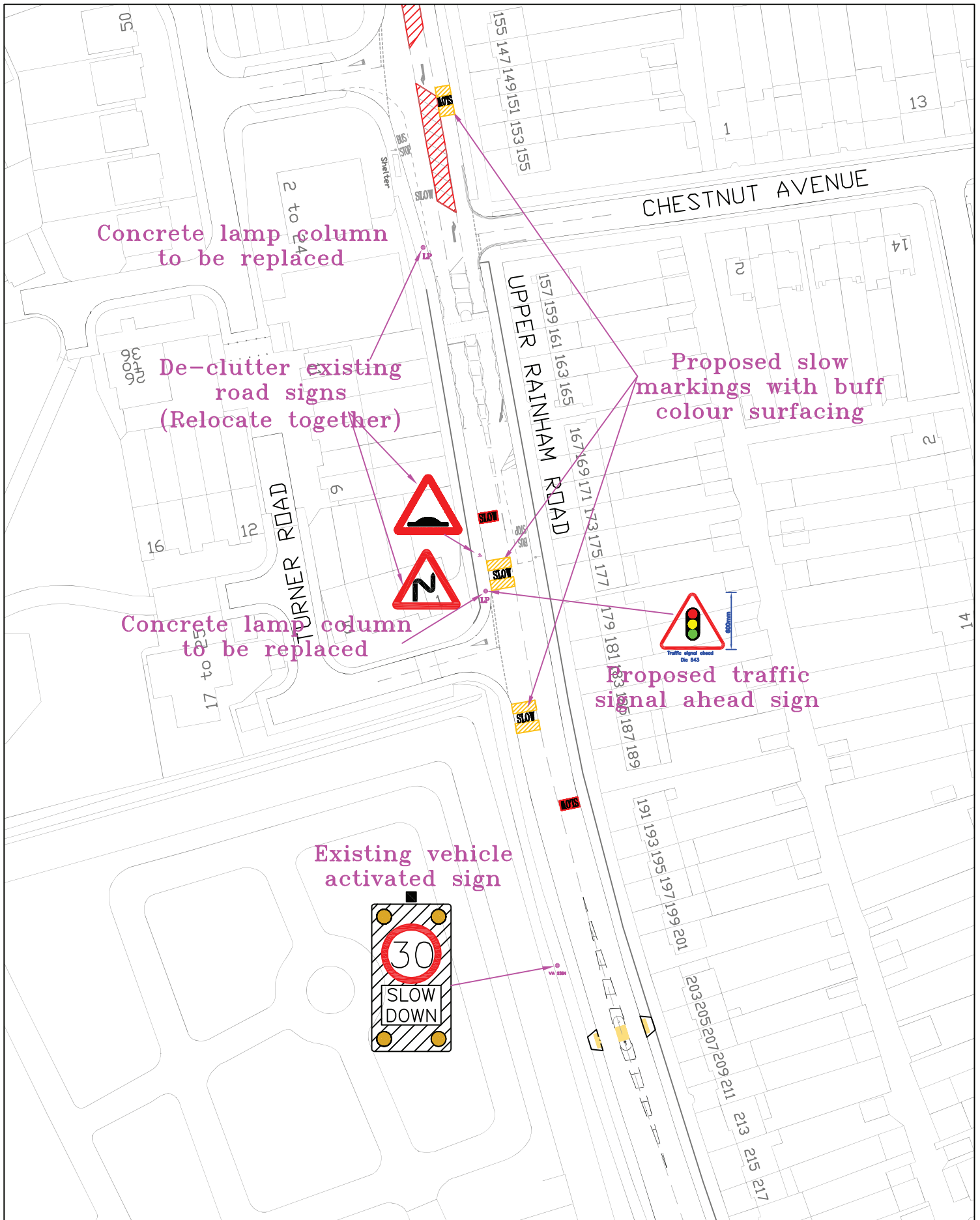
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NOTES

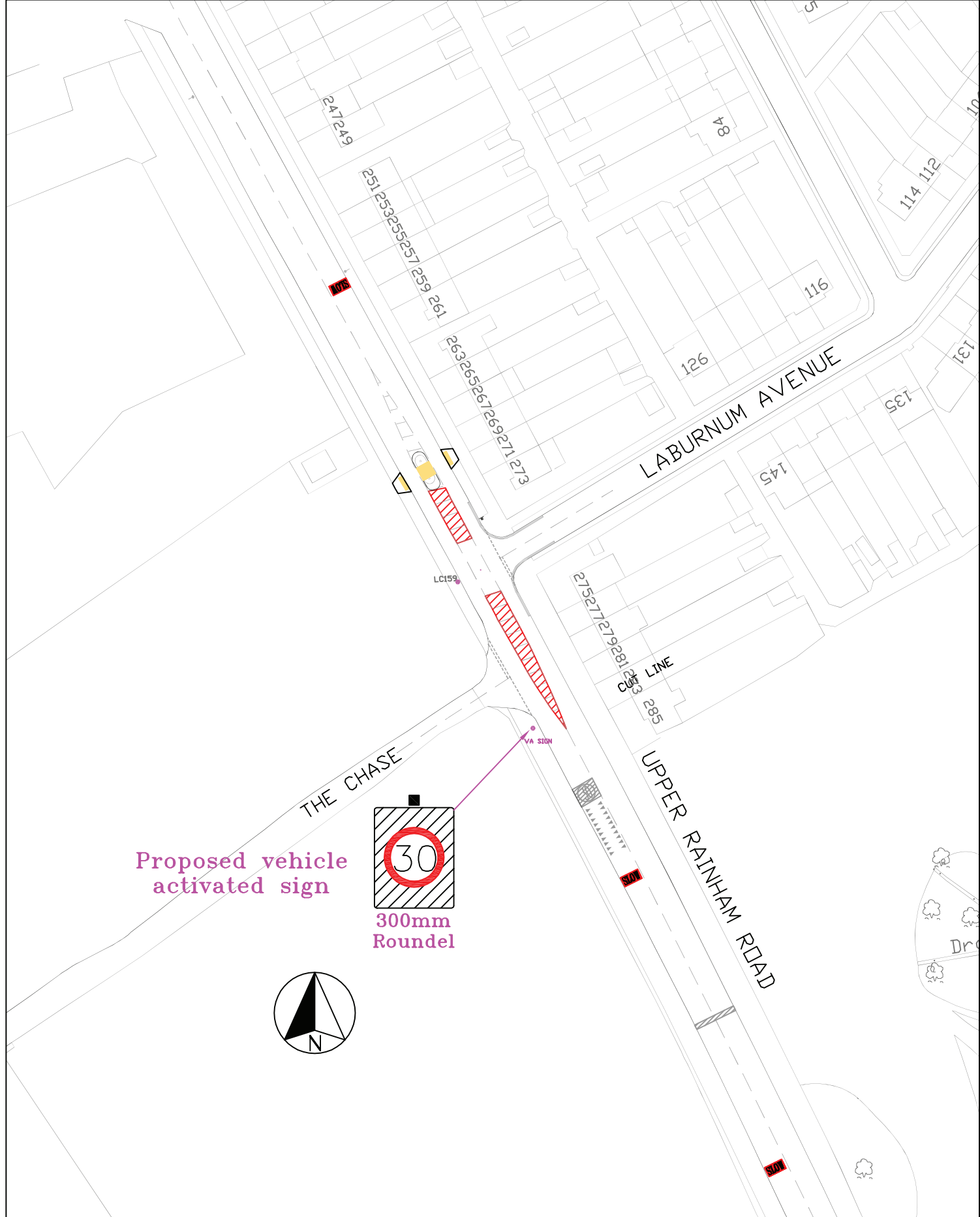
JOB TITLE HORNCHURCH ACCIDENT REDUCTION PROGRAMME		AMENDMENT	DATE
DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS			
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SCALE NTS	DATE AUG12	<input type="checkbox"/> DRAFT	<input type="checkbox"/> ISSUE
ACAD REF: -	DRAWING No Q1.003/H/1	REVISION	
<p>Havering LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING</p> <p>10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROCHFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>			
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<p>Havering LONDON BOROUGH STREETCARE – CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE -</p>	
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<p>Sheet Size: A4 (210x297)</p>		<p>Page 19</p>		<p>REVISION AMENDMENT</p>	
<p>DATE</p>		<p>DATE</p>			

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Proposed vehicle activated sign



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE -</p>	
<p>JOB TITLE HORNCHURCH ACCIDENT REDUCTION PROGRAMME</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p> <p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
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<p>SCALE (AT A4 SIZE) NTS</p>	<p>DATE AUG12</p>	<p><input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE</p>	<p>ACAD REF: Sheet Size: A4 (210x297)</p>	<p>DRAWING No QL003/U/2</p>	<p>REVISION -</p>
		REVISION	AMENDMENT	DATE	

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HIGHWAYS ADVISORY COMMITTEE

REPORT

13 November 2012

Subject Heading:

Lodge Lane – Proposed Humped Zebra Crossing (The Outcome of Public consultation)

Report Author and contact details:

SIVA Velup
Senior Engineer
01708 433142
velup.siva@havering.gov.uk

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

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

SUMMARY

Lodge Lane – Humped zebra crossing proposed as part of Residential Care Home Development to improve pedestrian facility along Lodge Lane. A feasibility study has recently been carried out to identify pedestrian facilities along Lodge Lane and humped zebra crossing is proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation results and recommends that the above proposal be approved.

