



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
15 April 2014**

**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)
Jeffrey Brace
Steven Kelly
Barry Oddy
Damian White

Brian Eagling
John Wood

Denis Breading

David Durant

Lawrence Webb

For information about the meeting please contact:

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

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

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

4 MINUTES (Pages 1 - 6)

To approve as a correct record the minutes of the meeting of the Committee held on 18 March 2014, and to authorise the Chairman to sign them.

5 MAWNEY ROAD - TPC355 PROPOSED IMPLEMENTATION OF 'AT ANY TIME ' RESTRICTIONS - COMMENTS TO ADVERTISED PROPOSALS (Pages 7 - 12)

Report attached

6 TPC339 PROPOSED SCHOOL KEEP CLEAR MARKINGS AND CONVERSION OF EXISTING OPERATIONAL HOURS - ANNAN WAY & AYR WAY - COMMENTS TO ADVERTISED PROPOSALS (Pages 13 - 18)

Report attached

7 TPC 357 BUTTS GREEN ROAD, HORNCHURCH PARKING REVIEW - COMMENTS TO ADVERTISED PROPOSALS (Pages 19 - 28)

Report attached

8 TPC 331 - WARRINER AVENUE - PROPOSED PAY & DISPLAY (Pages 29 - 34)

Report attached

9 LESSINGTON AVENUE - TPC329 PROPOSAL TO INSTALL SCHOOL KEEP CLEAR MARKINGS AND NO WAITING AT ANY TIME WAITING RESTRICTIONS (Pages 35 - 40)

Report attached

10 PETTITS LANE - TPC 259 - MARSHALLS PARK SCHOOL. PROPOSED EXTENSION TO THE SCHOOL KEEP CLEAR (Pages 41 - 46)

Report attached

11 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 47 - 54)

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

12 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 55 - 60)

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

13 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
18 March 2014 (7.30 - 8.00 pm)**

Present:

COUNCILLORS

Conservative Group	Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Jeffrey Brace, Steven Kelly, Barry Oddy and +Paul Rochford
Residents' Group	Brian Eagling and +John Mylod
Labour Group	Denis Breading
Independent Residents Group	
UKIP	Lawrence Webb

Apologies were received for the absence of Councillor David Durant.

+ Councillors Paul Rochford and John Mylod substituted for Councillors White and Wood respectively.

There was a member of the public present at the meeting.

Unless otherwise indicated all decisions were agreed with no vote against.

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

71 MINUTES

The minutes of the meeting of the Committee held on 18 February 2014 were agreed as a correct record and signed by the Chairman.

72 77-79 BUTTS GREEN ROAD - PROPOSED REMOVAL OF BUS STOP FOOTWAY BUILD-OUT. OUTCOME OF PUBLIC CONSULTATION

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

1. To recommend to the Cabinet Member for Community Empowerment that the current road layout be retained, complete with footway built-out for a period of six months and then reviewed.

The voting was six in favour, one against and three abstentions.

73 ROMFORD MAJOR SCHEME - BUS STOP AND SPEED TABLE. OUTCOME OF PUBLIC CONSULTATION

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

1. To recommend to the Cabinet Member for Community Empowerment that the proposals set out in the report and shown on drawing QM062/1001 be implemented
2. That it be noted that the estimated cost of £10,000 for implementation would be met by Transport for London through the 2014/15 Major Scheme allocation for the Romford Major Scheme.

74 NORTH STREET AND HAVERING ROAD AT THE JUNCTION WITH A12 EASTERN AVENUE - PROPOSED REMOVAL OF HAVERING ROAD BUS LANE. OUTCOME OF PUBLIC CONSULTATION

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

1. To recommend to the Cabinet Member for Community Empowerment that the improvement works to the junction of A12 Eastern Avenue, North Street and Havering Road be approved for implementation as detailed in the report
2. That it be noted that the estimated cost of £500 would be met by agreed funding from the 2013/14 Transport for London (TFL) - Local Implementation Plan (LIP).

75 HIGHWAYS SCHEMES APPLICATION - WORKS 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			
SECTION B - Highway scheme proposals without funding available			
H1	Norfolk Road, Upminster Bridge	Request for traffic calming scheme similar to the one being implemented in Bridge Avenue	REJECTED

76 TRAFFIC AND PARKING SCHEMES REQUEST

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:

SECTION A - Minor Traffic and Parking Scheme Requests

Highways Advisory Committee, 18 March 2019 Item Ref	Location	Description	Decision
TPC418	Carlton Road Romford	Request to extend the existing residents permit scheme Zone RO1 to include odd numbers up to 141 and even numbers up to 186.	AGREED
TPC419	Towers School Osborne Road Hornchurch	From school keep clear markings and Double Yellow Lines restrictions to prevent obstructive parking taking place opposite to the entrance to the school	AGREED
TPC420	Towers School Area	Request to introduce a controlled parking zone (CPZ) operational 8.30am - 9.30am and 2.30pm - 3.30pm	DEFERRED For 6 month period
TPC421	Deveron Way & Ayr Way	Request for a pick up and drop off areas with Max stay 10 minutes	REFUSED
TPC422	Rom Crescent	Extend the existing 'At any time' waiting restrictions from No.1 Rom Crescent in a southerly direction by 1 cars length. Install 'At any time' waiting restrictions outside No.3 Rom Crescent, this will allow delivery vehicles to access Rom Crescent and Hornford Way, currently these vehicles cannot gain access due to limited space.	REFUSED 8-2 abstentions
TPC423	Hornford Way	Install 'At any time' Waiting Restrictions outside the bungalow in Hornford Way (not across the Driveway access) Install 'At any time' waiting restrictions opposite No.6 & 8, 13 & 15 Hornford Way Install 'At any time;' waiting restrictions outside No 12 Hornford Way. Install restrictive parking hours 2hrs periods, 10am-12pm and 4pm-6pm Monday to Friday (this does not include the marked bays at the junction of Hornford Way and Rom Crescent.	REFUSED 8-1-1
TPC424	Waterloo Estate	Following reports of nuisance parking from the Housing Officer of the Waterloo Estate it is suggested that commuters are parking their vehicles within the private parking areas	AGREED 9-1 abstention

Chairman

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HIGHWAYS ADVISORY COMMITTEE

15 April 2014

REPORT

Subject Heading:

**Mawney Road – TPC355
Proposed implementation of ‘At any
time’ restrictions – comments to
advertised proposals**

Report Author and contact details:

Claire Mitchell
claire.mitchell@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 to introduce ‘At Any Time’ waiting restrictions in Mawney Road (Mawneys Ward), outside and opposite the entrance of King Georges Park.

RECOMMENDATIONS

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

- a. implement the 'At any time' Waiting Restrictions which will prevent obstructive parking and improve traffic flow in the vicinity of the pedestrian refuge. As detailed in this report and shown on the plan attached to **Appendix A** of this report;
- b. that the effect of the scheme be monitored.

Members note that the estimated cost of this scheme as set out in this report is £800 and can be funded from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 15th October 2013, this Committee agreed in principle to the proposals to implement double yellow lines extending in both directions of the traffic island, to improve traffic flow and prevent obstructive parking.
- 1.2 The scheme was subsequently designed by staff and publicly advertised on 13th December 2013. This report outlines the responses received arising from the public consultation.

