



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
15 January 2013**

**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:
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AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

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

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

4 MINUTES (Pages 1 - 16)

To approve as a correct record the minutes of the meeting of the Committee held on 11 December 2012, and to authorise the Chairman to sign them.

5 HAROLD HILL ACCIDENT REDUCTION PROGRAMME - HILLDENE AVENUE PROPOSED SAFETY IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION) (Pages 17 - 26)

Report attached

6 PARKING & LOADING ARRANGEMENTS AT 69-79 BUTTS GREEN ROAD (OUTCOME OF PUBLIC CONSULTATION) (Pages 27 - 40)

Report attached

7 PROPOSALS TO IMPROVE CYCLE FACILITIES AT RONEO CORNER GYRATORY, ROMFORD (Pages 41 - 58)

Report attached

8 PROPOSALS TO IMPROVE ACCESSIBILITY AT EXISTING BUS STAND IN ESSEX GARDENS - OUTCOME OF PUBLIC CONSULTATION (Pages 59 - 66)

Report attached

9 HIGHWAYS SCHEMES APPLICATIONS (Pages 67 - 72)

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

10 TRAFFIC AND PARKING SCHEMES WORK PROGRAMME (Pages 73 - 78)

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

11 URGENT BUSINESS

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

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
11 December 2012 (7.30 - 9.00 pm)**

Present:

COUNCILLORS

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

Residents' Group John Wood and June Alexander

Labour Group Denis Breading

Independent Residents Group David Durant

Apologies were received for the absence of Councillor Brian Eagling and Councillor June Alexander substituted in his place. Also present were Councillors Lesley Kelly and Pam Light.

All votes were unanimous with no votes against unless stated otherwise.

Councillors Barry Oddy, Garry Pain, Steven Kelly and Denis Breading declared an interest in the matter relating to Parking & Loading Arrangements at 69/79 Butts Green Road.

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

51 MINUTES

The agreement of the minutes of the meeting of the Committee held on 13 November 2012 were deferred to next meeting of the Committee as page 5 of the minute was omitted in the printing of the agenda.

52 SCHOOL CROSSING PATROL IMPROVEMENTS - HYLANDS PRIMARY SCHOOL. GLOBE ROAD JUNCTION WITH BENJAMIN CLOSE

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

1. To recommend to the Cabinet Member for Community Empowerment that the junction alterations, pinch point, speed table and 'at any time' parking restrictions be approved for implementation as detailed in the report and shown on drawing: QL022/OB/01.A

2. That it be noted that the estimated cost of the scheme will be £15,000 which would be met from the 2012/13 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

53 FUTURE OF SAFETY CAMERAS IN LONDON AND PROPOSED REMOVAL OF SAFETY CAMERAS IN HAVERING

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

1. To accept the contents of the report and recommend a response for the Cabinet Member for Community Empowerment to be relayed back to Transport for London with regard to the proposed camera removals as set out in Appendix III.
2. To note the contents of the report relating to the future of safety camera provision in London.
3. That it be noted that in the event of a new camera scheme being proposed in the future, capital funding would have to be provided by the Council and an annual maintenance charge would be payable.

54 BUS STOP ACCESSIBILITY ROUTE 248 2012/13 - OUTCOME OF PUBLIC CONSULTATION

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

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in the report and shown on the following drawings be implemented:
 - QL010-OF-101A
 - QL010-OF-103A
 - QL010-OF-104A
 - QL010-OF-105A
 - QL010-OF-106A
 - QL010-OF-107A
 - QL010-OF-108A
 - QL010-OF-109A
 - QL010-OF-110A
 - QL010-OF-111A
 - QL010-OF-112A
 - QL010-OF-113A
2. That it be noted that the estimated cost of £50,000 for implementation would be met by Transport for London through the 2012/13 Local Implementation Plan allocations for Bus Stop Accessibility for R248.

55 **HAROLD WOOD BUS INTERCHANGE - BUS ACCESSIBILITY WALKING AND PUBLIC REALM ENHANCEMENT PROPOSALS**

The report before Members sets out a proposals to improve bus stop accessibility, the walking environment and the public realm at the Harold Wood Station bus interchange.

With its agreement, Councillor Lesley Kelly addressed the Committee. Councillor Kelly commended the scheme and the proposed drop-off bay. She felt the extra footway space would be of assistance to pedestrians.

A member of the Committee was of the view that the footway widening by the station corner was especially helpful.

Another member sought and got confirmation that the island was being cut back to allow buses to turn and pass.

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

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility, walking environment and public realm proposals be implemented as detailed on drawing QL007-100A.
2. That it be noted that the estimated cost of £70,000 would be met from the 2012/13 Transport for London Local Implementation Plan allocation for Gooshays Drive & Gubbins Lane Highway Improvements.

56 **BUS STOP ACCESSIBILITY - ROUTE 294 WHITCHURCH ROAD 2012/13 - OUTCOME OF PUBLIC CONSULTATION**

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

3. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in the report and shown on the following drawings are implemented;
 - QL020-OF-201A
 - QL020-OF-202A
 - QL020-OF-203A
4. That it be noted that the estimated cost of £30,000 for implementation would be met by Transport for London through the 2012/13 Local Implementation Plan allocations for Bus Stop Accessibility for R294, Whitchurch Road.

57 **HAROLD HILL LEARNING VILLAGE, SETTLE ROAD - PROPOSED 20 MPH ZONE & SPEED TABLE (OUTCOME OF PUBLIC CONSULTATION)**

The Committee considered the report and Councillor Steven Kelly asked whether it was possible to extend the proposals to Dycourts. Officers explained that that proposed extension to Dycourts had been examined but that the funding for the proposals was not sufficient to incorporate the extension to Dycourts, The Committee **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that the 20mph Zone and speed table, with repaving and surfacing in Settle Road be approved for implementation as detailed in the report and shown on drawings QL017/100 and QL017/101.
2. That it be noted that the estimated cost of £90,000 for implementation would be met by Transport for London through the 2012/13 Local Implementation Plan allocations for the Learning Village Access Improvements.

58 **RAINHAM TRAFFIC MANAGEMENT SCHEME - ADDITIONAL PARKING BAY AND TRAFFIC CALMING PROPOSALS (OUTCOME OF PUBLIC CONSULTATION)**

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

1. To recommend to the Cabinet Member for Community Empowerment that the following measures detailed in the report be implemented along with making the relevant Traffic Regulation Orders as shown on drawings QK039/PR03 and QK039/PR04A.
2. 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 would be met from the Rainham Traffic Management Grant Funded Capital Budget.

59 **HORNCHURCH MAJOR SCHEME - OUTCOME OF PUBLIC CONSULTATION**

The Committee **RESOLVED:** to withdraw the report from its consideration at this meeting as it was noted that the consultation was not due to end until 28 December 2012.

60 **PARKING & LOADING ARRANGEMENTS AT 69-79 BUTTS GREEN ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed comments received in response to a public consultation on proposals to provide a loading and parking bay outside 77/79 Butts Green Road and a bus stop clearway outside 69/75

Butts Green Road in support of the implementation of a development at 77/79 Butts Green Road and sought a recommendation to the Cabinet Member for Community Empowerment that the measures either be implemented or the Head of Streetcare proceeds with the design and consultation on an alternative layout.

Several members of the Committee were of the opinion that they should declare an interest as they were also members of Regulatory Services Committee that rejected the scheme.

The Legal Advisor explained the relevance of the Powergen case and advised that the quorum for the committee was 4. Councillor Breading raised a motion seconded by Councillor Kelly for the matter to be deferred to the subsequent meeting as the number of members who were part of the decision making process at Regulatory Services Committee formed a significant proportion of the Highways Advisory Committee

The Committee **RESOLVED** to defer this matter to the next meeting.

The vote for the motion was passed by 7 votes to 1 against with 1 abstention. Councillor Thompson voted against the motion whilst Councillor Taylor abstained from voting.

61 **NOAK HILL ROAD- PROPOSED SAFETY IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION)**

The Committee considered a report that detailed schemes approved by Transport for London for funding. A feasibility study had recently been carried out to identify safety improvements along Noak Hill Road. A public consultation had been carried out and the report detailed the finding of the feasibility study, public consultation and recommends the installation of vehicle activated sign along Noak Hill Road.

The report detailed that since the pinch point was installed along Noak Hill Road in 2005, the Havering Council has received numerous complaints. A number of incidents also occurred in the vicinity of pinch point. Some incidents were reported to Police and others were not reported to the Police because they were due to driver error. On several occasions, the bollards, lighting units and road signs in the pinch point were replaced at this location.

In the four-year period to July 2012, 3 personal injury accidents (PIAs) were recorded along Noak Hill Road between Kyance Close and Taunton Road including Kyance Close and Taunton Road junctions. Of these 3 PIAs, 2 were serious and one was slight injury. 1 PIA occurred in the vicinity of pinch point. Before the installation of pinch point, 5 PIAs were recorded along Noak Hill Road between Kyance Close and Taunton Road over four year period to June 2004. All 5 PIAs occurred at the Noak Hill Road / Taunton Road junction. Of these 5 PIAs, 1 was serious and 4 were slight injuries.

The proposal in the report was to provide a vehicle activated sign along Noak Hill Road in the vicinity of pinch point. From the public consultation results, majority of respondents felt the vehicle activated sign would help to reduce vehicle speeds and improve road safety in the area.

Seven responses were received from London Buses, Local Member and residents from the 50 letters distributed. Six 6 opposed and raised concern to the removal of pinch point proposal and 1 had no objections to the scheme.

Staff therefore are recommending that only the vehicle activated sign proposal be approved for implementation.

Councillor Denis O'Flynn addressed the committee expressing concern if the pinch point was removed. Councillor O'Flynn made mention of a 200+ signature petition from residents to keep pinch point.

During debate a member of the Committee felt that the pinch point had reduced casualties, but he does not agree to the need for the VA sign.

The Committee unanimously **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that a vehicle activated sign along Noak Hill Road between Taunton Road and Kynance Close as shown on Drawing No. QL005/N/1 be implemented.
2. That the Committee having considered the representations from the public consultation results, recommends to the Cabinet Member for Community Empowerment that the proposal to remove the pinch point along Noak Hill Road between Taunton Road and Kynance Close be omitted from the original proposals.
3. That, it be noted that the estimated cost of £5,000 would be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

62 **HAROLD HILL ACCIDENT REDUCTION PROGRAMME - HILLDENE AVENUE PROPOSED SAFETY IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed a feasibility study that had been carried out to identify safety improvements along Hilldene Avenue as part of the Harold Hill Accident Reduction Programme with funding approval by Transport for London.

A public consultation had been carried out and the report outlined the findings of the feasibility study and public consultation and recommended the installation of a humped pelican crossing.

The report stated that in the four-year period to December 2011, 9 personal injury accidents were recorded along Hilldene Avenue between Westdene Avenue and Eastdene Avenue. Of these 9 PIAs, 4 were serious, 5 were slight injuries and 3 involved pedestrians.

