



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
13 August 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:

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AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

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

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

4 MINUTES (Pages 1 - 10)

To approve as a correct record the minutes of the meeting of the Committee held on 9 July 2013, and to authorise the Chairman to sign them.

5 BROXHILL ROAD, HAVERING-ATTE-BOWER SPEED LIMIT REDUCTION (OUTCOME OF PUBLIC CONSULTATION) (Pages 11 - 16)

Report attached

6 COLLIER ROW ACCIDENT REDUCTION PROGRAMME - CLOCKHOUSE LANE / COLLIER ROW LANE PROPOSED SAFETY IMPROVEMENTS (THE OUTCOME OF PUBLIC CONSULTATION) (Pages 17 - 36)

Report attached

7 PROVISION OF PEDESTRIAN CROSSING FACILITY FOR OAKFIELDS MONTESSORI SCHOOL, UPMINSTER (Pages 37 - 50)

Report attached

8 TPC280 - ROMLEIGH PARK ESTATE - PARKING REVIEW (Pages 51 - 58)

Report attached

9 HIGHWAYS SCHEMES APPLICATIONS (Pages 59 - 64)

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

10 TRAFFIC AND PARKING SCHEMES WORK PROGRAMME (Pages 65 - 70)

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

11 URGENT BUSINESS

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

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
9 July 2013 (7.30 - 9.50 pm)**

Present:

COUNCILLORS

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

Residents' Group Brian Eagling and John Wood

Labour Group Denis Breading

Independent Residents Group David Durant

Councillors Andrew Curtin, Pam Light and Ray Morgon were present for part of the meeting.

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

There were fourteen members of the public present.

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

4 MINUTES

The minutes of the meeting of the Committee held on 11 June 2013 was approved as a correct record and signed by the Chairman.

5 ADOPTION OF A 'LINK' ROAD AND PARKING IMPROVEMENTS FOR THE QUEEN'S THEATRE, HORNBURCH

The Committee considered a report that detailed 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 were linked to the imminent adoption of the two roads as public highways maintainable at public expense.

The report detailed the following proposed changes:

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

It was proposed to convert the existing road fronting The Queen's Theatre to one way system. 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.

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

There was currently no dedicated loading bay in the 'link' road. Delivery vehicles serving the theatre park in the road, which in turn disrupts the traffic flow. It was proposed to provide a loading bay in the 'link' road. The bay would be installed on the north side of the theatre as shown on drawing no.QH083-of-201. The loading bay would permit free loading for a maximum period of 20 minutes with no return within 1 hour. The loading bay would operate 24 hours, throughout the week.

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

As part of the proposals, it was proposed to provide a free short term stopping facility by the recycling centre for 5 minutes to use the recycling centre or as a 'kiss and ride' to drop off or collect passengers. The proposals were shown on drawing no. QH083-of-201.

4. Proposed 'At any time' waiting restrictions

It was 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.

The Committee was also asked to consider the following suggested road names for the unnamed 'link' road.

The reported informed the committee that the road names in the borough are generally associated with the local importance.

- i) Drama Road
- ii) Players Road
- iii) Thespian Road
- iv) Theatre Road
- v) Johnstone Road – Bill Johnstone was a former Administrative Director at the Queen's Theatre.

- vi) Burge Road – Stuart Burge was the founding Artistic Director at the Theatre.
- vii) Humby Road – Gordon Humby was the borough chief librarian in 60's/70's who set up the Theatre archive.

During general debate Members of the Committee discussed:

- A Member had reservation on whether there should be free parking bays or coach parking bays for events such as pantomimes.
- Some members felt that temporary road closures even if they were feasible would not be a good way of dealing with coach groups and as such felt a dedicated short term coach parking would be better. The Principal Engineer suggested a 20 minute stay in line with what applicable at the Slaney Road to assist coach drop offs for Romford Town Centre.
- Member also discussed the maximum length of stay for the short term drop off outside the Theatre.

Following the debate in which there was general support for coach parking provision, it was agreed that officers would redesign and consult on the free parking bays and the drop off bay outside the main entrance to the Theatre. Councillor Taylor proposed a motion that the recommendation be varied with the scheme being implemented as advertised, but the free parking bays and the drop off bay outside the main entrance be redesigned and reconsulted. The motion was seconded by Councillor Stephen Kelly.

Following a motion to vary the recommendation in the report which was seconded the Committee **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that:

- (a) The short term drop off bay be reduced in length by about half;
- (b) All "free" parking bays, plus the area of the drop off bay released be advertised/ consulted as coach parking bays with a maximum stay of 20 minutes to assist coach parties visiting the Theatre.
- (c) The "at any time" waiting and loading restrictions to enhance highway safety in various places along the "link" roads.
- (d) A Loading bay in the "link" road between Billet Lane and North Street.
- (e) Stopping for 5 minutes maximum by the recycling centre.
- (f) Imposition of one way traffic flow in the road fronting The Queen's Theatre.
- (g) 3 disabled parking bays for blue badge holders in the "link" road fronting the theatre entrance.
- (h) That it be noted the cost of carrying out the works was £8,000 which would be met by the Council's Revenue budget for Minor Improvements on Borough Roads.

The vote for the recommendation was passed by 7 votes to 2 against.

The Committee also recommended to the Cabinet Member for Community Empowerment that the Queen's Theatre 'Link Road' between Billet Lane and North Street should be known as Theatre Road. The vote for the recommendation was 6 votes to 3 against.

6 ROMFORD VICTORIA ROAD AND THE BATTIS MAJOR SCHEME

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

1. To note the design work and consultation that has been carried out so far on the Romford Major Scheme and gives support to the design option for Victoria Road as described in paragraph 1.9 of the report and presented at the meeting.
2. To consider 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.)

7 TPC280 - ROMLEIGH PARK ESTATE - PARKING REVIEW

The Committee considered a report in response to the formal consultation. The report detailed that 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 Committee on 16 October 2012.

The proposals were subsequently designed and consulted upon by staff and formally advertised on 10 May 2013. All responses to the consultation were detailed in the report.

The report proposes a Traffic and Parking Control scheme between 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 the existing Controlled Parking Zone within the Harold Wood Ward.

The report also informs the Committee that there may be parking problems within this area once the development within the old Harold Wood hospital site has been completed.

A public consultation was carried out on 10 May 2013, 366 residents addresses in the area perceived to be affected by the proposed scheme were advised detailing the proposals. Eighteen statutory bodies were also consulted and site notices were placed within the Romleigh Park Estate.

At the close, 62 responses were received, a 17% response rate. A table outlining all the responses was appended to the report as Appendix B.

About 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.

The report outlined that there were an estimated 197 private parking spaces located in designated areas within the Estate, 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 was for this reason that staff propose that the Romleigh Park Estate, which was currently unrestricted, be included within the Harold Wood Controlled Parking Zone.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke in support of the scheme, she stated the benefit of the scheme to local resident who are frequently obstructed by parked cars from getting on and out of the drive way.

Councillor Pam Light also spoke in support of the scheme.

During general debate Members of the Committee discussed:

- A suggestion for free parking bays to be made available in the area to accommodate displaced residents cars.
- A consideration for shift workers with no parking spaces.
- That every home in the area had an allocated parking space.

The Committee **RESOLVED:**

To recommend to the Cabinet Member for Community Empowerment that:

- a. the minor parking scheme set out in the report to implement 10:30am till 11:30am Monday to Friday and 'At any time' waiting restrictions, as shown on 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 the scheme as set out in the report was £6,000 which would be funded from the 2013/14 Minor Parking Schemes revenue budget.

The vote was 8 in favour and 1 against.

8 **TPC281 - THE DRIVE, HAROLD WOOD - CONVERSION OF DISC PARKING TO FREE PARKING BAY WITH MAXIMUM STAY PERIOD**

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

To recommend to the Cabinet Member for Community Empowerment that:

- a. The scheme be implemented as advertised
- b. the effect be monitored
- c. that the estimated cost of this scheme as set out in the report was £750 and would be funded from the 2013/14 Minor Parking Schemes budget.

9 **ALEXANDRA ROAD, GEORGE STREET AND KING EDWARD ROAD LEASE HOLDER CAR PARKS- COMMENTS TO ADVERTISED PROPOSALS**

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

The report before the Committee detailed proposals to revoke the licences from the current holders and include the car parks in Alexandra Road and King Edward Road in the Sector 6 residents' parking scheme and the car park in George Street in the Sector 3 residents' parking scheme.

At the close of public consultation, eight responses were 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 were summarised in appendix B of the report.

The report informed the Committee that 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.

Officer comments to the report outlined that there were Regeneration proposals seeking approval to a public advertised proposals for a 20mph Zone and a Parking Zone on part of Victoria Road, it was recommended that the proposals outlined in the report for in Alexandra Road and 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.

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

With its agreement Councillor Andrew Curtin addressed the Committee. Councillor Curtin spoke in support of the officer comments to defer any action on the car parks in Alexandra Road and King Edward Road and proceed with the scheme in George Street car park.

During the debate Members sought clarification that the holders of the car park were licenced and not under lease. It was explained that the car park spaces were controlled through licences rather than leases.

Councillor Frederick Thompson proposed a motion that the George Street car park scheme be implemented. The motion was seconded by Councillor Barry Oddy.

