



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
12 November 2013**

**Town Hall, Main Road,
Romford**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(6)**

**Residents'
(2)**

**Labour
(1)**

**Independent
Residents'
(1)**

**UKIP
(1)**

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

Brian Eagling
John Wood

Denis Breading

David Durant

Lawrence Webb

**Andrew Beesley
Committee Administration Manager**

**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 - 4)

To approve as a correct record the minutes of the meeting of the Committee held on 15 October 2013, and to authorise the Chairman to sign them.

5 PROPOSED TRAFFIC IMPROVEMENTS IN ELM PARK AVENUE, ELM PARK (Pages 5 - 20)

Report attached.

6 PARK LANE - PROPOSED HUMPED ZEBRA CROSSING (THE OUTCOME OF PUBLIC CONSULTATION) (Pages 21 - 30)

Report attached.

7 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 31 - 38)

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

8 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 39 - 44)

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

9 URGENT BUSINESS

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

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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
15 October 2013 (7.30 - 7.55 pm)**

Present:

COUNCILLORS

Conservative Group Frederick Thompson (Vice-Chair), Barry Oddy,
+Jeffrey Brace and +Wendy Brice-Thompson

Residents' Group Brian Eagling and +John Mylod

Labour Group

**Independent Residents
Group** David Durant

UKIP Lawrence Webb

Apologies were received for the absence of Councillors Billy Taylor, Damian White, John Wood and Denis Breading.

Councillors Linda Trew was present for part of the meeting.

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

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

33 MINUTES

The minutes of the meeting of the Committee held on 17 September 2013 were approved as a correct record and signed by the Chairman.

34 CHANGES TO MEMBERSHIP OF THE COMMITTEE

Members noted the revised membership of the Committee.

35 BRANFIL PRIMARY SCHOOL - 20 MPH ZONE

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

1. To recommend to the Cabinet Member for Community Empowerment that the traffic calming improvements detailed in the report and shown on the following drawings be implemented:
 - QL056/OB/01.B - Bridge Avenue south
 - QL056/OB/02.C - Acacia Drive
 - QL056/OB/03.B - South View Drive
 - QL056/OB/04.B - Cedar Avenue
 - QL056/OB/06.A - Bridge Avenue north
 - QL056/OB/07.A - Brookdale Avenue

2. That it be noted that the estimated cost of £45,000 for implementation would be met from the Branfil School Expansion Capital Budget.

36 HIGHWAYS SCHEMES APPLICATION - WORK PROGRAMME

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 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 | Ockendon Road | Make both bus stops outside Upminster Cemetery fully accessible in support of Condition 3 of planning consent to extend cemetery (P0071.13 - cemetery expansion) | AGREED |
| SECTION B - Highway scheme proposals without funding available | | | |
| H2 | Appleton Way | Request for zebra crossing on speed table between car park and High Street alleyway / traffic calming as people are finding it difficult to cross because of speed of drivers. | DEFERRED For further information including footfall count and accident statistics |

37 TRAFFIC AND PARKING SCHEMES

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 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 - HAC

| SECTION A - Minor Traffic and Parking Scheme Requests | | | |
|--|--|---|---|
| Item Ref | Location | Description | Decision |
| TPC355 | Mawney Road, Romford | Request for Double Yellow Lines either side of Mawney Road near the entrance (between 250 & 260) to King George's Park. On-going parking problems from visitors to the park (especially during the football season) preventing traffic flow, including buses. | AGREED |
| 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 from June 2013 - Paper and draft paper to be presented | DEFERRED For further information |

Chairman

REPORT

HIGHWAYS ADVISORY COMMITTEE

12 November 2013

Subject Heading:

Proposed traffic improvements in Elm Park Avenue, Elm Park.

Report Author and contact details:

Musood Karim
Principal Engineering Assistant
01708 432804
masood.karim@havering.gov.uk

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

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

SUMMARY

This report deals with the outcome of a consultation relating to provision of loading facilities for businesses, improving accessibility at existing bus stops and parking for shoppers in Elm Park Avenue, between The Broadway and Diban Avenue.

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, 2, 3 and 4) of this report are implemented and the necessary traffic orders are made.
 - i) Schedule 1 – ‘At Any’ time Waiting and Loading parking restrictions,
 - ii) Schedule 2 – Freight loading facilities for shops and businesses,
 - iii) Schedule 3 - Pay and Display parking for shoppers, visitors etc,
 - iv) Schedule 4 – Provision of clearway restrictions at existing bus stops.
2. That it be noted the cost of carrying out the works is £20,000. This would be met by Transport for London through the allocation for 2013/14 Local Implementation Plan for improving reliability of public transport package.