2.0 Proposed Scheme

2.1 Mawney Road– Appendix A

The scheme proposes to introduce 'At Any Time' waiting restrictions in Mawney Road, outside and opposite the entrance of King Georges Park. These proposals are designed to deter motorists from parking in the vicinity of the pedestrian island which has been reported to be causing a conflict to traffic movements and congestion, especially to the local bus services.

3.0 Outcome of Public consultation - Responses received

The proposals were advertised in the Romford Recorder and London Gazette. In addition, 18 statutory bodies and 19 residents were consulted on the proposals. Two site notices were also fixed to street furniture in the vicinity of the proposals.

At the close of public consultation on the 10th January 2013, 4 responses' were received to the proposals, with 3 in favour and 1 against.

Residents in favour

Response 1 - a resident of Mawney Road.

The resident is in favour for the proposed 'At Any Time' waiting restrictions, although they have concerns that parking will be taken away from residents as there are already limited parking spaces for carers and essential services.

Response 2 – a resident of Mawney Road

The resident is in favour of the proposed 'At Any Time' waiting restrictions but feels that the proposed restrictions need to be extended up to number 252 Mawney Road due to vehicles parking outside his property.

Response 3 – a resident of Mawney Road

The resident is in favour of the proposed 'At Any Time' waiting restrictions.

Residents against

Response 4 – a resident of Mawney Road

The resident feels that the proposed 'At Any Time' waiting restrictions will not help the problem. They would like either the bus stop or crossing moved as this would alleviate the congestion.

4.0 Staff Comments

The proposals are designed to ensure that traffic flow is maintained on one of the busiest roads in to Romford, especially during traffic sensitive times, mornings and evenings. This design will also improve journey times for the transport services as this area will remain free from obstruction allowing larger vehicles to negotiate the traffic island. Additionally this will offer improvements to forward visibility for pedestrians and other road users.

A ward Councillor has reported incidents of anti-social behaviour at this location where local residents have been verbally abused by people that are parking inconsiderately.

Officers fully support the scheme and would recommend the proposals be implemented as advertised and the effects be monitored.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £800 including advertising costs. This cost can be met from the 2014/2015 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 to 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 overspend, the balance would be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

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

Human Resources implications and risks:

There are no human resource implications associated with this scheme.

Equalities implications and risks:

All proposals included in the report have been publicly advertised and subject to public consultation. Additionally a drop-in session was organised by Officers to inform stakeholders about the proposed changes and answer their questions.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally.

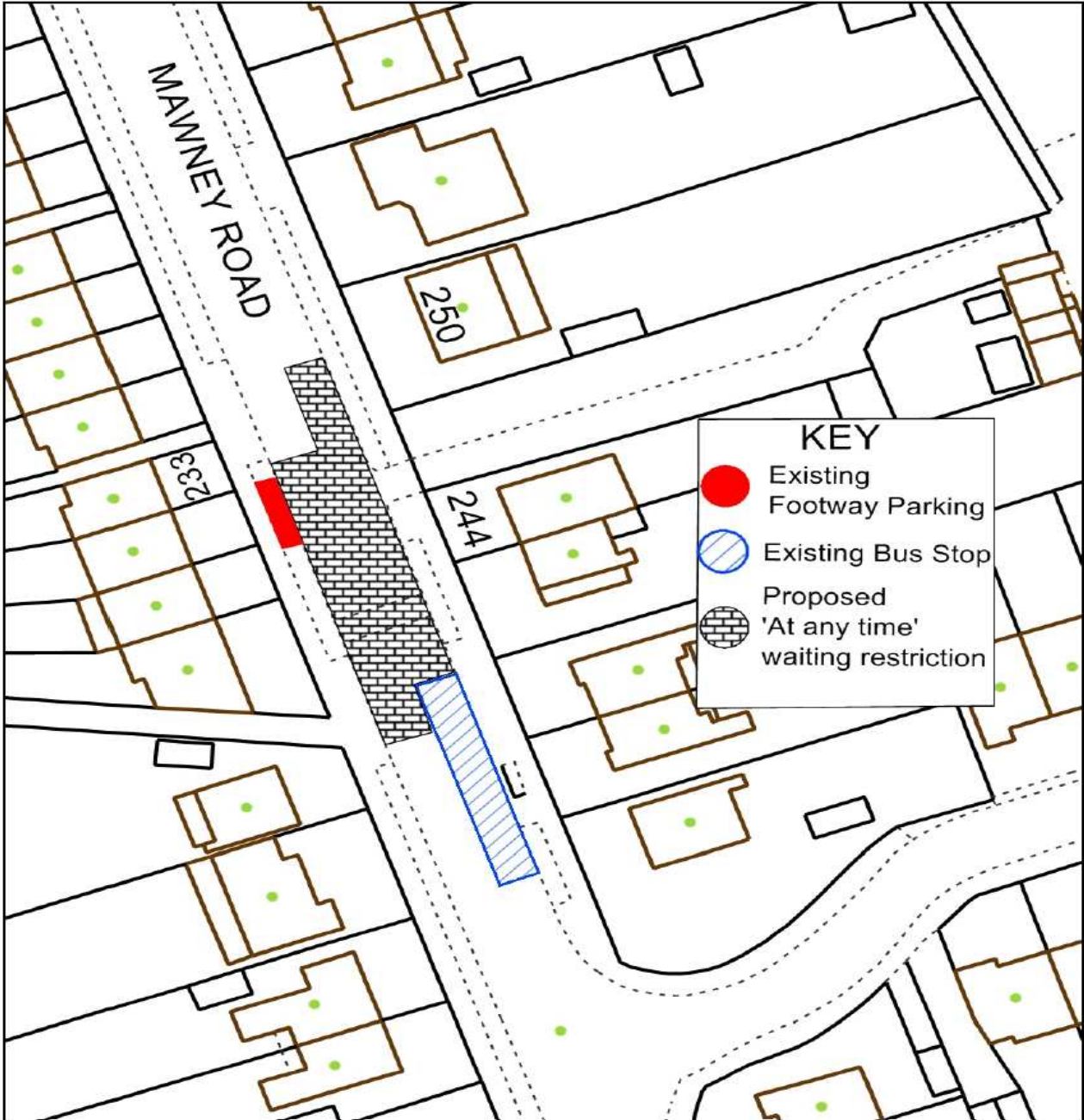
However, parking restrictions in residential areas are often installed to improve road safety and accessibility for all road users.

Disabled 'Blue' Badge holders are able to park for up to three hours on restricted areas (unless a loading ban is in force).

As potential/likely equalities issues and concerns raised through the consultation which affect those with protected characteristics under section 149 of the Equality Act 2010 have been factored into the final proposal, officers recommend that the proposed changes be implemented as advertised and the effects be monitored on a regular basis. The impact on those holding 'Blue Badges' will be mediated as 'Blue' Badge holders are able to park for up to three hours on restricted areas (unless a loading ban is in force).

