



## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
8 July 2014**

**Town Hall, Main Road,  
Romford**

Members 11: Quorum 4

**COUNCILLORS:**

**Conservative  
( 5)**

**Residents'  
( 4)**

**UKIP  
( 1)**

**Independent  
Residents'  
1)**

Ray Best (Vice-Chair)  
Frederick Thompson  
John Crowder  
Dilip Patel  
Carol Smith

June Alexander  
Barry Mugglestone  
John Mylod  
Ron Ower

Ian de Wulverton  
(Chairman)

David Durant

**For information about the meeting please contact:**

**Taiwo Adeoye 01708 433079  
taiwo.adeoye@onesource.co.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 COMMITTEE MEMBERSHIP

To note the membership of the Committee

### 4 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.*

### 5 MINUTES (Pages 1 - 10)

To approve as a correct record the minutes of the meeting of the Committee held on 15 April 2014, and to authorise the Chairman to sign them.

### 6 TPC350 CUMBERLAND CLOSE, HORNCHURCH - PROPOSED RESIDENTS PARKING BAY (Pages 11 - 14)

Report attached

**7 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 15 - 20)

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

**8 TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 21 - 28)

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.

**Andrew Beesley**  
**Committee Administration Manager**

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# Public Document Pack Agenda Item 5

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Town Hall, Main Road, Romford  
15 April 2014 (7.30 - 8.55 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Jeffrey Brace, Steven Kelly, Barry Oddy and +Lesley Kelly
<b>Residents' Group</b>	Brian Eagling and John Wood
<b>Labour Group</b>	Denis Breading
<b>Independent Residents Group</b>	David Durant

Apologies were received for the absence of Councillors Lawrence Webb and Damian White.

+Councillor Lesley Kelly substituted for Councillor White.

Councillor Linda Hawthorn, Pat Murray, Robbie Misir, Pam Light and Linda Trew were also present for part of the meeting.

There were 15 members of the public present at the meeting.

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

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

**77 MINUTES**

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

78 **MAWNEY ROAD - TPC355 PROPOSED IMPLEMENTATION OF 'AT ANY TIME' RESTRICTIONS - COMMENTS TO ADVERTISED PROPOSALS**

The report before the Committee detailed responses received to the advertised proposals to introduce 'At Any Time' waiting restrictions in Mawney Road outside and opposite the entrance of King Georges Park.

These proposals were designed to deter motorists from parking in the vicinity of the pedestrian island which had been reported to be causing a conflict to traffic movements and congestion, especially to the local bus services.

The proposals were designed to ensure that traffic flow was maintained on one of the busiest roads in to Romford, especially during traffic sensitive times, mornings and evenings. This design would 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 would offer improvements to forward visibility for pedestrians and other road users.

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

The report stated that officers fully supported the scheme as advertised and the effects would be monitored.

With the agreement of the Committee, Councillor Linda Trew addressed the committee.

Councillor Trew explained that local residents had been verbally abused by people who had parked inconsiderately in front of resident driveways.

A Member of the Committee was of the view that the parking helped to slow the traffic down on this stretch of the road as motorists were known to be speeding on Mawney Road.

The Committee was in agreement that the double yellow lines were required to ensure that traffic flow was maintained on this road.

Following the brief discussion, the Committee, **RESOLVED**

- a. To recommend to the Cabinet Member for Community Empowerment that the 'At Any time' Waiting Restrictions which would prevent obstructive parking and improve traffic flow in the vicinity of the pedestrian refuge be implemented as detailed in appendix A of the report and the effect of the scheme be monitored

- b. That the estimated cost of the scheme as set out in the report at £800 would be funded from the 2014/15 Minor Parking Schemes budget.

The voting was eight in favour, one against and one abstention.

79 **TPC339 PROPOSED SCHOOL KEEP CLEAR MARKINGS AND CONVERSION OF EXISTING OPERATIONAL HOURS - ANNAN WAY & AYR WAY - COMMENTS TO ADVERTISED PROPOSALS**

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

- a) To recommend to the Cabinet Member for Community Empowerment 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.
- b) To 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 would be monitored once implemented for a period of six months.