REPORT DETAIL

1. Background

As part of the Local Implementation Plan for 2013/14, funding has been allocated by Transport for London to improve reliability of public transport and freight loading facilities in the borough. As a result, Elm Park Avenue (between The Broadway and Diban Avenue) has been progressed to address the problems associated with inconsiderate parking at the existing bus stops which prevents buses from gaining kerbside access to the bus stops and provision for loading facilities for businesses.

2. Existing traffic conditions in Elm Park Avenue

- 2.1 Elm Park Avenue handles considerable amount of both local and through traffic. Traffic is permitted in both directions and it is connected to major junctions at both ends. The western end of Elm Park Avenue is connected to A125 Upper Rainham Road whereas the eastern end is connected to Abbs Cross Lane. The road is intersected at a roundabout by St. Nicholas Avenue in the north and The Broadway in the south.

- 2.2 There is a London Underground station in The Broadway for the District Line services which provides rail services between west London and Upminster via Victoria station. Commuters arrive at the station by public transport, taxis, private cars, walking and cycling. All this leads to considerable amount of traffic flow in the area during peak periods.
- 2.3 Elm Park Avenue mainly comprises of residential properties and there are a few businesses such as Tesco Express, Sainsbury, Co-operative food, bakery, hot food takeaways, estate agents, pharmacy, cafes, restaurants, florists etc. All these businesses attract significant number of customers and delivery of goods throughout the day.

Public Transport facilities in Elm Park Avenue

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

3. Review of existing waiting and loading restrictions

- 3.1 The existing waiting and loading restrictions in Elm Park Avenue operate between 08:30am to 06:30pm, Monday to Saturdays whereas loading is also permitted during these restricted times, for a maximum period of 20 minutes. Lack of dedicated loading bays for freight has a detrimental impact on the traffic flow, particularly during peak periods and often occurs at bus stops.
- 3.2 The existing bus stops in Elm Park Avenue (between The Broadway and Diban Avenue) are outside nos. 25 Elm Parade and 196. The stops do not have clearway restrictions to prevent waiting and loading 'At Any' time, applicable throughout the week. As a result, measures are considered necessary at this stage to improve accessibility which involves altering the kerb heights to enable buses to park close to the kerb side so that loading ramps can be deployed which are especially needed for people using wheelchairs.

3.3 Proposed loading bay in Elm Park Avenue, outside Tesco Express

Currently, there are no dedicated loading bays for businesses in Elm Park Avenue and lack of on-street loading facilities has been raised locally by shopkeepers. Businesses in Elm Park Avenue receive deliveries throughout the day. The delivery vehicles park in the road or close to a bus stop which prevents buses from pulling close to the kerb line.

As a result, it is important to provide a loading bay outside nos. 18 and 19 Elm Parade to ensure that deliveries are carried out safely and without disrupting the traffic flow. It must be empathised that the loading bay is not specifically proposed for Tesco Express but also to provide benefits to all the shops and businesses in Elm Park Avenue. The proposals are shown on drawing no. QL025-0B-230.

The loading bay will allow free loading for maximum 20 minutes with no return within 2 hours. The loading bay will operate from 08:30am to 06:30pm, Monday to Saturdays inclusive which will be in line with other loading bays in The Broadway.

4. Proposals to improve traffic flow in Elm Park Avenue

4.1 The average width of the carriageway in Elm Park Avenue between The Broadway and Diban Avenue is approx. 8.2 metres. Taking the location of the carriageway where the width is restricted is in the vicinity of the bus stop outside nos. 190 to 196 Elm Park Avenue and an articulated lorry outside Tesco Express ie nos.19 to 20 Elm Parade. With a bus parked (2.5 metre wide) at the existing bus stop and an articulated lorry (2.5 metre wide) parked, this arrangement leaves 3.2 metres of the effective carriageway space for two way traffic. This clearly demonstrates that the width is not sufficient to permit two way traffic thus resulting in build up of congestion.

4.2 To overcome the problem, it is proposed to widen the carriageway by one metre at specific locations i.e. existing bus stop (north side) and new loading bay in Elm Park Avenue. Carriageway widening will not impede the pedestrian movements as there is sufficient area for pedestrians on the footway. The proposals are shown on drawing no. QL025-0B-230.

4.3 The new measures will result in achieving 4.2 metres of carriageway for traffic which will assist the movements of larger vehicles such as fire tenders, delivery vehicles etc.

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

5.1 At present, buses experience difficulties to gain access into the existing bus stops in Elm Park Avenue to pick up or alight passengers due to inconsiderate parking at existing bus stops or parking in the path where buses start to pull in towards the bus stop. This forces buses to stop in the road thus blocking the traffic.