This scheme is within **Havering Park** Ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and the information set out in this report recommends to the Cabinet Member for Community Empowerment that the humped zebra crossing along Lodge Lane just north of Turpin Avenue and the removal of existing speed cushions as detailed in this report and shown on Drawing No: QL038/2/R be implemented.
2. That, it be noted that the estimated cost of £20,000 can be met from the Developers S106 contribution to the Lodge Lane Residential Care Home Development.

REPORT DETAIL

1.0 Background

- 1.1 Lodge Lane Residential Care Home Development contributed funding to improve pedestrian facilities along Lodge Lane. A feasibility study has been carried out to identify pedestrian facilities. The feasibility study has now been completed and has looked at ways of providing pedestrian facilities and it is considered that the humped zebra crossing, as described in the recommendations will improve road safety and provide pedestrian facilities in the area. In February 2012, the Highways Advisory Committee approved this scheme in principle for public consultation.

2.0 Proposals

- 2.1 It is proposed to provide a humped zebra crossing along Lodge Lane by Turpin Avenue as shown on Drawing No: QL038/2/R. The proposal would provide pedestrian facility and improve road safety in the area.

3.0 Outcome of the consultation

- 3.1 Following Highways Advisory Committee approval for a public consultation in February 2012, letters, describing two options were delivered to local residents / occupiers who were asked to provide their views on the preferred option. The options were to provide a humped zebra crossing along Lodge Lane south of Frinton Road (Option 1) or to provide the crossing along the north of Turpin Avenue (Option2). Approximately, 200 letters were delivered by hand to premises in the area affected by the proposals. The deadline for receipt of comments was Monday 09 July 2012. In total 21 responses were received. Of the total respondents, 43% supported Option 1 and 57% supported Option 2.

3.2 Since the majority of residents / occupiers supported option 2, a second public consultation was carried out on the option 2 and letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 200 letters were again delivered by hand to premises in the area affected by the proposals. The deadline for receipt of comments was Monday 08 October 2012. Five written responses from London Fire Brigade, London Buses and residents were received and the comments are summarised in the Appendix.

4.0 **Staff comments and conclusions**

4.1 Taking account of the responses from the public consultation results, it was considered necessary to relocate the proposed humped zebra crossing towards Turpin Avenue to accommodate the bus stop on the exit side of the crossing as shown on Drawing No: QL038/2/R. The proposed humped zebra crossing would improve pedestrian facility and reduce vehicles speed in the area. It is therefore recommended that the proposed measures in the recommendation should be approved for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the proposal is £20,000 which can be met from the Developers S106 contribution to the Lodge Lane Residential Care Home Development. This scheme is reasonably standard scheme for the service and there is no expectation that the scheme cannot be contained within the cost estimate. Additionally there is an element of contingency built into the estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Streetcare capital budget.

Legal Implications and Risks

The proposals do not require a traffic order. They can all be implemented using the Council's highway management powers.

Human Resource Implications and Risks

None directly attributable to the proposals.

Equalities and Social Inclusion

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

BACKGROUND PAPERS

- 1. First public consultation letter.**
- 2. First public consultation responses.**
- 3. Second public consultation letter**
- 4. Second public consultation responses**
- 5. Drawing No. QL038/2/R**

APPENDIX

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QL038/2/1 (London Fire Brigade)	No comments to the proposal.	-
QL038/2/2 (London Buses Infrastructure)	London buses have concerns about the location as it is situated near the bus stop.	Following the discussions with London Buses, the proposed humped zebra crossing moved towards Turpin Avenue just south from the proposed location along Lodge Lane to accommodate the bus stop on the exit side of the crossing.
QL038/2/3 (London Buses)	Check to see whether there are any conflicts with northbound bus stop.	Following the discussions with London Buses, the proposed humped zebra crossing moved towards Turpin Avenue along Lodge Lane to accommodate the bus stop on the exit side of the crossing.
QL038/2/4 (108 Lodge Lane)	<ul style="list-style-type: none"> - Do not accept a fair public consultation has taken place. - Parking problem in the area - Concerns about vibration 	As a result of public consultation, the proposed humped zebra crossing moved towards Turpin Avenue which is far away from the resident's property entrance. This would help to minimise the effect of vibration, if any. With reference to parking problem near Turpin Avenue, further measures could be considered at a later date, if necessary. It is considered that fair public consultations were carried out.
QL038/2/5 (57 Frinton Avenue)	<ul style="list-style-type: none"> - Concern about bus stop being moved away from Frinton Avenue. - Request for double yellow lines. 	In order to improve road safety, the bus stop needs to be re-located at this location. Double yellow lines could be considered at a later date if necessary.

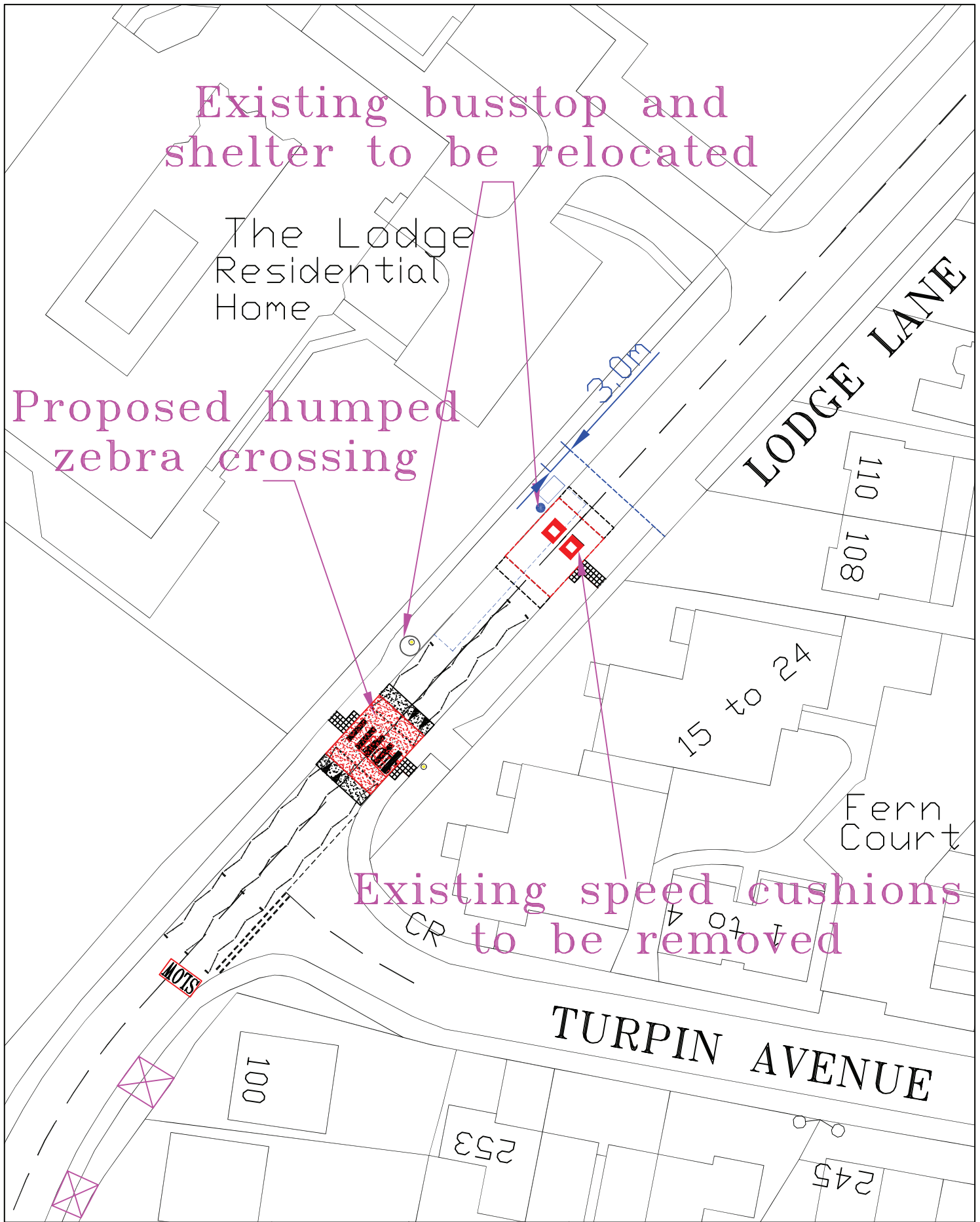
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Existing busstop and shelter to be relocated

The Lodge Residential Home

Proposed humped zebra crossing

Existing speed cushions to be removed



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

Havering
 LONDON BOROUGH
 STREETCARE - CULTURE & COMMUNITY

PURPOSE
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JOB TITLE
 LODGE LANE RESIDENTIAL DEVELOPMENT

DRAWING TITLE
 PROPOSED ZEBRA HUMPED CROSSING

DRAWN BY VS	CHECKED BY VS	APPROVED BY VS
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SCALE (AT A4 SIZE) NTS	DATE OCT 12	<input checked="" type="checkbox"/> DRAFT	<input checked="" type="checkbox"/> ISSUE
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ACAD REF:	DRAWING No QL038/2/R	REVISION -
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REVISION	AMENDMENT	DATE
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HIGHWAYS ADVISORY COMMITTEE

REPORT

13 November 2012

Subject Heading:

Proposals to Improve Traffic Flow and
Parking in The Broadway, Elm Park

Report Author and contact details:

Musood Karim
Principal Engineering Assistant
01708 432804
masood.karim@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 deals with the outcome of a consultation relating to various measures to improve traffic flow and parking in The Broadway, Elm Park. As part of the study it was considered necessary to review the existing waiting restrictions, loading facilities, cycle parking and improving accessibility for passengers at existing bus stops.