The Committee **RESOLVED:**

To recommend to the Cabinet Member for Community Empowerment that the George Street car park scheme be implemented and the effects of those proposals measured and that in the light of the forthcoming regeneration proposals for Victoria Road, the proposals outlined in the report for Alexander Road 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

The Committee also noted that the estimated cost of this scheme as detailed in the report was £1,900 and would be funded from the 2013/14 Minor Parking Schemes revenue budget.

10 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's decisions were noted as follows against each request:

Item Ref	Location	Description	Decision
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.	REJECTED 8 TO 1
SECTION B - Highway scheme proposals without funding available			
H2	Lodge Lane, Collier Row	Removal of speed cushions which cause vibration to house	REJECTED 8 TO 1
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	REJECTED 7 TO 2
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	REJECTED Chairman's casting vote after a 4, 1, 4 vote

11 **TRAFFIC AND PARKING SCHEMES WORK PROGRAMME**

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

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

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

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

London Borough of Havering

Traffic & Parking Control - StreetCare

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
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	REJECTED 7 TO 2
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. Agreed pay and display parking in all of the bays on the basis of the Boroughwide tariff and exploration of the continued justification for the "Doctor's Bay".	AGREED 6 - 2 - 1
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. Deffered until June 2013 - Paper and draft paper to be presented	DEFERRED TILL OCTOBER 2013

TPC328	Squirrels Heath Lane, near David Lloyd Sport Centre, Gidea Park	Request for bus stop clearway and adjacent waiting restrictions.	DEFERRED TILL OCTOBER 2013
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Chairman

HIGHWAYS ADVISORY COMMITTEE

13 August 2013

REPORT

Subject Heading:

Broxhill Road, Havering-atte-Bower
Speed limit reduction
Outcome of public consultation

Report Author and contact details:

Mark Philpotts
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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 seeks a recommendation that a reduction in the speed limit for part of Broxhill Road be approved for implementation following the completion of public consultation.

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

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures are approved for implementation as detailed in this report and shown on the following drawing:
 - QM040 Should be QL040/14/01
2. That it be noted the cost of carrying out the works is £2,000. This would be met from the Council's 2013/14 revenue budget for Borough Roads Minor Safety Improvements.

REPORT DETAIL

1. Background

- 1.1 A request to relocate the 30/40mph terminal point on Broxhill Road from the western side to the eastern side of Bedford's Park was agreed in principle by the Highways Advisory Committee at its meeting of 16th October 2012.
- 1.2 Staff advice at the time was as follows;

Current terminal point has one sign assembly and therefore there are doubts with its enforceability. There is no highway space to provide a second sign and so a new terminal position is recommended.
- 1.3 Staff reviewed suitable positions for a new 30/40mph terminal point and a location just east of Mylands Farm was selected as it has good visibility for drivers and was convenient for a power connection with which to arrange lighting of the signs. The implication is that the current 30mph is extended from The Roundhouse to the new position. Drawing QL040/14/01, shows the extents of the proposal.
- 1.4 The proposals were advertised on 5th July 2013 with a closing date for comments as 26th July 2013. Letters were sent to the 11 frontagers most affected by the proposals, as well as Havering-atte-Bower Conservation Society and Engineering Services' standard list of consultees.

2. Outcome of Public Consultation

2.1 By the close of consultation, 3 responses had been received and are summarised as follows;

Respondent	Comments
London Buses	No problem for London Buses as no buses operate here.
Local Resident	Agree with the speed change to 30MPH. It is a very dangerous road, especially when trying to pull out of our drives.
Local Resident	Agree with the speed change to 30MPH. It is a very dangerous road, especially when trying to pull out of our drives.
Metropolitan Police Traffic Unit	Police support the proposed extension of the 30mph limit in Broxhill Road.

3. Staff Comments & Recommendations

3.1 The new location of the 30/40mph terminal point will allow the provision of the required pairs of lit signs and will be clearly visible to drivers. Given the small but positive response (including the police), Staff recommend implementation.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost of carrying out the works is £2,000 This would be met from the Councils 2013/14 revenue budget for Borough Roads Minor Safety Improvements.

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:

Speed limit changes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources Implications and risks:

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

Equalities Implications and risks:

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

BACKGROUND PAPERS

Scheme project file: QL040/14 Broxhill Road Speed Limit Change

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HIGHWAYS ADVISORY COMMITTEE

REPORT

13 August 2013

Subject Heading:

COLLIER ROW ACCIDENT REDUCTION PROGRAMME – CLOCKHOUSE LANE / COLLIER ROW LANE PROPOSED SAFETY IMPROVEMENTS (THE OUTCOME OF PUBLIC CONSULTATION)

CMT Lead:

Cynthia Griffin

Report Author and contact details:

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

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

SUMMARY

Clockhouse Lane and Collier Row Lane – Collier Row Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and 20mph speed limit, gateway measures, speed table, humped zebra crossing, street lighting improvements, white road studs, raised pelican crossing, coloured surfacing, centre hatch, roundels road markings and road signs are proposed.

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

The scheme is within **Havering Park, Mawneys and Pettits** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:

Clockhouse Lane

- (a) 20mph speed limit, 'Gateway' measures, speed tables and 20/30mph roundels along Clockhouse Lane between Hampden Road and Lynwood Drive as shown on Drawing No.QM003/CL/1.
- (b) 20mph speed limit, humped zebra crossing, 'Gateway' measures with 20/30 roundels and coloured surfacing along Clockhouse Lane between Lynwood Drive and Burland Road as shown on Drawing No.QM003/CL/2.
- (c) Street lighting improvements, centreline hatch and right turn arrow road markings along Clockhouse Lane between Kingshill Avenue and Larchwood Avenue as shown on Drawing No.QM003/CL/3.

Collier Row Lane

- (d) Raised pelican crossing, tactile pavings alteration, upgrading existing street lighting, relocation of bus shelter and bus stop, centre hatch and right turn arrow road markings along Collier Row Lane by Hulse Avenue as shown on Drawing No.QM003/CO/1.
 - (e) White studs at the bend and street lighting improvements along Collier Row Lane by Hainault Road as shown on Drawing No. QM003/CO/2.
 - (f) Yellow box markings, white road studs and coloured surfacing along Collier Row Lane by Havering Road as shown on Drawing No. QM003/CO/3).
2. That, the Committee having considered the representations made in response to the public consultation process, recommends to the Cabinet Member for Community Empowerment that the additional speed table at the northside of 20mph speed limit boundary along Clockhouse Lane by Burland Road be implemented if no objection is received for further consultation on this speed table proposal.
 3. That, it be noted that the estimated costs of £80,000, can be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2012, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2013/14 Havering Borough Spending Plan settlement. Clockhouse Lane and Collier Row Lane – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety. In February 2013, the Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Clockhouse Lane and Collier Row Lane Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 900 vehicles per hour during peak periods along Clockhouse Lane and Collier Row Lane.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
Clockhouse Lane by Lynwood Drive	35	34	43	40
Collier Row Lane by Hulse Avenue	35	37	41	42

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Clockhouse Lane and Collier Row Lane exceeds the 30mph speed limit. Staff consider these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.4 In the four-year period to October 2012, thirteen and twenty nine personal injury accidents (PIAs) were recorded along Clockhouse Lane and Collier Row Lane respectively. Of the thirteen PIAs in Clockhouse Lane, two were serious; four were occurred during the hours of darkness and four involved pedestrians. Of the twenty nine PIAs in Collier Row Lane, one was fatal; four were serious; three were occurred during the hours of darkness; five were speed related and three involved pedestrians.

Location	Fatal	Serious	Slight	Total PIAs
Clockhouse Lane				
Clockhouse Lane / Firbank Road roundabout	0	0	2 (1-Dark)	2
Clockhouse Lane / Kings Hill Avenue Junction	0	0	3 (2-Dark)	3
Clockhouse Lane / Larchwood Avenue Junction	0	1 (1-Ped)	1 (1-Ped)	2
Clockhouse Lane / Burland Road Junction	0	1 (1-Ped)	2	3
Clockhouse Lane / Highfield Road Junction	0	0	1	1
Between Wembley Close and Hampden Road	0	0	1 (1-Ped)	1
Clockhouse Lane / Hampden Road Junction	0	0	1 (1-Dark)	1
Total	0	2	11	13
Collier Row Lane				
Collier Row Lane / Collier Row Road Roundabout	0	0	4 (1-Ped)	4
Between Collier Row Road and Lowshoe Lane	0	0	2 (1-Dark) (1-Ped)	2
Collier Row Lane / Lowshoe Lane Junction	0	0	2 (1-speed)	2
In the vicinity of Collier Row Lane / Hulse Avenue / Playfield Avenue Junction	1	0	4 (1-Ped)	5
Collier Row Lane / Hillfoot Road Junction	0	1	0	1
Collier Row Lane / Mowbrays Road Junction	0	0	2 (1-Speed)	2
Collier Row Lane / Maidstone Avenue Junction	0	0	1 (1-Speed)	1
Collier Row Lane / Mawney Road Junction	0	0	1	1
Collier Row Lane / Redriff Road Junction	0	0	1	1

Collier Row Lane / Hillfoot Road Junction	0	0	3 (2-Dark) (1-Speed)	3
Collier Row Lane / Wainfleet Avenue Junction	0	1	0	1
Collier Row Lane / Rosedale Road Junction	0	0	2 (1-Speed)	2
Collier Row Lane / Havering Road Junction	0	2	2	4
Total	1	4	24	29

Proposals

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

Clockhouse Lane

- Clockhouse Lane between Hampden Road and Lynwood Drive
(Drawing No: QM003/CL/1)
 - 20mph speed limit.
 - 'Gateway measures with speed table and coloured surfacing.
 - Speed table.
 - 20mph roundels.
- Clockhouse Lane between Lynwood Drive and Burland Road
(Drawing No: QM003/CL/2)
 - 20mph speed limit.
 - Humped zebra crossing.
 - 'Gateway measures with 20mph roundels and coloured surfacing.
- Clockhouse Lane between Kingshill Avenue and Larchwood Avenue
(Drawing No: QM003/CL/3)
 - Street lighting improvements.
 - Centre line hatch and arrow road markings.