The proposal was to provide a humped pelican crossing along Hilldene Avenue between Westdene Avenue and Eastdene Avenue as shown on drawing No: QL002/H/1. These proposals would reduce vehicle speeds and improve road safety in the area.

Following Highways Advisory Committee approval for a public consultation in January 2012, letters describing the proposals were delivered to local residents / occupiers along Hilldene Avenue. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 170 letters were delivered by hand to premises in the area affected by the proposals. Two written responses were received from London Buses and London Bus Infrastructure. Both indicated that the scheme should not affect them.

The view of Council officers was that the proposed humped pelican crossing would improve pedestrian facility, lower vehicle speeds and reduce accidents in the area. No respondents objected to the proposal. It was therefore recommended that the proposed measures in the recommendation should be approved for implementation.

During the debate members discussed issues concerning the cost of the scheme. A member sought clarity on the collisions in the area.

A motion to recommend rejection of the scheme was proposed by Councillor Kelly and seconded by Councillor Oddy. The vote to recommend rejection was lost by 4 votes to 5.

The Committee then voted on the recommendation in the report, the vote to recommend implementation of the proposed scheme was lost 3 votes to 6. As such this resulted in a non-decision. The report will therefore be re-presented at the next meeting of the Committee.

63 **RAVENCOURT GROVE - PROPOSED PEDESTRIAN FACILITIES (OUTCOME OF PUBLIC CONSULTATION)**

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

1. To recommend to the Cabinet Member for Community Empowerment that a pedestrian refuge and centreline hatch road markings along Ravenscourt Grove by Ravenscourt Drive as shown on drawing No. QL005/R/1R be implemented.
2. That, it be noted that the estimated cost of £12,000 would be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

64 JUNCTION ROAD - PROPOSED SPEED TABLE (OUTCOME OF PUBLIC CONSULTATION)

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

1. To recommend to the Cabinet Member for Community Empowerment that a speed table along Junction Road between Western Road and Carlton Road as shown on drawing No. QL005/2 be implemented.
2. That, it be noted that the estimated cost of £15,000 would be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

The vote for the recommendation was passed by 8 votes to 1.

65 SUSTRANS CONNECT 2 - PROPOSED CYCLE TRACK INGREBOURNE HILL SITE AND DOVERS CORNER (OUTCOME OF PUBLIC CONSULTATION)

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

1. To recommend to the Cabinet Member for Community Empowerment that the cycle track on the eastern side of Rainham Road between Ingrebourne Hill and Dover's Corner be approved for implementation as detailed and shown on the following drawings: QL011/1001A; QL011/1002A; QL011/1003A; QL011/1004A
2. That it be noted that the estimated cost of the whole Sustrans Connect2 scheme was estimated to be £1,558,000.
3. That it be noted that the estimated cost of the highway elements of the scheme set out within this report is £65,000 would be funded through the 2012/13 Transport for London Local Implementation Plan allocations for the Ingrebourne Valley Sustrans Connect 2 project and the Big Lottery Sustrans Connect 2 allocation. Management procedures were in place to ensure completion within the financial year.

The vote for the recommendation was passed by 8 votes to 1.

66 MY PLACE YOUTH CENTRE - DAGNAM PARK DRIVE LAY-BY PROPOSALS (OUTCOME OF PUBLIC CONSULTATION)

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

1. To recommend to the Cabinet Member for Community Empowerment that the various elements detailed in the report be implemented as shown on drawing QJ047/01/05

2. That it be noted that the estimated cost of £500 would be met from the 2012/13 revenue allocation for Borough Roads Minor Improvements.

67 HAYNES ROAD - PROPOSED EXTENSION OF EXISTING AT ANY TIME RESTRICTIONS (RESPONSES TO ADVERTISED PROPOSALS)

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

To recommend to the Cabinet Member for Community Empowerment:

- a. the proposals to extend the 'At any time' Waiting Restrictions on the eastern kerb-line of Haynes Road to the northern boundary of No.1 Haynes Road, as shown on drawing Ref: Haynes Road/Squirrels Heath Lane, be implemented as advertised.
- 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 £250 and can be funded from the 2012/13 Minor Parking Schemes budget.

The vote for the proposal was passed by 8 votes to 1 against.

68 LITTLE GAYNES LANE, PROPOSED WAITING RESTRICTIONS (RESPONSES TO ADVERTISED PROPOSALS)

The Committee considered the report that detailed the responses received to the advertised proposals for waiting restrictions in Little Gaynes Lane and recommended a further course of action.

The proposals were to introduce 'At any time' waiting restrictions for 15 metres on all of the Corbets Tey Road junction with Little Gaynes Lane, introduce 7.00am to 6.30pm Monday to Friday waiting restrictions on the eastern side of Little Gaynes Lane from a point 15 metres north of the northern kerblines of Corbets Tey Road, to the common boundary of nos. 10 and 12 and on the western side and to introduce 7.00am to 8.30am Monday to Friday waiting restriction, from a point 15 metres north of the northern kerblines of Corbets Tey Road, to a point opposite the common boundary of nos. 10 and 12.

The report set out the responses received to the advertised proposals. Eighteen statutory bodies and 61 residents were consulted on the proposals. Twelve responses had been received to the proposals giving a 20% response rate.

Nine residents supported the proposals, with some wanting further restrictions around and opposite the junction of Little Gaynes Gardens. The

residents that commented against the proposals were mainly concerned over the displacement of parked vehicles into other areas.

Staff monitored the effects of any changes to parking controls, to ensure that parking problems could be kept to a minimum and if it was considered that further controls were necessary, the issue would be reported back to the Committee and a further course of action could be agreed.

Officers had considered each of the consultation responses and had tried to minimise the potential negative impact arising from these proposals in terms of improving accessibility, safety and convenience for local residents and businesses.

In accordance with the public participation arrangements the Committee was addressed by a local resident who expressed his views in support of the scheme.

During the debate, members discussed issues concerning the proposed waiting restriction. They were of the view that the proposed time restrictions were not consistent with other restrictions in the borough. A member felt that the proposed 7.00am to 8.30am Monday to Friday restrictions on the doctors side of the road would not keep commuters away and would affect patients visiting the surgery. It was also stated that the proposed 7.00am to 6.30pm Monday to Friday restriction on the even numbered side of the road went too far and should terminate above the word proposed i.e. the common boundary of Nos. 4 & 6.

The Committee **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that:

- a. 'At any time' waiting restrictions for 15 metres on all of the Corbets Tey Road junction with Little Gaynes Lane, be introduced as shown on the Plan annexed to the report at Appendix A and further implementation of an 8.00am to 6.30pm Monday to Friday waiting restrictions on the even numbered side of the road from the end of the at any time waiting restriction at the junction of Little Gaynes Lane and Corbets Tey Road. up to the common boundary of Nos. 4 and 6 Little Gaynes Lane, in addition to the rejection of the proposed 7.00am – 08.30am waiting restriction on the odd numbered side of Little Gaynes Lane
- b. the effect of the scheme be monitored;
- c. the estimated cost of the scheme as set out in the report was £1,500 and would be funded from the 2012/13 Minor Parking Schemes budget.

The vote for the proposal was passed by 7 votes to 2. Councillors Breading and Durant voted against the motion.

69 **CHERRY WALK & RAINHAM ROAD - PROPOSED EXTENSION TO THE EXISTING 'AT ANY TIME' RESTRICTIONS (RESPONSES TO ADVERTISED PROPOSALS)**

The Committee considered a report that detailed the responses received to the advertised proposals for waiting restrictions in Cherry Walk.

The scheme proposals were to extend the existing 'At any time' waiting restrictions in Cherry Walk, on its south-eastern side, from a point 15 metres south-west of the south-western kerbline of Rainham Road, to the north-eastern flank wall of No. 1 Faray Terrace, Cherry Walk, and on the north-western side, from a point 13.5 metres south-west of the south-western kerbline of Rainham Road, to a point 15 metres south-west of the south-western kerbline of Rainham Road.

The proposals were advertised in the Romford Recorder and London Gazette, 18 statutory bodies and 4 residents were consulted on the proposals. One response was received to the proposals.

Parking was at a premium in Cherry Walk and as such the scheme had been designed so that on-street parking was maximised with the long term safety and access of the road user in mind.

The proposals were to extend the waiting restrictions on the side of the road where vehicles mainly parked for a distance of 1.5 metres.

Staff had considered the response and had tried to minimise the potential negative impact arising from these proposals in terms of improving accessibility, safety and convenience for local residents and businesses.

Staff would monitor the effects of these proposals and report back to the Committee if further action was necessary.

During the debate, a member outlined that he felt the proposals went too far into the road and that the resident that responded should not have a bay allocated to them.

A motion to reject the proposal was raised by Councillor Kelly and seconded by Councillor Oddy.

The Committee **RESOLVED** to recommend to the Cabinet Member for Community Empowerment rejection of the scheme proposed in the report to extend the at any time waiting restrictions in Cherry Walk, on the south-eastern side, from a point south-west of the south-western kerbline of Rainham Road, to the north-eastern flank wall of No. 1 Faray Terrace, Cherry Walk, and on the north-western side, from a point 13.5 metre south-west of the south-western kerbline of Rainham Road, to a point 15 metres south-west of the south-western kerbline of Rainham Road, shown on drawing reference TPC158 Cherry Walk annexed to the report..

The vote for the motion was passed by 5 votes to 2 against and 2 abstentions. Councillors Breading and Wood voted against the motion whilst Councillors Durant and Thompson abstained from voting.