BACKGROUND PAPER

Appendix A – Mawney Road



<p>Mawney Road</p>	<p>N ↑</p>
<p>nlpg The National Local Planning Gateway</p> <p>NSG NATIONAL STREET GAZETTEER</p> <p>OS Ordnance Survey Licensed Partner</p>	<p>Scale: 1:500 Date: 03 April 2014</p> <p>0 2.5 5 7.5 metres</p>
<p> Havering LONDON BOROUGH</p> <p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p>	<p>© Crown copyright and database rights 2014 Ordnance Survey 100024327</p>



HIGHWAYS ADVISORY COMMITTEE

15 April 2014

REPORT

Subject Heading:

TPC339 PROPOSED School Keep Clear Markings and conversion of existing operational hours – Annan Way & Ayr Way - comments to advertised proposals

Report Author and contact details:

Sarah Rogers
Engineering Technician
schemes@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 to convert the existing waiting restrictions in Annan Way to School Keep Clear markings and convert the operational hours of the existing School Keep Clear restrictions in Ayr Way.

RECOMMENDATIONS

That the Committee having considered the report and representations made recommends to the Cabinet Member for Community Empowerment to implement:

- a) the proposals to change the existing operational hours of the School Keep Clear markings in Ayr Way from 8:15 - 9:15am & 3:00 - 4:15pm Monday to Friday to 8am - 5pm Monday to Friday.

and:

- b) convert the existing 8:15 - 9:15am & 3:00 - 4:15pm Monday to Friday waiting restrictions and implement School Keep Clear markings the full extent of Annan Way, with operational times of 8am - 5pm Monday to Friday.

The effects of the scheme be monitored once implemented for a period of six months.

REPORT DETAIL

1.0 Background

- 1.1 At a meeting of 13th August 2013 this Committee agreed to consult on proposals to convert the existing No waiting restrictions in Annan Way from 8:15 - 9:15am & 3:00 - 4:15pm to 8am - 5pm Monday to Friday. This was deferred pending further information which was to be presented to the Committee at the September 2013 meeting
- 1.2 On the 17th September 2013 this request was resubmitted and included the proposals to increase the operational hours to 8am - 5pm Monday to Friday of the existing School Keep Clear in Ayr Way.
- 1.3 It was agreed by this Committee that the scheme be moved from the deferred list to the Minor Schemes works programme to publically consult.
- 1.4 These proposals were subsequently designed and publicly advertised on the 7th March 2014. A copy of the plan outlining the proposals is contained in this report, titled **Appendix A**.
- 1.5 Residents in the immediate area of the proposed scheme were notified by letter, enclosing a copy of plan reference TPC339. In addition to this key stakeholders were consulted such as London Buses, emergency services and Ward

Councillors. Notices were also placed on site detailing the proposals and advertised in the press.

2.0 Outcome of Public Consultation

- 2.1 On the 7th March 2014, residents that were perceived to be affected by the proposals were advised by letter enclosing a copy of plan reference TPC339 which detailed the proposals. Eighteen statutory bodies were also consulted and site notices were placed in Annan Way and Ayr Way
- 2.2 At the close of the public consultation on 28th March 2014, 4 responses were received. Please refer to Appendix B of this report.

3.0 Staff Comments

- 3.1 The introduction of the School Keep Clear restrictions is considered to be very important to the operation of the school site and for the safety of pedestrians and visitors, in particular children. The effect of the prohibition of stopping outside schools would be to impose school keep clear no stopping restrictions operative between 8 a.m. and 5 p.m. on Mondays to Fridays on Annan Way and Ayr Way. Outside of these hours parking would be permitted therefore allowing local residents to utilise this kerb space.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £2000 including advertising costs. This cost can be met from the 2014/2015 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 to actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

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

Human Resources implications and risks:

None

Equalities implications and risks:

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

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

The proposals included in the report for Annan Way, outside Rise Park School.

All proposals included in the report have been publicly advertised and subject to formal consultation. Consultation responses have been considered to inform the final proposals. It is noted that some of the consultation responses (see Appendix B),

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 PAPER



Annan Way

Scale: 1:1000
 Date: 03 April 2014
 Size: A4

Havering
 LONDON BOROUGH

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

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 Ordnance Survey 100024327

<i>Responses</i>	<i>For</i>	<i>Against</i>
Resident of Annan Way		
Head Teacher of Rise Park School		
Resident		
Resident		

- 1) A resident of Annan Way is opposing to the proposals as the problem of parking could be solved by opening the entrance located on Pettit's Lane North. The resident stated that if the only way to prevent 'stupid' parking is to introduce 8am - 5pm restrictions then so be it but who will enforce them.
- 2) Member of staff from the Rise Park Infant School informed us that they are for the proposals for school keep clears enforceable 8am - 5pm Monday to Friday.
- 3) Objection received from a resident of the area that states that the proposals are a waste of money and the only people that would be affected would be the residents. The current restrictions should be enforced by official people (The Police).
- 4) A resident opposes to the proposals to implement an 8am - 5pm restrictions in Annan Way as it will not stop people from parking and we are penalising the residents of the area by bringing in all day waiting restrictions.

**HIGHWAYS
ADVISORY
COMMITTEE**
15 April 2014

REPORT

Subject Heading:

TPC 357 Butts Green Road, Hornchurch
Parking Review – comments to advertised
proposals

Report Author and contact details:

Jackie Roerig
Technical Officer
Jackie.Roerig@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 Butts Green Parking Review, which were agreed in principle by this Committee at its meeting of the 12th November 2013 and recommends a further course of action.

RECOMMENDATIONS

That the Committee, having considered the representations made, recommends to the Cabinet Member for Community Empowerment that:

- a. That the proposal to implement Pay and Display parking in Butts Green Road and to extend the No waiting at any time restrictions on the opposite side to the shops and businesses, including those in Walden Road and Wykeham Avenue as shown on **Appendix A** of this report be implemented as advertised; or
- b. that the Pay and Display proposals only are abandoned and the waiting restriction for Butts Green Road, Walden Road and Wykeham Avenue are implemented as advertised; or
- c. that the entire scheme proposals are abandoned.

If any of the above proposals are implemented then the effects will be monitored for a duration following the implementation with remedial action being considered.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 12th November 2013 the Highways Advisory Committee agreed in principal that a review of the parking in the Butts Green Road area in the vicinity of the new Tesco store be undertaken.
- 1.2 On the 7th February 2014 residents and business owners of 33 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 area. The proposals were also advertised in the Romford Recorder and the London Gazette.
- 1.3 This report looks at the responses received to the advertised proposals for the Butts Green area and recommends a further course of action.

2.0 Design Principles

- 2.1 To prevent commuters from taking up available car parking spaces, which could be used by the customers of local businesses, it is proposed that parking areas shaded blue, shown on **Appendix A** – Proposed Site Plans, are converted to pay and display parking areas.

- 2.2 Extend the existing 'At Any Time' waiting restrictions in Walden Road and Wykeham Avenue to help improve traffic flow, prevent obstructive parking and improve road safety.
- 2.3 Implement 'At Any Time' waiting restrictions on Butts Green Road on the opposite side to the shops to improve traffic flow for all road users.
- 2.4 Any amendments to the original proposal may require further statutory public consultation that will lead to additional costs for advertisement of those proposed changes to accommodate any physical changes that may be agreed.