Collier Row Lane

- Collier Row Lane by Hulse Avenue (Drawing No:QM003/CO/1)
 - Raised pelican crossing.
 - Centre hatch road markings.
 - Tactile pavings alteration.
 - Centre hatch and arrow road markings.
 - Upgrading existing street lighting.
 - Relocation of bus shelter and bus stop.
- Collier Row Lane by Hainault Road (Drawing No:QM003/CO/2)
 - White road studs at the bend.
 - Upgrading existing street lighting.
- Collier Row Lane by Havering Road (Plan No:QM003/CO/3)
 - Yellow box markings.
 - White road studs.

- Replacing existing coloured surfacing.

2.0 Outcome of public consultation

- 2.1 Following Highways Advisory Committee approval for a public consultation in February 2013, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals.

Clockhouse Lane

- 2.2 Approximately, 120 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 31st May 2013 were invited. Three written responses from Metropolitan Police, Local Member and Cycling Representative were received and the comments are summarised in the Appendix.

Collier Row Lane

- 2.3 Approximately, 150 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Friday 31st May 2013 were invited. Seven written responses from Local Members, Metropolitan Police, London Buses, Cycling Representative and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that thirteen and twenty nine personal injury accidents (PIAs) were recorded along Clockhouse Lane and Collier Row Lane respectively. Of these totals, one was fatal; six were serious; seven involved pedestrians; seven were occurred during the hours of darkness and five were speed related. A speed survey showed that vehicles are, on average, travelling above the speed limit. Clockhouse Primary School and large Nursery are located along Clockhouse Lane where a 20mph speed limit was proposed. The proposed safety improvements would minimise accidents along these two roads. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals is £80,000. This cost can be met from the 2013/14 Transport for London's LIP allocation to Havering for Accident Reduction Programme. Spend will need to complete by 31st March 2014 to maximise access to TFL funding.

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 Capital Budget.

Legal Implications and Risks

The proposals require advertisement and consultation before a decision can be taken prior to their implementation.

Human Resource Implications and Risks

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

Equalities and Social Inclusion

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

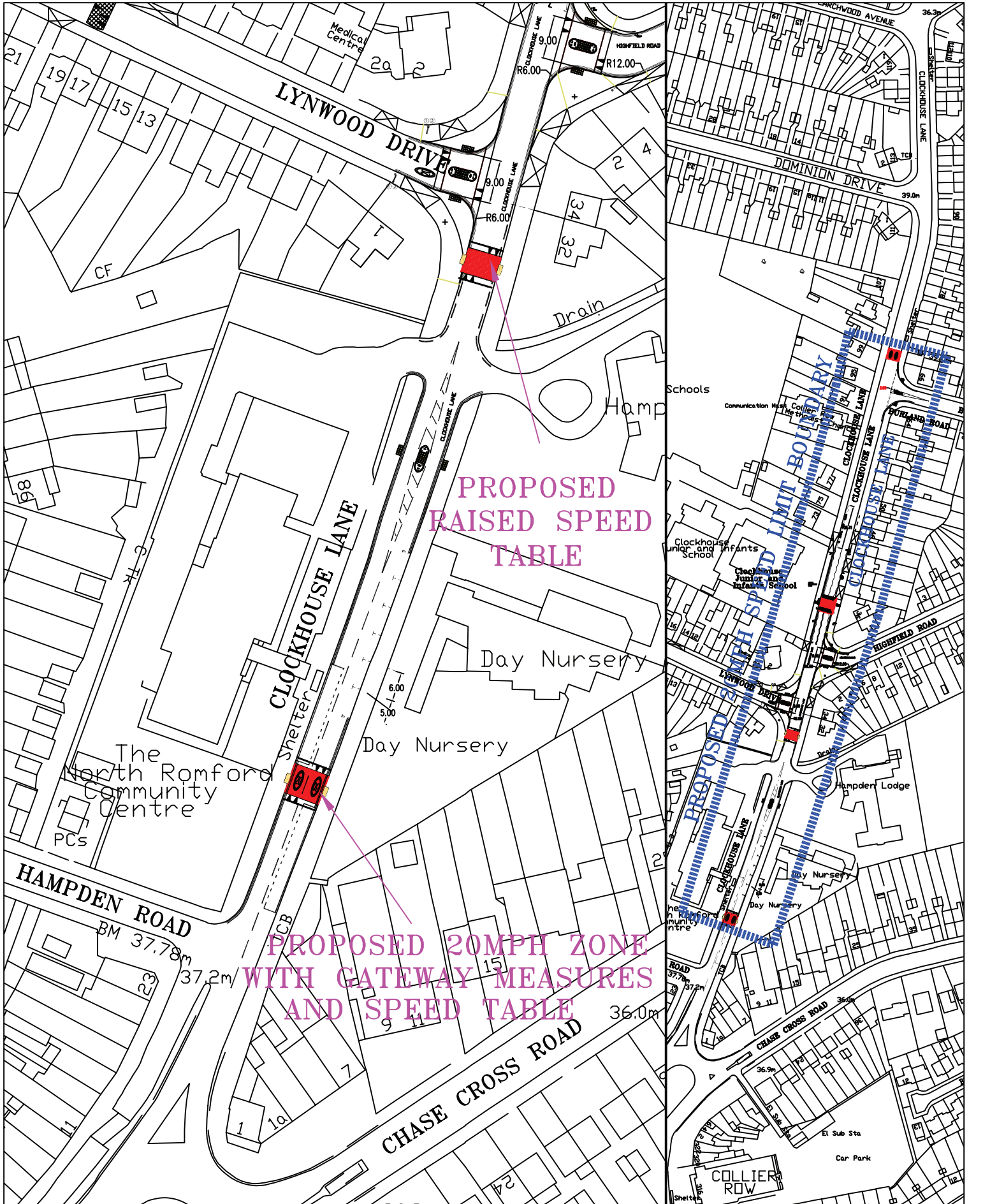
BACKGROUND PAPERS

1. **Public consultation Letters.**
2. **Public consultation responses.**
3. **Drawing Nos. QM003/CL/1, QM003/CL/2, QM003/CL/3, QM003/CO/1, QM003/CO/2 and QM003/CO/3.**