70 HIGHWAYS SCHEMES APPLICATIONS

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			
Item Ref	Scheme	Description	Decision
H1	Chippenham Road	Include area within Hilldene Shopping Centre review	AGREED (unanimous)
SECTION B - Highway scheme proposals without funding available			
H2	Petersfield Avenue	Buses regularly cannot pass two pedestrian refuges at either end of shopping parade.	REJECTED (8-1 abstention)
H3	Geoffrey Avenue, Harold Park	69 signature petition requesting 7.5 tonne weight limit (except deliveries) because road is too narrow and damage to vehicles has occurred subject to funding being available to move to Section A under the Highway Schemes Applications report.	AGREED (7 to 2)
H4	Masefield Crescent, Harold Hill	Close the road at the A12 Eastern Avenue to stop rat-running to Straight Road	REJECTED (unanimous)
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)			
Nothing reported this month			

71 TRAFFIC AND PARKING SCHEMES WORK PROGRAMME

The report before the Committee detailed all Minor Traffic and Parking Scheme application requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

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

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

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

London Borough of Havering

Traffic & Parking Control - StreetCare

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC285	Squirrels Heath Lane, near David Lloyd Sport Centre, Gidea Park	Request for 'At any time' restrictions at the junction of Squirrels Health Lane and the entrance to the David Lloyd Centre.	REJECTED 7-2 Abstentions

TPC286	Leamington Road and Dagnam Park Drive, Harold Hill	Request for parking restrictions at the junction of Dagnam Park Drive and Leamington Road	REJECTED
TPC287	Wingletye Lane, Hornchurch	Request for 'At Any time' restrictions to be extended either side of the junction of Wingletye Lane with Great Nelmes Chase to cover the pedestrian island situated on Wingletye Lane, north of Great Nelmes Chase, and on west side in Wingletye Lane opposite junction with Essex Gardens	REJECTED 8-1 Abstention
TPC288	Savoy Grove and Osborne Road	Request for 'At Any time' restrictions at the junction of Osborne Road and Savoy Grove. Vehicles park in Osborne Road close to entrance obscuring sight lines for drivers exiting Savoy Grove	WITHDRAWN 9-0
TPC289	Durham Avenue, Gidea Park	Request to extend the existing double yellow lines on the northern side of Durham Avenue to cover the access to properties 47 to 71	REJECTED
TPC290	Lexington Way, Cranham	Proposal to introduce 'At Any time' waiting restrictions on all four arms of the Macon Way junction with Lexington Way, extending along Lexington Way to cover the entire southern side. The proposals also include the realignment of the kerbline on the western side of Macon Way and southern side of Lexington Way at its junction. Councillor Alexander did not vote on	Cllr Alexandra declared an interest as she lived in the road. REJECTED 6 For 1 Against 1 Abstention

		the matter because of its proximity to her residence.	
TPC291	Burntwood Avenue, Hornchurch	Request to extend single yellow line restriction from Butts Green Road to cover outside 2a Burntwood Avenue and to extend the yellow line restriction on the opposite side to cover 2a Burntwood Avenue	REJECTED 8-1
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			
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.	AGREED 8-1 Committee agreed to move scheme to Section A
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.	NOTED

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	NOTED
TPC281	The Drive. Harold Wood	Request to change the existing Disc Parking bay in The Drive to a Pay& Display parking bay.	Proposal that this bay should be changed from a Disc Parking Bay to a Free Parking Bay with a 2 hour max stay. . AGREED 5-2-2 Committee agreed to move scheme to Section A

Chairman

HIGHWAYS ADVISORY COMMITTEE

REPORT

15 January 2013

Subject Heading:

Harold Hill Accident Reduction Programme –
Hilldene Avenue 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

Hilldene Avenue – Harold Hill 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 Hilldene Avenue.

A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends the installation of humped pelican crossing.

This scheme was reported to the Highways Advisory Committee on 11 December 2012. The sequence of voting at the previous committee, with a motion to reject the scheme being defeated and the substantive motion to approve not being supported by a majority vote, means no decision was made.

The scheme is brought back to the Committee for further consideration and determination.

This scheme is within **Gooshays** 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 humped pelican crossing along Hilldene Avenue as shown on Drawing No. QL002/H/1 be implemented.
2. That, it be noted that the estimated cost of £20,000 can be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2011, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2012/13 Havering Borough Spending Plan settlement. Hilldene Avenue 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 safer pedestrian crossing facility at this location. 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 Hilldene Avenue Accident Reduction Programme will help to meet these targets.
- 1.3 The Highways Advisory Committee considered this scheme on 11 December 2012. At this meeting, the Committee was unable to reach a decision on the scheme. The scheme is resubmitted back to Committee for further consideration and determination.
- 1.4 This report details the finding of the public consultation and contains additional accident and casualty details to that reported to the Committee on 11 December 2012.

2.0 Accidents

2.1 In the ten-year period to August 2012, 19 personal injury accidents (PIAs) were recorded along Hilldene Avenue between West Dene Drive and East Dene Drive. Of the 19 PIAs, 6 were serious; 3 were speed related; 6 occurred during the hours of darkness and 8 involved pedestrians. Of the 10 PIAs in the vicinity of pelican crossing along Hilldene Avenue, 5 were serious; 1 was speed related; 3 occurred during the hours of darkness and 8 involved pedestrians. 19 PIAs resulted in 20 casualties. **Of the 20 casualties, 10 (50%) were pedestrians.** Additional personal injury accidents data are summarised in Appendix.

Location	Fatal	Serious	Slight	Total PIAs
West Dene Drive / Hilldene Avenue junction	0	1	4 (2-Speed) (1-Dark)	5
In the vicinity of pelican crossing and Hilldene Close junction	0	5 (5-Peds) (2-Dark) (1-Speed)	5 (3-Peds) (1-Dark)	10
East Dene Drive / Hilldene Avenue Junction	0	0	4 (2-Dark)	4
Total	0	6	13	19

3.0 Proposals

3.1 It is proposed to provide a humped pelican crossing together with street lighting improvements along Hilldene Avenue between West Dene Drive and East Dene Drive as shown on Drawing No: QL002/H/1. Accident analysis showed 19 personal injury accidents occurred over 10 year periods. Of the 19 PIAs, 6 PIAs were serious; 3 were speed related; 6 occurred during the hours of darkness and 8 involved pedestrians. Of the 20 casualties, **10(50%) of casualties were pedestrians at this location.** It is considered that the humped pelican crossing would reduce vehicle speeds and subsequently minimise accidents 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 Hilldene Avenue. Emergency Services, bus companies and cycling representatives were also consulted on the proposals. Approximately, 170 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. 2 written responses were received from London Buses and London Bus Infrastructure. Both indicated that the scheme should not affect them.

5.0 Staff comments and conclusions

- 5.1 The proposed humped pelican crossing would improve pedestrian facility, reduce vehicle speeds and accidents in the area. No respondents objected to the proposal. Accident analysis showed that 10(50%) of casualties were pedestrians at this location. 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. Spend will need to complete by 31st March 2013, to maximise grant funding.

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

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 pelican crossing, however the proposals would generally improve safety for both pedestrians and motorists.

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.

BACKGROUND PAPERS

- 1. Public consultation letter.**
- 2. Public consultation responses.**
- 3. Drawing Nos. QL002/H/1**

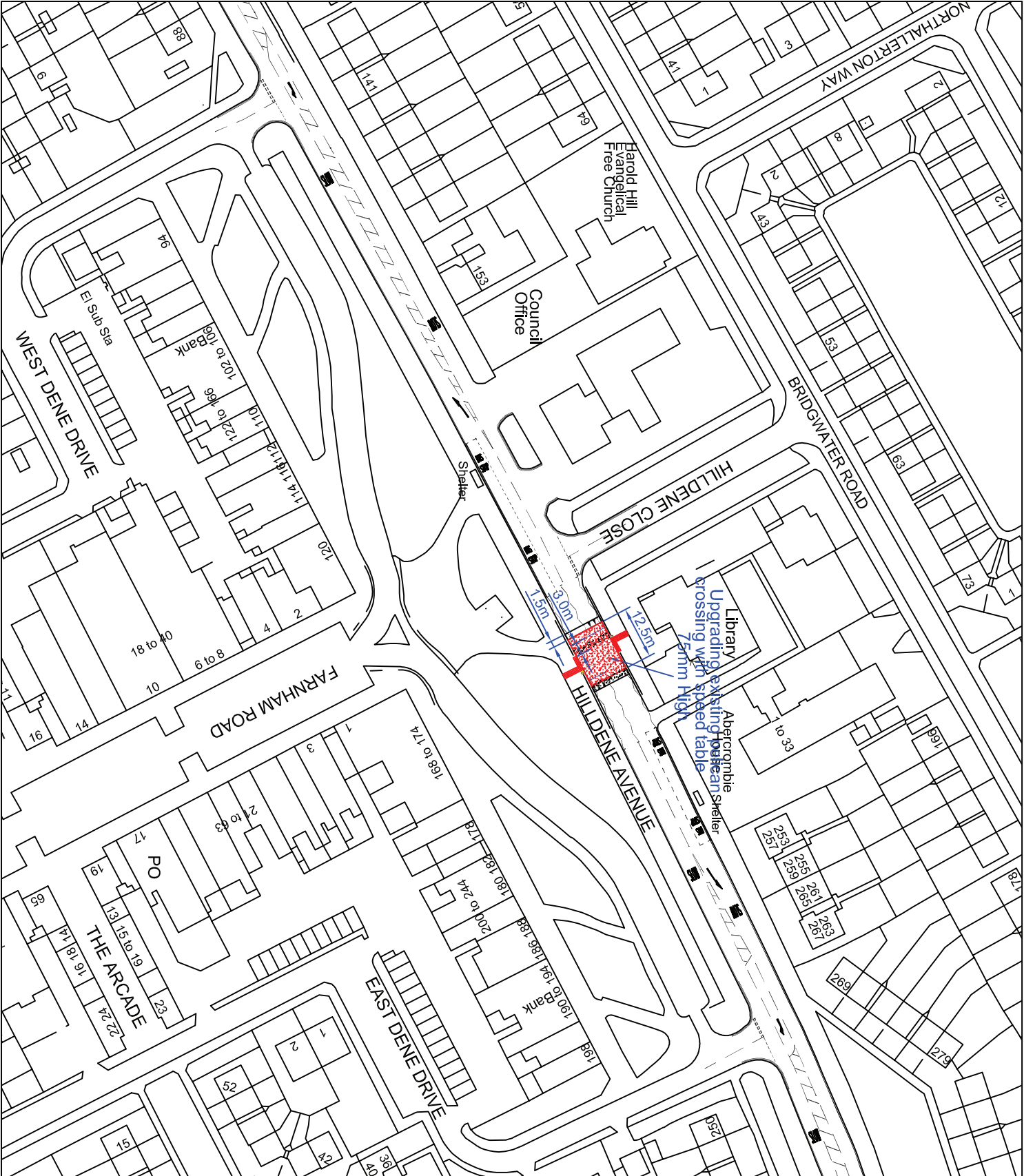
9.0 Accident by Age group

Age Group	0 - 15	16 - 30	31 - 45	46 – 60	61+	Total
No. of Accident	6	5	2	2	4	19
%	32%	26%	11%	10%	21%	100%

10.0 Accident by Contributory factors

Contributory factors	Frequency
Failed to look properly	11
Careless/Reckless/In a hurry	4
Poor Turn	3
Exceeding speed limit	3
Loss control	2
Wrong use of pedestrian crossing facility	2
Failed to judge person's path or speed	1
Swerved	1
Vision affected by stationary or parked vehicles	1
Disobeyed giveway or stop sign	1

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PURPOSE -

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 London Borough of Havering 100024327

NOTES

REVISION	AMENDMENT	DATE

JOB TITLE
 HAROLD HILL PACKAGE
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED
 SAFETY IMPROVEMENTS

Havering
 LONDON BOROUGHS
 STREETCARE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING

10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROMFORD,
 RM1 3DW
 TELEPHONE No: 01708 434343
 FAX No: 01708 433221
 E-MAIL: streetcare@havering.gov.uk

DRAWN BY VS	CHECKED BY VS	APPROVED BY VS
SCALE N1S	DATE OCT12	DRAFT ISSUE
ACAD REF: -	DRAWING No QL002/H/1	REVISION -
Sheet Size: A4 (210x297)		

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HIGHWAYS ADVISORY COMMITTEE

15 January 2013

REPORT

Subject Heading:

Report Author and contact details:

**PARKING & LOADING
ARRANGEMENTS AT 69-79 BUTTS
GREEN ROAD**
Outcome of public consultation
Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@havering.gov.uk

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

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

SUMMARY

This report sets out the comments received in response to a public consultation on proposals to provide a loading and parking bay outside 77/79 Butts Green Road and a bus stop clearway outside 69/75 Butts Green Road in support of the implementation of a development at 77/79 Butts Green Road and seeks a recommendation to the Cabinet Member for Community Empowerment that the measures either be implemented or the Head of Streetcare proceeds with the design and consultation on an alternative layout.