The scheme is within **Elm Park, Hacton and St Andrews** wards.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures as listed in Appendix B (Schedules 1, 2, 3 and 4) of this report are implemented and the necessary traffic orders are made.
 - i) Schedule 1 – ‘At Any’ time Waiting and Loading parking restrictions,
 - ii) Schedule 2 - Pay and Display parking bays,
 - iii) Schedule 3 - Free loading bays for businesses,
 - iv) Schedule 4 - Parking bays to set down and pick up passengers.
2. That the Committee recommends to the Cabinet Member for Community Empowerment that the proposal to relocate the existing bus stop into the footway by 1 metre from the existing edge of the carriageway on the north side of the station, outside Nos. 20 to 28 is implemented. The proposals are shown on drawing no. QL025-01-101.
3. That the Committee recommends to the Cabinet Member for Community Empowerment that the proposal to relocate the existing taxi bays into the footway by 1 metre from the existing edge of the carriageway on south side of the station in The Broadway is implemented. The proposal is shown on drawing no. QL025-01-102.
4. That it be noted the cost of carrying out the works is £80,000. This would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for The Broadway, Elm Park package.

REPORT DETAIL

1. **Background**

As part of the Transport for London Local Implementation Plan for 2012/13, funding has been allocated to review traffic flow and parking arrangements for The Broadway, Elm Park. The scheme is in response to problems with maintaining two-way traffic flow (especially with buses and heavy good vehicles) and inconsiderate parking in bus stops by motorists/ delivery drivers which has the knock on effect of blocking traffic flow and preventing buses from gaining kerbside access to the bus stops making boarding and alighting difficult for some users.

2. Existing traffic conditions in The Broadway, Elm Park

- 2.1 The Broadway handles a considerable amount of both local and through traffic which results in traffic congestion developing particularly during the peak periods. Traffic is permitted in both directions and it is connected to roundabouts at both ends. At the north end of The Broadway, there is a roundabout connecting Elm Park Avenue and St Nicholas Avenue. At the southern end, it is connected to a roundabout connecting to Rosewood Avenue, Coronation Drive and Maylands Avenue.
- 2.2 There are three existing pedestrian crossing points in The Broadway. At the north and south sides of The Broadway are zebra crossings whereas the crossing directly outside the Elm Park station is a signal controlled. There are two bus stops in The Broadway situated close to the station where several passengers board and alight to commute by train or come for local shopping.
- 2.3 There is a London Underground station in The Broadway for the District Line services which provides rail services between west London and Upminster via Victoria station. Commuters arrive at the station by public transport, taxis, private cars, walking and cycling. All this leads to considerable amount of traffic build up in the area during peak periods.
- 2.4 There are several businesses in The Broadway and these include banks, Post Office, estate agents, cafes, bakeries, Betting shop, mini-markets, pharmacy etc. All these establishments attract significant number of customers throughout the day.

Public Transport facilities in The Broadway, Elm Park

- 2.5 The Broadway in Elm Park conveys high frequency of bus services namely 165 (10), 252 (10), 365 (10) and 372 (6). This equates to 36 buses per hour travelling in both directions. The figures in the bracket indicate number of buses operating per hour in both directions.

3. Review of Traffic Conditions in The Broadway

- 3.1 A review has been carried out with the aim to improve the traffic flow in The Broadway. This included a review of the existing parking restrictions, short term parking near the shops, taxi ranking, improving accessibility at existing bus stops and provision of a drop-off bay for the station.

Existing parking facilities in The Broadway, Elm Park

- 3.2 At present, parking in The Broadway is by Disc parking which majority of shopkeepers and businesses in the borough consider is out of date and not beneficial to their areas. The problem associated with the Disc parking scheme is that it tends to only benefit local residents who own the Disc permits but it does not encourage the passing trade to stop, which is an important source of income for local businesses. In considering any

new or upgraded facilities, the Department for Transport will not permit further Disc bays.

- 3.3 There are dedicated taxi bays in The Broadway situated on south side of the station. Taxi drivers park in these bays and only move forward outside the station as soon as a space is available. The bay outside the station is within a private area and used for dropping passengers and it also provides a turn around area for taxi drivers after dropping passengers before parking in the taxi bay.

4. Review of existing waiting and loading restrictions

- 4.1 The existing waiting and loading restrictions in The Broadway operate between 08:30am to 06:30pm, Monday to Saturdays whereas loading is also permitted during these restricted times. Lack of dedicated loading bays has a detrimental impact on the traffic flow, particularly during peak periods and often occurs at bus stops.

- 4.2 The existing bus stops in The Broadway have clearway restrictions to prevent waiting and loading 'At Any' time, applicable throughout the week, therefore, no further measures are considered necessary at this stage apart from improving accessibility which involves altering the kerb heights to enable buses to park closely to the kerb side so that both loading doors are within 200mm of the footway and also that loading ramps can be deployed which is especially needed for people using wheelchairs.

4.3 Proposed loading bays in The Broadway, Elm Park

Currently, there are no dedicated loading bays in The Broadway and lack of on-street loading facilities has been raised locally by shopkeepers. Businesses in The Broadway receive deliveries throughout the day. The delivery vehicles park in the road or bus stops which in turn impede the traffic flow.

As a result, it is important to provide loading bays to ensure that deliveries are carried out safely and without disrupting the traffic flow thus providing benefits to the shops and businesses in The Broadway.

In view of the situation, it is proposed to provide two loading bays in The Broadway. The first bay will be installed outside property nos. 18 and 19 and the second will be installed close to the station, outside nos. 31 and 32. The proposals are shown on drawing no. QL025-01-101.

The loading bays will permit free loading for maximum 20 minutes with no return within 2 hours. The loading bays will operate from 08:30am to 06:30pm, Monday to Saturdays inclusive which will be in line with the proposed Pay and Display parking in The Broadway.

5. Proposals to improve traffic flow in The Broadway

- 5.1 The topographical location of The Broadway is such that there is a railway bridge and there are no other roads running parallel to it in the immediate vicinity which could have distributed the traffic in the area to reduce the through traffic.
- 5.2 The average width of the carriageway in The Broadway is approx. 9 metres. Taking a critical location where the carriageway width is restricted is in the vicinity of the bus stop, on the north side of the station. With a bus parked inside a bus cage of 3 metres wide and cars parked in adjacent bays (2.4 metres) along the east side, this arrangement leaves 3.4 metres of the effective carriageway space for two way traffic. The width is not sufficient (1.7 metres wide in each direction) to permit two way traffic thus resulting in build up of congestion.
- 5.3 To overcome the problem, it is proposed to widen the carriageway by 1 metre at specific locations i.e. existing bus stops, parking bays (both existing and proposed), taxi bays and new loading bays in The Broadway. Furthermore, it will leave sufficient area for pedestrians on footways. The proposals are shown on drawing nos. QL025-01-101 and QL025-01-102.
- 5.4 The new measures will result in achieving 5.6 metres of carriageway for traffic. The average clear road lane width of 2.8 metres will assist the movements of larger vehicles such as fire tenders, delivery vehicles etc.

6. Proposals to improve parking

- 6.1 The proposals involve converting existing Disc parking bays to Pay and Display in The Broadway between Elm Park Avenue and the station. This will have the benefit to provide a greater turnover of short term parking and leave more potential spaces to attract passing trade. Being able to pay for the amount of time that shoppers want to park, a parking bay could work out more cost effective for them and it has the added convenience of using coins rather than a Disc permit, which most potential shoppers have in their possession.
- 6.3 There are also proposals for 7 new bays in The Broadway between the station and Rosewood Avenue. The total number of Pay and Display bays would be 16. Ticket machines would be installed at convenient locations to enable drivers to purchase the tickets. The proposals are shown on drawing nos. QL025-01-101 and QL025-01-102.
- 6.4 The proposals also include provision for a short term parking bay to enable drivers to park briefly for 5 minutes to drop or collect passengers from the station. The proposals are shown on drawing no. QL025-01-102.

7. Proposals to improve accessibility for passengers at existing bus stops

This proposal involves off setting the existing bus stop situated outside property Nos. 20 to 28 into the footway by 1 metre. In addition, the kerb height will be adjusted to 140 millimetres above road level which will enable buses to pull close to the kerbs as described previously. The proposals are shown on drawing no. QL025-01-101.

8. Provision for cycle parking

It is proposed to provide 11 cycle stands for cyclists in The Broadway. The purpose is to provide designated and secured parking for cyclists. Their locations are shown on drawings QL025-01-101 and QL025-01-102.

9. **Outcome of the consultation**

9.1 Following the Approval in Principle by the Council's Highways Advisory Committee as part of the 2012/13 Local Implementation Plan programme, Streetcare Services proceeded with the design and consultation on various proposals.

9.2 Approximately 370 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder on 21st September 2012 and site notices were displayed at various locations of the affected area.

9.3 The closing date for receiving any comments was extended from 12th October 2012 to 26th October 2012 at the request of Elm Park Regeneration Partnership. 18 (5%) responses were received.

9.4 A meeting was held with the majority of Ward Members of Elm Park, Hacton and St. Andrews. The purpose of the meeting was to brief them about the proposals. During the meeting, Members expressed their support for the scheme and requested consultation with the Elm Park Regeneration Partnership.

9.5 Following the meeting with Elm Park Regeneration Partnership, there were several issues discussed, one of which was to relocate the existing bus stop for north bound services to south side of the Elm Park station. This suggestion was considered as an alternative option whereby London Buses, Metropolitan Police and London Taxis were consulted again.

10. Summary of consultation responses

The majority of the objections were received in the form of identical proforma letters individually counter signed by local businesses. Below is a summary of these objections and the rest have been summarised in details in Appendix C.