5.2 Passengers with disabilities find it difficult to alight or board as buses are unable to pull close to the kerb. To overcome the problem, it is proposed to provide clearway restrictions at the bus stops. Clearways will reduce the problem of accessibility by allowing buses to pull close to the kerb and safely deploy their ramps. In addition, clearways allow buses to use the stops more efficiently thus minimising the length of time a bus is stationary. The proposals are shown on drawing no. QL025-0B-230.

5.3 The proposals also involve off setting the existing bus stop by 1 metre into the footway situated outside property nos. 20 to 28, Elm Parade. The measures will not involve to any loss of highway trees.

6. Proposals to provide parking for shoppers

6.1 It is proposed to provide parking for shoppers to enhance passing trade. The proposals involve provision 4 bays in Diban Avenue. Parking would operate by Pay and Display and a ticket machine would be installed at a convenient location to dispense tickets. The parking tariff would be the same as in The Broadway, Elm Park. The proposals are shown on drawing no. QL025-0B-230.

6.2 The proposals will result in displacing some minor parking, however, there is ample amount of parking in Elm Park such as the public car park in St.Nicholas Avenue, The Broadway and with free parking in Elm Parade and Tadworth Parade after 10am.

7. Outcome of the consultation

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

7.2 Approximately 237 letters were hand delivered in the consultation area. The proposals were also advertised in the Romford Recorder, London Gazette on 27th September 2013 and site notices were displayed at various locations in the consultation area. The closing date for receiving any comments was 18th October 2013. 11 (4.6%) responses have been received and these were analysed carefully.

7.3 Members of St. Andrews Ward, Highways Advisory Committee, Elm Park Regeneration Partnership and other local stakeholders were consulted. The purpose of consulting in advance was to provide an opportunity to

Members and other stakeholders to comment on the proposals before moving forward to a formal consultation process.

8. **Summary of consultation responses**

The comments are summarised in details and these are included in Appendix B of this report.

11 responses have been received of which only 1 respondent has objected the proposals. 8 respondents have agreed whereas the other two have not objected but queried if the Council will provide parking permits for the proposed parking bays in Diban Avenue.

9. **Recommendations**

It is recommended that the proposals as publicly advertised and consulted are agreed. The proposals involve provisions of clearway restrictions at existing bus stops, a loading bay for businesses, 4 parking bays by Pay & Display and general improvements in traffic flow etc. The measures are attached in Appendix A (Schedule of Proposals) of the report and are shown on drawing no. QL025-0B-230, attached to this report.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £20,000, which would be met by Transport for London through the allocation for 2013/14 Local Implementation Plan for measures to improve reliability of public transport scheme. The funding will need to be spent by 31st March 2014, to ensure full access to the grant.

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

Legal Implications and risks:

Parking restrictions and loading bays require public advertisement and consultation of proposals before a decision can be taken prior to their implementation.

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

Human Resources Implications and risks:

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

Equalities Implications and risks:

The Council has a general duty under the Equality Act 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.

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.

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

BACKGROUND PAPERS

Scheme project file: QL027 – Improving reliability of buses (Elm Park Avenue).

Appendix A

(Notice of Proposals)

Draft schedule for recommendations

- Waiting and Loading parking restrictions
- Clearway restrictions at existing bus stops
- Freight loading facilities for businesses
- Pay and Display parking for shoppers

Schedule of Proposals

SCHEDULE 1

Diban Avenue, both sides, between the southern kerb-line of Elm Park Avenue and a point 10 metres south of that kerb-line.

Elm Parade, Elm Park Avenue

- (a) the north side, between a point 3.8 metres east of the common boundary of Nos. 14 and 15 Elm Parade and a point 20.1 metres east of that common boundary;
- (b) the north side, between a point 3.1 metres east of the common boundary of Nos. 20 and 21 Elm Parade and a point 5.8 metres east of that common boundary.

Elm Park Avenue

- (a) the south side, between a point 2.9 metres west of the common boundary of Nos. 196 and 198 Elm Park Avenue and a point 16.9 metres west of that common boundary;
- (b) the south side between the common boundary of Nos. 188 and 190 Elm Park Avenue and a point 10 metres east of the eastern kerb-line of Diban Avenue.

SCHEDULE 2

Elm Parade, Elm Park Avenue, the north side, from a point 2.4 metres east of the common boundary of Nos. 17 and 18 Elm Parade extending eastward for a distance of 19.0 metres.

SCHEDULE 3

Diban Avenue, Elm Park, the west side, from a point 10 metres south of the southern kerb-line of Elm Park Avenue extending southward for a distance of 24 metres.

SCHEDULE 4

Elm Parade, Elm Park Avenue, the north side, from a point 2.7 metres east of the common boundary wall of Nos. 20 and 21 Elm Parade extending eastward for a distance of 25 metres;

Elm Park Avenue, the south side, from the common boundary of Nos. 188 and 190 Elm Park Avenue extending westward for a distance of 25 metres.