APPENDIX

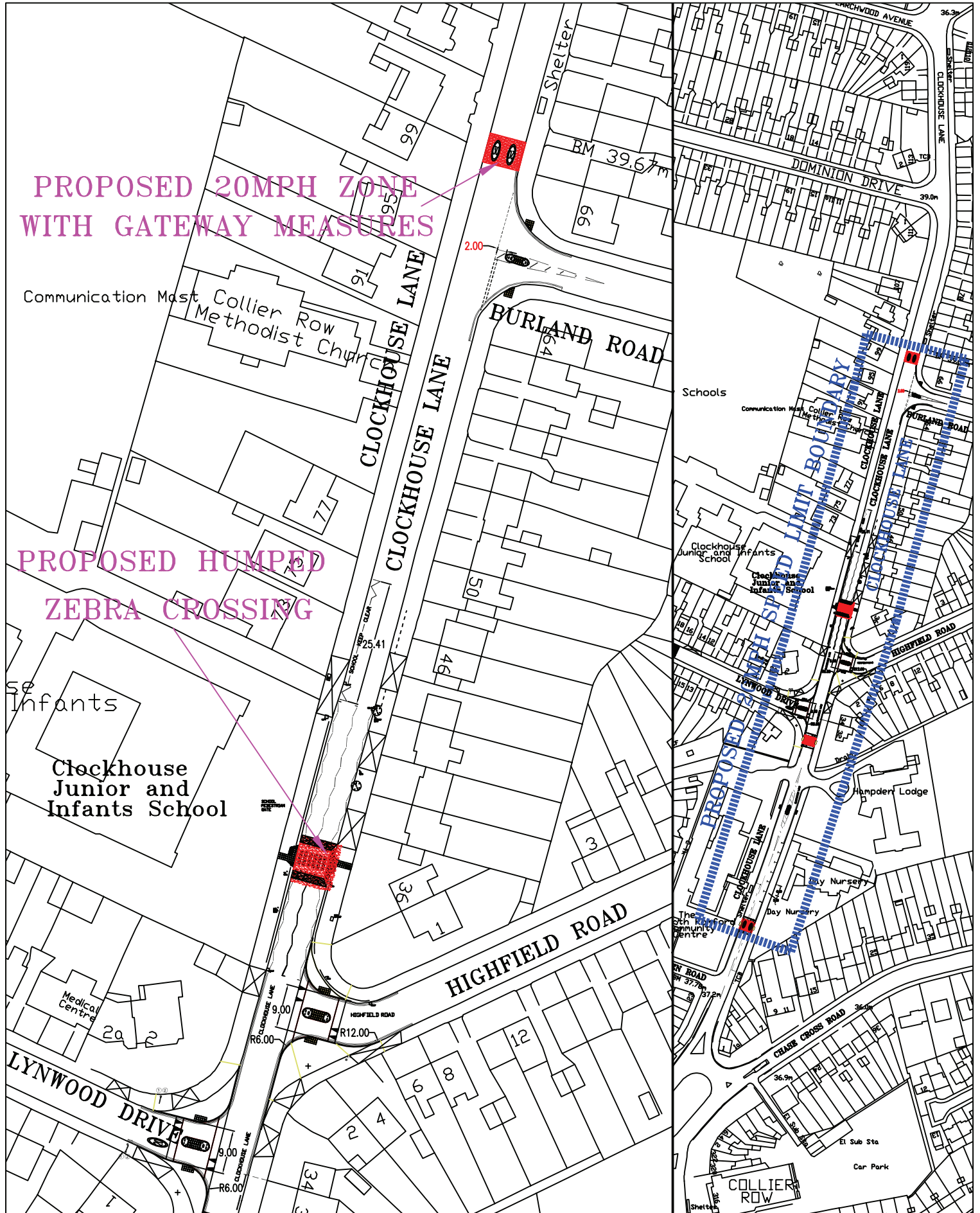
SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
CLOCKHOUSE LANE		
QM003/CL/1 (Local Member)	No comments.	-
QM003/CL/2 (Metropolitan Police)	Support the scheme. Request for a speed table along Clockhouse Lane by Burland Road.	Additional speed table will be considered at a later date if possible.
QM003/CL/3 (CTC 'Right to Ride' Network)	Agree in principle. Request for cycle user friendly measures including sinusoidal profile at the speed tables.	Staff considered that the proposed measures are cyclist user friendly measures. Additional measures could be considered at a later date if necessary.
COLLIER ROW LANE		
QM003/CO/1 (Local Member)	I am in agreement with these proposed safety improvements.	-
QM003/CO/2 (Local Member)	Looks okay to me, anything that helps to prevent accidents is a must.	-
QM003/CO/3 (Metropolitan Police)	No issues with the Collier Row Lane scheme.	-
QM003/CO/4 (London Buses Infrastructure)	Can't see any problems with moving the bus stop and shelter.	-
QM003/CO/5 (CTC 'Right to Ride' Network)	Agree in principle. Request for cycle user friendly measures including sinusoidal profile at the speed tables.	Staff considered that the proposed measures are cyclist user friendly measures. Additional measures could be considered at a later date if necessary.
QM003/CO/6 (No. 9 Collier Row Lane)	Request for carriageway repair outside his property.	Carriageway damages will be repaired wherever possible.
QM003/CO/7 (No. 20 Collier Row Lane)	Request for a sharp bend sign in the vicinity of her house.	The sign could be considered at a later date if necessary.



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DN TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE -</p>	
<p>JOB TITLE CLOCKHOUSE LANE ACCIDENT REDUCTION PROGRAMME</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>APPROVED BY Page 25</p>	
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		<p>REVISION -</p>		<p>REVISION AMENDMENT</p>	
				<p>DATE</p>	

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PROPOSED 20MPH ZONE WITH GATEWAY MEASURES

PROPOSED HUMPED ZEBRA CROSSING

PROPOSED 20MPH SPEED LIMIT BOUNDARY

Havering
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 MERCURY GARDENS
 ROMFORD, RM1 3DW
 TELEPHONE No: 01708 434343
 FAX No: 01708 433721
 STREETCARE - CULTURE & COMMUNITY
 E-MAIL: streetcare@havering.gov.uk

JOB TITLE
 CLOCKHOUSE LANE
 ACCIDENT REDUCTION PROGRAMME

DRAWING TITLE
 PROPOSED
 SAFETY IMPROVEMENTS

SCALE (AT A4 SIZE)
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PURPOSE

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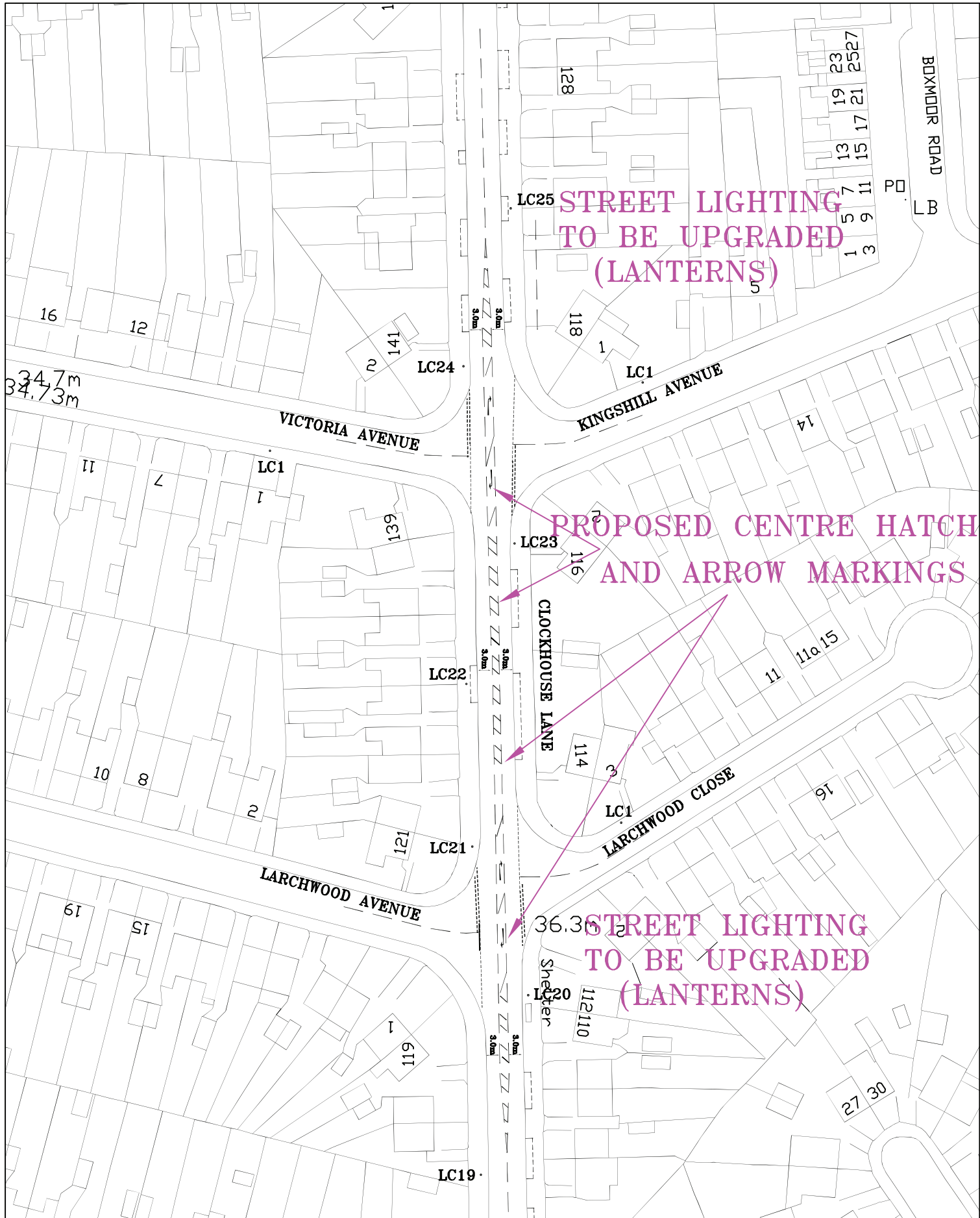
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DRAWING No
 QM003/CL/2

