



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
9 July 2013**

**Town Hall, Main Road,
Romford**

Members 9: Quorum 4

COUNCILLORS:

**Conservative Group
(5)**

**Residents' Group
(2)**

**Labour Group
(1)**

**Independent
Residents' Group
(1)**

Melvin Wallace
(Chairman)
Frederick Thompson
(Vice-Chair)
Billy Taylor
Steven Kelly
Barry Oddy

Brian Eagling
John Wood

Denis Breading

David Durant

For information about the meeting please contact:

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

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

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

4 MINUTES (Pages 1 - 6)

To approve as a correct record the minutes of the meeting of the Committee held on 14 May 2013, and to authorise the Chairman to sign them.

5 ADOPTION OF A 'LINK' ROAD AND PARKING IMPROVEMENTS FOR THE QUEEN'S THEATRE, HORNCHURCH (Pages 7 - 22)

Report attached

6 ROMFORD VICTORIA ROAD AND THE BATTIS MAJOR SCHEME (Pages 23 - 32)

Report attached

7 TPC280 - ROMLEIGH PARK ESTATE - PARKING REVIEW (Pages 33 - 40)

Report attached

8 TPC281 - THE DRIVE, HAROLD WOOD - CONVERSION OF DISC PARKING TO FREE PARKING BAY WITH MAXIMUM STAY PERIOD (Pages 41 - 46)

Report attached.

9 ALEXANDRA ROAD, GEORGE STREET AND KING EDWARD ROAD LEASE HOLDER CAR PARKS- COMMENTS TO ADVERTISED PROPOSALS (Pages 47 - 52)

Report attached

10 HIGHWAYS SCHEMES APPLICATIONS (Pages 53 - 58)

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

11 TRAFFIC AND PARKING SCHEMES WORK PROGRAMME (Pages 59 - 64)

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

12 URGENT BUSINESS

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

Andrew Beesley
Committee Administration Manager

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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 June 2013 (7.30 - 9.10 pm)**

Present:

COUNCILLORS

Conservative Group	Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, +Robby Misir and +Frederick Osborne
Residents' Group	John Wood and +John Mylod
Labour Group	Denis Breading
Independent Residents Group	David Durant

Apologies were received for the absence of Councillors Billy Taylor, Barry Oddy and Brian Eagling.

Substitute members: Councillor Taylor was substituted by Councillor Osborne, Councillor Oddy by Councillor Misir and Councillor Eagling by Councillor Mylod.

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

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

Councillor Denis Breading declared an interest at the meeting on the matter relating to H5 – Rainham Road by Blacksmith Lane South Hornchurch and removed himself from the chamber during the debate.

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

1 MINUTES

The minutes of the meeting of the Committee held on 14 May 2013 were approved as a correct record and signed by the Chairman.

2 HIGHWAYS SCHEMES APPLICATIONS

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

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

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

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

Item Ref	Location	Description	Decision
SECTION A - Highway scheme proposals with funding in place			
H1	Park Lane, near Malvern Road	Provision of a zebra crossing (possibly humped) to assist children from local schools to cross Park Lane.	AGREED
H2	South Street, Romford	Provision of 20mph speed limit/ Zone between Romford Station and Western Road as part of reintroduction of bus services in South Street after 21:30	AGREED (8 TO 1)
H3	Airfield Way, Hornchurch	Bus Stop Accessibility programme. Additional in-year funding provided by TfL to increase Havering's performance on accessible bus stops which is running at 42% as of May 2013	AGREED
	Suttons Lane, Hornchurch		
	Upper Rainham Rd, Hornchurch		
	Ardleigh Green Rd, Emerson Park		
	Butts Green Rd, Emerson Park		
	North Street (Hx), Hornchurch		
	Ockendon Rd, Upminster		

SECTION B - Highway scheme proposals without funding available			
H4	Corbets Tey Road, Upminster	Removal of pay-and-display parking bays on eastern side of road, flanking Upminster Park, as limited road width is forcing vehicles to overtake cyclists too closely in order to maintain 2-way traffic	REJECT (8 TO 1)
H5	Rainham Road, by Blacksmiths Lane, South Hornchurch	Replace zebra crossing with signalised crossing. 1042 signature petition submitted to full Council in support of request following a serious accident. Crossing serves 4 primary and 1 secondary school. (petition also calls for school crossing patrol). Cllr Breading addressed the committee in support of the proposal and left before the debate and vote.	REJECTED But that Streetcare explore measures to repaint the zebra crossing surface and the lighting pole up stands
H6	Rise Boulevard at A12 Park	Close road to prevent access to A12 to remove fast cut-through to A12 which affects local roads, especially Beaulay Way and Rise Park Boulevard. Concern about residents' safety, especially children. Traffic using estate to avoid A12/ Pettits Lane North traffic signals.	REJECT (8 TO 1)
H7	Rise Boulevard/ Beaulay Way, Rise Park	20mph speed limit to reduce rat-running traffic speed	REJECT (8 TO 1)
H8	Lyndhurst Drive, Hornchurch	Request for traffic calming due to high speeds, proximity of schools etc. Would like 20mph Zone. Cites road as easy escape route for burglars	REJECTED
H9	Moss Lane, Romford	Request to close road at Albert Road to prevent rat-running and inappropriate speed where visibility between premises and road is very tight.	REJECT (8 TO 1) With a request to Streetcare to improve if possible the signage.
H10	Arundel Road, Harold Wood	Request for speed humps as street is used as high speed rat run when Gubbins Lane is busy.	REJECTED

3 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 Street Care to progress the scheme or the Committee would reject the request.

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

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

Item Ref	Location	Description	Decision
Minor Traffic & Parking Schemes Applications Schedule			
TPC293	Deyncourt Gardens, Upminster	Request to restrict the first 8 free parking bays on the right hand side as you enter Deyncourt Gardens from Hall Lane for a short period, Monday to Friday. Request for parking meters (P&D) to manage the restrictions. Or a combination of waiting restrictions and limited stay.	WITHDRAWN
TPC198	Pembrey Way, Hornchurch	Request to introduce pavement parking bays to assist vehicle access to Pembrey Way	REJECTED
TPC327	Cavendish Avenue & Park Lane, Hornchurch	Request to introduce parking restrictions in this area due to parking problems for residents at school drop off/pick up times	REJECTED
TPC328	Squirrels Heath Lane, near David Lloyd Sport Centre, Gidea Park	Request for bus stop clearway and adjacent waiting restrictions.	DEFERRED FOR 2 MONTHS

TPC329	Lessington Avenue, Romford	Request for 'School Keep Clear' 37.56m outside Crowlands Primary School to replace existing 'At any time' waiting restriction	AGREED
		Minor Traffic & Parking Schemes Request on hold for future discussion or funding issues.	
TPC323	Access road between Osborne Road and Towers Infant School and surrounding area	Request to review parking situation in newly adopted road between Osborne Road and Towers Infant School and surrounding area. Deferred until June 2013 - Paper and draft paper to be presented	DEFERRED TILL OCTOBER 2013

Chairman

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HIGHWAYS ADVISORY COMMITTEE

REPORT

9 July 2013

Subject Heading:

Adoption of a 'link' road and parking improvements for the Queen's Theatre, Hornchurch

Report Author and contact details:

Musood Karim
Principal Engineering Assistant
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The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input 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 a proposed parking management scheme on the two roads outside the Queen's Theatre (one linking Billet Lane and North Street, one in front of the theatre) and one-way working on the road outside the theatre and recommends implementation of the scheme. These proposals are linked to the imminent adoption of the two roads as public highways maintainable at public expense.

The scheme is within **St Andrews** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures as listed in Appendix A (Schedules 1 to 5) of this report are implemented and the necessary traffic orders are made.
 - ‘At Any’ time waiting and loading restrictions to enhance highway safety in various places along the ‘link’ roads;
 - Loading bay in the ‘link’ road between Billet Lane & North Street;
 - Stopping for 5 minutes maximum by the recycling centre;
 - Stopping to drop off/ pick up parking bay in the ‘link’ road fronting the theatre entrance for 10 minutes maximum;
 - Impose one-way traffic flow in the road fronting The Queen’s theatre;
 - 3 blue badge parking bays in the ‘link’ road fronting the theatre entrance;
 - Free parking bays in areas not subject to other controls.
2. That the Committee recommends to the Cabinet Member for Community Empowerment a name for ‘link’ road between Billet Lane and North Street, from the list of prospective road names included in section 6 of this report.
3. That it be noted the cost of carrying out the works is £8,000 which can be met by the Council’s Revenue budget for Minor Improvements on Borough Roads

REPORT DETAIL

1. **Background**
 - 1.1 This report deals with proposals for formalising a parking management scheme for the two unnamed roads adjacent to the Queen’s Theatre which are due to be adopted in the near future. One road links Billet Lane and North Street and for the convenience of this report it will be referred to as the ‘link’ road until such time when the Committee Members recommend an appropriate road name. The other road connects the ‘link’ road to Billet Lane and passes in front of the Queen’s Theatre.