Appendix B

Summary of Consultation Responses

1. London Buses operations (LB), part of Transport for London stated that the proposals will operationally make it easier for buses to serve the existing bus stops and hence LB fully supports the proposals.
2. London Buses (Infrastructure Control) support the proposals.
3. Metropolitan Police, Traffic Management Unit
The Metropolitan Police have responded that they support the scheme for Elm Park Avenue.
4. Elm Park Regeneration Partnership (EPRP)

EPRP was consulted prior to the consultation and had provided the following comments:
 - The shopkeepers will provide better and constructive feedback on the proposals than EPRP.
 - There were problems in Elm Park Avenue recently whereby a Tesco lorry was illegally parked for 25minutes on the zig-zag road markings by the Zebra crossing and later it moved to park directly outside Tesco to unload. This had created chaos in the road.
5. Mr W. Dowd has objected the proposals on the following grounds:
 - Considers that by restricting parking outside the shops will take away the passing trade.
 - It is the delivery lorries of Tesco that create the congestion problem. Buses currently do not have the restrictions in the road, therefore, a bus can stop to alight or collect passengers, so there is no need for parking restrictions.

Staff comments: The respondent was advised that the current proposals include provision for 4 parking bays in Diban Avenue. These bays have been designed to assist passing trade for shops. He was further informed the importance to provide clearway restrictions at existing bus stop ie to prohibit inconsiderate parking at bus stops.
6. Ms H. Elliott supports the proposals ie the measures are in the right direction. She had queried if the existing tree outside The Taj Restaurant will be removed, queried the meaning of accessibility zone and if the Council will issue parking permits to park in the parking bay proposed in Diban Avenue.

Staff comments: The respondent was informed that the existing highway tree will not be removed outside the Taj Restaurant. The respondent was informed that accessibility zones involves raising existing kerbs to 140mm above the road level so that buses can park close to the footway to allow easy boarding and alighting.

The parking bays proposed in Diban Avenue will operate by Pay and Display, from 08:30am to 6:30pm, Monday to Saturdays. Parking after the prescribed times will be free including on Sundays.

For Pay and Display parking, the Council does not issue parking permits but drivers have to purchase a parking ticket and display it in their cars. Such type of parking generally leads to short term parking so that drivers park for short durations for shopping. This parking has a greater turnover for drivers to park in the bays to ensure that passing trade is maintained which the local shops heavily rely on.

7. Mr. T. Mathews has commented that he supports the proposals.
8. Ms J. Pickering a resident of 186A Elm Park Avenue had queried if the Council will issue parking permits to park in the proposed parking bay in Diban Avenue.

Staff comments: Ms Pickering was advised that Pay and Display parking operates between 08:30 to 6:30pm, Monday to Saturdays and parking will be free thereafter.

9. Mr C. Cole, Street Leader of Elm Park has welcomed the proposed measures in Elm Park Avenue. He has provided the following comments:
 - The proposed loading bay and the bus stop outside nos. 18 to 21 Elm Parade could be extended to help buses and delivery vehicles to manoeuvre safely.
 - Proposals should have included provisions for a loading bay outside the Hobby shop as they receive deliveries of building timber.
 - Has welcomed the proposals of Pay and Display in Diban Avenue.
 - Buses experience problems on west side of Greggs bakery due to inconsiderate parking whereby buses have to stop in the road to load or collect passengers.

Staff comments: Mr Cole was advised that the bus lay-by could not be extended up to No. 26 Elm Parade due to the presence of underground statutory services which would be costly to divert. The same applies with his suggestion to provide a loading bay on south side o/s the Hobby shop and inseting the bus lay-by into the footway.

In regards to the inconsiderate parking problems in Elm Park Avenue between Greggs Bakery and Sainsbury, Mr Cole was informed that the Council had proposals in the past to provide clearway restrictions at existing bus stops to prevent inconsiderate parking. The proposals were, however, rejected by the Council's former Area Committee.

As Sainsbury has recently opened their store and it is anticipated that this section of the road will become busy and there is a potential need for a pedestrian crossing. The Council will investigate if Transport for London can provide funds to undertake the works to improve safety and accessibility for passengers.

10. Mrs Clifford a local resident and two other residents have off street parking next to the shops. Because of inconsiderate road users they frequently cannot access the parking area or find it has been used by other drivers.

She further considers that three parking spaces in Diban Avenue are taken up by the blue badge holders, so the proposals will limit parking even more, therefore, the current proposals will lead to more difficulties than it will solve.

Staff comments: Mrs. Clifford was informed the owner of local premises has purchased the vacant land next to his shop and has plans to formalise parking. If this happens then the parking problem for the residents particularly those who live above the shops will be resolved.