80 **TPC 357 BUTTS GREEN ROAD, HORNCHURCH PARKING REVIEW - COMMENTS TO ADVERTISED PROPOSALS**

The Committee considered a report that detailed responses received to the advertised proposals for the Butts Green Parking Review.

At its meeting on 12 November 2013, the Committee agreed in principle that a review of the parking in the Butts Green Road area and in the vicinity of the new Tesco Store be undertaken.

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.

The report detailed that the design principles was to prevent commuters from taking up available car parking spaces which would be used by the customers of local businesses. Appendix A detailed proposed site plans to convert to pay and display parking areas.

The proposal also outlined extending 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.

Another part of the proposal detailed implementing 'At Any Time' waiting restrictions on Butts Green Road on the opposite side to the shops to improve traffic flow for all road users.

At the close of the public consultation, a petition was received from one of the businesses, containing 17 signatures stating that the proposals would not benefit businesses, residents or customers of this area and they requested no changes to the current parking arrangements.

The report detailed the view of officers that 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.

The introduction of pay and display parking in popular local shopping areas had proved beneficial in promoting vitality in the local area and managing out commuter parking.

The pay and display parking facilities on Butts Green Road would be operational between 8.00 a.m. and 6.30 p.m. on Monday to Saturday inclusive.

The introduction of waiting restrictions in the proposed area would 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 was the case for Butts Green Road, Wykeham Avenue and Walden Road.

The report added that parking on junctions and the apexes of bends causes traffic conflict, congestion and safety issues for all road users. Forward visibility was greatly compromised for pedestrians when vehicles are turning into side roads from Butts Green Road.

Officer concluded that they would monitor the effects should the scheme be implemented and report any requests for further parking restrictions to the Highways Advisory Committee.

During the general debate Members discussed whether the scheme would actually improve parking issues and road safety faced by residents, businesses and visitors in the area. The Committee was generally not in support of the Pay & Display scheme proposed. A Member also suggested that the 'At Any Time' waiting restrictions in Walden Road and Wykeham Avenue be implemented only on the North side of the roads.

The Committee **RESOLVED**:



To recommend to the Cabinet Member for Community Empowerment that the Pay and Display proposal be abandoned and the proposed waiting restriction for Walden Road and Wykeham Avenue shown on the appended plan be implemented only on the north side in each road. And that the effects would be monitored for a duration following the implementation with remedial action being considered.

**81 TPC 331 - WARRINER AVENUE - PROPOSED PAY & DISPLAY**

The report before the Committee detailed responses 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.

At its meeting on July 2013 the Committee agreed in principle to design and consult on proposals to convert the existing free parking bay to a Pay and Display parking area.

A Member of the Committee was of the view that a limited stay parking bay would be ideal in the area instead of the proposed pay and display. He added that a similar scheme was in place in Harold wood and working well.

The Committee considered the report and **RESOLVED:**

- a. To recommend to the Cabinet Member for Community Empowerment that the proposals shown on Appendix A detailing the Pay and Display operational Monday to Saturday 8am – 6.30pm be Implemented as advertised and effect be monitored;
- b. That the estimated cost of the scheme estimated at £5,000 would be funded from the 2014/15 Minor Parking Schemes budget.

**82 LESSINGTON AVENUE - TPC329 PROPOSAL TO INSTALL SCHOOL KEEP CLEAR MARKINGS AND NO WAITING AT ANY TIME WAITING RESTRICTIONS**

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

- To recommend to the Cabinet Member for Community Empowerment that the No Waiting at anytime restrictions and School Keep Clear markings shown on Appendix 1 of the report be implemented as advertised;
- That the estimated cost of the scheme as set out in the report was £1000 and would be funded from the 2014/15 Minor Parking Schemes budget.

The voting was nine in favour and one abstention.

**83 PETTITS LANE - TPC 259 - MARSHALLS PARK SCHOOL. PROPOSED EXTENSION TO THE SCHOOL KEEP CLEAR**

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

- To recommend to the Cabinet Member for Community Empowerment that the proposals shown on appendix A of the report be implemented as advertised and the effect of the scheme be monitored.
- That the estimated cost of this scheme as set out in the report was £500 and would be funded from the 2014/15 Minor Parking Schemes budget.