This scheme is within **Emerson Park** ward.

RECOMMENDATIONS

1. That the Committee either;
 - (i) Recommends to the Cabinet Member for Community Empowerment that the following measures be implemented as described in this report and shown on Drawing F9D08/135A(00)22F (Factor 9 Design); or;
 - (ii) Considers that the Head of StreetCare should proceed with the detailed design, advertisement and consultation on the alternative proposal as described in this report and shown on Drawing QH051/OF/101A and the outcome be reported to a future meeting.

2. That it be noted that the estimated cost of £20,000 for implementation will be met by Tesco Stores Limited secured by an agreement made under Section 106 of the Town & Country Planning Act 1990.

REPORT DETAIL

1.0 Background

- 1.1 Tesco Stores Ltd has planning consent for the erection of a single storey rear extension to the retail unit at 77/79 Butts Green Road.
- 1.2 A planning application was made under P1649.09 and refused by the Council. The reasons for refusal included the impact that the development would have on the operation of Butts Green Road and the immediate highway network and the impact of the development on adjacent premises. The applicant submitted an appeal to the Planning Inspectorate against the refusal.
- 1.3 The appeal was dismissed on the basis of impact that the development would have on the adjacent premises, but the Inspector commented on highway safety issues. In essence, there was concern that the local section of Butts Green Road would suffer from conflicts between parked cars, buses and service vehicles. The Inspector noted that the applicant had submitted a signed unilateral undertaking to fund a localised review of parking/ servicing provision and that this was sufficient to overcome the potential problems.

- 1.4 The scheme was adjusted by the applicant and resubmitted (P1495.11). The Council again refused consent on the basis of impact on adjacent premises and again, the applicant appealed.
- 1.5 The Planning Inspector allowed the appeal and gave planning consent for the development and imposed a number of conditions, including one to deal with the section of Butts Green Road fronting the site;

Condition 7

Prior to the occupation of the development hereby permitted an area within the highway to the front of the site for the loading and unloading of delivery and service vehicles, shall be provided in accordance with a scheme that has been submitted to and approved in writing by the local planning authority. This approved area shall be permanently retained thereafter. There shall be no loading or unloading of goods from vehicles other than from within this approved area.

- 1.6 In order to deal with the condition, a sum of £20k has been provided by Tesco Stores Ltd, so that the Council can review the parking arrangements on the highway outside the site and then agree and implement a scheme. A request to proceed with design and consultation on suitable measures was approved by the Highways Advisory Committee at its meeting of 14th August 2012 (Item H2, Highways Schemes Applications Schedule).
- 1.7 The area of highway in front of 69 to 79 Butts Green Road is currently unrestricted and there is a bus stop with shelter outside 77/79. Two photographs of the site are provided in Appendix I. This section of highway is also outside three other businesses (car sales, hairdresser and a construction hire shop).
- 1.9 The proposed layout attached to application P1495.11 showed the bus stop being relocated outside 69/75 with a clearway restriction and a single yellow line restriction in front of 77/79 which would permit loading. After discussion with staff, the layout was revised to replace the single yellow line restriction with a multi-use bay for loading and parking.
- 1.10 The proposed layout is shown on Drawing F9D08/135A(00)22F (Factor 9 Design) The multi-use bay was proposed to operate as follows;
- 10am to 2pm – loading as the Planning Inspector limited loading to the new store from 10am and not before (7 days a week).
 - 2pm to 6:30pm – pay and display parking (Monday to Saturday)
 - No restrictions would operate outside of these times
 - The proposal notice is reproduced within Appendix II.
- 1.11 Approximately 40 letters were hand-delivered to those potentially affected by the scheme and the immediate area on or just after 12th October 2012,

with a closing date of 2nd November 2012 for comments. A set of consultation information was also provided for standard consultees.

2.0 Outcome of Public Consultation

2.1 By the close of public consultation, a response was received from Hornchurch Hire & Sales, which objected to the proposals as follows;

We would like to object to the planning application for parking restrictions for the following reasons.

1. *Why because Tesco are moving in should we have a bus stop moved to directly outside our premises so as to block any passers by seeing us.*
2. *The other proposal spoken about at a meeting in our shop gave us 3 parking/delivery spaces not the 2 in this proposal.*

Also could you please clarify that our customers will be able to use the delivery bays between the hours of 10.00 and 14.00 at no cost.

Also why can't Tesco have there deliveries either before 07.00 or after 18.00 to ease parking as there are no flats above any of the shops.

2.2 Tesco Stores Ltd and London Buses supported the proposals. Tesco Stores Ltd supported the provision of the multi-use bay in terms of loading and parking. London Buses supported the proposals as they would provide an accessible bus stop.

3.0 Staff Comments

3.1 Given that planning consent for the development has been granted and is to be implemented, Staff are of the view that allocation of road space is needed to ensure the development can be served, parking access for the existing shops can be provided and access to the bus stop improved. This is in line with the comments made by the Planning Inspector and Condition 7 of the consent.

3.2 With the bus stop, staff are concerned that the existing situation has vehicles parking in such a way as to prevent buses accessing the stop and this is unlikely to improve with the store becoming operational.

3.3 In attempting to provide a layout that can satisfy the needs of the existing businesses, the development and those wishing to access bus services, Staff have met with interested parties on several occasions to try to reach agreement on a way forward.

3.4 During this process, Staff have proposed an alternative layout shown on Drawing QH051/OF/101A which keeps the bus stop in its current position, but with the footway built out into the carriageway. This would have the

effect of maximising the available space outside the existing businesses for loading and parking, although this option has not been the subject of formal advertisement. London Buses and Tesco Stores Ltd both support the alternative, although they would both prefer the layout subject to the current consultation.

- 3.5 The alternative layout would mean that stationary buses would hold following traffic, but as the stop would be fully accessible, waiting times would be kept to a minimum.
- 3.6 In terms of the comments made by Hornchurch Hire & Sales on the advertised proposal, Staff would confirm that the development is not permitted to load before 10am as set in the terms of its planning consent. Staff confirm that any person loading, could use the bay when loading times are in operation and at no cost.
- 3.7 The alternative option is referred to above and the committee could decide that this be formally consulted.
- 3.8 Given that Tesco Stores Ltd has a planning consent in place and there is an agreement to fund and implement a review of the parking, loading and bus stop arrangements. The Council cannot use its highways/ traffic management powers to frustrate development which has planning consent and the committee's attention is drawn to the legal implications below.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £20,000 for implementation will be met by Tesco Stores Limited secured by an agreement made under Section 106 of the Town & Country Planning Act 1990.

This is a standard project for the Council 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 Council Streetcare budget.

Legal implications and risks:

Parking and loading bays require advertisement and consultation before a decision can be taken on implementation.

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

Following the determination of the Supreme Court in R v Warwickshire County Council ex parte Powergen PLC 31st July 1997 it would not be appropriate for a

Local Authority to use its highway/traffic management powers to frustrate a development that has been granted planning permission, where that development proposal was subject to independent consideration by the Planning Inspectorate as that determination ...*"necessarily becomes the only properly tenable view on the issue of road safety and thus is determinative of the public benefit"*. The highway implications of the development have already been considered and found acceptable, but, there is allowance and flexibility in the final layout over which the Highways Advisory Committee has influence.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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.

Loading restrictions do not allow parking by blue-badge holders, but are sometimes necessary in order to maintain traffic flow, traffic capacity or to improve road safety by preventing all parking in key locations.

BACKGROUND PAPERS

Project Scheme File Ref: QH051 77-79 Butts Green Road

Planning applications and subsequent appeals (P1649.09 and P1495.11)

**APPENDIX I
SITE PHOTOGRAPHS**



**APPENDIX II
NOTICE OF PROPOSAL**

LONDON BOROUGH OF HAVERING

THE HAVERING (FREE LOADING PLACES) (NO. 1) (AMENDMENT NO. **) ORDER 201*

THE HAVERING (PAY & DISPLAY PARKING PLACES) (NO. 3) (AMENDMENT NO. **) ORDER 201*

THE HAVERING (BUS STOP CLEARWAY) (AMENDMENT NO. *) TRAFFIC ORDER 201*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Havering, hereinafter called the Council, propose to make the above-mentioned Orders under sections 6, 45, 46, 49, 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Free Loading Places Order would be to designate a loading place, operative between 10.00 a.m. and 2.00 p.m. on Mondays to Sundays, on the length of street specified in Schedule 1 to this Notice, where vehicles may wait for the purpose of loading or unloading for a maximum period of 20 minutes and where return to that same loading place would be prohibited for 1 hour.
3. The general effect of the Pay & Display Parking Places Order would be to provide pay & display parking places, operative between 2.00 p.m. and 6.30 p.m. on Mondays to Saturdays inclusive, on the lengths of streets specified in Schedule 1 to this Notice at a cost of 20 pence for the first hour then £1.40 for up to 1 hour 30 minutes and £2.00 for the maximum period of two hours and where return to that same parking place would be prohibited for two hours.
4. The general effect of the Bus Stop Clearway Order would be to impose 'no stopping except buses' restrictions operative at any time on the length of street specified in Schedule 2 to this Notice.
5. Copies of the proposed Orders, of the Orders being amended, together with the Council's statement of reasons for proposing to make the Orders and plans showing the locations and effects of the Orders can be inspected until the end of six weeks from the date on which the Orders are made or as the case may be, the Council decides not to make the Orders, during normal office hours on Mondays to Fridays inclusive, at Traffic & Engineering, StreetCare, Mercury House, Mercury Gardens, Romford, Essex RM1 3DW.
6. Any person desiring to object to the proposals or make other representation should send a statement in writing of either their objection or representations and the grounds thereof to Mark Philpotts, Traffic & Engineering, StreetCare, Mercury House, Mercury Gardens, Romford, Essex RM1 3DW, quoting reference LBH/675 to arrive by 26 October 2012.