- Cannot see how the plans will overcome the problems of illegal parking.
- The reduction of pavement width will impede/deny use of shop fronts, including the overhang of any canopy.
- The relocation of street furniture including lamp posts will increase light pollution for residential tenants and create pavement obstruction for the disabled, mobility scooter users, mothers with prams etc.
- There would be an increase in traffic pollution due to closer proximity of traffic.
- Proposed loading bays are located at less convenient locations.
- Trees and flower beds would need to be removed to accommodate the proposals.
- Increase of parking spaces along The Broadway is not necessary.

Staff comments: The current proposals include provision of 'At Any' time waiting and loading restrictions which have been designed to overcome illegal parking whereas inconsiderate parking for commuters will be overcome by dedicated parking bays to collect or drop passengers.

The Council's Highway Register shows the adopted footways are between the kerblines and front of shops. Any shops displaying goods on the highway will require a street trading licence. In the absence of such licence the shop may be liable to prosecution.

When relocating lamp columns, consideration will be given to provide shields on lanterns to reduce the intensity of light for residential flats above the shops. It is unlikely that the scheme will increase pollution. Traffic pollution increases when traffic is stationary compared to when it's moving. The scheme is designed to aid the movement of traffic and will, therefore, act to reduce pollution.

Loading bays have been provided close to the crossing points to help safe deliveries to businesses. New trees will be planted to replace those trees removed and other landscaping will be relocated to maintain the street scene.

11. **Recommendations**

- 11.1 It is recommended that the proposals as publicly advertised and consulted are implemented. The proposals involve converting the existing Disc parking to Pay and Display, provision of loading bays for businesses, improvements in traffic flow etc. The measures are attached in schedule of proposals in Appendix B of the report and are shown on drawing Nos. QL025-01-101 to QL025-01-102 attached to this report.

11.2 Officers do not recommend the implementation of that part of the scheme involving the relocation of the existing bus stop for northbound services to south side of Elm Park station for the following reasons:

- i) London Buses have concerns that the distance between the new stop and the existing stop in Rosewood Avenue will not meet their guideline which stipulates that stops must be positioned 400 metres apart. The existing stop in Rosewood Avenue would provide the same facilities for shoppers when Morrison opens for business.
- ii) The location of the taxi bay would be adjacent to the existing bus stop for southbound services which impede the flow of traffic. This would in turn defeat the object of the scheme.

11.3 The Metropolitan Police have objected the alternative option on the following grounds:

- i) If the bus stop for northbound services were relocated on south side of the station, buses at the stop would be in conflict with southbound buses at the southbound stop which is not inset, possibly causing delays.
- ii) Several high frequency bus routes use the northbound stop with the prospect of several buses arriving together in which case the buses would extend back onto the crossing and the roundabout.

11.4 London Taxi and Private Hire have objected to the reduction in the taxi bay as the bay is used throughout the day by disabled passengers and Londoners.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £80,000, which would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for the Broadway, Elm Park scheme. The funding 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 Streetcare Capital budget.

Legal Implications and risks:

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

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

Human Resources Implications and risks:

It is anticipated that cash collection from the new facilities can be met from within existing resources. However, the demand for new facilities may require cash collection and response levels to be reviewed at a later date.

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 users. 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

Blue badge-holders are permitted to park in a Pay-and-Display parking bay for an unlimited length of time and without charge and for up to 3 hours where restrictions apply (unless a loading ban is in force).

BACKGROUND PAPERS

Scheme project file: QL025 – The Broadway, Elm Park scheme.

Appendix A

Plan of the Consultation Area



Consultation Area



Map Reference: TQ5285NE
Date: 17/09/2012

Scale @ A3
1:1300



London Borough of Havering
Town Hall, Main Road
Romford, RM1 3BD
Tel: 01708 434343



Appendix B

Draft schedule for recommendations:

- Waiting and Loading parking restrictions
- Pay and Display parking bays
- Loading bays for businesses
- Parking bays to set down and pick up passengers

Schedule of proposals

Schedule 1: 'At Any' Time Waiting Restrictions and 8am to 6.30pm Mondays to Sundays Loading Restrictions

The Broadway, Elm Park

- (a) the west side
 - (i) between a point 35 metres south of the southern flank wall of No. 29 The Broadway and a point 44 metres south of that flank wall;
 - (ii) between a point 59 metres south of the southern flank wall of No. 29 The Broadway and a point 68 metres south of that flank wall;
 - (ii) between a point 100 metres south of the southern flank wall of No. 29 The Broadway and a point 122 metres south of that flank wall;
 - (iii) between a point 3 metres south of the common boundary of Nos. 18 and 19 The Broadway and a point 14 metres south of that common boundary;
 - (iv) between a point 4 metres north of the common boundary of Nos. 18 and 19 The Broadway and a point 8 metres north of that common boundary;
- (b) the east side
 - (i) between a point 76 metres south of the common boundary of Nos. 30 and 31 The Broadway and a point 79 metres south of that common boundary;
 - (ii) between a point 121 metres south of the common boundary of Nos. 30 and 31 The Broadway and a point 127 metres south of that common boundary.

Schedule 2: Pay & Display Parking Places, Mondays to Saturdays, 8.30 am to 6.30pm

The Broadway, Elm Park

- (a) the east side, from a point 1.3 metres south of the northern flank wall of No. 42 The Broadway extending southward for a distance of 53.5 metres;
- (b) the east side, from a point 79 metres south of the common boundary of Nos. 30 and 31 The Broadway, extending southward for a distance of 42 metres.

Schedule 3: Loading Places Mondays to Sundays, 8am to 6.30pm

The Broadway, Elm Park

- (a) the west side, from a point opposite the common boundary of Nos. 39 and 40 The Broadway extending northward for a distance of 6.8 metres;
- (b) the east side, from a point 2.2 metres south of the common boundary of Nos. 33 and 34 The Broadway, extending southward for a distance of 11 metres.

Schedule 4: Vehicles stopping for a maximum period of 5 minutes to set down or pick up passengers

The Broadway, Elm Park, the west side, from a point 44 metres south of the southern flank wall of No. 29 The Broadway to a point 59 metres south of that flank wall.

Appendix C

Summary of Consultation Responses

Summary of the consultation responses

1. A respondent has objected to the proposed traffic and parking improvements in The Broadway on the grounds a) that the existing pavements are already narrow on the south side and further reduction in width would make it difficult for pedestrians to use b) cannot not see the justification of spending the money.

Staff response: The existing footways on south side of the station are wide (average 3 metres wide). Taking 1metre width from the footways for carriageway widening would leave 2 metre wide footways for pedestrians. This width is considered as normal by the Council to accommodate safe pedestrian movements. The current scheme relates to improving traffic and parking in The Broadway, therefore, it is important to widen road to maintain a smooth flow of traffic.

2. A second respondent has no objections to the proposals but he considers that The Broadway to be relatively busy and in need of some parking enforcement. He highlighted an incident when he closely missed an accident due to illegal parking. He is concerned that the scheme does not deal with parking in the Station and Tadworth Parades.

Staff response: The current scheme exclusively deals with The Broadway between the roundabouts. The parking facilities in the Parades are not part of this scheme. The Council has proposals to review the parking in Parades in the future.

3. A third respondent being a local business, M's Hair Studio is concerned about the proposals to covert the existing Disc parking to Pay and Display whereby drivers will be required to pay for parking. This will lead them to park in the shopping parades as parking is free after 10am. She further states that there is lack of parking provision for workers and the public transport facilities are not very good to get them to work on time. Some of their customers travel from Cambridge, Spain, Scotland, Somerset, Kent etc and public transport is not always an option for them as free parking is a bonus to them.

Staff response: It is considered that converting the existing Disc parking to Pay and Display in The Broadway will not have any knock of affect on the shopping Parades as there will be greater turn over for parking. Elm Park has good public transport interchange facilities (bus routes 165, 252, 365 and an Underground station) and it is up to their staff and their customers to decide the mode of public transport that is convenient for them or use their private cars.

4. A forth respondent being a local business, Percy Ingle Bakeries has responded that the proposals were greatly received and is pleased to see the Council investing money in the area to improve matters for road users.
5. A fifth respondent being a local business, Palash Tandoori has stated that there are no parking bays in The Broadway on the south side of the Elm

Park station and has suggested to reducing the size of the existing taxi bay outside his business to provide a few bays for his customers to park.

Staff response: The current proposals include provision for new parking bays on the opposite side of his business. As his business operates in evenings, parking will be free after 6:30pm, Monday to Saturdays and free all day on Sundays. It is considered that the proposals will assist his customer given that at present parking is not permitted on this side of The Broadway.

6. A fifth respondent being a local resident of Maylands Avenue has objected the proposals on the following grounds:

a. Reducing the width of pavements will infringe pedestrian safety and reduce the visual look of the area.

Staff response: The measures proposed have been designed to maintain adequate footway width.

b. Currently, some shops use the pavement area outside their shops to display their goods and Cafes have seating area outside.

Staff response: Shops displaying their sale items and Cafes have seating area outside their premises are within their private forecourts.

c. Children cycling will have less space to ride, therefore, potential collisions would be more likely to occur.

Staff response: Cycling is not permitted on public footways unless there are dedicated cycle tracks.

d. Pedestrians and cyclists crossing the road will be at greater risk due to number of cars parked and faster moving traffic.

Staff response: There are three crossing locations in The Broadway ie 2 zebra crossings and one controlled crossing, out the station. In road safety terms it beneficial for pedestrians to use the crossings for their own safety.

e. Scheme is not financially justifiable as the scheme will improve the journey times by relatively insignificant amount.