1.2 Both roads are owned by the Council and currently managed by Culture and Leisure Services. They are considered to be public highways maintainable at private expense, but given the ownership, it would be more appropriate for the roads to be managed by Streetcare acting in the Council's interests as Highway Authority in terms of being subject to routine inspections, deal with defence of claims arising from defects and so roads are to be adopted in the near future through powers delegated to the Head of Streetcare.

2. Existing traffic conditions in Billet Lane and North Street, Hornchurch

2.1 North Street and Billet Lane handle considerable amount of both local and through traffic. Traffic is permitted in both directions and both roads are connected to A124 Hornchurch High Street in the south and at a gyratory with Butts Green Road in the north. The 'link' road on the north side of the Queen's theatre connects Billet Lane and North Street. It also provides an access to the Billet Lane public car park and a direct access to the road in front of the theatre.

2.2 This section of Hornchurch mainly comprises of residential properties and businesses. These include Sainsbury's, Iceland, estate agents and various restaurants. There is also the Queen's Theatre, Hornchurch Library, Fire Brigade, Langtons House, Fairkytes Art Centre and Craft Gallery. All these businesses and organisations attract significant number of customers and delivery of goods through out the day.

Public Transport facilities in North Street, Hornchurch

2.3 North Street in Hornchurch conveys high frequency of bus services namely 165 (10), 256 (10) and 370 (6) and 646 which operates during school term times only. This equates to 26 buses per hour travelling in both directions. The figures in the bracket indicate number of buses operating per hour in both directions.

2.4 Emerson Park station is within close vicinity of the Queen's theatre and is on the main rail line services between Romford and Upminster. At Upminster, there are further services connecting to Fenchurch Street and Southend-on-Sea.

3. Proposed Changes

Several measures have been identified and these are explained in details below:

3.1 Proposals to convert existing road fronting the theatre to one -way system

It is proposed to convert the existing road fronting The Queen's Theatre to one way system. The section of the road in question is between the 'link' road and Billet Lane. Traffic will be permitted to enter via the 'link' road and exit at its southern end. This arrangement would create road

space to provide parking bays for blue-badge holders, a drop off and pick up point (10 minutes maximum stay) and provision of free parking bays which may be used by anybody.

3.2 Proposed loading bay in the 'link' road between Billet Lane and North Street, Hornchurch

Currently, there is no dedicated loading bay in the 'link' road. The delivery vehicles serving the theatre park in the road which in turn disrupts the traffic flow. In view of the situation, it is proposed to provide a loading bay in the 'link' road. The bay will be installed on the north side of the theatre as shown on drawing no.QH083-of-201. The loading bay will permit free loading for a maximum period of 20 minutes with no return within 1 hour. The loading bay will operate 24 hours, throughout the week.

4. Provision of stopping for 5 minutes by the recycling centre

As part of the proposals, it is proposed to provide a free short term stopping facility by the recycling centre. Drivers will be allowed to stop free of charge for 5 minutes to use the recycling centre or as a 'kiss and ride' to drop off or collect passengers (who may be visiting the theatre and other local attractions). The proposals are shown on drawing no. QH083-of-201.

5. Proposed 'At Any' time waiting restrictions

5.1 The existing parking restrictions vary in both Billet Lane and North Street. Generally, the parking restrictions apply from Monday to Saturdays, 08:30 am to 06:30pm. The restrictions close to the Queen's theatre apply from 8am to 8pm to avoid any illegal parking, particularly in the evenings when the performances are taking place.

5.2 The existing parking restrictions and the parking facilities in the 'link' road and the road fronting the theatre are not supported by traffic management orders. These were merely provided as deterrence to prevent illegal parking at potential locations, but have proved to be ineffective.

5.3 It is proposed to provide 'At Any' time waiting and loading restrictions at potential locations with a view to prevent inconsiderate parking and enhancing road safety. The proposals are shown on drawing no. QH083-of-201.

6. Suggested road names for unnamed 'link' road, Hornchurch

6.1 During the feasibility studies it was considered necessary to designate a name to the 'link' road which connects with Billet Lane and North Street in Hornchurch. This would make it easier for the Council to define parking controls, maintain street records etc.

6.2 Below is a list of some suggested road names for the 'link' road provided by the Council's Legal services. A brief detail is also provided as the road

names in the borough are generally associated with the local importance as far as possible.

- i) **Drama Road** – The name is associated with stage shows, performances etc held at the Queen’s Theatre.
- ii) **Players Road** – The name is associated with actors, players, performers, entertainers etc.
- iii) **Thespian Road** – As above.
- iv) **Theatre Road** - The name is associated with live performances held at the Queen’s Theatre.

Members are requested to select an appropriate road name from the above list so that the Council’s Legal Services can designate it in the Council’s Highway Register and appropriate street signs are installed at both entrances of the road.

7. **Outcome of the consultation**

- 7.1 Approximately, 100 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder on 24th May 2013, London Gazette and site notices were displayed in the immediate area of the Queen’s theatre. In addition to the above, the emergency services ie the Metropolitan Police, Hornchurch Fire Brigade and London Ambulance services were consulted. Ward Members of St. Andrews were also consulted.
- 7.2 The closing date for receiving any comments was set for 21st June 2013. Only 4 responses were received which relates to 4% of the letters delivered.
- 7.3 The responses received were analysed carefully and a summary of comments is included in appendix B of this report.

8. **Recommendations**

It is recommended that the proposals be implemented as advertised and consulted. The measures are included in schedule of proposals in Appendix A of the report and are shown on drawing no. QH083-of-201, attached to this report.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £8,000, which would be met from the Council's Revenue budget for Minor Improvements on Borough Roads.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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 revenue budget.

Legal Implications and risks:

Parking restrictions, parking bays, loading bays and one-way working require advertisement and consultation of proposals before a decision can be taken prior to their implementation.

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 of 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.

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. This scheme provides parking for blue-badge holders.

BACKGROUND PAPERS

Scheme project file: QH083 – Queen’s Theatre road adoption.

Appendix A

Draft schedule for recommendations

- 'At Any' time waiting and loading restrictions to enhance highway safety in various places along the 'link' roads;
- Loading bay in the 'link' road between Billet Lane & North Street;
- Stopping for 5 minutes maximum by the recycling centre;
- Stopping to drop off/ pick up parking bay in the 'link' road fronting the theatre entrance for 10 minutes maximum;
- One way traffic flow in the road fronting The Queen's Theatre;
- 3 blue badge parking bays in the 'link' road fronting the theatre entrance;
- Free parking bays in areas not subject to other controls.

Schedule of Proposals

Schedule 1: Waiting and loading restrictions operative between 8:00 am and 6:30 pm, on Mondays and Saturdays

North Street, Hornchurch, the west side, between a point 8 metres south of the unnamed access road leading to the rear of The Queen's Theatre and a point 15 metres north of the northern kerb-line of the 'link' road.

The 'link' road

- (a) the north side
 - (i) between the eastern kerb-line of Billet Lane and a point 10 metres east of the eastern kerb-line of the exit from the Billet Lane car park;
 - (ii) between a point 31 metres west of the western kerb-line of North Street and a point 37 metres west of the western kerb-line of North Street;
 - (iii) between the western kerb-line of North Street and a point 16 metres west of that kerb-line.

- (b) the south side
 - (i) between the eastern kerb-line of Billet Lane and a point 10 metres east of the eastern kerb-line of the unnamed road fronting The Queen's Theatre;
 - (ii) between the western kerb-line of North Street and a point 15 metres west of that kerb-line.

The unnamed road fronting The Queen's Theatre

- (a) the east side
 - (i) between the southern kerb-line of the 'link' road and a point 8.4 metres south of that kerb-line;
 - (ii) between the eastern kerb-line of Billet Lane and a point 10 metres north-east of that kerb-line;
- (b) the whole of the west side.

Schedule 2: Provision of loading bay, operative at any time

The 'link' road, the south side, from a point 10 metres east of the eastern kerb-line of the unnamed road fronting Queen's Theatre extending eastward for a distance of 15 metres.

Schedule 3: No stopping restrictions operative at any time.

Schedule 3A: The unnamed road fronting The Queen's Theatre, the east side, from a point 28.2 metres south of the southern kerb-line of the 'link' road, extending southward for a distance 18 metres.

Schedule 3B: The 'link' road, the north side, from a point 16 metres west of the western kerb-line of North Street extending westward for a distance of 15 metres.

Schedule 4: designation of free parking places

The 'link' road

- (a) the south side, from a point 15 metres west of the western kerb-line of North Street extending westward for a distance of 38 metres;
- (b) the north side, from a point 37 metres west of the western kerb-line of North Street extending westward for a distance of 19.35 metres.

The unnamed road fronting The Queen's Theatre, the east side, from a point 46.2 metres south of the southern kerb-line of the 'link' road extending southward for a distance of 21 metres.

Schedule 5: Disabled Persons Parking Places, Monday to Saturdays 8a.m. to 6.30p.m.

The unnamed road fronting The Queen's Theatre, the east side, from a point 8.4 metres south of the southern kerb-line of the 'link' road extending southward for a distance of 19.8 metres.