Dated 5 October 2012

IAN BURNS

Town Hall

Acting Assistant Chief Executive

Main Road

Romford RM1 3BD

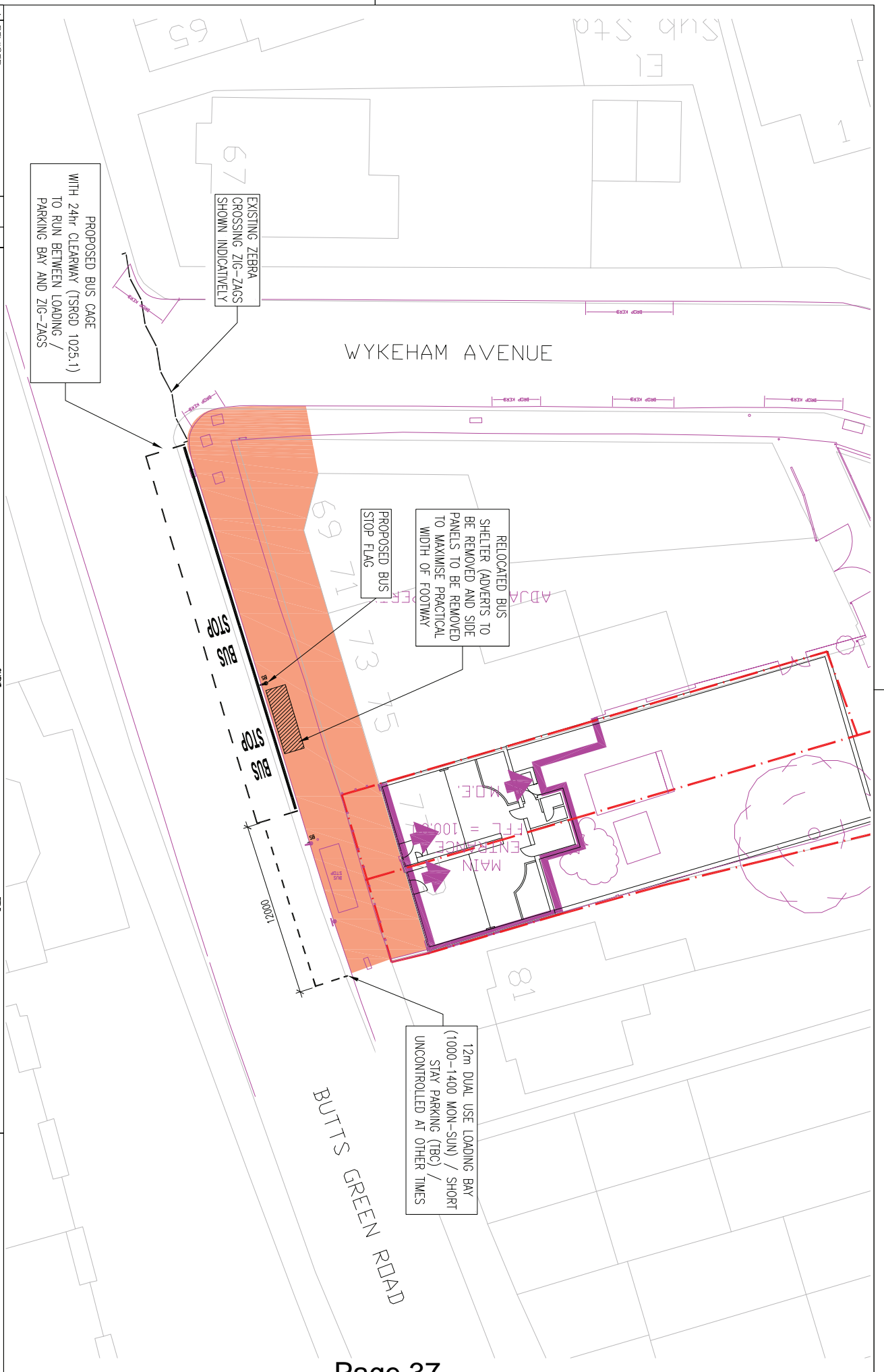
SCHEDULE 1

Butts Green Road, the west side, from the common boundary of Nos. 75 and 77 Butts Green Road to the common boundary of Nos. 79 and 81 Butts Green Road.

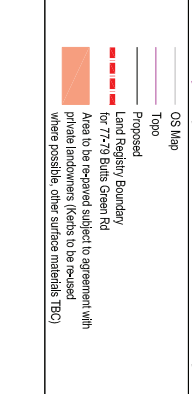
SCHEDULE 2

Butts Green Road, the west side, from the northern kerb-line of Wykeham Avenue to the common boundary of Nos. 75 and 77 Butts Green Road.

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Rev	Description	Date	FM
A	REVISED	28.08.12	
B	REVISED	13.09.12	
C	REVISED	06.11.12	
D	REVISED	06.11.12	
E	REVISED	21.11.12	
F	REVISED	28.11.12	



CLIENT

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Date: 02.11.12

Drawn by: DS

Checked by: KB

TITLE

PROPOSED RETAIL UNIT

77-79 BUTTS GREEN ROAD

HORNCHURCH

PROPOSED BUS STOP RELOCATION

AND ASSOCIATED PARKING BAY

Drawing No: F9D08-135 A(00)22

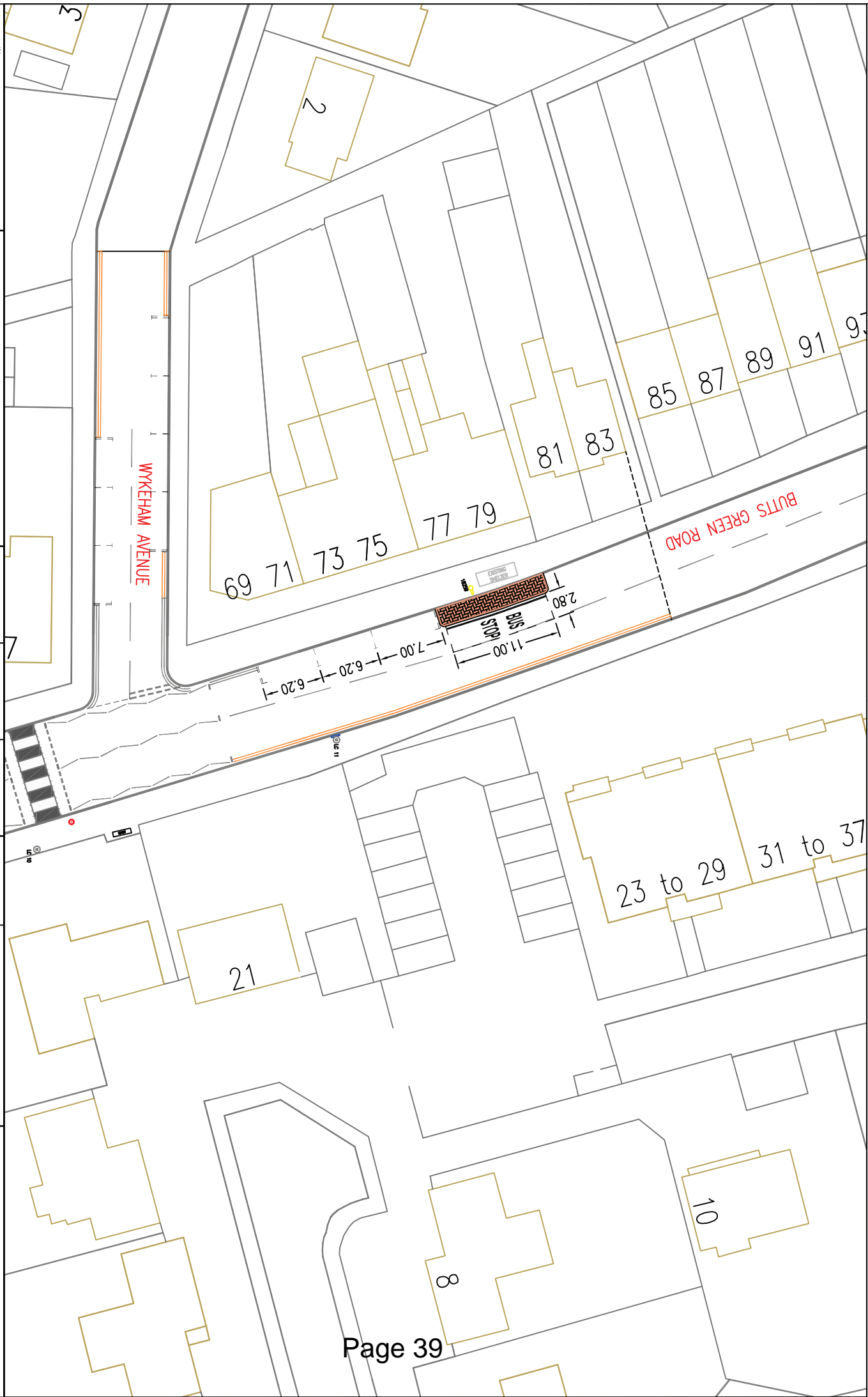
0 1 2 3 4 5 6 7 8 9 A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

FACTOR 9 DESIGN

ARCHITECTURAL DESIGN SERVICES

Factor 9 Design
10 Thea Street, Southwark, London, SE1 8ST
020 7350 1941 Email: info@factor9design.com

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JOB TITLE	BUTTS GREEN ROAD TESCO DEVELOPMENT
DRAWING TITLE	BUS STOP LAYOUT

DRAWN BY	INITIAL
SCALE (AT A4 SIZE)	1:500
ACAD REF:	Sheet Size: A4 (297x210)

CHECKED BY	INITIAL
DATE	23.07.12
DRAWING No	QH051-0F-101

APPROVED BY	INITIAL
DRAFT	<input checked="" type="checkbox"/>
ISSUE	<input type="checkbox"/>
REVISION	A

PURPOSE	
REVISION	
AMENDMENT	

FEASIBILITY	
DATE	

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HIGHWAYS ADVISORY COMMITTEE

REPORT

15 January 2013

Subject Heading:

Proposals to Improve Cycle Facilities at Roneo Corner Gyrotory, Romford

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 | [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 | [] |

SUMMARY

This report deals with schemes developed to improve the safety of cyclists using the Roneo Corner gyrotory. The report sets out three schemes and seeks the recommendation of the Highways Advisory Committee to decide for the implementation of one of those schemes.

The scheme is within **Hylands** Ward.

RECOMMENDATIONS

1. The Committee having considered the three schemes to improve safety for cyclists at the gyratory of Roneo Corner as set out in this report and shown on the relevant drawings, recommends to the Cabinet Member for Community Empowerment the implementation of one of the following schemes:

- i) Option 1: Conversion of existing footways to shared surface and upgrading the existing cycle facilities.

This scheme includes measures to convert the existing footways for shared use by both cyclists and pedestrians and upgrading the existing facilities. These measures, if approved, will be developed in the current financial year ie 2012/13, subject to the rejection of option 3 respectively. The proposals are shown on drawing no. QL035-of-101.

The Committee will note that the cost of carrying out the works for scheme 1 is £60,000. This would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for Reneo Corner, Romford package.

- ii) Option 2: Conversion of existing pelican crossings to toucan crossings

This option includes those measures as proposed in option 1 above in addition to the conversion of the existing pelican crossings to toucan crossings. These additional measures, if approved, will be developed in 2013/14 financial year. The proposals are shown on drawing no. QL035-of- 201.

The Committee will note that the total estimated cost of carrying out the works for option 2 is £140,000 of which £80,000 would need to be met by future funding from TfL subject to the availability of that funding in 2013/14.