REVISION
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JOB TITLE CLOCKHOUSE LANE ACCIDENT REDUCTION PROGRAMME		DRAWN BY VS		CHECKED BY VS	
DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS		ACAD REF:		DRAWING No QM003/CL/3	
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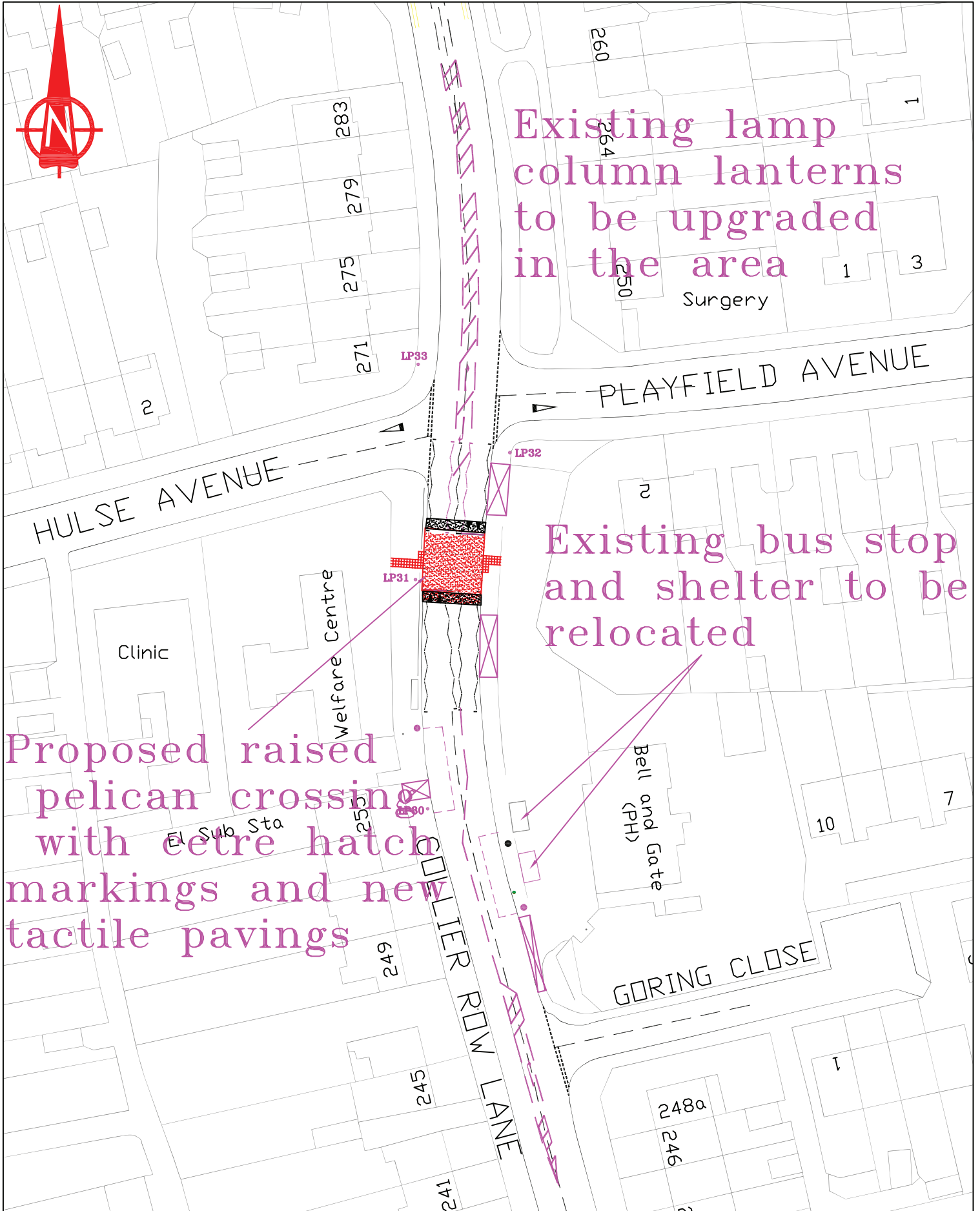
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Existing lamp column lanterns to be upgraded in the area

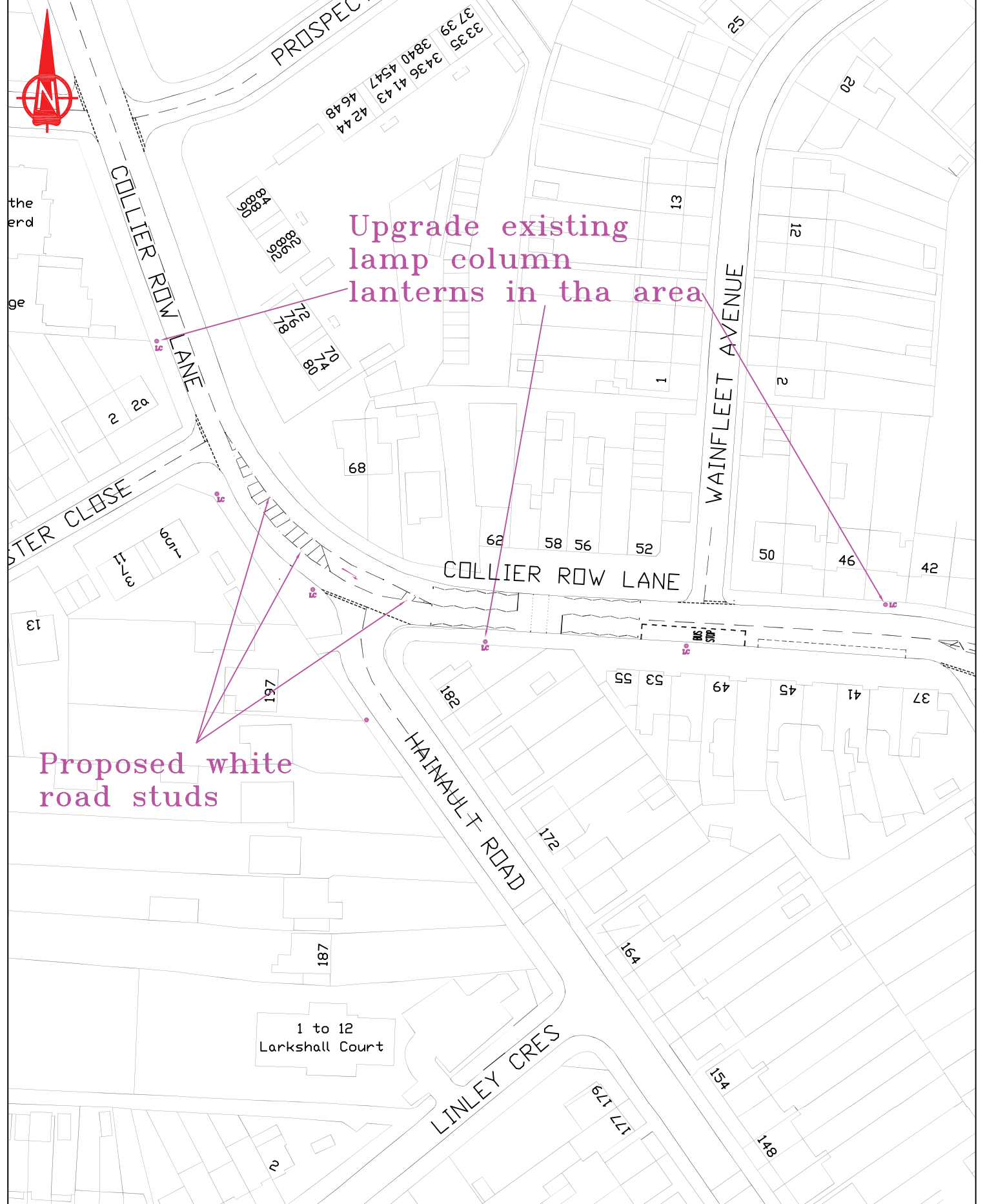
Existing bus stop and shelter to be relocated

Proposed raised pelican crossing with centre hatch markings and new tactile pavings



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JOB TITLE
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DRAWING TITLE
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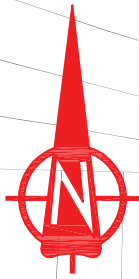
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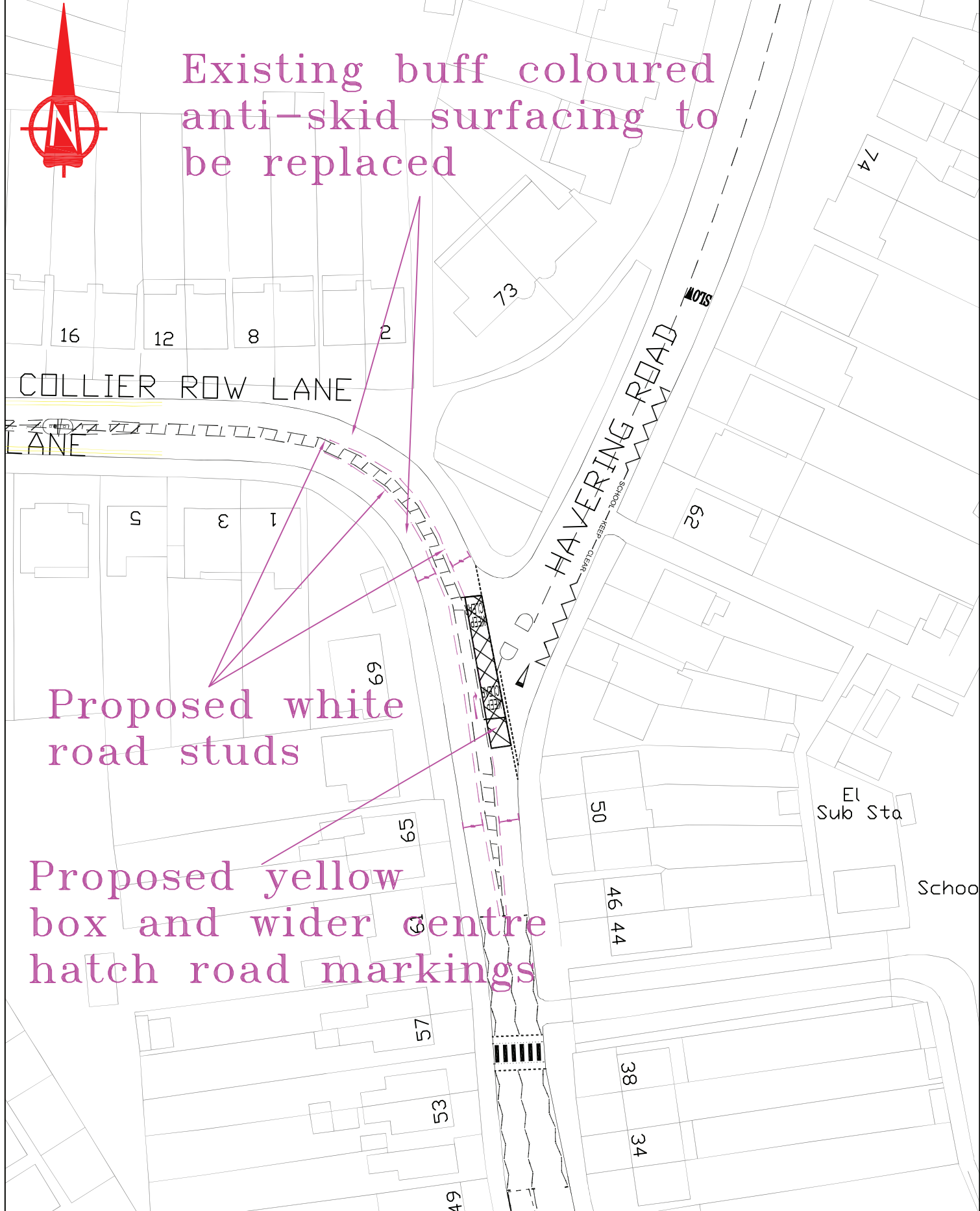
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Existing buff coloured anti-skid surfacing to be replaced