Appendix B: Summary of consultation

1. Summary of consultation responses

1.1 The Metropolitan Police and London Buses responded that they have no comments on the proposals as presented to them.

1.2 The manager of the Queen's theatre responded on following grounds:

- Appreciated the concept of the consultation.
- Broadly agrees with the proposals. Had queried about the parking for staff and suggested that coaches are allowed to park in the road fronting the Queen's theatre.

Staff comments: The manager was advised that the proposals include free parking bays which will allow the staff to gain access on a first come first served basis at the following locations:

- i) Free parking in the link road, south side ie on the side of the theatre.
- ii) 3/4 parking bays have been proposed in the road fronting the theatre.

In regards to provisions for coach and bus parking in the road fronting the theatre, the manager was informed to apply for a temporary order for a road closure to facilitate events. Such procedure has been carried out in the past in hosting events such as Safe Drive Stay Alive. As the proposals include the provisions for disabled parking bays, a drop off point and free parking bays, it is not possible to provide a coach drop off point.

1.3 A resident of Wedlake Close has objected the proposals on the following grounds:

- Over the past 38 years or more, the system of link roads have operated successfully around the Queen's Theatre and has required no involvement of the local authority.
- The respondent considers that there is no reason why the proposed enforceable changes are being considered by the Traffic and Engineering department of the Council particularly in view of the temporary causes. With the unnecessary work proposed are clearly not required with the present situation operating successfully with savings to the council tax payer in the present economic climate and obligations to save money.
- The respondent considers that conversion of private roads to highways in the past, parking charges and other restrictions introduced by the Council

in the ward is unhelpful and obstructive to community life. There appears to be no reasonable justification to accept or support the proposals, which appear to be introduced at this time on the back of the recent town refurbishment and temporary diversions.

- It may be advantageous to the community, users of the Queen's Theatre and the public passing through Billet Lane to assist traffic flow and road safety. For consideration and consultation to be given to parking outside the Fairkytes Hall, the Hermitage and other buildings adjacent. With passing traffic both ways and vehicles attempting to turn left and right into Billet Lane after travelling from North Street.
- In the public interest and road safety, further potential hazards may well exist with buses parked at the stop outside the Job Centre in North Street. With vehicles turning left out of Sainsbury's car park and vehicle pulling round to overtake parked buses. Equally buses parked on the Sainsbury's car park side stop and vehicle pulling round parked buses at this location can present a hazard to vehicles leaving the car park.

Staff comments: The proposals in general will remain the same (parking for disabled, no parking charges in the 'link' road) with the exception of converting the road fronting the Queen's theatre to one way, provision of a loading bay and restricting waiting time at the mini-recycling bay.

Apart from enforcing the parking restrictions, the two roads are being adopted by the Highway Authority as they are best able to manage the roads as the highway authority, rather than the current situation which is operates ad hoc and not enforceable. Furthermore, this will enable the Council to apply the highway law.

In regards to traffic overtaking parked buses outside the Job Centre and traffic emerging from the Sainsbury car park, the existing stops have been in operation since several years. Both the Council and London Buses (LB) have not received any complaints about the potential accidents. LB has informed that buses on route 252 were temporarily permitted to park at the existing bus stop outside the Job Centre whilst the works at Hornchurch High Street were in progress. As the works have now been completed, buses do not park at existing stop.

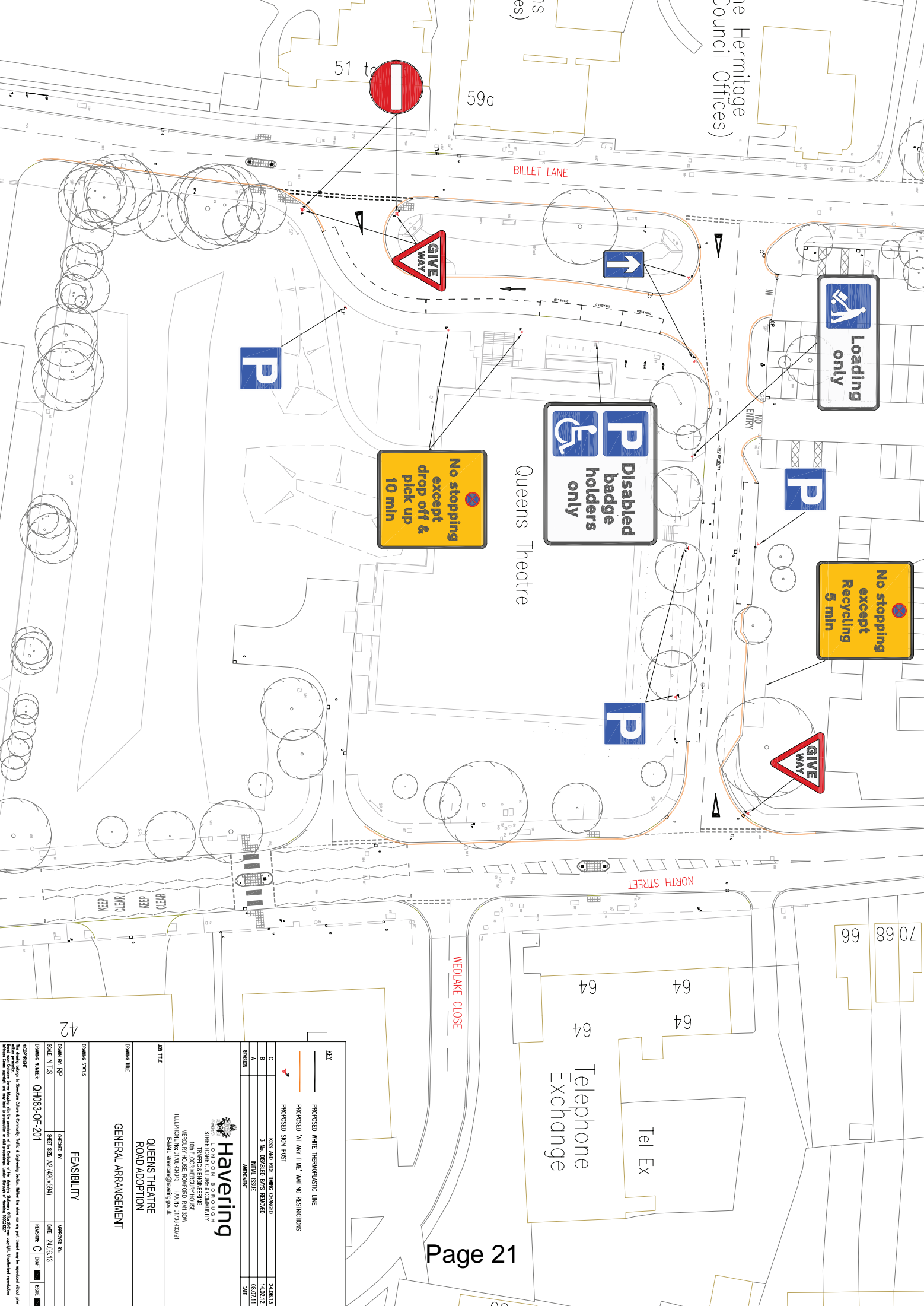
Taking the last issue about cars turning out of Sainsbury car park in relation to buses parked at the existing bus stop in North Street, this arrangement has been in operation over several years. Buses generally wait very briefly to drop or collect passengers and it is up to the drivers exiting from Sainsbury's car park to ensure that it is safe for them to exit after the bus has departed.

Appendix C

Proposed layout drawings

QH083-of-201

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KEY

- PROPOSED WHITE THERMOPLASTIC LINE
- PROPOSED AT ANY TIME WAITING RESTRICTIONS
- PROPOSED SIGN POST
- ASS AND ROBE TUNING CHANGED
- 3 No. DISABLED BAYS REMOVED
- MINOR ISSUE
- AMENDMENT

REVISION	DATE
A	24.06.13
B	14.02.12
C	08.07.11

HaVering
 A DIVISION OF THE LONDON BOROUGH OF HAVERING
 STREETS, COUNCIL OFFICES & COMMUNITY CENTRE
 10th FLOOR, MERCURY HOUSE
 MERCURY HOUSE, ROWLANDS, RM1 3JW
 TELEPHONE NO. 01708 434343 FAX NO. 01708 433721
 EMAIL: streets@haivering.gov.uk

JOB TITLE
 QUEENS THEATRE ROAD ADOPTION

DRAWING TITLE
 GENERAL ARRANGEMENT

DRAWING STATUS

ISSUED FOR RFP	CHECKED BY:	APPROVED BY:
SCALE: N.T.S.	SHEET NO: 42 (42/02/04)	DATE: 24.06.13
DRAWING NUMBER: QH083-OF-201	REVISION: C	ISSUE: 1

ACCOMPLISH
 The design liability is transferred to the Client and is accepted by the Client on the date of issue of this drawing. The Client shall be responsible for the design and construction of the works shown on this drawing. The Client shall be responsible for the design and construction of the works shown on this drawing. The Client shall be responsible for the design and construction of the works shown on this drawing.