- iii) Option 3: Converting Roneo Link to two way traffic

This option involves converting Roneo Link and Hornchurch Road (between Roneo Link and Upper Rainham Road) to two way traffic. It also includes closure of the road on west side of the gyratory to permit local traffic only to shops and flats. The proposals are shown on drawing no. QL035-of-301.

The Committee will note that the estimated cost of carrying out the works for option 3 is £250,000 and would be subject to future TfL funding.

Members should note that if option 3 is progressed, options 1 and 2 will not be progressed. Detailed feasibility studies would be carried out and the findings will be reported to the Council's Highway Advisory Committee later.

REPORT DETAIL

1. Background

As part of the Local Implementation Plan for 2012/13, funding has been allocated by Transport for London to review existing cycle facilities at Roneo Corner gyratory. The scheme is in response to problems with cyclists using the busy gyratory particularly when travelling southbound towards Elm Park or Rainham or Romford or Rush Green.

2. Details of the feasibility studies

- i) A detailed feasibility study was carried out with a view to improve the facilities for cyclists at Roneo Corner gyratory. The objective is to provide safe facilities and connections with the existing A124 cycle route, commencing from the borough's western boundary and continuing to Upminster via Hornchurch.
- ii) As part of the study, it was considered necessary to review trade delivery arrangements or despatching goods by businesses, staff and customer parking to ensure that the current arrangements are not impeded.

3. Existing traffic conditions at Roneo Corner

- 3.1 Roneo Corner handles a considerable amount of local and through traffic resulting in the build up of heavy traffic particularly during the peak periods. There are three main principle roads connecting the gyratory, each of which carries a considerable amount of traffic at various times of the day. At the southern end of the gyratory is the A125 Upper Rainham Road which runs in a north to south direction and the A124 Rush Green Road/Hornchurch Road running west to east of the borough. On the north side of the gyratory, there is an entrance and exit from Tesco, petrol garage and B&Q warehouse.
- 3.2 In terms of local traffic movements, there are some major establishments in the area such as the Queen's Hospital, B&Q Warehouse, Tesco Superstore with a petrol garage etc. Furthermore, building works are in progress on a new housing development at the southern end of South Street. These establishments have the affect of increasing traffic levels at the gyratory.
- 3.3 Given the level of traffic flow and geometry of the gyratory, it is not safe for cyclists using the gyratory and particularly when changing traffic lanes

in the Roneo Link. At the time when the B&Q Warehouse was built, some cycle facilities were implemented through contributions under a Section 106 agreement which was funded by private developers but the measures do not provide safe facilities for cyclists using the gyratory and connections with the existing cycle route along the A124 corridor which commences from the borough's western boundary to Upminster via Hornchurch.

- 3.4 There are business units at the gyratory and these establishments attract customers and deliveries throughout the day. Furthermore, these businesses despatch orders throughout the day which has an impact on the traffic movements at the gyratory. There are other retail units on the west side of the gyratory.
- 3.5 Currently, there are four signal controlled crossings for pedestrians at Roneo Corner and their locations are shown on drawing no. QL035-of-101.

Public transport facilities

- 3.6 Roneo Corner is served by high frequency buses namely routes 248 (7), 252(5) and 365(5) and 575. During peak periods 17 buses travel per hour in each direction. There is also a school bus route 642 which operates 2 services in the morning and 2 in the afternoon, Monday to Fridays only.

4. Traffic Accident Data

The collision accident data for four years (up to October 2011) was sourced from London Road Safety Unit has been examined in detail. During this period, there have been 15 Personal Injury Accidents (PIA) recorded. All PIAs had resulted in slight injury accidents.

5. Existing parking and delivery arrangements at Roneo Corner gyratory

- 5.1 When designing cycle facilities at Roneo Corner gyratory, consideration was given to assess if the measures will have any detrimental impact on the delivery of goods to businesses.
- 5.2 Clarkes Carpets have their own private access leading to a warehouse and have allocated parking for their staff on the side of their retail unit. There is customer parking at the front side of the unit.
- 5.3 Traditional Windows, Melia (kitchen show room) and Stellisons (domestic appliance) receive their goods at the rear sides of their properties via dedicated access (lockable gates) from Upper Rainham Road. In addition, they use the area for customer and staff parking. There is provision for private parking for the residents of the flats residing above the Café Balti restaurant and Razorz hair dressers.

5.4 It is clear that there are good parking arrangements for customers, staff, receiving deliveries, despatching goods etc, therefore, it is unlikely that any illegal parking takes place on the footway fronting Clarkes Carpets which would impede the movements of cyclists.

6. Details of proposed cycle facilities

6.1 Option 1: retaining the existing layout of gyratory and conversion of existing footways for shared use and upgrading existing cycle facilities

This option deals with measures relating to converting the existing footways, where feasible, for cyclists to use them safely. The measures are described in detail below:

- i) Eastbound cyclists travelling from Rush Green or Romford to Hornchurch can mount on the existing footway on north side of Hornchurch Road. The existing footway will be converted to shared use by pedestrians and cyclists. The proposals are shown on drawing no. QL035-of-101.
- ii) Westbound cyclists can mount the existing footway on south side of Hornchurch Road (between Upper Rainham Road and Roneo Link). The existing footway will be converted to shared use. The proposals are shown on drawing no. QL035-of-101.
- iii) Southbound cyclists travelling from Hornchurch Road (east of the gyratory) can mount on the footway on south side of the gyratory and continue their journey towards Elm Park or Rainham. Cyclists travelling from Hornchurch Road (west arm) can use the footway on west side of the gyratory. The existing footway will be converted to shared use by both pedestrians and cyclists. The proposals are shown on drawing no. QL035-of-101.
- iv) At certain locations the footways would be widened to accommodate both cyclists and pedestrians and this has been stated where applicable. The widening, will be limited in the grass verge only and not in the carriageway.
- v) It is estimated that the cost to implement the measures of this option would be less than £60,000. This option is modest and it can be completed within the financial allocation provided by Transport for London under the Local Implementation Plan for 2012/13.

6.2 Option 2: retaining the existing layout of gyratory and conversion of existing pelicans to toucan crossings

- i) This option incorporates the measures of option 1 and involves converting the existing pedestrian crossings (pelicans) on all arms of the gyratory to toucans which will facilitate both cyclists and pedestrians to cross the roads safely.

- ii) It is estimated the cost to implement the measures of this option would be £80,000, (in addition to the £60,000 cost of option 1). It is anticipated that these measures will be implemented in 2013/14 financial year subject to the availability of funds from Transport for London. The proposals are shown on drawing no. QL035-of-201.

6.3 Option 3: Converting existing one-way traffic flow to two ways

- i) This option involves measures to convert the existing one-way system in Roneo Link to two way traffic i.e. permit traffic between Upper Rainham Road and Hornchurch Road. The junction of Roneo Link/Hornchurch Road (east side of the gyratory) would be signal controlled. The section of Upper Rainham Road between the southern end of Roneo Link and Hornchurch Road would partially be closed and used for access only to the local shops, flats and other residential properties. This section will also provide safe route for cyclists. The proposals are shown on drawing no. QL035-of-301.
- ii) Converting the existing one-way system in Hornchurch Road between Roneo Link and Upper Rainham Road to two-way traffic. The proposals are shown on drawing no. QL035-of-301.
- iii) The cost to implement this option is estimated at £250,000. Due to the complexity of the works involved such as feasibility studies, public consultation, scheme design, traffic signal design by Transport for London and implementation it is important to spread the scheme over two years.

7. Alternative measures to improve cycle facilities

As the gyratory regulates both local and through traffic, it was important to consider an alternative option and this is described below:

Provision of a mandatory cycle lane was also considered in the carriageway of Roneo Link. This measure is not feasible as the westbound traffic on entering from both arms of Hornchurch Road into the gyratory start to change lanes to enter into correct lanes leading towards Rainham (south) or Romford (north) or Rush Green (west). Mandatory cycle lanes are supported by Traffic Management Orders which prohibits vehicles from entering into them. This measure was not considered to be practicable and financially viable.

8. Pre-consultation on proposals

The current proposals were also discussed at Urban Design London course attended by the Council's Streetcare officers where an opportunity was given to delegates to bring their own schemes and discuss the measures in their workshop.

Several delegates took part in the Roneo Corner scheme and they considered that radical measures are needed to assist cyclists to negotiate the busy gyratory.

The proposals were also discussed at the Cycling Liaison Group meeting which the Council holds with the local cycling representatives. Members had conceded that the existing junction is not cycle friendly and some robust measures are needed to improve facilities for cyclists.

9. Recommendations

It is recommended that Members to decide which option should be recommended to proceed. If option 3 is to be considered for future implementation, subject to proposals being feasible, or the measures are abandoned at this stage. The proposals are shown on drawing no. QL035-of-301.

If it is recommended that option 3 is not progressed, it is open to members to consider the viability of options 1 and 2. Option 1 will be implemented in the current financial year 2012/13 whereas option 2 to convert the existing pelican crossings to toucan crossings would be implemented in 2014/15 under a separate bid to Transport for London from which this borough receives a financial allocation annually. The proposals are shown on drawing nos. QL035-of-101 and QL035-of-201.

10. Conclusions

The proposals described in this report are associated with improving cycling facilities at Roneo Corner gyratory which is very busy particularly during peak periods. The proposed facilities will not have any detrimental impact on frontages at Roneo Corner or customer parking and deliveries. It is anticipated that the impact of traffic on Roneo Corner is likely to increase due to planned local developments and traffic growth in the future, therefore, the proposed measures will benefit all road users.

IMPLICATIONS AND RISKS

Financial Implications and risks:

This Committee is being asked to consider three options as below:

Option 1: It is estimated that the cost to implement the measures is £60,000, which would met by Transport for London through the allocation for 2012/13 Local Implementation Plan for Roneo Corner Package. The funding will need to be spent by 31st March 2013, to ensure full access to the grant.

Option 2: This option includes the measures for option 1, but it also includes further measures. These are estimated to cost £80,000 and would be implemented in 2013/14, subject to availability of TfL funding.

Option 3: This option excludes both options 1 and 2 and the current allocation of £60,000 for option 1 would be lost.

This scheme is estimated to cost £250,000 which would be subject to future TfL funding.

These are standard projects 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:

- i) The Council may convert existing footways into cycle tracks by technically 'removing' the footway under Section 66(4) of the Highways Act of 1980 as amended 'constructing' the cycle track under Section 65(1) of the Highways Act of 1980 as amended.
- ii) The Council may create new cycle tracks using its powers under Section 65(1) of the Highways Act of 1980 as amended.

Human Resources Implications and risks:

The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

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 crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing meets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

BACKGROUND PAPERS

Scheme project file: QL035 – Proposals to improve cycling facilities at Roneo Corner, Romford.