She was further advised that the Pay and Display will operate between 08:30am to 06:30pm, Monday to Saturdays. Parking will be free after the prescribed times and also on Sundays (all day), therefore, she and other residents can park in the bays on first come first serve basis. Furthermore, drivers displaying Blue badge permits are only allowed to park for free for 3 hours, thereafter, normal parking tariff will apply.

11. A local shop catering the needs for mobility and health care requirements support the proposed loading bay in Elm Park Avenue.

Appendix C

Proposed layout drawing

QL025-0B-230

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HIGHWAYS ADVISORY COMMITTEE

REPORT

12 November 2013

Subject Heading:

PARK LANE - PROPOSED HUMPED ZEBRA CROSSING (THE OUTCOME OF PUBLIC CONSULTATION)

CMT Lead:

Cynthia Griffin

Report Author and contact details:

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

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

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

SUMMARY

Park Lane – School Travel Plan was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify pedestrian facilities along Park Lane and humped zebra crossing with kerb build out is proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation results and recommends that the above proposal be approved.

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

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Community Empowerment that either
 - (a) Humped zebra crossing with kerb build out along Park Lane by Malvern Road detailed in this report and shown on Drawing No. QM032/1 be implemented

OR

 - (b) The above proposal be rejected.
2. That, it be noted that the estimated costs of £25,000, can be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for School Travel Plan 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. Park Lane pedestrian facilities was one of the schemes approved by TfL. A feasibility study has been carried out to identify pedestrian facilities. The feasibility study has now been completed and has looked at ways of providing pedestrian facilities and it is considered that humped zebra crossing with kerb build out, as described in the recommendations will improve road safety and provide pedestrian facilities.
- 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 Park Lane humped zebra crossing will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flow is up to 550 vehicles per hour during peak periods along Park Lane.

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

| Location | 85 th ile Speed (mph) | | Highest Speed (mph) | |
|---------------------------|-------------------------------------|------------|------------------------|------------|
| | Northbound | Southbound | Northbound | Southbound |
| Park Lane by Malvern Road | 36 | 35 | 43 | 40 |

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

Accidents

- 1.4 In the four-year period to June 2013, four personal injury accidents (PIAs) were recorded along Park Lane in the vicinity of Malvern Road and Clifton Road. Of four PIAs, two involved school children and all were slight injuries.

Proposals

- 1.5 It is proposed to provide humped zebra crossing along Junction Road as shown on Drawing No. QM032/1. The proposal would provide pedestrian facility and improve road safety in the area.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 60 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Six written responses from Local Members, London Buses 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 four personal injury accidents (PIAs) were recorded over four year period along Park Lane in the vicinity of Malvern Road and Clifton Road. Of the four PIAs, two involved school children and all were slight injuries.
- 3.2 A speed survey showed that vehicles are, on average, travelling above the speed limits along Park Lane.
- 3.3 The humped zebra crossing with kerb build out would provide safer pedestrian crossing facility and minimise accidents along Park Lane in the

vicinity of Malvern Road and Clifton Road. Raphael Independent School is situated in the vicinity of proposed zebra crossing. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

Two options are presented to members:-

1. Proceed

The estimated cost of implementing the proposals is £25,000. This cost can be met from the 2013/14 Transport for London's LIP allocation to Havering for School Travel Plan 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.

2. Do not proceed

If the project does not proceed, the £25k grant will be lost.

Legal Implications and Risks

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

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 Letter.**
2. **Public consultation responses.**
3. **Drawing No. QM032/1.**