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HIGHWAYS ADVISORY COMMITTEE

9 July 2013

REPORT

Subject Heading:

**ROMFORD VICTORIA ROAD AND THE
BATTIS MAJOR SCHEME**
Highway Scheme Application

Report Author and contact details:

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

Ward: Romford Town

Suzanne.Cawthorne Regeneration Officer
01708 432931
suzanne.cawthorne@havering.gov.uk

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

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

SUMMARY

This report provides information on a proposed Transport for London (TfL) funded Major Scheme for Romford Town Centre (Victoria Road and The Battis). The project would involve investment in public realm and highway improvements that would result in a significant improvement in the quality of the public realm for pedestrians, motorists and public transport users. The report summarises design work and consultations that have occurred since the start of the project in 2011.

These consultations have comprised:

- Major Scheme early consultation with Council staff, Cabinet Members and Ward Councillors and regular reports to the Romford Programme Board
- On-going consultation with TfL, London Buses and emergency services
- Three Design for London (DfL)/TfL design reviews
- Presentations at Romford Town Centre Partnership
- Workshops and business consultations

The report describes a number of design options for Victoria Road that have been developed in this time and how the consultation process has enabled the development of a preferred option. It seeks support from the Committee for this preferred design and for this design process to continue, subject to continued Transport for London funding support. It seeks approval for advertisement when required. This report does not cover The Battis where no changes to the highway are required.

RECOMMENDATIONS

1. That the Committee notes the design work and consultation that has been carried out so far on the Romford Major Scheme and that it gives support to the design option for Victoria Road as described in paragraph 1.9 of the report and presented at the meeting.
2. The Committee considers that the Heads of StreetCare and the Acting Head of Regeneration should proceed with the detailed design, further consultation and advertisement (where required) of the elements of the Romford Town Centre Major Scheme described in paragraph 1.9 of this report.)

REPORT DETAIL

1.0 Background

- 1.1 The Mayor of London, through Transport for London, is seeking to fund comprehensive transport schemes with multiple objectives through the TfL Major Projects stream.
- 1.2 In 2011 the Council was successful in securing funding for 3 years (2011/12-2013/13) to develop detailed proposals for a major improvement to the street environment in Victoria Road and The Battis Romford with the possibility of some physical works taking place in 2013-14 continuing into 2014/15 if necessary.
- 1.3 Work to date has involved the delivery of a series of design and consultation stages in the delivery of the TfL Step 2 approval process. The scheme will seek to improve the general public realm of Victoria Road and the Battis in Romford two distinct but connected urban areas/streets within Romford, which provide key pedestrian routes to the Romford Station. The scheme is needed in order to provide the appropriate prestigious access/gateway/interchange experience (between Romford and Central London) that is commensurate with the significance of the arrival of Crossrail. The Scheme will provide a much needed upgrade to the public realm infrastructure prior to the arrival of Crossrail becoming operational in 2017.
- 1.4 The scheme is designed to complement current and future initiatives such as; 'Greening the Ring Road' the 'Romford Public Realm Masterplan', The Romford Urban Integration Strategy (Crossrail Public Realm Master Plan), 'Romford Area Action Plan' and 'The Romford Urban Strategy.'
- 1.5 It will make it easier for to walk within the centre, reduce street clutter and unnecessary pedestrian guardrail, widen footways, and improve lighting and smooth traffic flow. It is anticipated that the project will contribute to the regeneration of the town centre, improve the quality of the offer of the town centre, and support local business and jobs. The project would also complement the regeneration activity that has already taken place around the Station area and South Street
- 1.6 The Objectives of the scheme are:
 - The design of a prestigious new gateway experience;
 - The design of a secure and safe pedestrian environment at Romford Station and in the surrounding streets;
 - The development phase will be a precursor and catalyst for adjacent
 - development and urban renewal;

- The design will show an improved transport interchange experience and an attractive and integrated public realm, with consistency in wayfinding, furniture and materials;
- A reduction in perceived severance of Romford Town Centre into north and south by the presence of the railway line;
- Ensure local businesses' in the scheme area are signed up and supportive of the scheme proposals.

1.7 The design process has developed rapidly in recent months and has included extensive workshops and consultations with local people, local and statutory stakeholders and local businesses. The following list illustrates the extent of consultation that has informed the development of the project

- Consultation associated with the development of the Romford Station Crossrail Urban Integration Study Urban strategy in 2011/12 recognised the desire to see improvements in the public realm and accessibility of the town centre in Victoria Road and The Battis as key routes linking Romford Station to residential areas.
- Major Scheme consultation with all local stakeholders, including Council officers, Cabinet Members and local Ward Councillors
- Renting of an empty shop unit in Victoria Road where a wide range of workshops and events were held to engage with local people and businesses.
- Two specific business consultation events where all freeholders and leaseholders were invited to discuss the proposals and have input into the design.
- Follow up mail out to all freeholders and lease holders after the two events with an update on the preferred design
- In depth one to one conversations and meetings with freeholders and lease holders
- Regeneration and StreetCare Staff have consulted with other key stakeholders such as Transport for London, London Buses, Crossrail, Network Rail and the emergency services
- Three UDL/TfL design reviews by (an essential part of the Transport for London Step 2 process)

1.8 The feedback from consultation was that Victoria Road is a difficult environment for pedestrians to use partly because of the poor quality paving surface and partly because vehicles drive over the footway to access forecourts. These issues are

- That it is felt that the poor pedestrian environment makes customers less likely to shop on Victoria Road, and that footfall is lower than expected so close to a large station;
- That because the cars currently need to park in front of the shops, customers have difficulty accessing the shops and aren't able to window

shop, which means that businesses aren't able to attract customers with window displays;

- That the lighting could be improved and that this would make people feel safer, especially in the evening;
- That there are no trees or benches that could make the street more welcoming and pleasant;
- That parking on Victoria Road is difficult and confusing, and that many businesses and customers would benefit from short stay parking;
- That the western end of the road (nearest South Street) has a different character to the eastern end (nearest the ring road) and that any scheme to improve the road should take these different kinds of businesses and uses into account

1.9 This feedback from the consultations has resulted in the proposal that is described below. It contains the best attributes from previous options. Subject to final sign off from TfL in July 2013 the funding is in place to deliver the scheme and TfL have agreed for a two year implementation period 2013-15. The key features of the scheme are:

- To provide an enhanced and integrated public realm experience and approach to the Station, to and from residential hinterlands and streetscapes along Victoria Road. Taking into account the difference between the 'eastern' and 'central' and 'western' zones along the road.
- Rationalised pedestrian crossing points
- An integrated palette of lighting, furniture and paving materials will help link this area to Romford Station. Vehicular and pedestrian conflicts will be reduced by providing clear definition between vehicular and pedestrian areas.
- Repaving and resurfacing including private forecourts.
- De-cluttering of Victoria Road- rationalising signing/lighting onto as few columns as possible, along with the siting of street furniture, trees and lighting into consolidated strips along pavements
- Better bus waiting areas – creation of a fully accessible bus stop on street and removal of the bus layby
- Greening of Victoria the use of street trees throughout the centre along with plants to create a more attractive, pleasant street
- New lighting – renewal of lighting throughout Victoria Road to create a more efficient, elegant, white light for the highway, pavement and building frontages
- Cycling facilities
- Rationalising the current ad-hoc off street parking arrangements to provide short stay customer parking as well as business permit bays
- Reduction in the speed limit to 20mph.
- Provision of loading bays
- A new parking zone in the Western End of Victoria Road to be implemented.

1.10 The final decision on implementation would rest with the Cabinet Member for Community Empowerment.

IMPLICATIONS AND RISKS

Financial implications and risks:

The main purpose of this report is to secure agreement to consult on the statutory elements of the proposals. Given below, for background information, is the funding position of the scheme.

Capital Cost

In December 2010 Transport for London, through the Council's Local Implementation Plan, agreed in principle to fund a Major Scheme for Romford Town Centre, at an indicative value of £2m.

The 2011/12 allocation was £40,000 for submission of a Step One Application. This has been spent.

The 2012-13 allocation was initially £195,000 (later increased by £10,000) for detailed design (Step Two). This £205,000 has been spent. Additionally, for 2013-14, a further Step Two allocation of £100k was agreed.

The indicative amount awarded for implementation from 2013-14 allocation was £2M.

The project team having revised the design and the delivery timetable went back to TfL who have now increased the allocation to £2.2M split over two years as follows:

2013-14 £2,000,000

2014-15 £200,000

Monies will need to be fully spent in the relevant year to secure maximum access to grant.

Additionally, there will need to be a contribution from LBH Lip funding of £200,000 from 2014-15 funding allocation. This would be provided from the general LIP allocation for 2014-'15. This is subject to Cabinet approval in autumn 2013, once LBH's LIP award letter is published; this proposal been agreed in principle by Lead Members and Officers.

Revenue Costs

The works will be maintained by StreetCare using existing budgets.

Legal implications and risks:

Parking management schemes (including restrictions and bays), pedestrian crossings and changes to speed limits require consultation and the advertisement of proposals before a decision can be taken on implementation.