3.0 Responses received

- 3.1 At the close of the public consultation on 28th February 2014, a petition was received from one of the businesses, Beauty in the Park containing 17 signatures that included 2 signatures from employees of Discount builders. The reason outlined on the petition was that the proposals will not benefit businesses, residents or customers of this area and they request no changes to the current parking arrangements.
- 3.2 In addition to the petition a further 10 individual responses were received objecting to the proposals although one of the responses was the owner of Beauty in the Park and should be considered as forming part of the petition.
- 3.3 A further email was received from a resident of Walden Road after the consultation period unhappy that letters were not sent to all residents of Walden Road. However, Officers hand delivered letters and plans to the properties in the immediate vicinity of the proposals. Furthermore the proposals were advertised in the Romford Recorder and the London Gazette with notices, along with the designs, displayed on site in each of the roads. As the highways authority we believe this to be sufficient steps in ensuring adequate publicity of the proposals.
- 3.4 The majority of objectors are not in favour of the Pay and Display and extension of the No waiting at any time parking restrictions as they feel the proposals will have an adverse effect on the local businesses.
- 3.5 The owner of Discount Builders spoke to a technical officer about his concerns and required clarification regarding the waiting restrictions. He was informed that should the waiting restriction be implemented that they would still be able to load and unload for a period of 20 minutes. He was happy with the information given and had no further objections.
- 3.6 Two businesses and three residents wrote in supporting the proposals. A table outlining all the responses is appended to this report as **Appendix B**.
- 3.7 It has been suggested that residents of Wykeham Avenue and Walden Road initially only requested 'No waiting at any time' restrictions to be on the south side of the carriageway however, following the recent consultation we have

received a comment that they would prefer the restrictions to be longer than proposed. Should the scheme be approved the effects will be monitored and should it prove necessary, further restrictions can be considered.

4.0 Officer Comments

- 4.1 The proposals were designed to enhance the Butts Green Road area by deterring long term parking outside of the shops and businesses and to ensure free flow of traffic in the adjoining roads. Many of the disabled and elder community prefer to shop locally and the low parking tariff will ensure that parking spaces are turned over regularly and that the opportunity to park is enhanced over that which currently exists. This will support the disabled and elder community.
- 4.2 The introduction of pay and display parking in popular local shopping areas has proved beneficial in promoting vitality in the local area and managing out commuter parking. A number of pay and display schemes are operating successfully in other areas in the borough serving both businesses and local community. On the 3rd of June 2013 new changes were introduced which meant a reduction of on street parking charges to provide for longer stays at much lower cost and it is our view that this recognises the concerns of local consultees.
- 4.3 The pay and display parking facilities on Butts Green Road will be operational between 8.00 a.m. and 6.30 p.m. on Monday to Saturday inclusive. The cost of this provision is 20 pence for the two hours then 50 pence for the maximum period of three hours where return to that same parking place would be prohibited for two hours. This will contribute greatly to the business and services provided in this area by allowing customers to stay for longer periods at a low cost.
- 4.4 The introduction of waiting restrictions in the proposed area will lead to fewer delays for emergency vehicles, bus services and delivery/refuse vehicles operating in the area; particularly on narrow streets, heavily trafficked roads and around busy junctions as is the case for Butts Green Road, Wykeham Avenue and Walden Road. Parking on junctions and the apexes of bends causes traffic conflict, congestion and safety issues for all road users. Forward visibility is greatly compromised for pedestrians when vehicles are turning into side roads from Butts Green Road.
- 4.5 The recent opening of an express supermarket has resulted in numerous reports of delivery vehicles overhanging Wykeham Road from Butts Green Road – see **Appendix C**. This severely reduces the forward visibility for all road users, but in particular pedestrians when crossing the road.
- 4.6 We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally. However, we will monitor the effects should the scheme be implemented and report any requests for further parking restrictions to the Highways Advisory Committee.

IMPLICATIONS AND RISKS

Financial implications and risks

This report is asking HAC to consider options to recommend to the Lead Member for Community Empowerment in respect of the above scheme.

The estimated cost of implementing the proposals in full as described above and shown on the attached plan is £6150 including advertising costs. This cost can be met from the 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 over spend the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Parking restrictions require consultation and the advertisement of proposals and the consideration of responses before a decision can be taken on their introduction. Any amendments to the original proposal may require further statutory public consultation that will lead to additional costs for advertisement of those proposed changes to accommodate any physical changes that may be agreed.

Human Resources implications and risks:

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

All proposals included in the report (pay & display and waiting restrictions) have been publicly advertised and subject to public consultation.

Parking restrictions in residential areas are often installed to improve 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, young people and older people), this will assist the Council in meeting its duty under the act.

The proposal to install two pay and display bays outside the businesses along Butts Green Road and extend the No Waiting at Any Time in Walden Road and Wykeham Avenue have been publicly advertised and subject to formal consultation.

Consultation responses have been carefully considered to inform the final proposals. It was noted that the majority of the consultation responses were against the proposals. Five responses were received in favour of the proposals.

Officers carried out an analysis of the on and off-street parking provision for residents including the amount of available kerb space which showed that there is sufficient space available for the residents who live above the businesses in Butts Green Road to park in either Walden Road or Wykeham Drive during the day. The proposed Pay and Display is restricted to Mon – Sat 8.00am to 6.30pm, therefore overnight parking will be available to these residents.

A way-leave is to be agreed with the owner of the business at no. 61 Butts Green Road to install a pay and display machine outside of his property, which will result in some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 2 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit business rather than be a detriment.