Staff response: The Council is aware that the journey times will improve, however, it is imperative that the flow of traffic is maintained.

7. London Buses (LB), part of Transport for London will benefit from the proposals and have commented on two service areas ie operational and bus infrastructure (stops and shelters) on the following grounds:

Comments on Operational side

- a. By offsetting the existing bus stop for northbound services and parking bays by 1 metre into the footway will improve the road width which will improve the traffic flow and prevent buses from being delayed.
- b. By offsetting the two proposed loading bays into the footways will help buses to pass delivery vehicles and help in reducing delays in this section of the road.
- c. The provision of marked parking bays on south side of the station should eliminate the problem of cars parking in confined areas.
- d. If the proposals are approved, TfL have requested some minor alterations for the northbound stop that the kerb at entry into the bus stop is smoothed to reduce the risk of a bus striking the narrow angled kerb.

Comments by LB Infrastructure

- e. LB has given consideration to relocating the existing bus shelter outside the Lloyds TSB Bank, however, the location fails to satisfy their obligations relating to Section 17 of the Crime and Disorder Act as it is close to a cash dispensing machine.

8. Metropolitan Police, Traffic Management Unit

The Metropolitan Police support the scheme and consider that the 'kiss and ride' prior to the station would assist in keeping critical areas clear. The police also support the provision of cycle parking close to the station.

9. Comments by Elm Park Regeneration Partnership

At the request of Ward members another meeting was held with the Elm Park Regeneration Partnership. Several issues were discussed and below are two primary issues suggested:

- a) Extend the time period of consultation from 12th October 2012 to 26th October 2012. They considered that the consultation letters were not delivered uniformly.

Staff comments: Consultation letters were hand delivered at the beginning of the consultation period and therefore Staff would disagree that they were "*not uniformly delivered.*" However, Staff was able to meet with the request and so the closing date of the consultation was extended from 12th October 2012 to 26th October 2012.

- b) Relocate the existing bus stop (outside Nos. 22 to 27) for northbound services to the south side of the station by inseting it into the footway which has the potential to be widened by making use of the non-highway areas to accommodate the new bus stop. Staff met with London Buses and the Police Traffic Unit on this suggestion and sought comments from

the Public Carriage Office. Drawing Nos. QL025-01-201 and QL025-01-202 show the implications of this suggestion.

10. **Responses on alternative option – Relocation of existing bus stop on south side of Elm Park Station**

Below are comments by London Buses, Metropolitan Police and London Taxis have provided the following comments:

10.1 Comments by London Buses

- London Buses have referred to the Mayor of London's Transport Strategy which has an objective to facilitate easier interchange where possible, for the convenience of movements of passengers between transport modes hence it is imperative to locate stops close to rail, tube and DLR stations. Furthermore, the alternative stop will not meet the criteria of safety, accessibility and convenience during a bus route test.
- The alternative position of the bus stop in The Broadway would be closer to the existing bus stop in Rosewood Avenue ie 200 metres and Coronation Drive 250 metres. The distances will not meet with the guidelines of London Buses which states that bus stops should be installed at minimum distance of 400 metres apart.
- The northbound and southbound bound stops would overlap by approx. 10 metres. This would cause traffic congestion near the bridge as traffic would experience difficulties in passing buses when serving stops.
- The proposed short term drop off bay would be omitted from the scheme which may lead drivers to use the bus stops to drop or collect passengers for the station which would have an impact on buses being delayed.
- The existing bus in Rosewood Avenue serves the residential properties and it provides a level access to the shopping parades.

10.2 Comments by Metropolitan Police, Traffic Management Unit

- If the bus stop for northbound services were relocated on south side of the station, buses at the stop would be in conflict with south bound buses at the southbound stop which is not inset, possibly causing delays.
- Several routes use the northbound stop with the prospect of several buses arriving together in which case the buses would extend back onto the crossing.
- Metropolitan Police would prefer the existing bus stop to remain at its existing location.
- The suggestion to relocating the bus stop is to serve the Morrison store but when the store will open, buses can still drop/collect passengers at

the existing bus stop in Rosewood Avenue. The existing bus stop at this location will provide better access for disabled people.

- Support the provision of cycle parking close to the station.

10.3 Staff comments on widening the carriageway to accommodate the bus stops.

Although it was suggested by Elm Park Regeneration Partnership that the non-highway land could be incorporated into the existing footways to widen the carriageway of southern end of The Broadway, there are two technical problems associated with this suggestion:

- Widening would mean moving the traffic closer to the edge of the retaining wall along Station Parade. Council's engineers are concerned that this will induce greater loading on this retaining wall. As a result, structural investigation and any improvement works are beyond scope of the budget available for the scheme.
- The non-highway land is not within the Council's control and it is not a public highway.

10.4 London Taxi and Private Hire, part of Transport for London

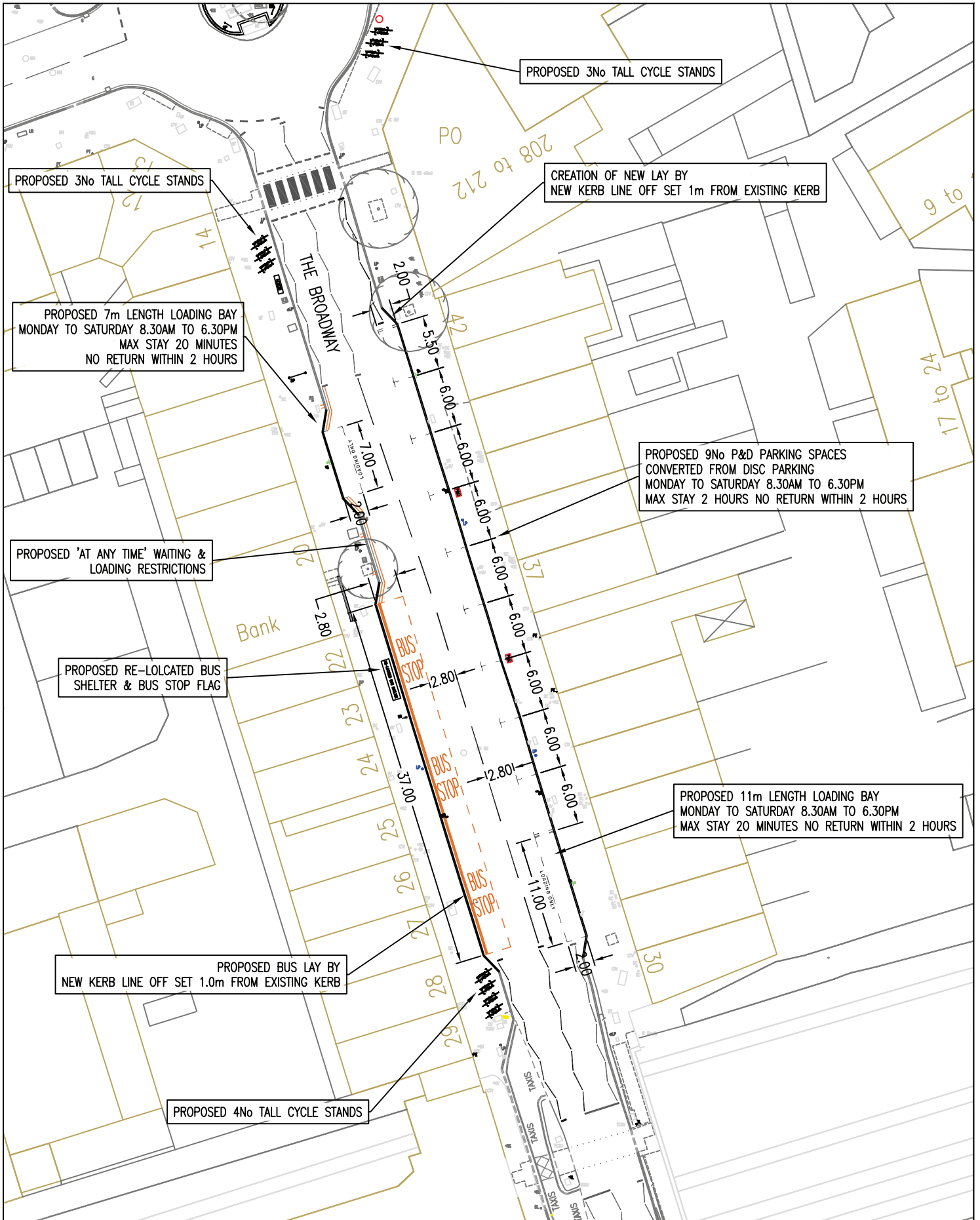
London Taxi & Private Hire supports the proposals as publicly advertised. They consider that the capacity of parking in the rank will not be affected, therefore, have no objections to inseting the taxi rank into the footway. The proposals are shown on drawing no. QL025-01-102.

They, however, have objected to the reduction of parking spaces in the taxi rank as shown in the alternative option. They state that it is a busy taxi rank which serves the station. The proposals are shown on drawing no. QL025-01-202.