**84 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:

<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
<b>SECTION A - Highway scheme proposals with funding in place</b>			
H1	Ockendon Road, by Sunnings Lane	Provision of pedestrian refuge to assist people crossing the road	<b>REJECTED</b>
H2	Dagnam Park Drive, near Settle Road, Harold Hill	Request to remove speed cushions as residents are experiencing vibration  (Committee decided that Officers look at the cushions and report back)	<b>Proposal to Reject LOST 4-6</b>  <b>AGREED 6-4</b>
H3	Cambourne Avenue,	Request for 20mph speed limit or other restriction to deal with skip lorries, large vans etc. using street to access	<b>DEFERRED</b>

	Harold Hill	Farringdon Avenue rather than Tangent Link	
H4	Hacton Lane, Junction with Alma Avenue	Signalisation of junction	<b>REJECTED</b>
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.	<b>REJECTED 6-4</b>
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)	<b>REJECTED</b>
H7	Dagnam Park Drive, near Brookside School from 30mph to 20mph.	In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit	<b>DEFERRED 9-1</b>

## 85 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:

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

<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
<b>TPC425</b>	Kyme Road	Conversion of disc parking to parking meters	<b>AGREED</b>
<b>TPC426</b>	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	<b>AGREED</b>
<b>TPC427</b>	Crow Lane	Request for double yellow lines either side of the cemetery entrance by 10 metres.	<b>AGREED</b>
<b>TPC428</b>	Petersfield Avenue	Request for double yellow lines to prevent parking near pedestrian refuges at the parade of shops	<b>PROPOSAL TO PUT ON HOLD FOR SIX MONTHS 7-3</b>
<b>TPC429</b>	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	<b>REJECTED 7-3</b>
<b>TPC430</b>	Hornchurch Road	Request from St. Mary's Catholic Primary School for School Keep Clear Markings across both entrances	<b>REJECTED</b>
<b>TPC431</b>	Hornford Way	Request for 'At any time' waiting restrictions within the turning head located in Hornford Way	<b>REJECTED 8-2</b>
<b>TPC432</b>	Neptune Close	Request for 'At any time' waiting restrictions in the access road due to vehicles parking causing obstructions	<b>REJECTED 8-2</b>

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**Chairman**

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**HIGHWAYS  
ADVISORY  
COMMITTEE**  
8 July 2014

**REPORT**

**Subject Heading:**

TPC350 Cumberland Close, Hornchurch –  
Proposed Residents Parking Bay

**Report Author and contact details:**

Iain Hardy  
Technical Officer  
iain.hardy@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 a residents' parking bay in Cumberland Close, which was agreed in principal by this Committee at its meeting on 13<sup>th</sup> August 2013 and recommends a further course of action

## RECOMMENDATIONS

That the Committee having considered the representations made recommends to the Cabinet Member for Environment that:

- A. The minor parking scheme to introduce a residents' parking bay at the end of Cumberland Avenue, which will provide additional parking for residents only, be implemented as advertised.
- B. The effect of the scheme be monitored
- C. Members note that the estimated cost of this scheme as set out in this report is £800 and can be funded from the 2014/15 Minor Parking Schemes budget

## REPORT DETAIL

### **1.0 Background and outcome of consultation**

- 1.1 Following a request from residents to introduce a residents' parking bay adjacent to nos. 8 – 14 Cumberland Close, proposals were agreed in principle by this Committee in August 2013.
- 1.2 The proposals were subsequently designed and publicly advertised. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised of them by a letter and copy of the plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.3 At the close of consultation on Friday 14 March 2014, no responses were received to the formal consultation.

### **2.0 Staff Comments**

- 2.1 As there were no responses received to the proposals, it is considered that they were well received and should be implemented as advertised.