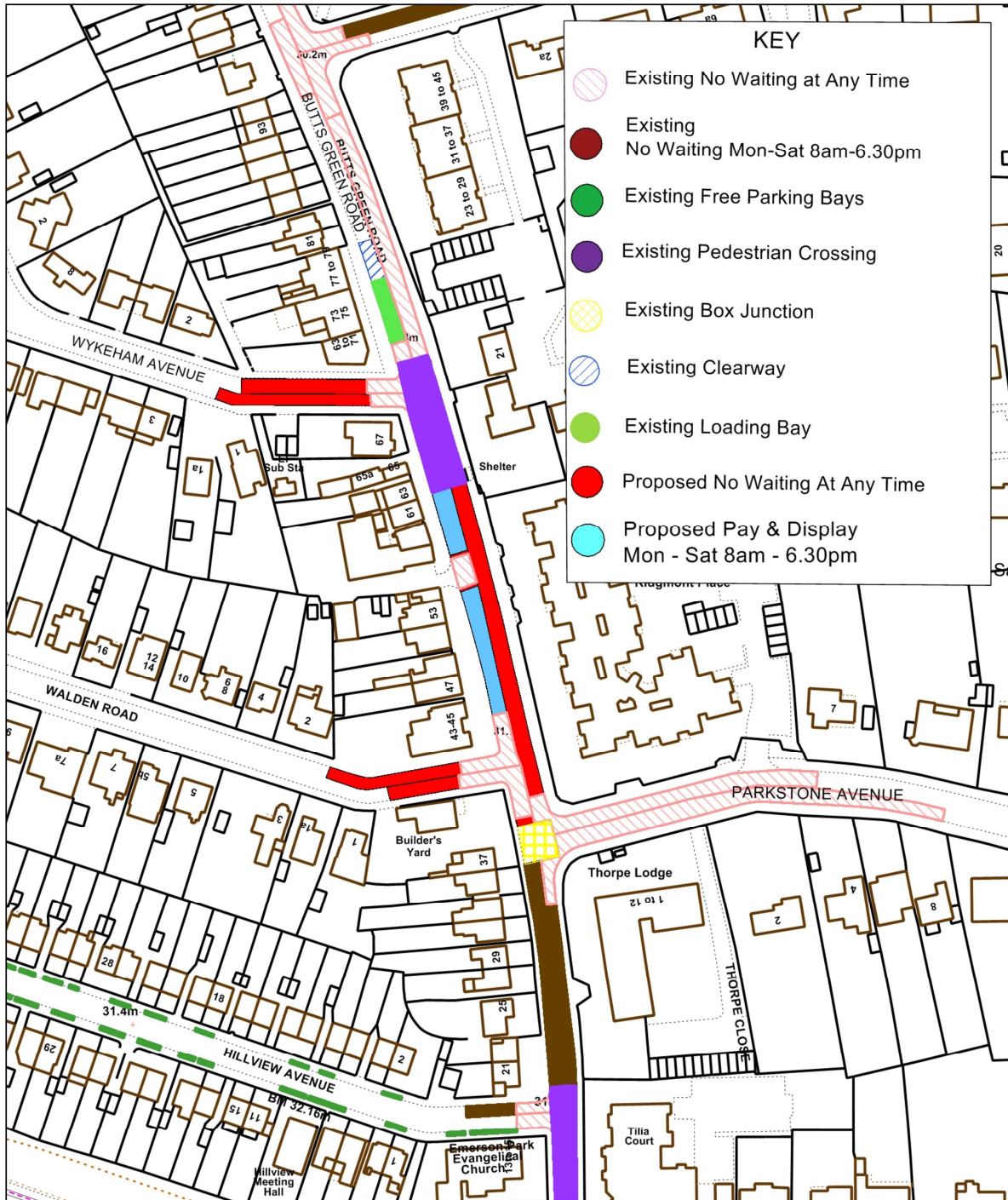
BACKGROUND PAPERS

Appendix A – TPC357 Butts Green Road, Wykeham Road, Walden Avenue

Appendix B – Consultation Response Table

Appendix C – Site Photo

Appendix A



TPC 357 Butts Green Road, Wykeham Avenue, Walden Road N

Scale: 1:1000
Date: 04 April 2014
0 25 50 75 metres

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Appendix B

BUTTS GREEN ROAD RESULTS OF PUBLIC CONSULTATION				
1 petition received within the consultation period signed by 17 signatories				
Address	Business	Customer	Resident	Reason
Beauty in the Park	X			Proposals will not benefit businesses, residents or customers of this area. Do not want any changes.
Beauty in the Park		X		As above
Beauty in the Park		X		As above
Beauty in the Park		X		As above
Beauty in the Park	X			As above
Beauty in the Park	X			As above
Beauty in the Park		X		As above
Beauty in the Park		X		As above
Beauty in the Park		X		As above
Beauty in the Park		X		As above
Beauty in the Park	X			As above
Beauty in the Park		X		As above
Beauty in the Park		X		As above
Beauty in the Park		X		As above
Beauty in the Park		X		As above
Discount Builders	X			As above
Discount Builders	X			as above
Totals	6	11	0	
Objections in writing				
Address	Business	Customer	Resident	
Beauty in the Park	X			Business struggles to survive on a regular basis and with the proposed restrictions it will be near on impossible to run a successful business
Imperial Carriages	X			Clients will not be able to park round the corner on Walden Road and will now have to park further up which will put them in conflict with the local residents. They will make the movement of vehicles on and off the forecourt more difficult with nowhere to park whilst manoeuvring single-handedly. This would adversely affect the business.
The Hair Xchange	X			Parking already affected by Tesco's customers and proposals mean that they will no longer be able to park around the corner in Walden Road which will cause problems with residents.

Hornchurch Hire and Sales	X			These proposals will only push all the people that park there now to move further down Wykeham, Avenue which will cause conflict.
Emerson News	X			Proposals will deter customers using local shops therefore loss of trade.
Sapphire property solutions	X			Not necessary. Will cause overcrowding further down the side roads. Business relies on customers being able to park easily and use the available services. Staff also require parking. Residents who live above the shops will be forced to park further down the side roads.
Sapphire property solutions	X			As above
Sapphire property solutions	X			As above
Julie Poole		X		The local shops would be under severe pressure to continue to survive and are already struggling because of Tesco. It will push cars into the local residential area.
Butts Green Road Resident			X	Concerned where they will park. Scheme will have a detrimental effect on businesses
Total	8	1	1	
Support in writing	Business	Customer	Resident	
Discount Builders	X			Happy with proposals as vehicles are allowed to load and unload for up to 20mins
Casablanca Florists	X			Constant long-term parking by other shop owners and staff causes a daily problem and the meters would resolve this.
1a Wykeham Avenue			X	In favour as the proposals will remove the obstacles that stop traffic movement around the junction.
2 Wykeham Avenue			X	As above
3 Wykeham Avenue			X	As above
Total	2		3	

Received following consultation period:

Walden Road resident			1	Not enough residents consulted directly
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Looking from Wykeham Road onto Butts Green Road

HIGHWAYS ADVISORY COMMITTEE

REPORT

Date 15 April 2014

Subject Heading:

TPC 331 -Warriner Avenue
Proposed Pay & Display

Report Author and contact details:

Mitch Burgess
01708 432801
Mitch.Burgess@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 change of use of a Free Parking bay in Warriner Avenue, alongside the doctor's surgery, to a Pay & Display parking bay and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Community Empowerment that the proposals as shown on **Appendix A** of this report be:

- a. That the Pay and Display operational Monday to Saturday 8am – 6.30pm and as set out in **Appendix A** be Implemented as advertised and effect be monitored; or
- b. That the proposals be abandoned and that the Head of StreetCare consult on a limited stay parking bay operational 8am – 6.30pm Monday to Friday with a 2 hour maximum stay, no return to the same place for 1 hour.

Members note that the estimated cost of this scheme as set out in this report is estimated at £5,000 and can be funded from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following a request from a Ward Councillor the item was presented to The Highways Advisory committee at its meeting July 2013. It was agreed in principle to design and consult on proposals to convert the existing free parking bay to a Pay and Display parking area, adjacent to the Doctors surgery in Warriner Avenue.
- 1.2 On presenting the item, Officers initially recommended that a limited wait for 2 hours with a no return within 1 hour would be more beneficial due to its close proximity to the Doctors Surgery, although this idea was rejected.
- 1.3 Approximately 11 letters were hand delivered to the area on 29th November 2013 with a closing date of 20th December 2013.
- 1.4 Additionally Key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press.
- 1.5 By the close of consultation, 5 responses had been received with 3 responses in favour, and 2 responses against the proposals.

- 1.6 Warriner Avenue has a one hour restriction operating Monday – Friday 10.30 – 11.30am. This assists in deterring long-term commuter parking due to its proximity to Hornchurch station, with prevailing restrictions operating in the same way.