Appendix A

Proposed layout drawing

QL035-of-101

Option 1

Appendix B

Proposed layout drawings

QL035-of-201

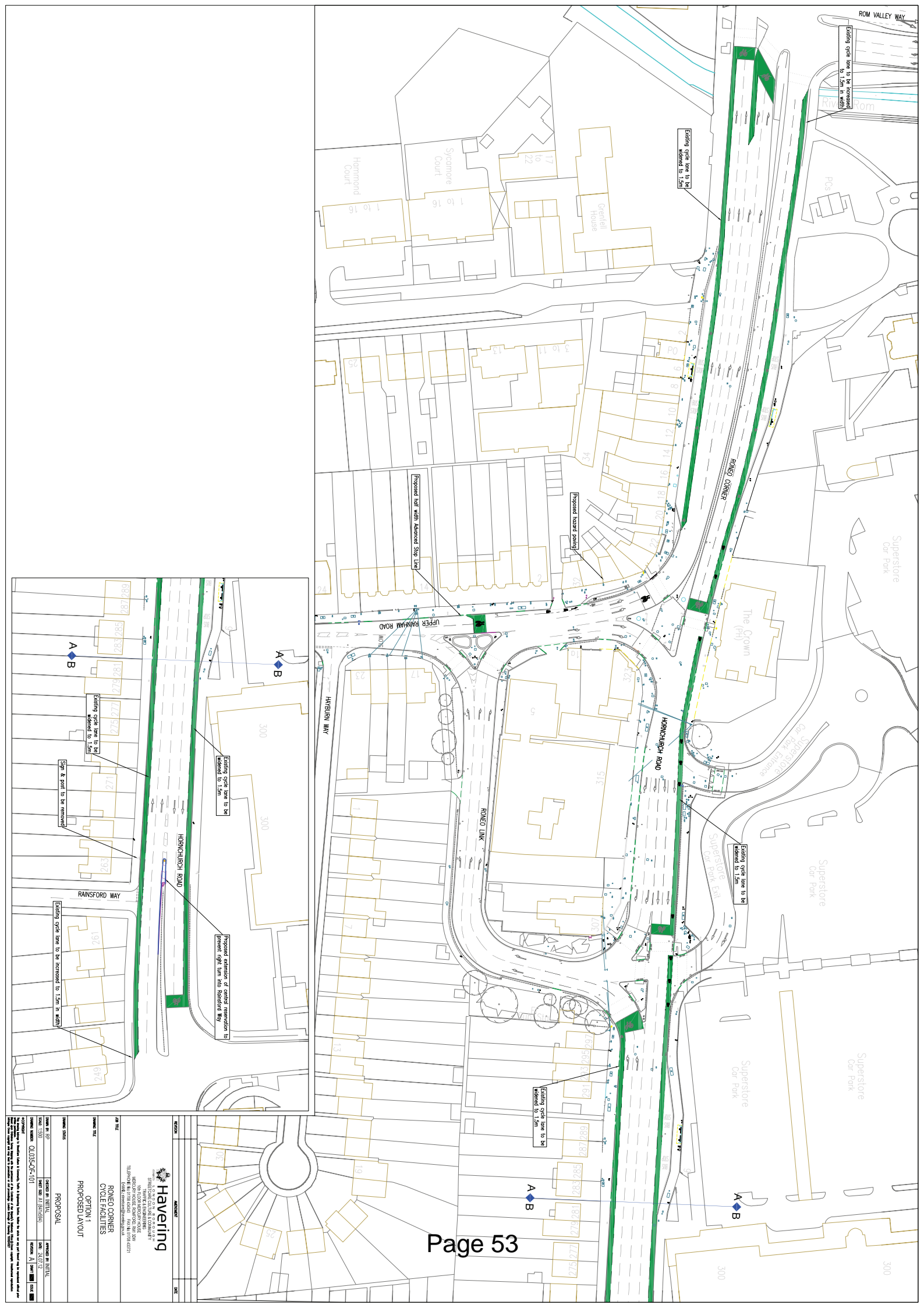
Option 2

Appendix C

Proposed layout drawings

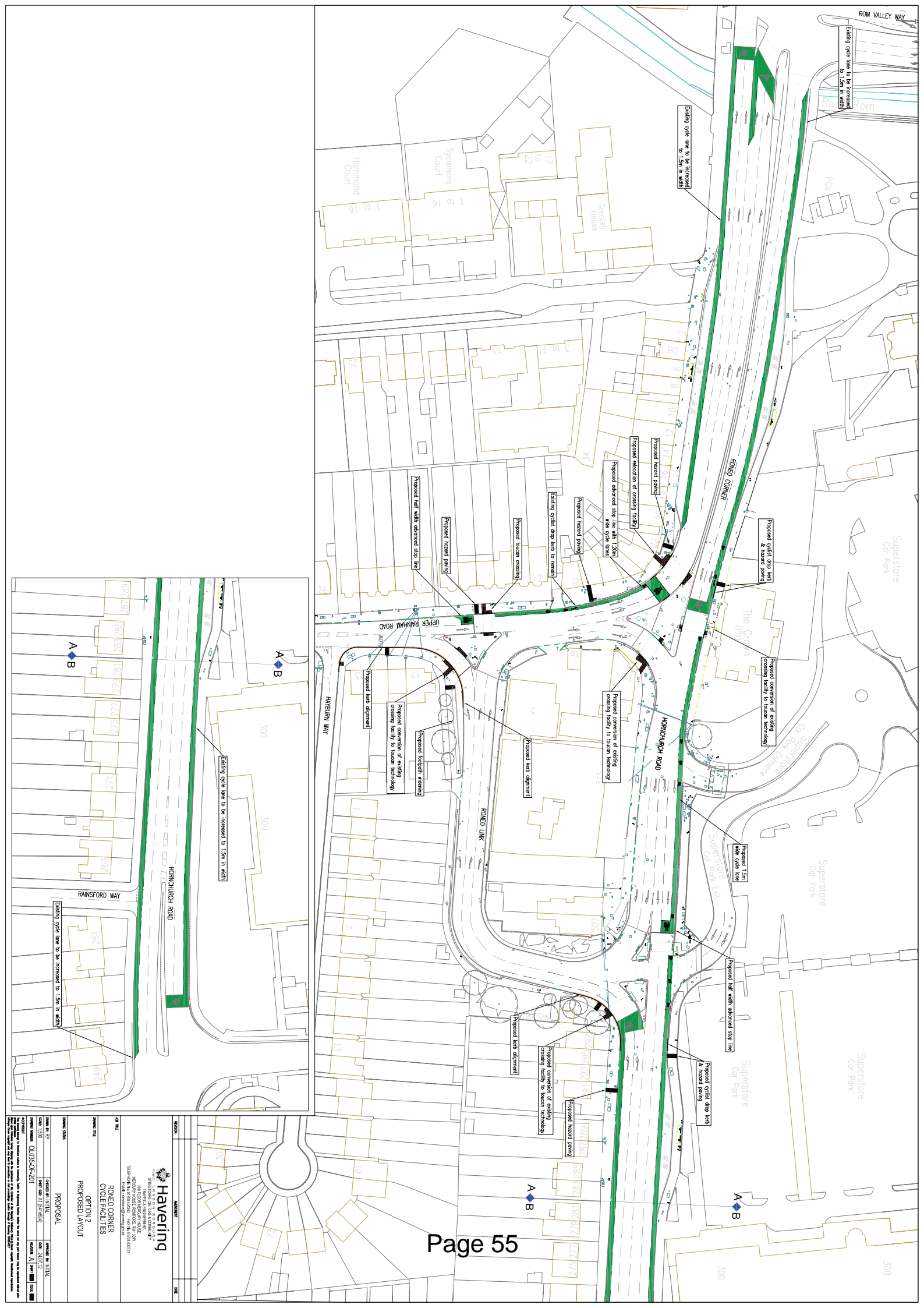
QL035-of-301

Option 3



<p>Havering Havering Borough Council Planning & Building Control Planning Department Planning Services Havering Gateway, Romford, Essex, SSM2 7JG Tel: 0206 8333333 Email: planning@havering.gov.uk</p>	
<p>PROPOSAL</p> <p>OPTION 1 PROPOSED LAYOUT</p>	<p>DATE</p> <p>SCALE</p> <p>DATE</p> <p>SCALE</p> <p>DATE</p> <p>SCALE</p>
<p>PROJECT NO.</p> <p>DATE</p> <p>SCALE</p> <p>DATE</p> <p>SCALE</p>	<p>PROJECT NO.</p> <p>DATE</p> <p>SCALE</p> <p>DATE</p> <p>SCALE</p>

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PROPOSAL RAINSFORD CORNER CYCLE FACILITIES OPTION 2 PROPOSED LAYOUT	
DRAWN BY: [Name] CHECKED BY: [Name] DATE: 20/07/22	APPROVED BY: [Name] DATE: 20/07/22
PROJECT TITLE: RAINSFORD CORNER CYCLE FACILITIES PROJECT NO: Q1085-CF-201 CLIENT: [Name] ADDRESS: [Address] CONTACT: [Phone Number]	

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HIGHWAYS ADVISORY COMMITTEE

REPORT

15 January 2013

Subject Heading:

Proposals to improve accessibility at existing bus stand in Essex Gardens, Emerson 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 problems with inconsiderate parking at an existing bus stand by motorists/delivery drivers. The bus stand is in close proximity to shops in Essex Gardens. Buses are prevented from gaining access to the bus stand which presents difficulties for passengers boarding and alighting buses.

This report recommends a course of action aimed at reducing the level of inconsiderate parking.

The scheme is within **Emerson Park** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment the implementation of a scheme to convert the existing bus stand in Essex Gardens to a 24 hour clearway for buses. The new clearway would be located on the south side of Essex Gardens from a point 3.5 metres from the western flank wall of No. 2 Essex Gardens, extending westward for a distance of 27 metres. The proposals are shown on drawing no. QL027-of-101.
2. That it be noted the cost of carrying out the works is £5,000. This would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for improving reliability of public transport package.

REPORT DETAIL

1. Background

Transport for London has allocated funding via the Local Implementation Plan for 2012/13 to improve the reliability of public transport. The existing bus stand in Essex Gardens is part of this scheme where it has been identified that buses experience difficulties in gaining access to the existing stop due to inconsiderate parking resulting from the lack of any parking restrictions. Such parking prevents buses from gaining kerbside access to the bus stop making boarding and alighting difficult for some users.

2. Existing traffic conditions in Essex Gardens

- 2.1 Essex Gardens mainly conveys local traffic and it is connected to Wingletye Lane which in turn is connected to A127 Southend Arterial Road in the north. The southern end of Wingletye Lane is connected to A124 Hornchurch Road. The A127 and A124 handle a considerable amount of both local and through traffic.
- 2.2 Essex Gardens is mainly made up of residential properties but it has some businesses including a newsagent and a mini-market (Essex Express). These businesses attract a significant number of customers and receive multiple deliveries throughout the day.

Public transport facilities in Essex Gardens

2.3 Essex Gardens is served by a high frequency bus service namely route 193 which operates between Romford (Queen's Hospital) and Emerson Park (County Park Estate). The existing bus stop is designated as a bus stand where buses on route 193 terminate their service prior to entering into service again. 5 buses per hour operate in one way direction on this designated route.