## 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 £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 an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

### **Legal implications and risks:**

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

### **Human Resources implications and risks:**

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

### **Equalities implications and risks:**

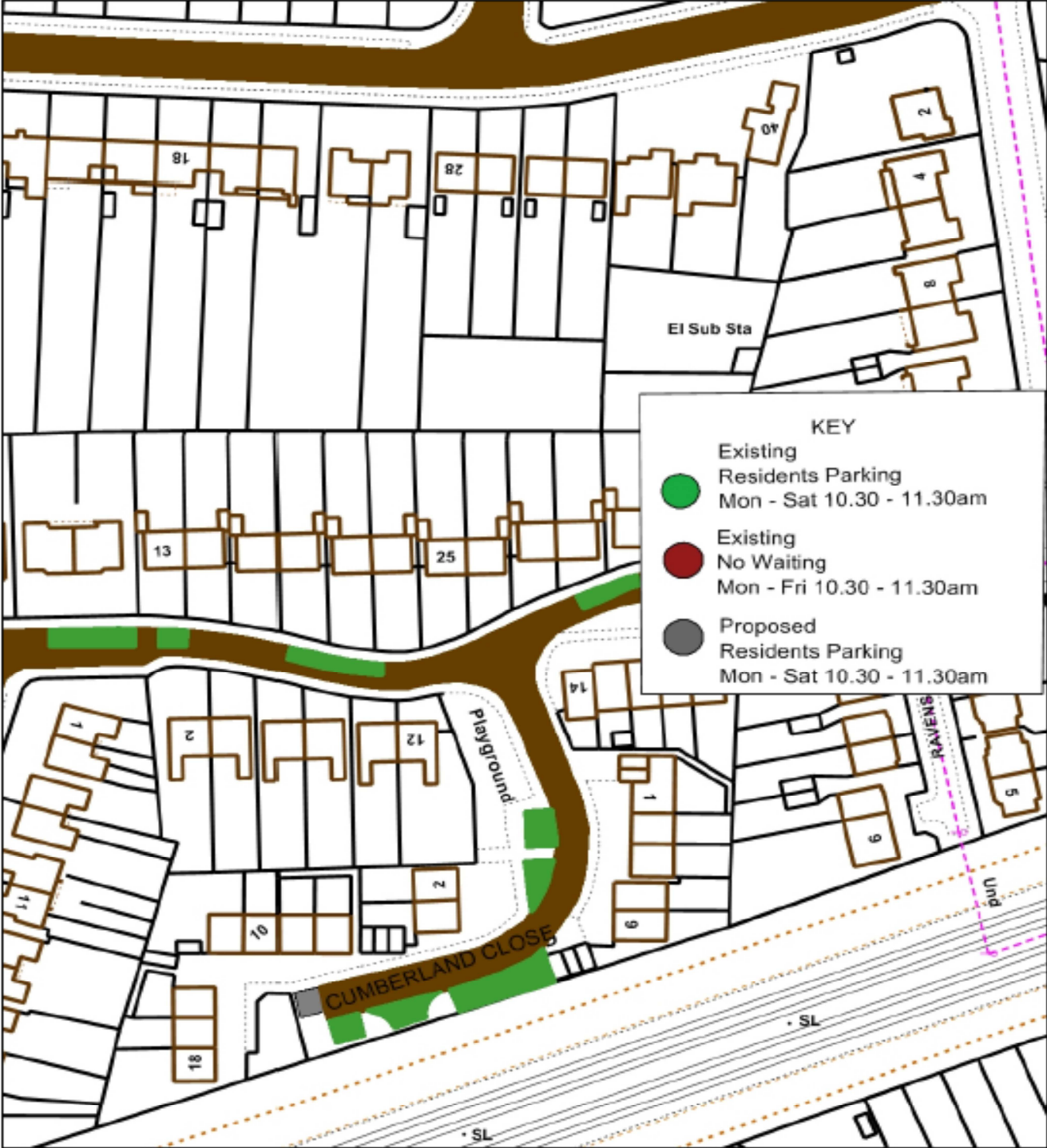
All proposals included in the report have been publicly advertised and subject to public consultation.

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 a of this report and the effects be monitored on a regular basis.