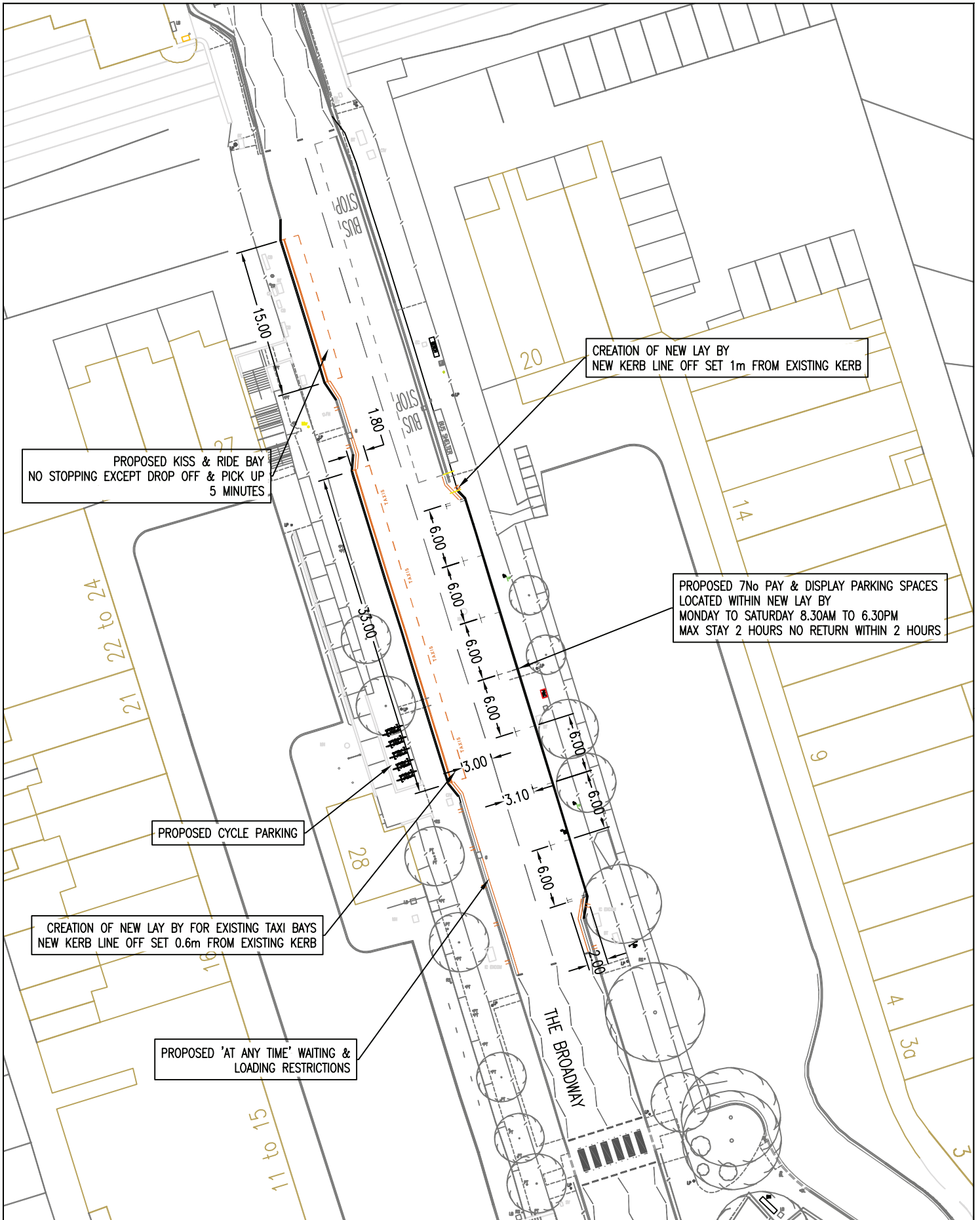
Appendix D

Proposed layout drawings
(as publicly advertised)

QL025-01-101 to QL025-01-102



<p>Haverling LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<p>PURPOSE CONSULTATION</p>			
<p>JOB TITLE THE BROADWAY ELM PARK</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>DRAWING TITLE PROPOSED LAYOUT DRAWING 1 OF 2</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MK</p>		<p>APPROVED BY [Signature]</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 07.08.12</p>		<p>REVISION A</p>		<p>REVISION AMENDMENT</p>	
<p>DRAFT ISSUE</p>		<p>ACAD REF: Sheet Size: A4 (210x297)</p>		<p>DRAWING No QL025-01-101</p>		<p>DATE</p>	



PROPOSED KISS & RIDE BAY
NO STOPPING EXCEPT DROP OFF & PICK UP
5 MINUTES

CREATION OF NEW LAY BY
NEW KERB LINE OFF SET 1m FROM EXISTING KERB

PROPOSED 7m PAY & DISPLAY PARKING SPACES
LOCATED WITHIN NEW LAY BY
MONDAY TO SATURDAY 8.30AM TO 6.30PM
MAX STAY 2 HOURS NO RETURN WITHIN 2 HOURS

PROPOSED CYCLE PARKING

CREATION OF NEW LAY BY FOR EXISTING TAXI BAYS
NEW KERB LINE OFF SET 0.6m FROM EXISTING KERB

PROPOSED 'AT ANY TIME' WAITING &
LOADING RESTRICTIONS

Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

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

JOB TITLE
THE BROADWAY
ELM PARK

DRAWING TITLE
PROPOSED LAYOUT
DRAWING 2 OF 2

SCALE (AT A4 SIZE)
1:500

DATE
07.08.12

DRAFT
ISSUE

PURPOSE
CONSULTATION

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DRAWN BY
RP

CHECKED BY
MK

APPROVED BY
JAP

ACAD REF:

DRAWING No
QL025-01-102

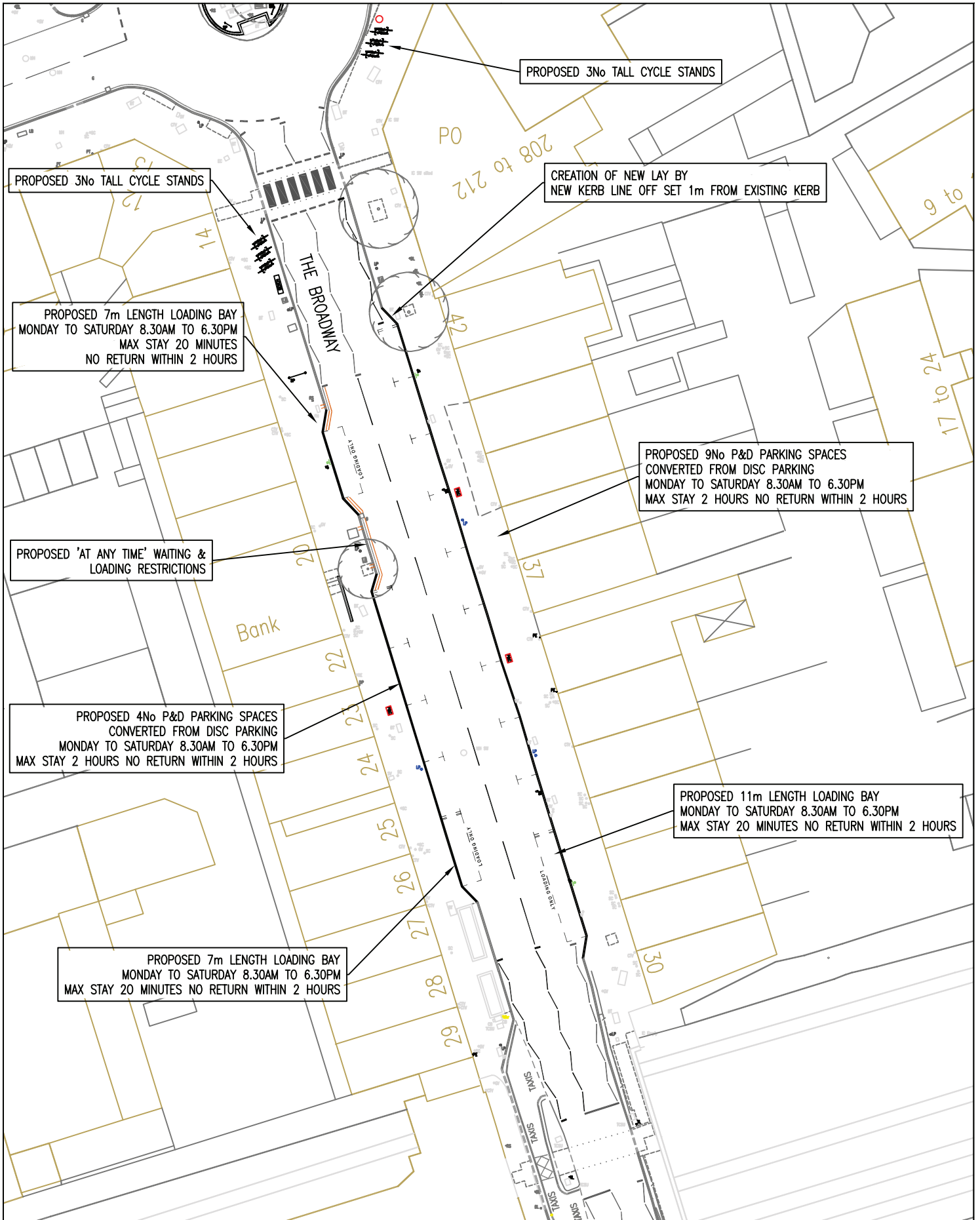
REVISION
A

Sheet Size: A4 (210x297)