Proposed white road studs

Proposed yellow box and wider centre hatch road markings

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DATE APR 13
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Sheet Size: A4 (210x297)
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REVISION -

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HIGHWAYS ADVISORY COMMITTEE

13 August 2013

REPORT

Subject Heading:

Provision of Pedestrian Crossing Facility
for Oakfields Montessori School,
Upminster

Report Author and contact details:

Nicola Childs
Engineer
01708 433103
Nicola.childs@havering.gov.uk

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

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

SUMMARY

This document reports on the outcome of a consultation on the provision of pedestrian improvements in Harwood Hall Lane, outside the Oakfields Montessori School, Upminster.

The scheme is within **Upminster** 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 are approved for implementation as detailed in this report and shown on the following drawing:
 - QM021/OB/02.B.
2. That it be noted the cost of carrying out the works is £17,800. This would be met from the 2013/14 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

REPORT DETAIL

1. Background

- 1.1 Oakfields Montessori is an independent school for early years, reception and years one to six. It is situated on the south side of Harwood Hall Lane, Upminster within the Upminster Conservation Area.
- 1.2 As of July 2013, the school has 187 pupils and the percentage of pupils living within 1.2 miles is 47.9%. Considering this is an independent school and pupils may travel from outside of the borough to attend, a significant proportion do live within walking distance.
- 1.3 Harwood Hall Lane starts at its junction with Corbets Tey Road and runs south west for 630m to Aveley Road. It is subject to a 30mph speed limit and a 7.5 tonne weight restriction along its entire length. The road is rural in nature. The only substantial footway runs on the north side from the junction with Corbets Tey Road up to the Corbets Tey School for children with complex learning needs, which lies opposite the Montessori School.
- 1.4 The vehicular entrance to the school is 100 metres south west of the entrance to Corbets Tey School. Some parents choose to walk with their children to and from Oakfields School, which requires walking in the carriageway for 135 metres and through vehicular access.
- 1.5 For a number of years the school has said that there has been a strong desire from parents for a dedicated pedestrian access to the school. A pupil of the school has even taken this request to the Council and local press.
- 1.6 There is an existing pinch point between the entrances to the two schools (road narrows on both sides). This is on a bend and east

(Upminster) bound traffic has to give way to oncoming traffic. This acts as an effective traffic calming feature as east bound drivers cannot see around the bend so must slow down before they can determine whether there is opposing traffic.

- 1.7 Street lighting commences at this pinch point and continues up to Corbets Tey Road.
- 1.8 An automatic classified traffic count was carried out with loops laid in the carriageway between the entrance and exit of Corbets Tey School between Monday 8th July and Sunday 14th July 2013.
- 1.9 The eastbound weekday average 24hr flow was 3341 vehicles and westbound was 4034 vehicles. The 85th percentile traffic speeds (the speed at which 85% of the vehicles are travelling at or below) is 35.56 eastbound and 36.08 westbound. A maximum speed of over 60mph was recorded twice. Staff consider these speeds are especially undesirable outside schools.
- 1.10 These results match the anecdotal evidence from the schools and staff observations of vehicle speeds being excessive through the site, either side of the current buildout.

2. Proposal

- 2.1 Oakfields School has a narrow gate in its perimeter wall opposite the exit to the Corbets Tey School. This is ideally placed for use as a pedestrian access. It will require widening and creation of a footpath within the school grounds. The school has a contractor in place for this work but it is pending the result of this HAC. If the highway proposals are not approved, the school will lose its funding for the pedestrian route within its grounds.
- 2.2 The highway verge outside this gate is less than 1 metre wide and totally inadequate for a footway. To create an area large enough to accommodate pedestrians waiting to cross the road, it is proposed to build out the footway into the carriageway, opposite the exit from Corbets Tey School.
- 2.3 This then doubles as a continuation of the traffic calming pinch point to the west, but with reversed priorities, requiring west bound traffic leaving Upminster to give way to opposing traffic.
- 2.4 This pedestrian facility could be used by both schools when they have a critical incident evacuation, a drill for which they have once a year when one school evacuates to the other.
- 2.5 Consideration was given to the creation of another build out closer to the Corbets Tey Road junction. The short footway outside the Bearblock cottages on the south side is much less than 1 metre wide and the

cottages' building line directly abuts the footway. Therefore, any traffic calming along this length would benefit residents here.

- 2.6 However Corbets Tey School has submitted a Planning Application for the creation of a new car park in a grassed area on the eastern end of its site. It is prudent for any traffic calming here to be designed at a future date once the new entrance has been created, some 40 metres west of Bearblock Cottages.

3. Outcome of Consultation and Staff Response

- 3.1 Fifty five letters were posted to residents and businesses in the consultation area plus Oakfields School emailed the letter to its parents on Friday 5th July with replies required by Friday 26 July. The emergency services were also consulted.
- 3.2 Appendix B is a summary of responses received. Other than the ward councillors and the schools, all other responses were from parents of Oakfields Montessori School who were all in favour of the proposal. Many commented that they currently take the risk and walk to school and will benefit from the proposals. It will also enable children in year six to walk to school independently, preparing them for secondary school.
- 3.3 The head teacher of Corbets Tey School accepts the benefits the scheme will bring to the schools, pedestrians and traffic calming. However she commented that the large Havering coaches that drop off and collect children at the school will have difficulty exiting their site. Subsequently, adjustment was made to accommodate left-turning coaches from Corbets Tey School. This results in the coach drivers being better able to see westbound traffic that might be on the 'wrong' side of the road passing the new build out.
- 3.4 Any further alteration to any of the proposal will be borne out during detailed design stage.
- 3.5 The ward councillors, although in favour of pedestrian safety improvements objected to the proposal on the grounds that it might be confusing to drivers to have a mix of driver priorities. They were also concerned it may not be well used by the school parents but this was not reflected in the parent response.
- 3.6 Officers consider that the location of the proposed build out has good visibility on both approaches: west bound traffic would have just left the pinch point where they would have had to slow down or stop and east bound traffic has excellent forward visibility.

4. Recommendations

- 4.1 It is recommended that the proposals as publicly consulted (with the addition of kerb realignment opposite the proposed build-out) are implemented. There is no alternative option for providing this school with a pedestrian access.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost of carrying out the works is £17,800. This would be met from the 2013/14 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

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

Legal Implications and risks:

None arising from this scheme.

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:

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

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

BACKGROUND PAPERS

Scheme project file: QM021 – Oakfields Montessori School –
Pedestrian Facility.