The outcome of the detailed consultation and advertisement of this scheme would be subject to a further report to the Highways Advisory Committee and ultimately, any decision to proceed would be made by the Cabinet Member for Community Empowerment.

There are a number of licence agreements and S38 agreements that need to be entered into with individual freeholders and leaseholders.

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.

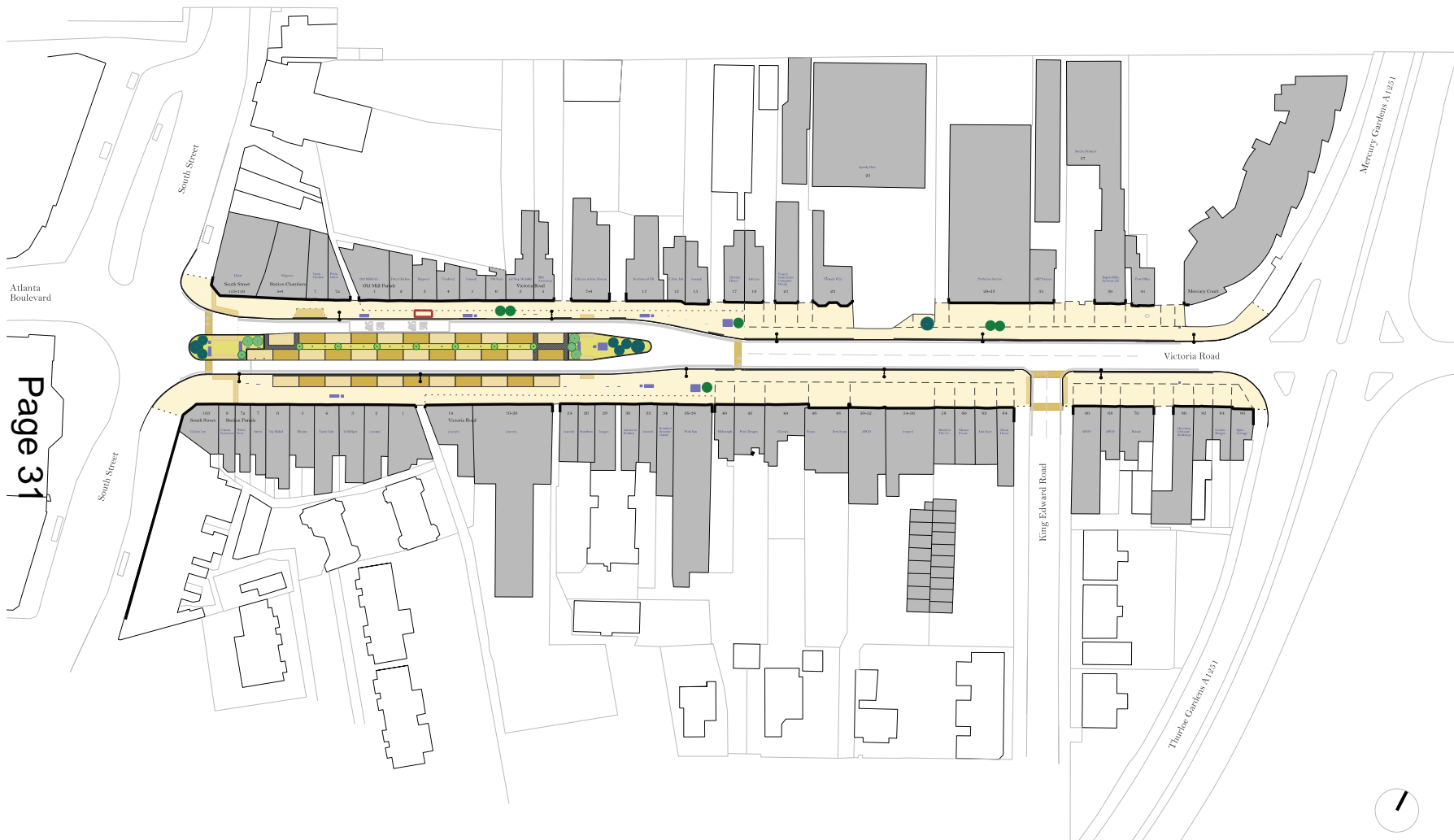
Blue badge-holders are permitted to park for three hours on waiting restrictions, for an unlimited time and without charge in parking bays and are not permitted to park within loading bays or bus stop clearways.

Consultation has taken place with Havering Association for People with Disabilities and Sight Action and their views have been taken into account when developing the design.

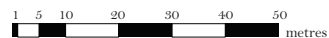
BACKGROUND PAPERS

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DRAFT



Page 31




Notes:

All dimensions in millimetres unless otherwise indicated.

Do not scale from this drawing.

Drawing is issued for information purposes only.

KEY:

-  Central Garden Area
-  Parking
-  Footway
-  Pedestrian Crossing
-  Bus Stop Shelter
-  Landmark Tree
-  Seasonal 'Clump' Trees
-  Street Tree
-  Central Tree
-  Lighting
-  Street Furniture

Romford Major Scheme
Victoria Road

GA Plan

no. 155_VR_01_101

1:1000 at A3

drawn: 20/06/2013

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hello@studioweave.com

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HIGHWAYS ADVISORY COMMITTEE

REPORT

Date 9 July 2013

Subject Heading:

TPC280-Romleigh Park Estate, Harold Wood. - Parking Review

Report Author and contact details:

Harold Wood Ward
Sarah Rogers
01708-432810
Sarah.Jane.Rogers@havering.gov.uk

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

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

SUMMARY

This report outlines the responses received to the advertised proposals for the Romleigh Park Estate parking review, which were agreed in principle by this Committee at its meeting of on 16th October 2012, and recommends a further course of action.

RECOMMENDATIONS

1. **That the Committee, having considered the representations made, recommends to the Cabinet Member for Community Empowerment that:**
 - a. the minor parking scheme set out in this report to implement 10:30am till 11:30am Monday to Friday and 'At any time' waiting restrictions, as shown on the attached drawing TPC280-Romleigh Park Estate Parking Review, 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 £6,000 which can be funded from the 2013/14 Minor Parking Schemes revenue budget.

REPORT DETAIL

1.0 Background

- 1.1 Following numerous requests, reports and petitions received from residents and Ward Councillors representing Romleigh Park Estate, a review and consultation of an appropriate parking scheme was submitted to the Highways Advisory Committee on 16th October 2012, when this Committee agreed that this item should be deferred for a further report on the existing parking situation and provisions within the Romleigh Park Estate.
- 1.2 In February 2013, the request was moved from the items deferred list to the Traffic and Parking Control works programme.
- 1.3 The proposals were subsequently designed and consulted upon by staff and were formally advertised on 10th May 2013. All responses to the consultation were received by 31st May 2013.
- 1.4 This report outlines the responses received to the formal consultation and recommends a further course of action.
- 1.5 Traffic and Parking Control designed the 10.30am till 11.30am Monday to Friday waiting restrictions to deter long term and local commuter parking' predominantly from people parking and then walking to Harold Wood Station and to prevent students from the college situated on the former Harold

Wood Hospital site from long term parking. It was proposed to design a scheme that works with with the existing Controlled Parking Zone within the Harold Wood Ward.

- 1.6 It is also worth noting that there may be parking problems within this area once the development within the old Harold Wood hospital site has been completed.

2.0 Outcome of Public Consultation

- 2.1 On the 10th May 2013, residents of 366 addresses in the area perceived to be affected by the proposed scheme were advised by letter enclosing a plan, detailing the proposals. Eighteen statutory bodies were also consulted and site notices were placed within the Romleigh Park Estate.

- 2.2 At the close of the public consultation on 31st May 2013, 62 responses were received, a 17% response rate. A table outlining all the responses is appended to this report as Appendix B.

3.0 Staff Comments

- 3.1 From the 366 residents consulted, 62 responses were received, equating to a 17% return rate.
- 3.2 10% of the responses were in favour of the 10.30am to 11.30am Monday to Friday waiting restrictions and the 'At any time' waiting restrictions at the junctions. 7% of the responses received were against the proposals for the 10.30am to 11.30am Monday to Friday waiting restrictions, although 3% of those were in favour of the 'At any time' waiting restrictions at junctions.
- 3.3 A majority of respondents requested a residential parking scheme to further accommodate residents and their visitors within the Estate to park during the one hour waiting restriction, although a number of these residents do have the facility of off-street parking or a private parking space.
- 3.4 There are an estimated 197 private parking spaces located in designated areas within the Estate, this is not including garages nor the off-street parking provision fronting the properties. The majority of the home owners own within their deeds one or more car parking spaces and could therefore use these facilities during the one hour restriction. It is for this reason that staff feel that the Romleigh Park Estate, which is currently unrestricted, be included within the Harold Wood Controlled Parking Zone.
- 3.5 Appendix C within this report outlines the total amount of on and off-street parking provision that is currently available to residents and visitors. The private parking areas are either fronting the residents' properties or within designated parking areas that are allocated to residents and are stated in their deeds.