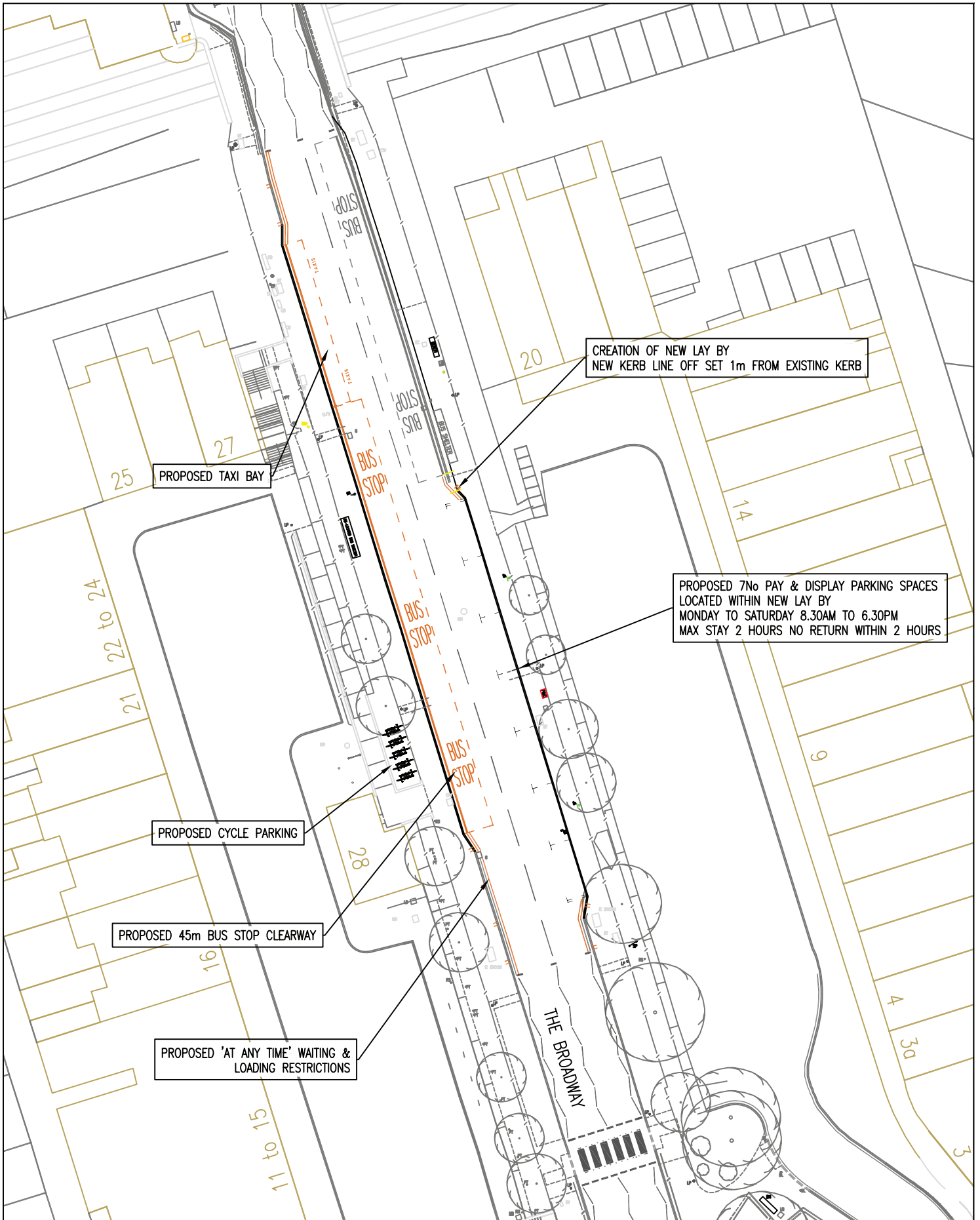
REVISION	AMENDMENT	DATE

Appendix D

QL025-01-201 and QL025-01-202
(Alternative option as suggested by
Elm Park Regeneration Partnership)



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE CONSULTATION</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>	
<p>JOB TITLE THE BROADWAY ELM PARK</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p>APPROVED BY [Signature]</p>		<p>REVISION</p>	
<p>DRAWING TITLE PROPOSED LAYOUT OPT 2 DRAWING 1 OF 2</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MK</p>		<p>REVISION</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 09.10.12</p>		<p>ACAD REF: Sheet Size: A4 (210x297)</p>		<p>DRAWING No QL025-01-201</p>	
<p>DRAFT</p>		<p>ISSUE</p>		<p>REVISION</p>		<p>AMENDMENT</p>	
						<p>DATE</p>	



Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.		CONSULTATION Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327					
JOB TITLE THE BROADWAY ELM PARK				DRAWN BY RP				CHECKED BY MK		APPROVED BY [Signature]	
DRAWING TITLE PROPOSED LAYOUT OPT 2 DRAWING 2 OF 2				ACAD REF: Sheet Size: A4 (210x297)		DRAWING No QL025-01-202		REVISION A		REVISION AMENDMENT	
SCALE (AT A4 SIZE) 1:500		DATE 09.10.12		DRAFT <input type="checkbox"/>		ISSUE <input type="checkbox"/>		REVISION AMENDMENT		DATE	

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HIGHWAYS ADVISORY COMMITTEE

13 November 2012

REPORT

Subject Heading:

LYNWOOD DRIVE

Proposed extension to the existing 'At any time' restrictions – comments to advertised proposals

Report Author and contact details:

Sarah Rogers

01708 432810

sarah.jane.rogers@havering.gov.uk

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to extend the existing 'At any time' Waiting Restrictions in Lynwood Drive.

RECOMMENDATIONS

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

- a. the proposals to extend the 'At any time' Waiting Restrictions on the northern kerbline of Lynwood Drive by 33.9 metres to cover the vehicle access points of the Medical Centre, be implemented as advertised.
- b. the effect of the scheme be monitored; and that
- c. members note that the estimated cost of this scheme as set out in this report is £500 and can be funded from the 2012/13 Minor Parking Schemes budget

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 15th November 2011, Highways Advisory Committee agreed in principle proposals to extend the existing double yellow lines in Lynwood Drive, to cover the access and egress of Lynwood Medical Centre.
- 1.2 The scheme was subsequently designed by staff and publicly advertised on 14th September 2012. This report outlines the responses received arising out of the public consultation.

2.0 Proposed Scheme

2.1 Lynwood Drive – Drawing No. Lynwood Drive

The scheme is within the Havering Park Ward and was recommended for consultation by Committee on 15th November 2011.

The scheme proposes to extend the existing 'At any time' waiting restrictions on the north-eastern side of Lynwood Drive, for a distance of 33.9 metres, to cover the access and egress of Lynwood Medical Centre.

3.0 Outcome of Public consultation - Responses received

The proposals were advertised in the Romford Recorder and London Gazette. In addition, 18 statutory bodies and 8 residents were consulted on the proposals. Two site notices were also fixed to street furniture in the road.

At the close of public consultation on 5th October 2012, no response had been received to the proposals.

4.0 Staff Comments

None

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £500 including advertising costs.

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.

Total costs will need to be contained within the overall Streetcare revenue budget

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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.

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

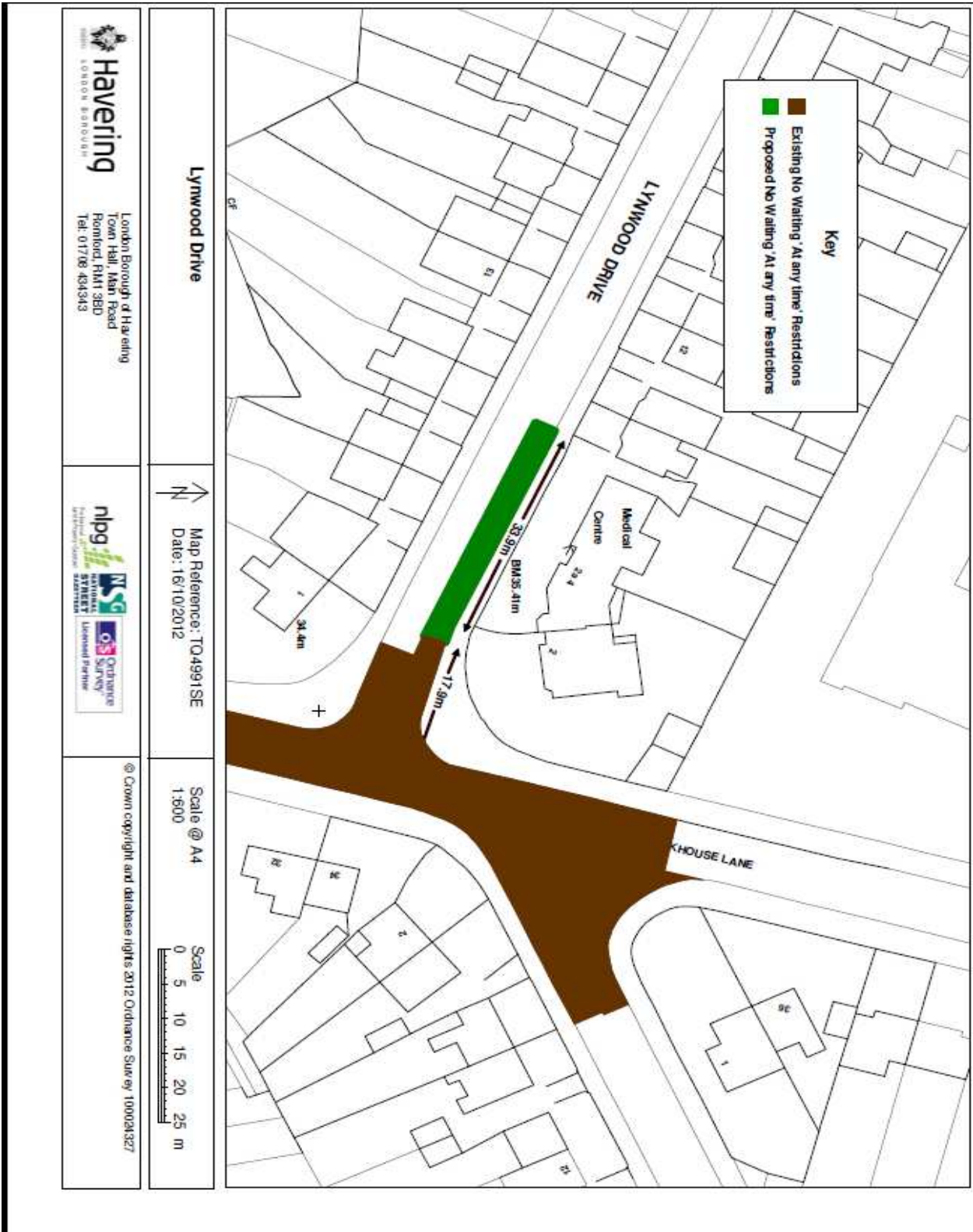
Disabled 'Blue' Badge holders are currently able to park with an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

There will be a visual impact from further signing and lining.