**BACKGROUND PAPERS**

**Appendix A**



<p><b>TPC 350 Cumberland Close</b></p>	
	<p><b>Scale: 1:1000</b></p> <p><b>Date: 12 February 2014</b></p>
	<p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BQ Tel: 01708 434343</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100024327</p>

# HIGHWAYS ADVISORY COMMITTEE

8 July 2014

# REPORT

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
July 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  
8th July 2014

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
<b>SECTION A - Highway scheme proposals with funding in place</b>								
H1	Loom Grove and Rushdon Close	Local parking review to incorporate recently adopted Loom Grove within RO3 parking zone and establishment of 20mph Zone in both streets.	Funding provided through S106 agreement (P0206.10) for local parking review, 20mph Zone and street lighting improvements.	S106	£44k	Mark Philipotts LBH Streetcare	30/04/2014	N/A
H2	Juliette Mews and Shaftesbury Road	Local parking review to incorporate recently adopted Juliette Mews within RO3 parking zone.	Funding provided through S106 agreement (P0446.10) for local parking review, street lighting improvements and footway improvements.	S106	£30k	Mark Philipotts LBH Streetcare	30/04/2014	N/A
<b>SECTION B - Highway scheme proposals without funding available</b>								
H3	Rosedale Road	Speed humps and a 20mph speed limit to deal with speeding drivers	Feasible but not funded	None	£22k	Resident	30/04/2014	
H4	Finucane Gardens and Bader Way	Speed humps to deal with speeding drivers and damage to vehicles	Feasible but not funded	None	£39k	Hornchurch Residents' Association	30/04/2014	

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

**Highways Advisory Committee  
8th July 2014**

Item Ref	Location	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H5	Poplar Street	Request for traffic calming	Feasible but not funded. Would need to include other streets in estate to make scheme worthwhile.	None	£50+	Resident	30/06/2014	ENQ-0172434
H6	King Edward Avenue	Request for speed humps	Feasible but not funded. Would need to include other streets in estate to make scheme worthwhile.	None	£12k	Resident	30/06/2014	ENQ-0180577
H7	Osborne Road, by park	Request for zebra crossing	Feasible but not funded.	None	£25k	Resident	30/06/2014	ENQ-0178354
H8	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. DEFERRED FROM APRIL 2014 (ITEM H2). Other options change 3 humps to 2, provide calming elsewhere in street, humped zebra - all may still receive complaints	None	£3k+	Former Cllr Murray	25/03/2014	N/A
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>								
None to report this month								



# HIGHWAYS ADVISORY COMMITTEE

8 July 2014

# REPORT

**Subject Heading:**

**TRAFFIC AND PARKING SCHEME  
REQUESTS  
July 2014**

**Report Author and contact details:**

**Ben Jackson  
Traffic & Parking Control, Business  
Unit Engineer (Schemes, Challenges  
and Road Safety Education & Training)  
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 Environment 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 Environment 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 Environment 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 Environment should recommendation for implementation is made and accepted by the Cabinet Member for Environment.
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 1 in 2014/15, 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 Environment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Environment 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 Environment.
- 1.4 Where the Committee recommends to the Cabinet Member for Environment that a scheme should not be progressed subject to the approval of the Cabinet Member for Environment 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 Environment 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 Environment.

## 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 Environment 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 Environment 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 Environment.

## BACKGROUND PAPERS

None.

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

Highways Advisory Committee  
 JULY 2014

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
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>									
TPC456	Corbets Tey Road, between Gaynes Park Road and Little Gaynes Lane	Request for parking restrictions to prevent all day parking at this location and improve sight lines for residents egress from their driveways.	This area would be the next logical extension of the zone, but it is suggested the zone could be extended up to the vehicle crossover of Nos. 205 Corbets Tey Road	No	LBH Revenue	£1,500	Residents via Councillor Hawthorn	19/05/2014	Upminster
TPC457	Dame Tipping School North Road, Havering atte-bower	A request has been received to re-mark the existing School Keep Clear Markings but they currently do not meet the requirements of the DfT and do not match the existing TMO.	Officer request to revoke the existing TMO and re-advertise with the minimum length of 25.56m and to change the times to Mon - Fri 8.00am - 5.00pm	No	LBH Revenue	£1,250	Officer	11/04/2014	Havering Park
TPC458	Church Road O/S 70, 72 and 74	Residents of nos 70, 72 and 74 Church Road, Harold Wood have requested the removal of the properties parking bays outside their kerbs as they now all have dropped kerbs and therefore do not serve any purpose.	To remove the bays as requested.	No	LBH Revenue	£500	Councillor Eagling	15/04/2014	Harold Wood
TPC459	Romford Controlled Parking Zone Sector 2B	A Resident of Willow Street has raised a corporate complaint and is requesting for Havering Council to review the cost and time period of visitor permits in Sector 2B.	This would require Havering to review the whole borough rather than an area so that there is consistency and inclusion for all permit holders. The sector 2B in Willow Street has been in place since June 2001 with no complaints of the current visitor permit arrangements to date.	No	LBH Revenue	The cost of such proposals cannot be quantified at this time	Resident	17/04/2014	Brooklands