IMPLICATIONS AND RISKS

Financial Implications and Risks

This report is asking HAC to recommend to Lead Member for Community Empowerment the implementation of the above scheme

The estimated cost of implementing the proposals as described above and shown on the attached plan is £6,000 including advertising costs. This cost can be met from the 2013/2014 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change

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 Streetcare overall Minor Parking Schemes revenue budget.

HR Implications and Risks

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

Legal Implications and Risks

Legal resources will be required to give effect to the proposals.

Equalities Implications and Risks:

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

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children and young people, older people), this will assist the Council in meeting its duty under the Act.

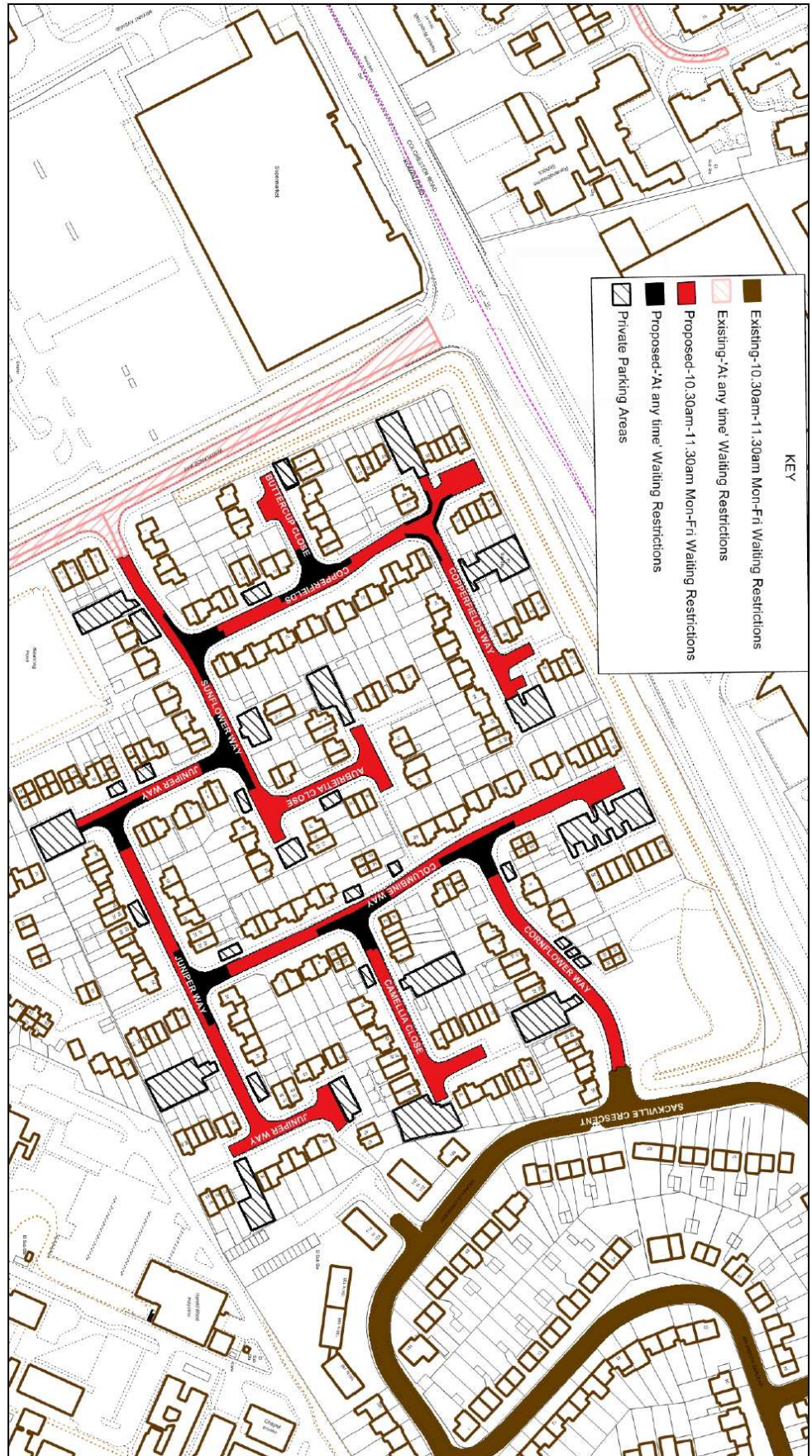
The proposals to include the Romleigh Park Estate into the harmonised Harold Wood Controlled Parking Zone have been publicly advertised and subject to formal consultation. Consultation responses have been carefully considered to inform the final proposals. It was noted that a small percentage of the consultation responses were against the 10.30am to 11.30am Monday to Friday waiting restrictions but further analysis showed that half of those were in favour of 'At any time' waiting restrictions (see Appendix B). It was also noted that the majority of respondents requested a residential parking scheme to further accommodate residents and their visitors within the Estate to park during the one hour waiting restriction. Officers carried out in-depth analysis of the on- and off-street parking provision that was currently available to residents and visitors and it showed that there were sufficient number of parking spaces available (see Appendix C). The implementation of a residential parking scheme is therefore considered to be unnecessary at this point of time but officers will monitor the effects of the proposed changes and if such need arises, they will review the parking arrangements accordingly.

After careful consideration of each of the responses and any potential/likely equalities issues and concerns arising from the proposals, officers have recommended that the proposed changes be implemented as advertised and the effects be monitored on a regular basis.

There will be some visual impact from the required signing and lining works but it is anticipated that this work will improve road safety and access for disabled people, older people and parents with prams.

BACKGROUND PAPERS

Appendix A



TPC280-Romleigh Park Estate Parking Review



London Borough of Havering
Romford, RM1 3BD
Tel: 01708 434343

Scale: 1:1600
Date: 30 April 2013



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Ordnance Survey 100024327

Appendix B

ROMLEIGH PARK ESTATE							
Road	No of properties consulted	No. of Individual Responses received	% Return	'At any time' Waiting Restrictions		10:30AM till 11:30am Monday to Friday	
				For	Against	For	Against
CAMELLIA CLOSE	33	4	12%	0	0	3	1
COLUMBINE WAY	47	7	15%	0	0	7	0
COPPERFIELDS WAY	68	11	16%	1	0	4	6
CORNFLOWER WAY	37	8	22%	2	0	4	2
JUNIPER WAY	90	9	10%	0	0	7	2
SUNFLOWER WAY	25	6	24%	0	0	4	2
WHITELANDS WAY	8	0	0%	0	0	0	0
AUBRETIA CLOSE	20	3	11%	1	0	2	0
BUTTERCUP CLOSE	12	1	8%	0	0	0	1
SACKVILLE CRESCENT	26	1	4%	0	0	0	1
UNKNOWN ADDRESSES	0	12	0	0	0	6	6
Total	366	62	1.21	4	0	37	21

Romleigh Park Estate Current Parking Provision Survey

Road	Total Properties	Off-Street Parking Places (FRONT)*	% of Properties having more than one Off-Street Parking Places (FRONT)	Total Garages	No. of parking spaces located in unadopted areas (Approx)	Total Available Parking Spaces
Coppersfield Way	68	32	47	41	33	106
Buttercup Close	12	7	58.3	7	4	18
Sunflower Way	21	15	71.4	16	21	52
Aubrietia Close	20	7	35	7	12	26
Cornflower Way	29	9	31	9	24	42
Camelia Close	31	9	29	12	23	44
Juniper Way	89	41	46.1	30	44	115
Columbine Way	47	22	46.8	21	36	79
Totals	317	142	44.8	143	197	482

HIGHWAYS ADVISORY COMMITTEE

REPORT

Date 9 July 2013

Subject Heading:

TPC281 - The Drive, Harold Wood –
Conversion of Disc Parking Bay to Free
Parking Bay with Maximum Stay Period

Report Author and contact details:

Mitch Burgess
0170843 2801
Mitch.Burgess@havering.gov.uk

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

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

SUMMARY

This report outlines the responses received to the advertised proposals for the conversion of a disc parking bay to a free parking bay on The Drive in Harold Wood, which were agreed in principle by this Committee February 2013, and recommends a further course of action.

RECOMMENDATIONS

1. **That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that:**
 - a. The scheme be implemented as advertised
 - b. the effect be monitored
 - c. Members note that the estimated cost of this scheme as set out in this report is £750 and can be funded from the 2013/14 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following request by a Ward Councillor, the scheme was presented to the Highways Advisory Committee on 16th October 2012 where the committee agreed to defer the item for six months so that a wider review of the area could be undertaken.
- 1.2 At its meeting of February 2013 it was agreed by this committee that the scheme be moved to the Minor Traffic & Parking Control work programme to progress to the next stage of design and consultation.
- 1.3 The proposals were subsequently designed by staff and were publicly advertised on 12th April 2013.
- 1.4 It is proposed to change the existing Disc Parking bay to the side of the Doctor's surgery in The Drive, Harold Wood to enable free parking from 8.00am to 6.30pm Monday to Friday inclusive with a maximum stay of 2 hours, where return to the parking place is prohibited for 1 hour.
- 1.5 It is also proposed to introduce 'At any time' waiting restrictions shown at the junction on this drawing, although these will be progressed under powers delegated to the Head of StreetCare.
- 1.6 This report outlines the responses received arising from the public consultation, along with staff comments and further courses of action

2.0 Outcome of Public Consultation

- 2.1 On 12th April 2013, 8 addresses perceived to be affected by the proposals were advised of them by letter and plan. 18 statutory bodies were also consulted and site notices were placed within the vicinity of the proposals.
- 2.2 At the close of public consultation on 3rd May 2013 no responses had been received to the proposals.