2.0 Outcome to Public Consultation

- 2.1 The 2 responses that spoke against the proposals both feel that scheme would have an adverse effect since they have no off-street parking to their properties. However, current location maps indicate at least one of the households has parking to the rear of their property with access from the parking area to their back garden.
- 2.2 It was suggested that a permit parking scheme instead of the proposal put forward may be more advantageous as residents that don't have off-street parking would be able to park. However, there needs to be evidence to support this idea from the wider community, such as a petition before a scheme application can be considered and put forward to the Highways Advisory Committee for a decision on whether it should be progressed.
- 2.3 The Practice Manager of the surgery responded to the consultation supporting the proposals but made enquires as to whether the Doctors Bay that is located in Warriner Avenue would remain. The proposals did not include retaining the Doctors Permit Parking Bay as the surgery has approximately 5 parking spaces to the front of the property, removing this facility will provide additional kerb space for other road users. Furthermore, detailed within the terms and conditions of the permit application form it states, *“the Council reserve the right to cease this particular Doctor bay permit and remove the Doctors parking bay from Warriner Avenue, Hornchurch at any given time, providing me with one months’ notice in writing.”*

3.0 Staff Comments

- 3.1 Should these proposals be implemented as advertised, the Pay and Display parking area which is operational Monday to Saturday 8am – 6.30pm may be left unused. This is due to the prevailing restrictions operating Monday – Friday 10.30 – 11.30am with commuters taking advantage of free parking and park in surrounding roads causing displacement and taking up available kerb space, generally used by residents.
- 3.2 Officers would support the recommendation as set out in **option b** of this report as it would provide a parking facility that will aid patients/visitors in attending the doctor's surgery by promoting short-term parking. The operational times of 8am – 6.30pm Monday to Friday with a 2 hour maximum stay, no return to the same place for 1 hour strikes a balance between both residents and visitors of the area, minimising the hours of operation to only what is required and in-line with the opening times of the surgery.

- 3.3 Any amendments to the original proposal will require further statutory public consultation that will lead to additional costs for design and advertisement to accommodate any physical changes that may be agreed.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to consider options on what to recommend to the Lead Member in connection with the implementation of the above scheme.

The estimated cost of implementing the proposals in full as described above and shown on the attached plan is £5,000 including advertising costs. £3,000 is for the supply and installation of the Pay and Display machine, and all costs can be met from the 2014/2015 Minor Parking Schemes revenue budget. Given that the prevailing restrictions operate differently to that proposed, there is a strong possibility that the scheme may be ineffective leaving the Pay and Display parking area empty and unused.

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 to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

The proposals of Pay & Display bay requires consultation, the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

Human Resources implications and risks:

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

Equalities implications and risks:

All proposals included in the report have been publicly advertised and subject to public consultation.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential are often installed to prevent short-term non-residential parking.

As potential/likely equalities issues and concerns raised through the consultation have been factored into the final proposal, officers recommend that the proposed changes be consulted on as set out in **option b** reporting back to this committee further recommendation.

BACKGROUND PAPERS



Warriner Avenue N
↑

	<p>Scale: 1:1000</p> <p>Date: 03 April 2014</p>	<p>0 2.5 5 7.5 metres</p>
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HIGHWAYS ADVISORY COMMITTEE

Date 15 April 2014

REPORT

Subject Heading:

Lessington Avenue-TPC329-Proposals to install School Keep Clear markings and No Waiting At Any time waiting restrictions

Report Author and contact details:

Mitch Burgess
01708 432801
Mitch.Burgess@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 Lessington Avenue with regards to a School Keep Clear and 'At any time' waiting restrictions. This is due to the area becoming heavily congested during school term time.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Community Empowerment that the proposals as shown on **Appendix 1** of this report be:

- a. That the No Waiting at anytime restrictions and School Keep Clear markings shown on **Appendix 1** be implemented as advertised; or
- b. that only the School Keep Clear markings be implemented as advertised and that the No waiting at anytime restrictions be abandoned; or
- c. the proposals are rejected.

Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background & Outcome to Public Consultation

- 1.1 Following a request from Crowlands Primary school and Road Safety Officers the presented the item to The Highways Advisory Committee in June 2013 where it was agreed in principal to design and consult of proposals.
- 1.2 Approximately 14 letters were hand delivered to the area on 13th December 2013 with a closing date of 3rd January 2014.
- 1.3 By the close of consultation, 7 responses had been received a 50% response rate overall. Of the 7 responses, 5 were in favour of the school keep clear element, with 2 against the same restriction.
- 1.4 All 7 respondents were against the No waiting at any time restrictions with 5 responses being from the same address.
- 1.5 Additionally Key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press.

2.0 Staff Comments

- 2.1 The introduction of the new School Keep Clear restrictions is considered to be very important to the operation of the school site and for the safety of pedestrians and visitors, in particular children. The effect of the prohibition of stopping outside schools would be to impose School Keep Clear no stopping restrictions operational between 8 am and 5 pm on Mondays to Fridays. Outside of these hours parking would be permitted.

The residents that are against the part of the proposals relating to the No waiting at any time restrictions feel that this would impact on them greatly outside of school term times by minimising the on-street parking availability. It is therefore recommended that the School Keep Clear markings be implemented as proposed as set out in **recommendation b**, and that the waiting restrictions be abandoned. Officers will monitor the site and the effects of the scheme to ensure that the new parking arrangements work sufficiently for the area, and any subsequent proposals are put forward to this Committee.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Lead Member the implementation of the above scheme.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 including advertising costs. This cost can be met from the 2014/2015 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 to actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Waiting restrictions and school keep clear markings require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

Equalities implications and risks:

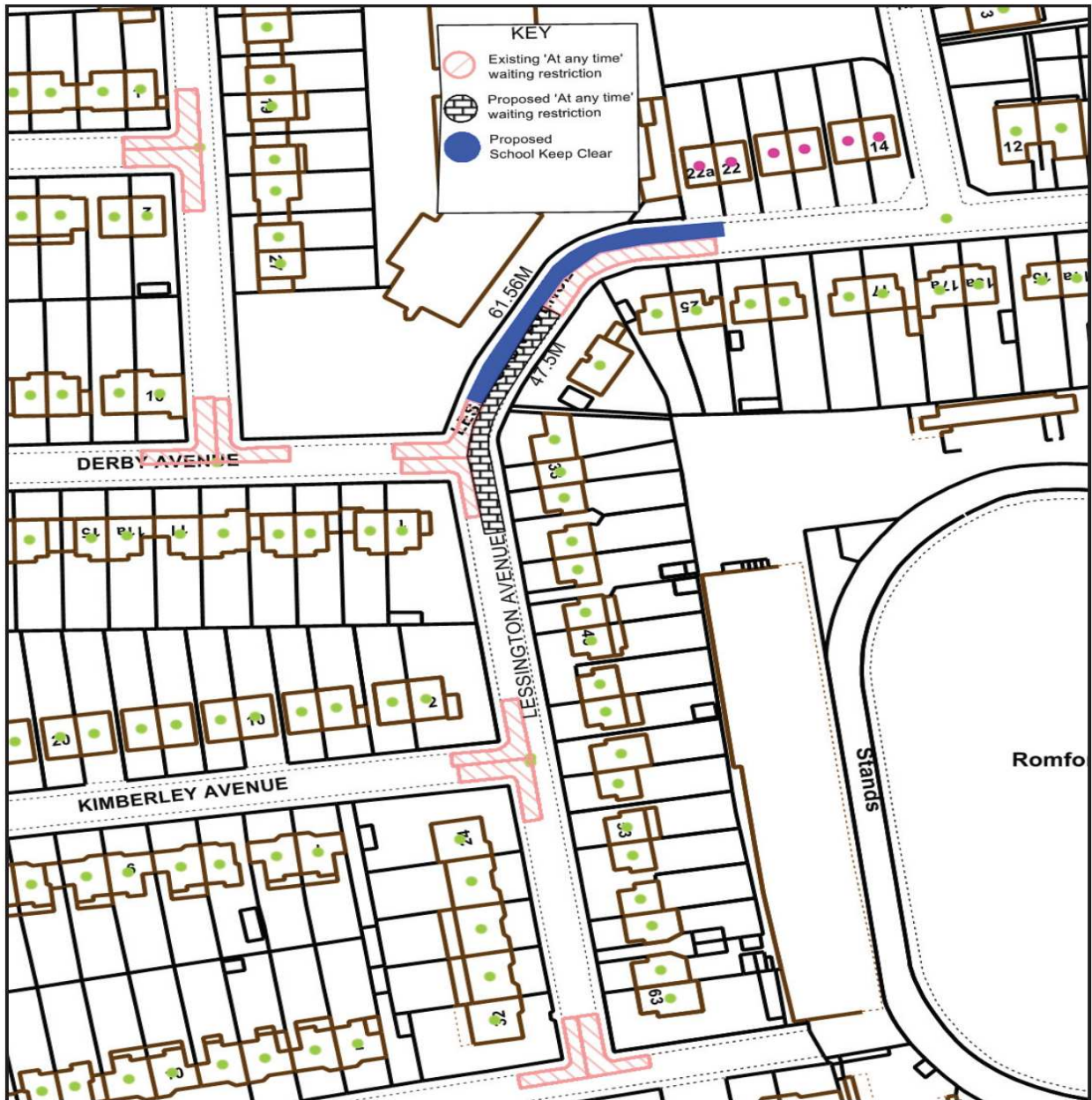
All proposals included in the report have been publicly advertised and subject to public consultation.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking.

As potential/likely equalities issues and concerns raised through the consultation have been factored into the final proposal, officers recommend that the proposed changes be implemented as set out in option b of this report and the effects be monitored on a regular basis.

BACKGROUND PAPERS

Appendix A – Lessington Avenue



Lessington Avenue	
	Scale: 1:1000 Date: 03 April 2014
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HIGHWAYS ADVISORY COMMITTEE

Date 15 April 2014

REPORT

Subject Heading:

Pettits Lane – TPC 259 - Marshalls Park School Proposed extension to the School Keep Clear.

Report Author and contact details:

Mitch Burgess
01708 432801
Mitch.Burgess@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 Pettits Lane with regards to the extension of the School Keep Clear. The proposed measures should improve safety at the access to the school which is experiencing problems with obstructive parking.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Community Empowerment that the proposals as shown on **Appendix A** of this report be:

- a. That the scheme is implemented as advertised and the effect of the scheme be monitored.

Members note that the estimated cost of this scheme as set out in this report is £500 and can be funded from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background & Outcome to Public Consultation

- 1.1 Following a request from the Business Manager of Marshalls Park School and StreetCare Officers, the item was presented to The Highways Advisory Committee in November 2013 where it was agreed in principal to design and consult of proposals.
- 1.2 Approximately 10 letters were hand delivered to the area on 13th December 2013 with a closing date of 3rd January 2014.
- 1.3 By the close of consultation, 1 response had been received supporting the proposals although they made reference to the congestion in the area caused by the traffic signals in the vicinity of the school. As all traffic signals are managed by Transport for London this information has been passed on to them requesting that they contact the resident to provide them with the necessary information.
- 1.4 Additionally Key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press.

2.0 Staff Comments

- 2.1 The extension of the School Keep Clear marking is considered to be very important to the operation of the school site. This will vastly improve the safety of road users and visitor, in particular school children. It will also aid in improving access to the school site as we have received a number of

reports of obstructive parking. We would recommend these proposals be implemented as proposed and Officers will continue to monitor the site to ensure that the new parking arrangements work sufficiently for the area. Any subsequent proposals will be put to this Committee.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Lead Member the implementation of the above scheme.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £500 including advertising costs. This cost can be met from the 2014/2015 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 to actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Extensions of School keep clear markings require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

Equalities implications and risks:

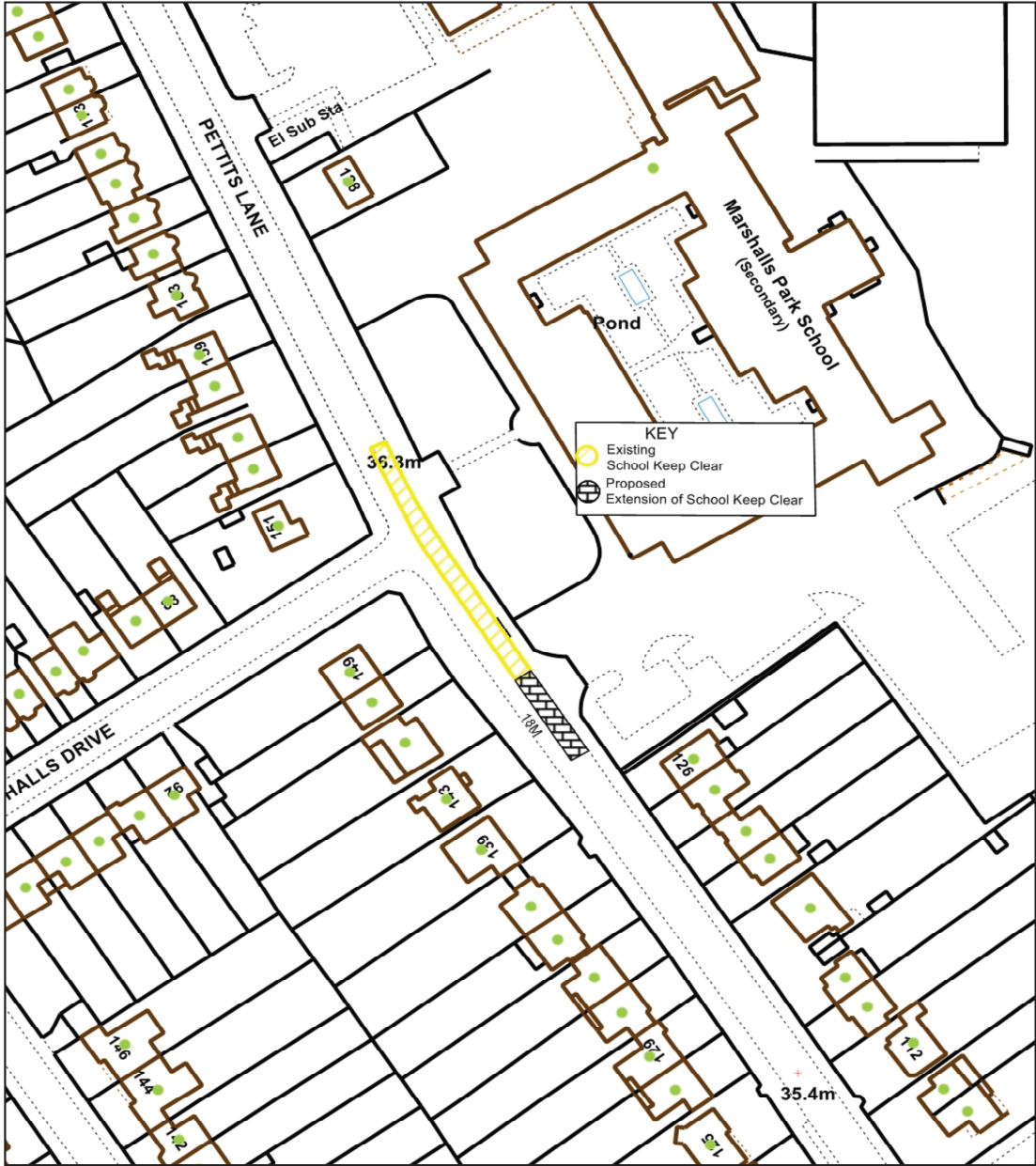
All proposals included in the report have been publicly advertised and subject to public consultation.