BACKGROUND PAPERS

Drawing: Lynwood Drive

Appendix A



HIGHWAYS ADVISORY COMMITTEE

13 NOVEMBER 2012

REPORT

Subject Heading:

**PROPOSED WAITING RESTRICTIONS,
CONNAUGHT ROAD/ KENILWORTH
GARDENS - comments to advertised
proposals.**

Report Author and contact details:

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

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

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

SUMMARY

This report recommends the implementation of 'At any time' restrictions at the junction of Connaught Road with Kenilworth Gardens, following the completion of public consultation.

RECOMMENDATIONS

1. That the Committee having considered the information set out in this report and the representations made recommends to the Cabinet Member for Community Empowerment that:
 - a. the minor parking scheme set out in this report and shown on the attached drawing Ref: Connaught Road with Kenilworth Gardens be implemented;
 - b. the effect of the scheme be monitored;
 - c. members note that the estimated cost of this scheme as set out in this report is £500 and can be funded from the 2012/13 Minor Parking Schemes budget

REPORT DETAIL

1.0 Background

- 1.1 At a meeting of this Committee on 19th June 2012, a request was put forward to implement restrictions at the junction of Connaught Road with Kenilworth Gardens to keep the highway clear of inconsiderate and obstructive parking. This Committee recommended the scheme go forward for public consultation.
- 1.2 The scheme was subsequently designed by staff and publicly advertised on 14th September 2012. This report outlines the responses received arising out of the public consultation.

2.0 Proposed Scheme

2.1 Connaught Road / Kenilworth Gardens – Drawing Ref: Connaught Road / Kenilworth Gardens

The scheme is within the Hacton Ward and was recommended for consultation by Committee on 19th June 2012.

The scheme proposes to introduce 'At any time' waiting restrictions for 10 metres on all arms of the Connaught Road junction with Kenilworth Gardens.

Outcome of Public consultation - Responses received

The proposals were advertised in the Romford Recorder and London Gazette. In addition, 18 statutory bodies and 12 residents were consulted on the proposals

At the close of public consultation on 5th October 2012, one response had been received in favour of the proposals, outlining that parking in this area has been a problem for quite some time.

Staff comments

As there were no objections received to the proposals, officers consider the proposals to be acceptable to residents living in the immediate vicinity.

Recommended Action

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

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of this scheme as set out in this report is £500 and can be funded from the 2012/13 Minor Traffic and Parking Schemes budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

None

Equalities implications and risks:

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

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

It is understood that a play group may meet at the Church Hall on Kenilworth Gardens; this to be noted and considered by the Committee.

There will be some visual impact from the required signing and lining works

BACKGROUND PAPERS

Drawings Ref: Connaught Road with Kenilworth Gardens



Connaught Road/Kenilworth Gardens Map Reference: TQ5386SE

	Scale @ A4 1:650 Date: 10/09/2012	Scale 0 6 12 18 24 30 m
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HIGHWAYS ADVISORY COMMITTEE

13th November 2012

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
November 2012**

Report Author and contact details:

**Alexandra Watson
Traffic & Parking Control, Business
Unit Manager (Schemes & Challenges)
01708 432603
alexandra.watson@havering.gov.uk**

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

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

SUMMARY

This report presents applications for on-street minor traffic and parking schemes for which the Committee will make recommendations to the Cabinet Member for Community Empowerment who will then recommend a course of action to the Head of StreetCare to either progress, reject or hold pending further review.

RECOMMENDATIONS

1. That the Committee considers the on-street minor traffic and parking scheme requests set out in the Schedule, Section A – Minor Traffic and Parking scheme requests for prioritisation and for each application the Committee either;
 - (a) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the minor traffic and parking scheme; or
 - (b) Recommends that the Cabinet Member for Community Empowerment advise that the Head of StreetCare should not proceed further with the minor traffic and parking scheme.
2. That the Committee notes the contents of the Schedule, Section B – Minor Traffic and Parking scheme requests on hold for future discussion.
3. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Community Empowerment should recommendation for implementation is made and accepted by the Cabinet Member for Community Empowerment.
4. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source and that the budget available in 2012/13 is £90.5K. It should also be noted that the advertising, Order making and street furniture costs for special events are funded via this revenue budget.
5. In total and at Period 7 £25K is uncommitted.

REPORT DETAIL

1.0 Background

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

- 1.3 Where the Committee recommends to the Cabinet Member for Community Empowerment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee, which will make recommendations to the Cabinet Member for Community Empowerment.
- 1.4 Where the Committee recommends to the Cabinet Member for Community Empowerment that a scheme should not be progressed subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will not undertake further work and the proposed scheme will be removed from the Schemes application list. Schemes removed from the list will not be eligible for re-presentation for a period of six months commencing on the date of the Highways Advisory Committee rejection.
- 1.5 In order to manage and prioritise this workload, a schedule has been prepared to deal with applications for schemes and is split as follows;
- (i) Section A – Minor Traffic and Parking requests. These requests may be funded through the Council's revenue budget (A24650) for Minor Traffic and Parking Schemes or an alternative source of funding (which is identified) and the Committee advises the Cabinet Member for Community Empowerment to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
 - (ii) Section B – Minor Traffic and Parking scheme requests on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion or funding issues.
- 1.5 The schedule contains information on funding source, likely budget (as a self-contained scheme, including design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee advice to the Cabinet Member for Community Empowerment.
- 1.6 Committee is also asked to note that officers in Traffic and Parking Control received approximately 3,200 pieces of correspondence in relation to traffic and parking control scheme requests and queries from 1st October 2012 until 31st October 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

November 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									
TPC282	George Street, Alexandra Road & King Edward Road leaseholder car parks	Request to review use of three Leaseholder car parks (20 spaces in all). Residents of George Street want the car park to become an extension to the residents parking scheme.	This request has originated via residents of George Street who have specifically requested their car park be converted to resident permit bays. However, staff have previously identified these car parks as subject to review		LBH Revenue	TBC	Residents & Ward Councillors	02/10/12	Romford Town
TPC283	George Street, Romford	Request for the 7 Voucher parking bays at the Brentwood Road end of George Street to be converted to residents bays	Voucher holders do currently utilise these bays for £300 per annum		LBH Revenue	600	Residents & Ward Councillors	02/10/12	Romford Town
TPC284	Upminster Road South & Cloister Close, Rainham	Request for 'At Any time' waiting restrictions at the junction of Upminster Road South and Cloister Close to deter obstructive parking for residents	Photographs of residents' access and egress being obstructed supplied		LBH Revenue	500	Resident	05/11/12	Rainham & Wennington
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues									

London Borough of Havering
 Traffic & Parking Control - StreetCare
 Minor Traffic & Parking Schemes Applications Schedule
 Highways Advisory Committee
 November 2012

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
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 and have received - Draft designs to be presented Following a pre HAC meeting October 2012 it was agreed the item would remain on list assess footway parking bay arrangements and monitor the effects of this action at a future HAC meeting		LBH Revenue	5,000	Resident & visitor	25/01/12	Harold Wood
TPC279	Brooklands Ward	As requested at the April 2012 HAC meeting a parking review of the Brooklands Ward was requested to be undertaken. Draft designs have been produced and are to be presented to the Committee. The proposals incorporate schemes approved for implementation.	Officers recommend that the scheme be approved for consultation and that the item ref TPC279 now incorporates items T&ET18(post consultation approved) TPC78 TPC142 TPC213 This will ensure proper recording of related items and allow the Traffic and Parking Control Tea	2011 2012	LBH Revenue	Cost can not be determined at this stage	Ward Cllrs & Residents	Various	Brooklands

London Borough of Havering
Traffic & Parking Control - StreetCare

Highways Advisory Committee
November 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
TPC280	Romleighs Estate	This item is based on numerous requests and reports and petitions received in recent months from both residents and Ward Cllrs of the Romleighs Estate to address the parking issues	Officers have surveyed the area and have produced draft design of two recommendations for either a residential parking zone operational between 8-6.30pm Mon-Sat or A controlled parking zone (CPZ) operational between 10.30-11.30am Mon-Fri to match the existing controlled parking zone within the Harold Wood area HAC October 2012 - To be discussed at a future HAC meeting in 6 months	2012	LBH Revenue	Cost can not be determined at this stage	Ward Cllrs & Residents	05/10/12	Harold Wood
TPC281	The Drive, Harold Wood	Request to change the existing Disc Parking bay in The Drive to a Pay& Display parking bay.	Feasible HAC October 2012 - To be discussed at a future HAC meeting in 6 months	No	LBH Revenue	4,200	Cllr Eagling	27/09/12	Harold Wood

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