3.0 Staff Comments

Officers would support the scheme on the basis that it would provide a parking facility that may aid visitors, in particular patients attending the doctor's surgery. The junction protection marking will improve sightlines and accessibility for all road users.

IMPLICATIONS AND RISKS

Financial Implications and Risks

This report is asking HAC to recommend to Lead Member the implementation of the above scheme

The estimated cost of implementing the proposals as described above is £750 including advertising costs. This cost can be met from the 2013/2014 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change

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 Streetcare overall Minor Parking Schemes revenue budget.

Legal Implications and Risks

Legal resources will be required to give effect to the proposals.

HR 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:

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children and young people, older people), this will assist the Council in meeting its duty under the Act.

The proposals have been publicly advertised and subject to formal consultation. At the close of the public consultation no responses have been received to the proposals, Officers have therefore recommended that the scheme is implemented as advertised.

It is anticipated that the implemented scheme will provide a parking facility for visitors, in particular patients attending the doctor's surgery who are more likely to be parents with children, disabled people and older residents. There might be some visual impact from the required junction protection marking but this work will improve road safety and access for disabled people, older people and parents with prams.

BACKGROUND PAPERS

Appendix A - Proposed Site Plan

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HIGHWAYS ADVISORY COMMITTEE

9 July 2013

REPORT

Subject Heading:

**ALEXANDRA ROAD, GEORGE STREET
AND KING EDWARD ROAD LEASE
HOLDER CAR PARKS- comments to
advertised proposals**

Report Author and contact details:

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

Ward: Romford Town

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to include the lease holder car parks in the residents' parking scheme sector in which they are situated and recommends a further course of action.

RECOMMENDATIONS

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

- a. in light of the forthcoming regeneration proposals for Victoria Road, the proposals outlined in this report for Alexandra Road, George Street and King Edward Road be deferred at this time and be reconsidered after any proposals for Victoria Road have been implemented and the effects of those proposals measured.
- b. Members note that the estimated cost of this scheme as set out in this report is £1,900 and could be funded from the 2013/14 Minor Parking Schemes revenue budget.

REPORT DETAIL

1.0 Background

At its meeting on 20th March 2012, the Highways Advisory Committee agreed in principle to include the lease holder car parks in Alexandra Road, George Street and King Edward Road into the residents' parking scheme sector they are located within.

2.0 Proposed Scheme

- 2.1 The proposals are to revoke the leases from the current holders and include the lease holder car parks in Alexandra Road and King Edward Road in the Sector 6 residents' parking scheme.
- 2.2 The proposals are to revoke the leases from the current holders and include the lease holder car parks in George Street in the Sector 3 residents' parking scheme.
- 2.3 The scheme is within the Romford Town Ward and was recommended for consultation by Committee on 13th November 2012.
- 2.4 These proposals were subsequently designed and publicly advertised. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised by a letter and copy of the plan appended to this report. Site notices were also placed at each location.
- 2.5 This report looks at the responses received to the advertised proposals, which are summarised in Appendix B, along with staff comments and recommends a further course of action.

3.0 **Outcome of Public consultation - Responses received**

- 3.1 The proposals were advertised in the Romford Recorder and London Gazette. In addition, 18 statutory bodies and residents in the immediate vicinity of the leaseholder car parks were consulted on the proposals. Site notices were also fixed to street furniture in the vicinity of each location.
- 3.2 At the close of public consultation on 1st March 2013, eight responses had been received to the proposals for the Alexandra Road and King Edward Road and fourteen responses had been received to the proposals for George Street. The responses are summarised in Appendix B.

4.0 **Staff Comments**

- 4.1 There was a lower than average response to the proposals for the Alexandra Road and King Edward Road car parks area, whilst there was an average response for the proposals to the George Street car park. Objections were received from 5 lease holders of the 12 spaces in Alexandra Road and King Edward Road car parks and 2 lease holders from the 8 spaces in the George Street car park. Currently, there are only two spaces in the three car parks that are not occupied. This is due to the relocation of Havering's Youth Offending Team from Victoria Road and staff in Traffic and Parking Control not reallocating the spaces to residents or companies on the waiting list until a decision has been made in regard to these proposals.
- 4.2 Given that there are Regeneration proposals being presented to this Committee at its meeting on 9th July 2013, asking for approval to publicly advertise proposals for a 20mph Zone and a Parking Zone on part of Victoria Road, it is recommended that the proposals outlined in this report for the three parking areas in Alexandra Road, George Street and King Edward Road be deferred at this time and be reconsidered after any proposals for Victoria Road have been implemented and the effects of those proposals monitored.
- 4.3 Officers considered carefully each of the consultation responses and have tried to minimise, if not eliminate, the potential negative impact arising from these proposals, in terms of improving accessibility, safety and convenience for local residents and businesses.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1,900 including advertising costs. This cost can be met from the 2013/14 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change

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 that the project is overspent, the balance would need to be contained within the overall Minor Parking Schemes revenue budget.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

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

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

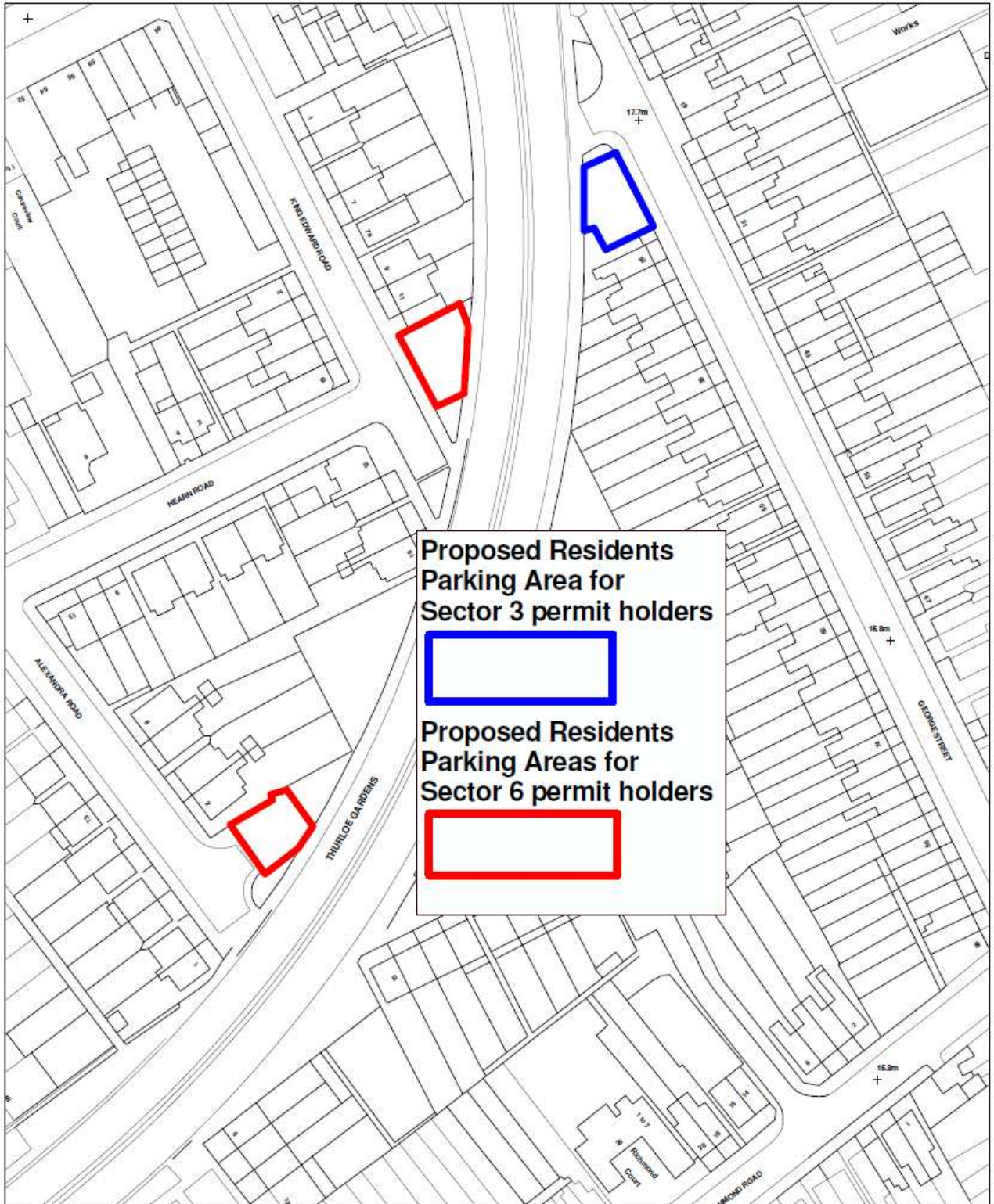
With the removal of the chains and locks from the entrance to the parking areas there are concerns that each location may be liable to experience fly tipping and anti-social behaviour along with noise from car radios.