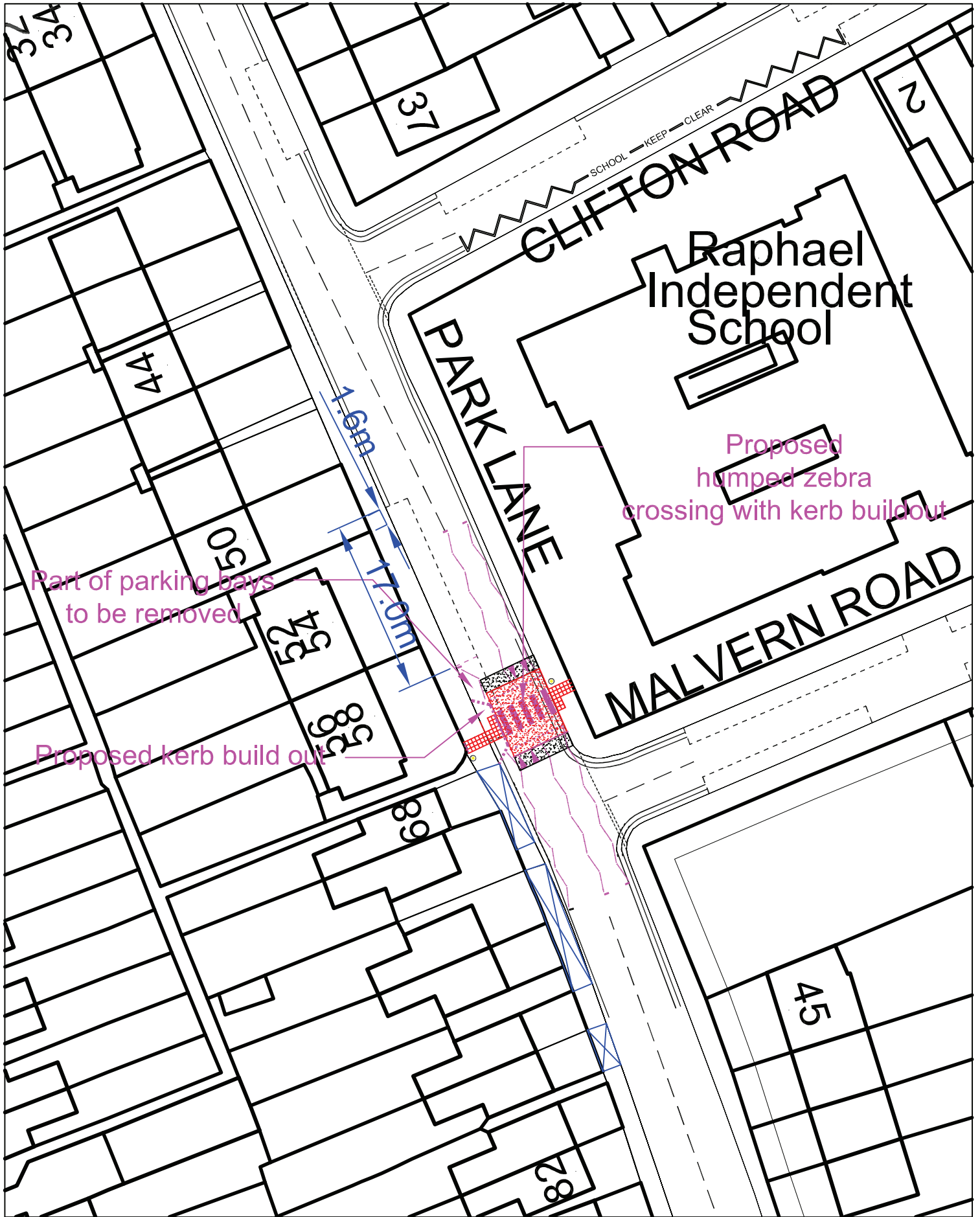
**APPENDIX
SUMMARY OF RESPONSE**

| RESPONSE REF: | COMMENTS | STAFF COMMENTS |
|---|---|--|
| QM032/1 (Member 1) | It is fine. | - |
| QM032/2 (Member 2) | Wait to see what residents say. | - |
| QM032/3 (London Buses) | This will not affect London Buses. However, as a Havering resident, I think it is a good scheme and would support it. | - |
| QM032/4 (68Park Lane) | This is a very good proposal. Park Lane is a cut through road and speeding is a problem, bearing in mind you have 2 schools in this area. You should go further, make all of Park Lane a humped road and resident parking area including shop. | - |
| QM032/5 (68Park Lane) | Received support (see above) and objection letters from 68 Park Lane. The resident at No. 68 supported the scheme initially, but changes their mind and sent the same letter of objection as Nos. 52, 54, 56 & 58 detailed below. | - See below for detail comments. |
| QM032/6 Objection letter signed by Nos. 52 Park Lane, 54 Park Lane, 56 Park Lane, 58 Park Lane | Object to the proposal with the following concerns. (1)Safety - Traffic crossing island along Park Lane by Brentwood Road could be altered to a zebra crossing. - Traffic crossing island along Park Lane outside the shops could be altered to a zebra crossing. - Park Lane and Globe Road could be made to one way in opposite direction. - Lollipop crossing on Park Lane could be reinstated. - The relocation of Hylands School means the crossing location is outdated by approximately 2 years. | It could be considered at a later date, if necessary. It could be considered at a later date, if necessary. Due to large vehicle use along Park Lane, inconvenience to Globe Road residents and speeding etc, one way is not considered to be feasible option. Parking team will consider this request, subject to funding being available. Two schools are still situated in the area. One is in Park Lane and other is in off Globe Road. |