TPC460	Various	Following a review of the School Keep Clear parking restrictions around all of the infant and junior schools in the borough a large number of the lengths of restriction on the existing TMOs are not compliant with the TRSGD. Also the hours of restriction should be 8.00am - 5.00pm. Additionally there are a number of schools where the lengths on the ground do not match the TMO or the lines have been installed incorrectly. These need the TMOs amended and in some cases the lines burnt off and re-painted. All of the non-compliant restrictions need to legally be re-advertised in order for them to be enforceable.	Officer request that we proceed with the proposed actions	No	LBH Revenue	the expected cost for each school site will be £800-1,000	Officers	29/04/2014	Various
TPC461	Cheslow Ave	There are no parking restriction on the access road to Hacton Primary school and parents are stopping and reversing out, causing safety issues for pedestrians. In the interest of road safety School Keep Clear markings would reduce this problem	To proceed with the proposed actions	No	LBH Revenue	£1,250	Officers	30/04/2014	Hacton
TPC462	Heron Flight Avenue	There are no parking restriction on the access road to St Albans Primary school and parents are stopping and reversing out, causing safety issues for pedestrians. In the interest of road safety School Keep Clear markings would reduce this problem	To proceed with the proposed actions	No	LBH Revenue	£1,250	Officers	30/04/2014	Elm Park
TPC463	Wykeham Primary School Barton Road and Saunton Road	Following the review of the School Keep Clear parking restrictions around all of the infant and junior schools in the borough a large number of the lengths of restriction on the existing TMOs are not compliant with the TRSGD. Also the hours of restriction should be 8.00am - 5.00pm. Wykeham School requires a complete review of the existing restrictions in order to make the restrictions compliant and enforceable	Officers support and recommend the scheme is approved to improve road safety for those attending or visiting the school.	No	LBH Revenue	£1,500	Officer	30/04/2014	Hylands
TPC464	Church Road - Harold Court School	Following the expansion of Harold Court Primary School and as part of the planning consent, a complete review of the existing parking restrictions is required, which will include removing the existing SKC and some resident parking bays (the latter having already been requested by residents - see TPC464). Proposing SKC in place of a residents bay and kiss and ride bays with a short term wait of 5 mins in Church Road and Court Avenue.	Officers support and recommend the scheme is approved to improve road safety for those attending or visiting the school.	No	LBH Revenue	£1,500	Officer	30/04/2014	Harold Wood

<b>TPC465</b>	Branfill Primary School Cedar Road	Following the installation of traffic calming it has been reported that vehicles are being parked on both sides of the carriage way at school pick up and drop off times. It has been suggested that we extend the existing no waiting at any time on the east side up to the boundary of no. 49. The alternative is to propose No Waiting Mon - Fri 8.00am - 5.00pm which is also the time we would like to change the School Keep Clears to.	Officers support and recommend the scheme is approved to improve road safety for those attending or visiting the school.	No	LBH Revenue	£1,000	Officer	06/05/2014	Upminster
<b>TPC466</b>	R. J Mitchell Primary School	Vehicles are being parked on a blind bend opposite the school including across vehicle accesses causing safety issues. It is suggested that a No Waiting Mon - Fri 8.00am - 5.00pm may protect the junction whilst still allowing loam and unloading to a brief period. Alternatively a school keep clear marking could be considered as it is intended to prevent vehicles from even stopping but is more invasive for residents.	Officers support and recommend the scheme is approved to improve road safety for those attending or visiting the school.	No	LBH Revenue	£1,100	Officer	09/05/2014	Elm Park

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