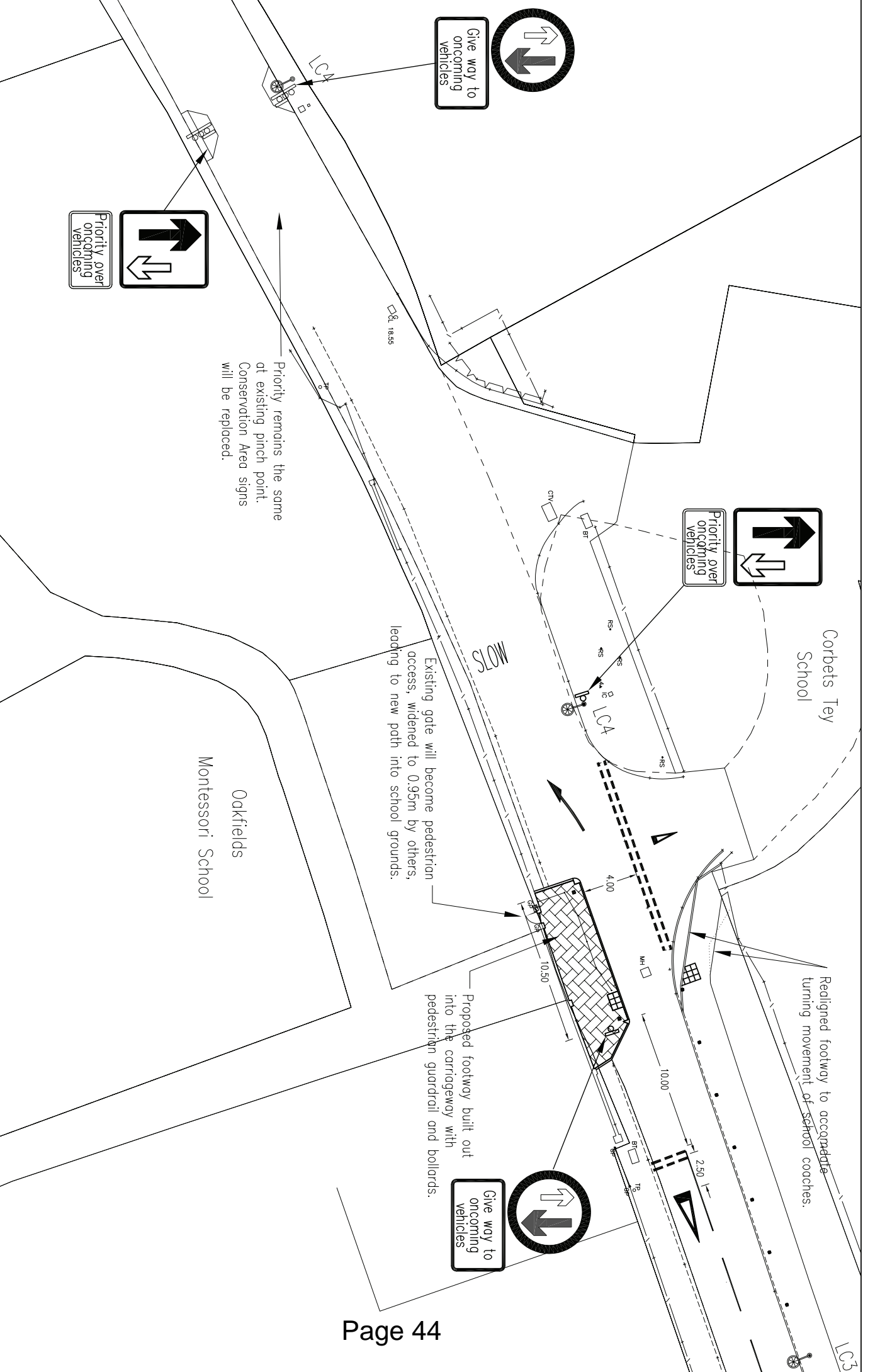
Appendix A

Scheme Drawing QM021/OA/02.A (as consulted)
Scheme Drawing QM021/OB/02.B (revised)

JOB TITLE	Oakfields Montessori School Proposed Pedestrian Access
DRAWING TITLE	Pedestrian Facility and Traffic Calming
DATE: Jul 13	SCALE: NTS
PURPOSE:	ISSUE
DMC No: QM021/09/02	REVISION: B

DESIGNED BY:	CHECKED BY:	APPROVED BY:
DATE:	SCALE:	ISSUE:
REVISION:	AMENDMENT:	DATE:

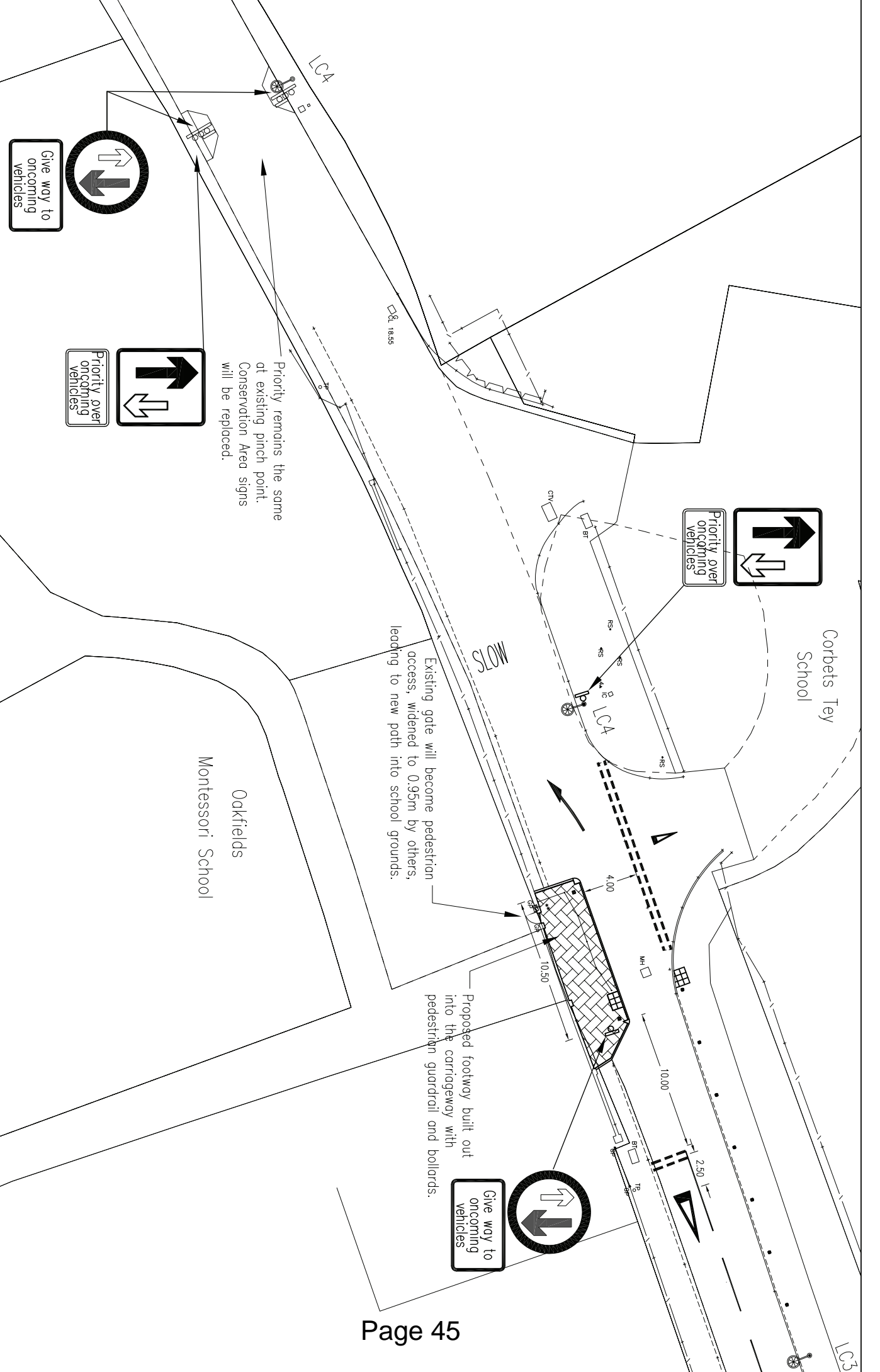
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JOB TITLE	Oakfields Montessori School Proposed Pedestrian Access
DESIGNER	TRAFALGAR ENGINEERING
DATE	JUL 13
SCALE	NIS
PROJECT	Pedestrian Facility and Traffic Calming
PROJECT NO.	DMC No. QM021/04/02
REVISION	A

ISSUED BY	CHECKED BY	APPROVED BY
DATE	SCALE	DATE
PURPOSE	SCALE	DATE
ISSUE	SCALE	DATE
REVISION	AMENDMENT	DATE

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Appendix B

Summary of Consultation Responses

Response details			Views		Comments
Date	Name	Object	Agree		
1	11.7.13	Ward Councillors	*		All though they ped safety improvements, think scheme will confuse drivers with alternating priorities from existing pinch point.
2	12.7.13	Oakfields Montessori School	school	*	The plans look great and this will allow us at Oakfield's to create the much needed pedestrian access.
3	12.7.13	Ms Almeida	parent	*	Will benefit those living local to school, providing journey choice.
4	12.7.13	Ms Balcomb	parent	*	Supports scheme.
5	12.7.13	Emma	parent	*	Supports scheme.
6	12.7.13	Ms Njoroge	parent	*	Supports scheme.
7	12.7.13	Oseni	parent	*	Supports scheme.
8	12.7.13	Toyinudojie	parent	*	Pedestrian access would be great benefit to school
9	12.7.13	Mr & Mrs Kassner	parent	*	Supports scheme. Option to walk is not currently available. It will promote healthier lifestyle
10	12.7.13	Ms Fisher	parent	*	Supports scheme. Will increase ped safety in area and would like to be able to walk to school.
11	12.7.13	Raj	parent	*	Supports path as it's dangerous without one.
12	12.7.13	Ms Ingleson	parent	*	Necessary to allow children to walk/cycle safely. Road is currently too fast and dangerous.