We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking.

As potential/likely equalities issues and concerns raised through the consultation have been factored into the final proposal, officers recommend that the proposed changes be implemented as set out in this report and the effects be monitored on a regular basis.

BACKGROUND PAPERS

Appendix A – Pettits Lane



<p>Pettits Lane</p>	
  	<p>Scale: 1:1000 Date: 03 April 2014</p> 
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HIGHWAYS ADVISORY COMMITTEE

15 April 2014

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
APRIL 2014**

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
15th April 2014

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								
None to report this month								
SECTION B - Highway scheme proposals without funding available								
H1	Ockendon Road, by Sunnings Lane	Provision of pedestrian refuge to assist people crossing the road	Feasible but not funded.	None	£8k	Cllr Hawthorn	20/03/2014	Cllr Hawthorn
H2	Dagnam Park Drive, near Settle Road, Harold Hill	Request to remove speed cushions as residents are experiencing vibration	Would reduce noise/ vibration from larger vehicles, but may reduce effectiveness of wider traffic calming scheme, although there is other calming nearby.	None	£3k	Cllr Murray	25/03/2014	Cllr Murray
H3	Cambourne Avenue, Harold Hill	Request for 20mph speed limit or other restriction to deal with skop lorries, large vans etc using street to access Faringdon Avenue rather than Tangent Link	Road traffic-calmed and so 20mph Zone would be relatively simple to provide. A weight limit (7.5 tonne) or a width restriction (as in St Neot's Road) might discourage/ prevent some undesirable traffic although this could lead to similar complaints from parallel routes.	None	£5k to £20k	Cllr Light	15/03/2014	Cllr Light

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

**Highways Advisory Committee
15th April 2014**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H4	Hacton Lane, junction with Alma Avenue	Signalisation of junction	Feasible but not funded. Would provide strong opportunity to improve safer east-west access for pedestrians and bike riders. May also help regulate traffic flow and speed in this section of Hacton Lane.	None	c£250k	Resident	27/03/2014	N/A
H5	Philip Road, junction with New Road, Rainham	Reinstatement of banned right turn onto New Road and U-turn ban on eastbound side of New Road at this junction.	Feasible, but not funded. May require similar review for parallel routes.	None	£8k	Resident	01/04/2014	ENQ-0150819
H6	Slewins Lane, Emerson Park	Request for a pedestrian crossing near Haynes Park to improve pedestrian access to park and local bus stops (possibly a zebra crossing)	Feasible but not funded.	None	£20k	Resident	04/04/2014	ENQ-0164098

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

**Highways Advisory Committee
15th April 2014**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H7	Dagnam Park Drive, near Brookside School	In response to serious concerns for pupils safety, crossing the road to attend brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph.	Feasible but not funded. Speed limit change alone unlikely to significantly reduce speed and traffic calming will be required, but such that is compatible with a bus and feeder route. Adjacent side roads may need similar treatment for local limit to be logical.	None	£50k	1738 signature Petition received by Council via Cllr Murray	04/04/2014	Cllr Murray
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)								
None to report this month								

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HIGHWAYS ADVISORY COMMITTEE

15 April 2014

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS
April 2014**

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	<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 10 in 2013/14, 90K 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.

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									
TPC425	Kyme Road	Conversion of disc parking to parking meters	Feasible	No	LBH Revenue	£1,000	Cllr Curtin	02/04/2014	Romford Town
TPC426	London Road St Andrews Road Norfolk Road Knighton Road Longsdale Road Cromer Road Kensington Road Eastbury Road	Convert the existing disc bays in London Road and the side roads into short term pay and display and metre parking	Officers have monitored these sites and the view is that the facility of disc parking is not used and kerb space is sometimes empty. It would be more beneficial to the businesses to introduce a form of short term parking facility	No	LBH Revenue	Cannot be quantified at this stage	Cllr Tebbutt & Council Officers	02/04/2014	Brooklands & Romford Town
TPC427	Crow Lane	Request for double yellow lines either side of the cemetery entrance.	Feasible and Officers recommend approval to ensure that access is maintained at all times. Request double yellow lines	No	LBH Revenue	£800	Ian Hulif the cemetery manager	02/04/2014	Brooklands
TPC428	Petersfield Avenue	Request for double yellow lines to prevent parking near pedestrian refuges at the parade of shops	opposite shopping parade as buses and other large vehicles are struggling to move along the carriageway due to parked vehicles on both sides of the highway. Officers agree that there are issues at this location and are further supported by the number of occasions that the scheme has been requested.	June 2011 TPC48, Jan 2012 TPC180, April 2012 TPC214, May 2012 TPC243	LBH Revenue	£700	Alan Ford, London Buses	03/04/2014	Gooshays
TPC429	Clydesdale Road/South Street, Romford	Request to extend the existing CPZ into South Street for residents residing in maisonettes at corner of Clydesdale Road and South Street	With the implementation of the residents parking scheme in to Clydesdale Road, a resident in the maisonettes on South Street has highlighted that there is now no parking provision for them and makes the request to be included in the zone.	December 2011 TPC174 - rejected	LBH Revenue	£1,000	Resident	01/04/2014	Hylands
TPC430	Hornchurch Road	Request from St. Mary's Catholic Primary School for School Keep Clear Markings across both entrances	Parents/guardians are ignoring the existing parking restrictions which are No Waiting Mon - Sat 8am - 6.30pm and the school staff feel that School Keep Clear markings will have more effect. The school are being very pro-active in dealing with parking issues.	No	LBH Revenue	£1,500	St Mary's Catholic Primary School	02/04/2014	Hylands
TPC431	Hornford Way	Request for 'At any time' waiting restrictions within the turning head located in Hornford Way	Commuters working/visiting the hospital are parking within the turning head obstructing residents within Hornford Way	NO	LBH Revenue	£700	Group Manager of Traffic and Parking Control	04/04/2014	Brooklands
TPC432	Neptune Close	Request for 'At any time' waiting restrictions in the access road due to vehicles parking causing obstructions	Road users are finding it difficult to access this road due to vehicles parking either side. Officers support the scheme to maintain access for all vehicles especially emergency vehicles	NO	LBH Revenue	£700	Resident MP John Crudas Mike Spendiff Team Leader to Passenger Transport for Havering	04/04/2014	South Hornchurch

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