3. Proposals to improve accessibility for passengers at existing bus stand

3.1 Buses in Essex Gardens sometimes experience difficulties in gaining access to the existing bus stand due to inconsiderate parking. Current parking patterns force buses to stop in the road away from the kerb. This poses difficulties for passengers, particularly those with disabilities, alighting or boarding the bus as the bus is unable to pull within 200mm of the kerb and extend its loading ramp.

3.2 The existing bus stand in Essex Gardens does not have clearway restrictions to prevent waiting and loading 'At Any' time, applicable throughout the week, therefore, restrictions are considered necessary at this stage to improving accessibility.

3.3 It is proposed to provide clearway restrictions to the existing bus stand. Clearways will reduce the problem of accessibility by allowing buses to gain unhindered access and pull close to the kerb and safely deploy their load ramps. In addition, clearways allow buses to use the stops more efficiently thus minimising the length of time a bus is stationary which would improve traffic flow.

3.4 Another important measure to improve accessibility is altering the kerb heights to enable buses to park close to the kerb side so that loading ramps can be easily deployed. This would greatly assist wheelchair users. The proposals are shown on drawing nos. QL027-of-101.

4. Outcome of the consultation

4.1 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.

4.2 Approximately 40 letters were hand delivered in the consultation area and site notices were displayed at various locations in the affected area. The closing date for receiving any comments was 21st December 2012. By the close of consultation 3 (7.5%) responses were received.

5. Summary of consultation responses

The first respondent, Essex Express a local business has objected to the clearway restrictions extending across their drive way. The drive way located on the eastside of the electric sub-station leads to land used by the respondent for parking vans.

Staff comments: A site meeting was held at the request of the respondent during which officers explained that the importance of extending the restrictions across the driveway to ensure that buses get clear access to the bus stop. The respondent was advised that their land would remain accessible for vehicles or alternatively there is an ample amount of free parking in the immediate area.

Comments by London Buses (LB) Infrastructure

- a. LB has commented that the clearway restrictions will keep the stand free for buses and adjustment to kerb heights would make the stand fully accessible.

b. Metropolitan Police, Traffic Management Unit

Police have no issues with the plans as presented, therefore, fully support the proposals.

6. **Recommendations**

It is recommended that the proposals as consulted are implemented which involves provision for clearway restrictions at the existing bus stand and altering the kerb heights so that buses can pull close to the kerb side and deploy their ramps. The measures are shown on drawing no. QL027-of-101, attached to this report.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £5,000, which would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for measures to improve reliability of public transport 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 over spend, the balance would need to be contained within the overall Streetcare Capital budget.

Legal Implications and risks:

Bus Stop Clearways do not require traffic orders to be publicly advertised but the Department for Transport guidance suggests that local consultations should take place.

Human Resources Implications and risks:

The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

Equalities Implications and risks:

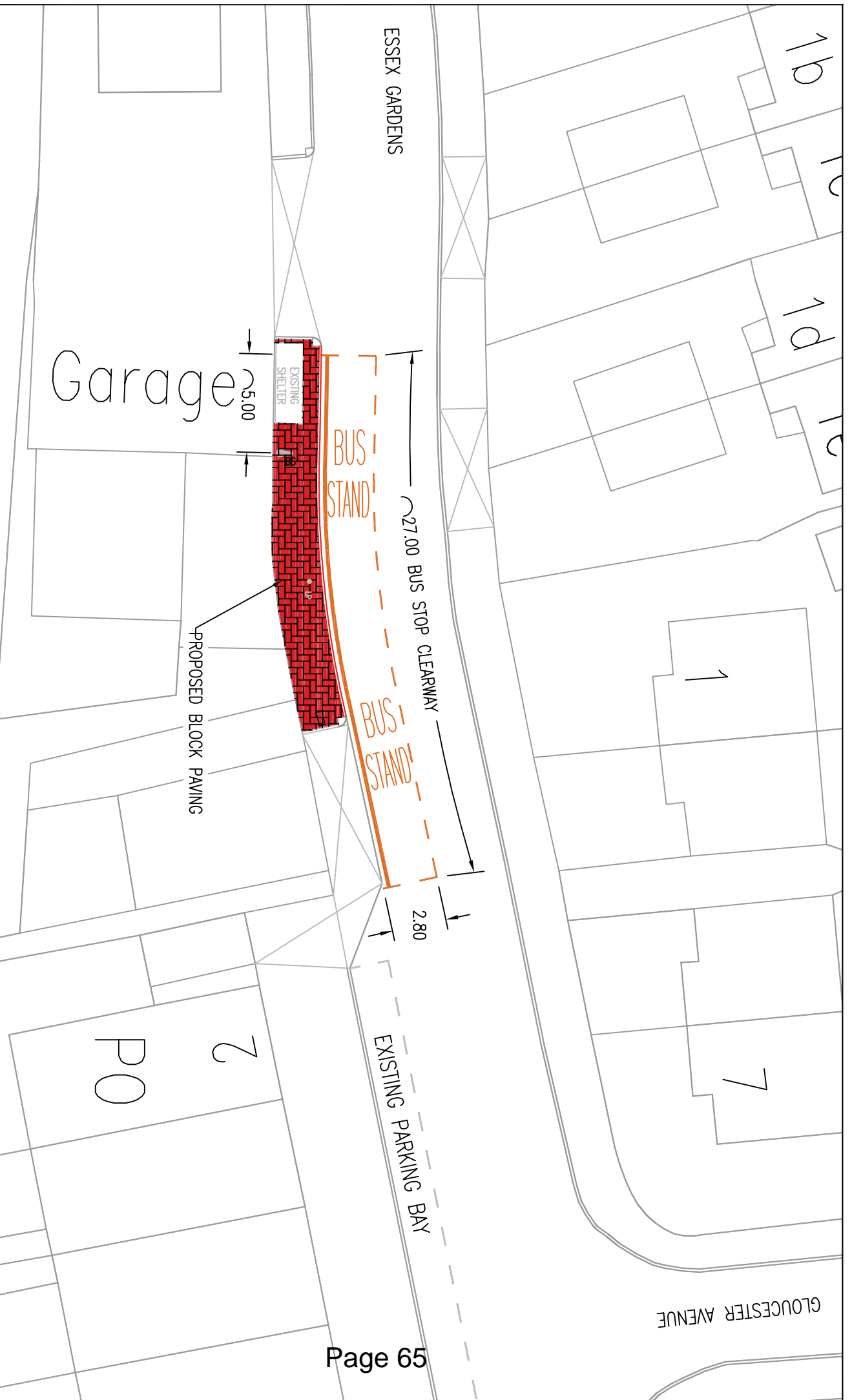
The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people 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.

BACKGROUND PAPERS

Scheme project file: QL027 – Improving reliability of public transport scheme.

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Havering <small>LONDON BOROUGH</small> STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE NO: 01708 434343 FAX No: 01708 433721 EMAIL: streetcare@havering.gov.uk		JOB TITLE IMPROVING RELIABILITY OF PUBLIC TRANSPORT		DRAWN BY RP		CHECKED BY		APPROVED BY		PURPOSE		PROPOSAL	
DRAWING TITLE ESSEX GARDENS BUS STOP CLEARWAY		SCALE (AT A4 SIZE) 1:250		DATE 22.11.12		<input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE		REVISION		REVISION		DATE	
ACAD REF: Sheet No: 14 (297/210)		DRAWING No Q1027-OF-101		REVISION A		AMENDMENT		REVISION		AMENDMENT		DATE	
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HIGHWAYS ADVISORY COMMITTEE

15 January 2013

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
JANUARY 2013**

Report Author and contact details:

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

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

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

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

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

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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.

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

BACKGROUND PAPERS

None.

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

Highways Advisory Committee
15th January 2013

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
SECTION A - Highway scheme proposals with funding in place								
Nothing reported this month								
SECTION B - Highway scheme proposals without funding available								
H1	Noak Hill Road/ Chequers Road	Problems with deer being hit by vehicles. Noak Hill Road - either provide a speed camera or a pinch point between Church Road and Tees Drive. Chequers Road - 40mph speed limit, light road, provide "no overtaking" double white line, deer activated VA signs.	In 4 years to August 2012, 1 recorded collision (van vs car) at Church Road junction. No scheme justification on casualty-reduction grounds. Items feasible, but unfunded. Speed Camera criteria not met. Pinch point on Noak Hill Road would require reduction of speed limit from 40mph to 30mph. Double white line system governed by a lack of forward visibility and this road would not qualify.	None	Lighting - £40k; Speed Camera £80k; Pinch Point - £8k; Speed Limit Change £3k; VA Sign £10k.	Resident	20/12/2012	Resident
H2	Ardleigh Close to A127 North-west bound	Construct road extension to Ardleigh Close and over railway to provide north-west bound slip road to reduce congestion at Ardleigh Green Road/ A127.	Would require land acquisition, major utility diversions, railway track possessions for bridge construction. Possible technically feasible, but financially impracticable.	None	£several millions	Resident	03/12/2012	Resident

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

**Highways Advisory Committee
15th January 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H3	Hampden Road, Near Clockhouse Lane	Request for a zebra crossing next to Boots as residents having trouble crossing road due to high traffic flows.	Feasible, but unfunded. Would recommend a raised zebra crossing to ensure traffic speeds are low.	None	£30k	Resident via Andrew Rosindell MP	11/12/2012	Andrew Rosindell MP
H4	Wingletye Lane (western side) between Wych Elm Road and Cophorne Gardens	Request for a new footway, 500m in length, as resident has seen children walking along muddy path, presumably so they don't have to cross the road twice.	Feasible, but unfunded.	None	£175k	Resident via Cllr Ramsey	13/12/2012	Cllr Ramsey
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
Nothing reported this month								

HIGHWAYS ADVISORY COMMITTEE

15 January 2013

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
January 2013**

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 9 £10K 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 2,000 pieces of correspondence in relation to traffic and parking control scheme requests and queries from 1st December 2012 until 31st December 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

Minor Traffic & Parking Schemes Applications Schedule

January 2013

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									
TPC292	Melville Road and Cowper Road, Rainham	Request for parking restrictions and residents parking scheme in Melville Road and Cowper Road to deter commuter parking.	Feasible although site visits and surveys will need to be conducted	request for parking restrictions and residents parking scheme in Cowper Road HAC 14/4/12 TPC217 - rejected	LBH Revenue	5,000	Cllr Tucker and residents	18/12/2012	Rainham & Wennington
TPC293	Deyncourt Gardens, Upminster	Request for a) parking restrictions in the free bay in Deyncourt Gardens or b) to convert the free bay in Deyncourt Gardens to pay&display	Feasible although site visits and surveys will need to be conducted		LBH Revenue	£500/£4500	Resident	21/12/2012	Cranham
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues									
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.	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	2011 2012	LBH Revenue	Cost can not be determined at this stage	Ward Cllrs & Residents	Various	Brooklands

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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 exis	2012	LBH Revenue	Cost can not be determined at this stage	Ward Cllrs & Residents	05/10/2012	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	27/09/2012	Harold Wood