Response details			Views		
13	12.7.13	Ms Harvey parent		*	Supports scheme. Concerned when parents negotiate footway where no footway exists.
14	12.7.13	Ms Johnston parent		*	Will have positive traffic calming and environmental benefit. Would enable daughter to travel by bus and walk.
15	12.7.13	Mr Tragen parent		*	Supports scheme.
16	12.7.13	Mr Olugbodi parent		*	Supports scheme.
17	12.7.13	Mr & Mrs Lockey parent		*	Son cycles and will now be able to do it safely
18	13.7.13	Mrs Batty parent		*	Currently those that can walk chose to drive as no safe alternative.
19	13.7.13	Ms Mayor parent		*	Supports scheme, will make it safer for people walking to school
20	14.7.13	Mrs Sparks parent		*	Walks every day and will make journey easier and safer.
21	15.7.13	Mrs & Miss Kinder parent		*	Walk children to school and would like for year 6 child to walk unaccompanied. Daughter's letter was printed in local press requesting pedestrian access.
22	15.7.13	Mr Batty parent		*	Supports scheme.
23	15.7.13	Mr Robertson parent		*	Walks to school but the trip is dangerous and they share the school entrance with cars. Will encourage more parents to walk.
24	16.7.13	Mrs Mir parent		*	Supports scheme
25	16.7.13	Mr Small parent		*	The journey is precarious for pedestrians. Doubts the additional build out will negatively affect traffic flow.
26	17.7.13	Mr & Mrs Toth parent		*	Supports scheme.

Response details		Views	
27	17.7.13 Mr & Mrs Jackson parent		*
28	20.7.13 Potter parent		*
29	25.7.13 Corbets Tey School school		*
30	28.7.13 Dr Adewole parent		*
155	Letters posted to residents & businesses. (Parents of Oakfields emailed by the school.)	1	29
190	RESPONSES RECEIVED BY CLOSE OF SURVEY	3.3%	96.7%
49			

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HIGHWAYS ADVISORY COMMITTEE

REPORT

Date 13 August 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.

An otherwise identical report was previously presented at the Highways Advisory Committee on the 9th July 2013 but the Lead Member for Community Empowerment on receiving correspondence expressing concern from local residents that a resident opposing the proposed scheme may not have been afforded an opportunity to speak asked that the Chairman remit the matter to the Committee to ensure that there was no perception of unfairness.

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 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.

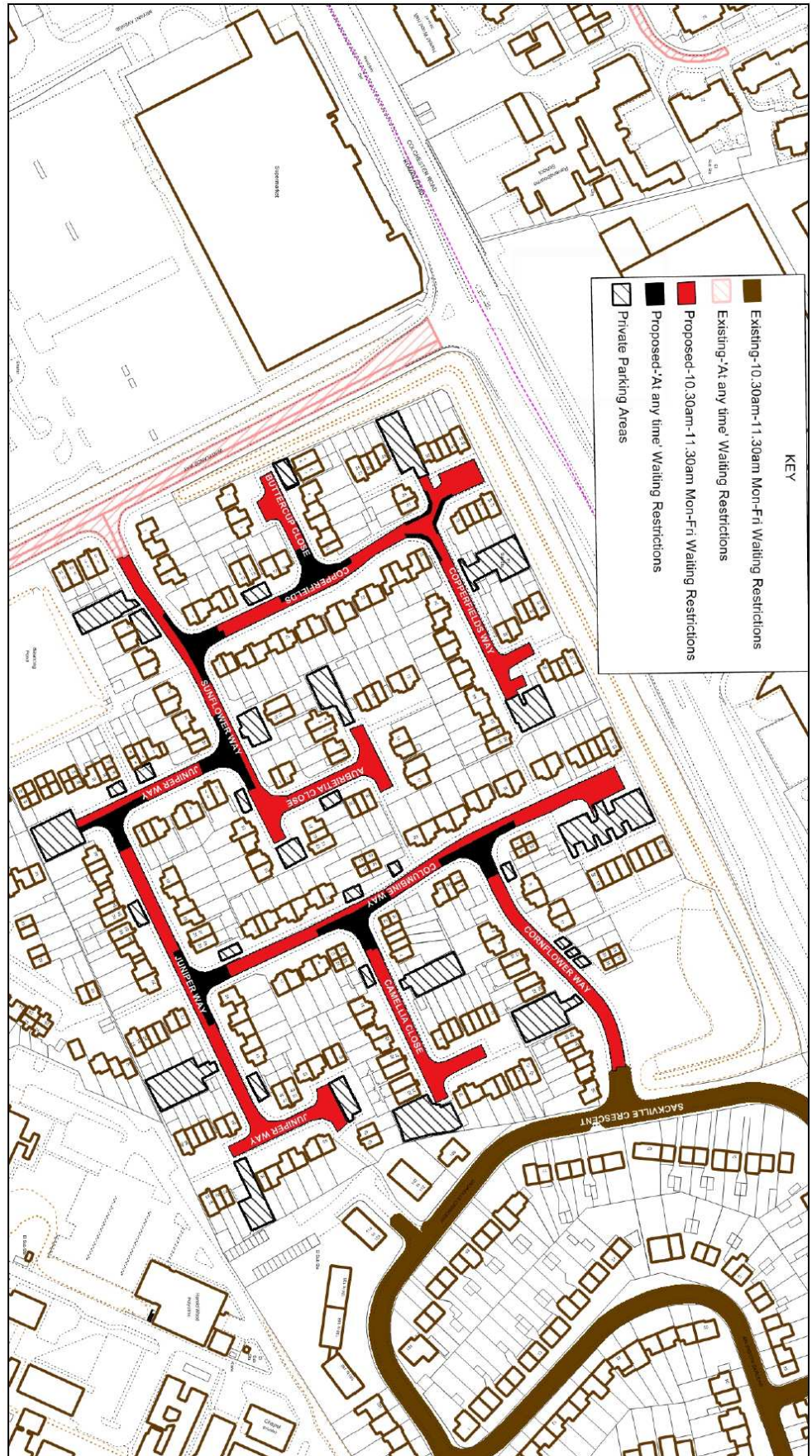
The proposals to include the Romleigh Park Estate into the harmonised Harold Wood Controlled Parking Zone have been publicly advertised and subject to formal consultation. Consultation responses have been carefully considered to inform the final proposals. It was noted that a small percentage of the 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 was a 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%	0	1	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	17%	3	1	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

13 August 2013

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
AUGUST 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
13th August 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	54/58 Globe Road, Hornchurch	Request to move residents' parking bay back onto footway (2 wheels) to assist residents having difficulty opening car doors when parked in road because of steep camber.	Parking moved from footway to fully being in carriageway as part of scheme to improve walking routes to Hylands School. Camber in road is steep and so opening car doors may be more difficult for some. Committee needs to balance needs of pedestrians against needs of residents.	LBH Minor Revenue	£500	Resident	03/07/2013	Resident
SECTION B - Highway scheme proposals without funding available								
H2	Nelson Road, South Hornchurch	Removal as speed cushions because of vibration, concerns about cracks in residents' property and that cushions are not effective.	Street part of a wider traffic-calmed 20mph Zone and removal of cushions will diminish effectiveness of zone.	None	£2k	Cllr Bennett on behalf of resident	01/07/2013	Cllr Bennett
H3	Tring Gardens, Harold Hill	190 signature petition calling for road humps and 20mph speed limit	Feasible, but not funded. SIVA acc stats	None	£17k	Cllr Murray on behalf of residents	26/07/2013	Cllr Murray
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
Nothing reported this month								

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HIGHWAYS ADVISORY COMMITTEE

13 August 2013

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
August 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 4 in 2013/14, 26.7K 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.

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
Minor Traffic & Parking Schemes Applications Schedule
Highways Advisory Committee
August 2013**

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
SECTION A - Minor Traffic and Parking Scheme Requests									
TPC337	Western Avenue, Gidea Park	Request for Western Avenue to be incorporated in to the Gidea Park CPZ due to increased commuter displacement by users of Gidea Park Station	Inclusion in to Gidea Park CPZ feasible	Not previously requested	LBH Revenue	1,500	Residents via Councillor Lynden Thorpe supported by Councillor Eric Munday	26/07/2013	Squirrels Heath
TPC338	Station Parade & Tadworth Parade, Elm Park	Request to review parking at Station Parade & Tadworth Parade possible Pay & Display along with loading facilities	Officer would recommend due to the displacement caused by the recently installed Elm Park Broadway parking scheme, and where the phasing out of the disc parking scheme	Not previously requested	T&PC Capital	32,000	Streetcare Officers on behalf of shopkeepers	26/04/2013	Elm Park & Hacton
TPC339	Rise Park school Annan Way	Convert existing No waiting to 8.15 - 9.15am - 3.00 - 4.15pm to prevent dangerous parking at the entrance of Rise Park School	This request has been made following the monitoring of employees of the school, Civil Enforcement Officers and requests made by the Head of StreetCare	Not previously requested	LBH Revenue	800	School CEO's HoS	05/08/2013	Rise Park
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 Revenue	Cost are not determined at this stage	Resident and School	29/04/2013	Hylands

London Borough of Havering
 Traffic & Parking Control - StreetCare
 Minor Traffic & Parking Schemes Applications Schedule

Highways Advisory Committee
 August 2013

Item Ref	Location	Description	Officer Advice	Previously Requested (Date & Item No.)	Potential Funder	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	Ward
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