A number of bays in each car park are held by residents who rely on their availability as they are shift workers, are utilised to assist with child care arrangements or simply do not have any other available off-street parking provision.

There will be a visual impact from the required signing to the areas.

BACKGROUND PAPERS

Drawings: Ref: Romford Parking Areas



Romford Parking Areas	Map Reference: TQ5188SE
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	Scale @ A4 1:1000 Date: 28/01/2013	Scale
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	London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343	© Crown copyright and database rights 2012 Ordnance Survey 100024327
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Responses for Alexandra Road and King Edward Road

8 responses in all from the area

3 responses from residents of King Edward Road, all of which hold permits for the parking areas and who object to the proposals. The objections are based on that the residents like the security of the locked parking area, which they feel prevents noise, fly tipping, anti-social behaviour and loss of revenue to the council. One resident feels that the yellow lines should be removed and further residents parking bays installed.

1 response from residents of Alexandra Road, who relies on the provision for their child care and is concerned if the area is opened up, there will be problems with littering and anti-social behaviour. They feel the current system works.

1 response from a resident of a flat with a Victoria Road address, who is in favour of the proposals and thinks they are a great idea.

1 response from a resident of Hearn Road, who welcomes the proposed changes, but does not want the public to be able to use the spaces at any time.

1 response from a Victoria Road business who hold a permit for the one of the areas and objects to the proposals, as their Manager needs their car close and it is felt the loss of the facility will seriously effect the business

1 response was also received from a resident, who just stated that they were in favour of the proposals.

Responses for George Street Car Park

14 responses in all from residents of the road

2 responses were from residents who have permits for the parking area and who wish to object to the proposals. 1 residents who works shift work and relies on this parking provision, as before he had the use of the car park he found himself parking streets away. The second response is from a resident, who has lived at the address for a very long time and feel it is often impossible to park in the road, as all the spaces area taken up. They suggest the Sector should be made smaller

11 responses outline that they are in favour of the proposals by way of a standard paragraph, circulated by one resident stating, they agree to the proposals for the George Street car park to become an extension of the residents parking permit holders and the chain and lock being removed from the said Car park.

1 response just outlined that they are in favour of the proposals.

HIGHWAYS ADVISORY COMMITTEE

9 July 2013

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
JULY 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
Engineering Services, Highways - StreetCare
Highway Schemes Applications Schedule**

**Highways Advisory Committee
9th July 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								
H1	A1306 New Road	Revoke Traffic Order for "No Overtaking" from Lambs Lane to Borough boundary (Order made 27th May 1981, by Minister of Transport) in order to remove life expired, lit traffic signs.	Request from Highways Maintenance team seeking to remove life-expired signs for a scheme which was in place when road was A13 and with National Speed Limit. Road detrunked in 1999 and speed limit reduced to 40mph in 2007. Overtaking ban no longer considered necessary for safety reasons and removal of signs rather than replacement would reduce on-going maintenance burden. (funding for removals would be funded through maintenance budget)	LBH Minor Schemes Revenue	£1k	StreetCare Highways Maintenance	11/06/2013	Mark Philpotts LBH Streetcare
SECTION B - Highway scheme proposals without funding available								
H2	Lodge Lane, Collier Row	Removal of speed cushions which cause vibration to house	No highway defects associated with cushions and removal would reduce effectiveness of scheme in street as a whole.	None	£1.5k	Resident	03/06/2013	ENQ-0091485

**London Borough of Havering
Engineering Services, Highways - StreetCare
Highway Schemes Applications Schedule**

**Highways Advisory Committee
9th July 2013**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H3	Hacton Lane, near William Tansley House, Hornchurch	Request for zebra crossing or pedestrian refuge to assist residents of William Tansley House in crossing road, especially back from bus stop	Traffic speeds can be high on this road and so a refuge might be needed even with a zebra crossing and so road widening would be required to accommodate.	None	£12k to £30k	Resident, supported by Cllr J Mylod	05/06/2013	ENQ-0100809
H4	Alma Avenue/ Standen Avenue, Hornchurch	Request for pedestrian refuge/ traffic island in entry to Standen Avenue to stop drivers cutting corner on wrong side of road when turning right into Standard Avenue	Collision rate for junction is 2 in 3 years to December 2012, both right turning. Road not wide enough for smallest sized refuge and some road widening may be required, small island may be feasible.	None	£8k	Cllr Morgon on behalf of local residents	25/06/2013	Cllr Morgon
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
Nothing reported this month								

HIGHWAYS ADVISORY COMMITTEE

9 July 2013

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
July 2013**

Report Author and contact details:

**Alexandra Watson
Traffic & Parking Control, Business
Unit Manager (Schemes, Challenges
and Road Safety Education & Training)
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 2013/14 is £87.4K. It should also be noted that the advertising, Order making and street furniture costs for special events are funded via this revenue budget.
5. At Period 3 in 2013/14, 23.7K of the revenue budget has been committed.

REPORT DETAIL

1.0 Background

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

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

- 1.3 Where the Committee recommends to the Cabinet Member for Community Empowerment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee, which will make recommendations to the Cabinet Member for Community Empowerment.
- 1.4 Where the Committee recommends to the Cabinet Member for Community Empowerment that a scheme should not be progressed subject to the approval of the Cabinet Member for Community Empowerment the Head of StreetCare will not undertake further work and the proposed scheme will be removed from the Schemes application list. Schemes removed from the list will not be eligible for re-presentation for a period of six months commencing on the date of the Highways Advisory Committee rejection.
- 1.5 In order to manage and prioritise this workload, a schedule has been prepared to deal with applications for schemes and is split as follows;
 - (i) Section A – Minor Traffic and Parking requests. These requests may be funded through the Council's revenue budget (A24650) for Minor Traffic and Parking Schemes or an alternative source of funding (which is identified) and the Committee advises the Cabinet Member for Community Empowerment to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
 - (ii) Section B – Minor Traffic and Parking scheme requests on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion or funding issues.
- 1.5 The schedule contains information on funding source, likely budget (as a self-contained scheme, including design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee advice to the Cabinet Member for Community Empowerment.
- 1.6 Committee is also asked to note that officers in Traffic and Parking Control received approximately 3,000 pieces of correspondence in relation to traffic and parking control scheme requests and queries from 1st June 2013 to 30th June 2013.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

BACKGROUND PAPERS

None.

London Borough of Havering									
Traffic & Parking Control - StreetCare									
Highways Advisory Committee									
July 2013									
Minor Traffic & Parking Schemes Applications Schedule									
Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
SECTION A - Minor Traffic and Parking Scheme Requests									
TPC330	Plover Gardens, Cranham, RM14 1EJ	Request to create further parking spaces in Plover Gardens by extending the road or utilise the grass area by converting it to hard standing	Photos and petition from 18 residents supplied	September & October 2010 - rejected Request for DYL on green side of road to help residents access/egress their driveways also rejected in October 2011 TPC119	LBH REV	Cost are not determined at this stage	Residents via Cllr Alexander	14/06/2013	Cranham
TPC331	Warriner Avenue	Introduce a limited wait for 2 hours no return within 1 hour to assist the Doctors Surgery in addition to a review of the footway parking provision in this road.	Officers would support the scheme on the basis that it would provide a parking facility that may aid visitors, in particular patients attending the doctor's surgery.	Not previously requested	LBH REV	750	Cllr Wood	28/01/2013	St Andrews
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues									
TPC323	Access road between Osborne Road and Towers Infant School and surrounding area	Request to review parking situation in newly adopted road between Osborne Road and Towers Infant School and surrounding area. Deferred until June 2013 - Paper and draft paper to be presented	Request 1) from resident who would like footway bays so that residents who parked 2 wheels on footway before road adopted can continue to do so. Request 2) from school for DYL restrictions and/or zig-zag markings to deter residents/parent	Not previously requested	LBH REV	Cost are not determined at this stage	Resident and School	29/04/2013	Hylands

London Borough of Havering		Highways Advisory Committee July 2013							
Traffic & Parking Control - StreetCare		Minor Traffic & Parking Schemes Applications Schedule							
Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
TPC328	Squirrels Heath Lane, near David Lloyd Sport Centre, Gidea Park	Request for bus stop clearway and adjacent waiting restrictions.	Buses are having problems as vehicles obstruct bus stop and passengers are unable to get on/off safely. Those with reduced mobility are mostly affected.	TPC247 June 2012 request for bus stop clearway - rejected. TPC267 August 2012 request for 'At Any time' restrictions at junction of Squirrels Heath Lane and the entrance to David Lloyd Centre - rejected.	TFL/LBH Revenue	500	Councillor Tebbut and TFL	29/05/2013	Squirrels Heath