| | | |
|--|---|---|
| | <p>- The parents of the Raphael Independent School drop the children by vehicle and generally park in the school carpark.</p> <p>(2) Research for need and positioning of crossing - Would like to see the research carried out has led to the conclusion that a crossing is needed where proposed.</p> <p>(3) Obstruction to access of property - No. 68 already has a dropped kerb and a driveway which would be obstructed by the ramp to the crossing and the zig-zac lines.</p> <p>- No. 56 wished to install vehicle crossovers in January 2014.</p> <p>(4) Removal of parking - Park Lane already has a parking shortage and removing the bays outside 52-58 would further damage the ratio of vehicles to spaces.</p> <p>(5) Property Devaluation - Parking and access restrictions imposed by the proposed zebra crossing would devalue the properties.</p> <p>(6) Residents personal statements - Elderly resident at No.58 requires walking aids. No longer collected by relative outside property.</p> <p>- Resident at No.56 is no longer access to park outside her property. It is difficult with shopping and young child.</p> <p>- Resident at No.68 would no longer be able to place two vehicles on their driveway without stopping to reverse within the zig-zac lines, causing obstruction and risking points on licence and fines.</p> <p>- Residents at Nos. 52 and 54 dropped off by taxis after shopping. The removal of parking bays would mean the complete removal of any local parking to their property.</p> | <p>Survey showed that children are still walking to the school in the area. Observation and traffic surveys were carried out to assess the crossing location.</p> <p>The residents are still able to access the property over the zigzag markings, but not able to park in the zigzag marking. The Council design scheme at the current situation. Only one parking space will be lost as a result of this proposal. The parking spaces are available at Malvern Road near Park Lane.</p> <p>Parking bay is still available outside the property. The relative can still pick the resident. Parking bays are still available, outside the property.</p> <p>The residents are still able to access the property over the zigzag markings, but not able to park in the zigzag marking. Only one car parking space is available on the driveway For second car if available, the parking bays are available in Malvern Road, directly opposite and close to the property.</p> <p>The parking bays are still available outside Nos. 52 and 54 to drop off the residents. Only one</p> |
|--|---|---|

| | | |
|--|--|---|
| | | parking bays will be removed outside Nos.56/58. |
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Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

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

JOB TITLE
PARK LANE
BY MALVERN ROAD

DRAWING TITLE
PROPOSED HUMPED
ZEBRA CROSSING

SCALE (AT A4 SIZE)
NTS

DATE
JUNE 13

DRAFT
ISSUE

PURPOSE

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APPROVED BY
Page 29

ACAD REF:

DRAWING No
QM032/1

REVISION
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| REVISION | AMENDMENT | DATE |
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HIGHWAYS ADVISORY COMMITTEE

12th November 2013

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
NOVEMBER 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
12th November 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 | Waterloo Road | Signal-controlled crossing between Oldchurch Road roundabout and railway, linked to developer contributions for the development of the former Oldchurch Hospital site | Streetcare receiving numerous complaints about a lack of safe walking route between new development sites and Town Centre. Pedestrians often observed walking in carriageway under railway bridge and climbing over pedestrian guardrail. | S106 | TBC (depends on outcome of feasibility) | Mark Philipotts LBH Streetcare | 16/10/2013 | N/A |
| H2 | Squadrons Approach | Provide 9:30am to 4pm, Monday to Friday, parking restrictions from junction with Franklin Road to south-western end of Squadrons Approach to facilitate new turning head for coaches serving new visitor centre. | In support of planning application P1138.12. Restrictions will enable weekday use of new turning head for school visits to new visitor centre, recommend proceed to consultation. | LBH Parks | £1.5k | Mark Philipotts LBH Streetcare | 04/11/2013 | N/A |
| SECTION B - Highway scheme proposals without funding available | | | | | | | | |
| H2 | Havering Road, near Moray Way | Request to widen existing pedestrian refuge to better accommodate parents and children walking to school or provide a controlled crossing. | A wider pedestrian refuge would in turn require the carriageway widened to accommodate it; if a zebra crossing were considered, a wider refuge would be recommended. | None | £25k | Resident via Cllr Misir and Andrew Rosindell MP | 15/10/2013 | Cllr Misir Andrew Rosindell MP |

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

**Highways Advisory Committee
12th November 2013**

| Item Ref | Location | Description | Officer Advice | Funding Source | Likely Budget | Scheme Origin/ Request from | Date Requested/ Placed on List | CRM / Contact |
|--|--|--|---|----------------|---------------|-----------------------------|--------------------------------|---------------|
| H3 | Park Lane | Make street one-way from Hornchurch Road to Brentwood Road to deal with 2-way traffic "facing off" because of parking on both sides. Resident reports damage to parked vehicles. | One-way streets can increase traffic speed as drivers to not have to contend with oncoming traffic. Some pedestrians find one-way traffic confusing. Romford to Rainham cycle route will be severely impacted. Traffic signals at Hornchurch Road would need to be changed. | None | £20+ | Resident | 21/10/2013 | ENQ-0127844 |
| H4 | Butts Green Road, Emerson Park - Outside Tesco store | Remove footway build-out from bus stop outside Tesco Store. | Build-out is to make bus stop accessible and removal would prevent stop being accessible. Works to site funded by Tesco stores through S106 contribution and risks Tesco claiming for a refund. Associated with a loading bay which should be retained for planning condition associated with Tesco site. | None | £4k | Cllr Robert Benham | 24/10/2013 | N/A |
| SECTION C - Highway scheme proposals on hold for future discussion (for Noting) | | | | | | | | |

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

**Highways Advisory Committee
12th November 2013**

| Item Ref | Location | Description | Officer Advice | Funding Source | Likely Budget | Scheme Origin/ Request from | Date Requested/ Placed on List | CRM / Contact |
|----------|--------------|--|--|----------------|---------------|--------------------------------|-----------------------------------|---------------|
| H5 | Appleton Way | Request for zebra crossing on speed table between car park and High Street alleyway / traffic calming as people are finding it difficult to cross because of speed of drivers. | Feasible but not funded. Deferred from 15th October 2013 (H2). Deferred awaiting staff resources for pedestrian flow counts and confirmation of injury collision rate. | None | £15k | Resident | 25/09/2013 | ENQ-0123013 |

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HIGHWAYS ADVISORY COMMITTEE

12 November 2013

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
November 2013**

Report Author and contact details:

**Ben Jackson
Traffic & Parking Control, Business
Unit Engineer (Schemes, Challenges
and Road Safety Education & Training)
01708 431949
ben.jackson@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 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 £104.5K. It should also be noted that the advertising, Order making and street furniture costs for special events are funded via this revenue budget.
5. At Period 6 in 2013/14, 57.4K 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.
- 1.6 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 November 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 | | | | | | | | | |
| TPC357 | Butts Green Road | Request for a parking review of the area following the opening of the Tesco's store and the commuter parking problems faced by the residents and the businesses of the area. | The site is in close proximity to Emerson Park Station and experiences commuter parking due to unrestricted roads. There is also issues with vehicles parking obstructively compromising road safety, creating congestion. | N/A | LBH REV | 6,000 | Residents Businesses Cllr Rochford Head of Service | 11/10/13 | Squirrels Heath |
| TPC358 | 156 Hornchurch Road, RM11 1QH | Request to convert the loading bay outside 156 Hornchurch Road to Pay & Display. | The loading bay in question is flanked by a crossing point (zig zags) and a bus stop clearway the other which has made kerb space a premium for the businesses and victors to the shops. There is currently a Pay & Display facility in Hyland Way which should be promoted local by the businesses. However, should the scheme be progressed it must be considered that the delivery operations for these businesses would be severely impacted as this is the only available location for loading facilities. | N/A | LBH REV | 5,000 | Business & Vistors | 28/10/13 | St Andrews |
| TPC359 | Marshalls Park School / Pettit's Lane Romford. | To extend the school keep clear yellow zig zags to the boundary of house number 126 Pettit's Lane Romford. | Officers recommend the scheme is approved to improve road safety for those attending or visiting the school | N/A | LBH REV | 1,200 | Business Manager of the School and StreetCare Officers | 30/10/13 | Pettit's |
| TPC324 | Malvern Road, Romford | Request to amend the voucher bays in Malvern Road (outside the school) into Resident Parking bays. | This facility is no longer used at this location and we would suggest the conversion as a way of creating additional kerb space for residents in this road. | TPC324 May 2013 - rejected (See also TPC246 May 2012) | LBH REV | 1,000 | Resident via Cllr Andrew Curtin - petition now received from 12 residents | 29/04/13 | Romford Town |

| London Borough of Havering Traffic & Parking Control - StreetCare Minor Traffic & Parking Schemes Applications Schedule | | | | Highways Advisory Committee November 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 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 areas | Request to review parking situation in newly adopted road between Osborne Road and Towers Infant School and surrounding area following the school expansion. Deferred until June 2013 - Paper and draft paper to be presented | <p>Request 1) from resident who would like footway bays so that residents can park safely. Officer Advice - This would impact on road safety for the pedestrians during school term time</p> <p>Request 2) from school for DYL restrictions and/or zigzag markings to prevent obstructive parking taking place oppsite to the entrance to the school Officer Advice - Officers recommend the scheme is approved to improve road safety for those attending or visiting the school</p> <p>Request 3) Review of the parking restrictions in vicinity of the school which will include footway parking and junction protection markings which should improve road safety</p> | Not previously requested | LBH REV | 8,000 | Resident and School | 29/04/13 | Hylands |