



# Haverling

L O N D O N B O R O U G H

## HIGHWAYS ADVISORY COMMITTEE RE-PUBLISHED AGENDA

7.30 pm

Tuesday  
14 October 2014

Town Hall, Main Road,  
Romford

Members 11: Quorum 4

**COUNCILLORS:**

**Conservative**

**(5)**

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

**Residents'**

**(3)**

June Alexander  
Barry Mugglestone  
John Mylod  
Ron Ower

**UKIP**

**(1)**

Ian de Wulverton  
(Chairman)

**Independent  
Residents'**

**(1)**

David Durant

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

**Taiwo Adeoye 01708 433079  
taiwo.adeoye@onesource.co.uk**

## **Protocol for members of the public wishing to report on meetings of the London Borough of Havering**

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

## 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 - 12)

To approve as a correct record the minutes of the meeting of the Committee held on 16 September 2014, and to authorise the Chairman to sign them.

### 5 PROPOSED LOADING BAY AND PARKING IMPROVEMENTS IN STATION ROAD HAROLD WOOD (Pages 13 - 34)

Report attached

### 6 TPC 296 - UPMINSTER CPZ PARKING REVIEW - COMMENTS TO ADVERTISED PROPOSALS (Pages 35 - 52)

Report attached

**7 TPC351 SUNNYSIDE GARDENS - PROPOSED CHANGE OF DISC PARKING BAY TO TIME LIMITED PARKING BAY** (Pages 53 - 58)

Report attached

**8 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 59 - 66)

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

**9 TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 67 - 74)

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

**10 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**

# Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Town Hall, Main Road, Romford  
16 September 2014 (7.30 - 10.40 pm)**

**Present:**

**COUNCILLORS**

**Conservative Group** Ray Best (Vice-Chair), Frederick Thompson,  
John Crowder, Carol Smith and +Viddy Persaud

**Residents' Group** June Alexander, Barry Mugglestone, John Mylod and  
+Julie Wilkes

**UKIP** Ian de Wulverton (Chairman)

**Independent Residents  
Group** David Durant

Apologies were received for the absence of Councillors Dilip Patel and Ron Ower.

+Substitute members: Councillor Viddy Persaud (for Dilip Patel) and Councillor Julie Wilkes (for Ron Ower).

All decisions were taken with no votes against.

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

There were no declarations of interest.

**20 MINUTES**

The minutes of the meeting held on 12 August 2014 were agreed as a correct record and signed by the Chairman.

**21 TPC419 TOWERS SCHOOL, OSBORNE ROAD- PROPOSED NEW AND  
AMENDMENTS TO SCHOOL KEEP CLEAR MARKINGS (COMMENTS  
TO ADVERTISED PROPOSALS)**

This item was deferred at officer's request for further investigation. Residents would be re-consulted once the investigations had taken place.

22 **BROOKLANDS ACCIDENT REDUCTION PROGRAMME - CROW LANE PROPOSED SAFETY IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a consultation for the provision of an Accident Reduction Programme. The report also included details of the findings of the feasibility study, public consultation and recommended that safety improvements be approved.

The report identified safety improvements in the area including speed tables, speed cushions, pedestrian refuges with speed cushions, mini roundabout improvements including dome alteration, kerb build-out and approach speed cushions, road signs and road markings were proposed.

In accordance with the public participation arrangements the Committee was addressed by a local resident who was speaking on behalf of the London Cycling Campaign who had originally expressed doubts regarding the suitability of the scheme, however following consultation with officers and a slight re-design of the scheme the resident was now in favour of the proposed scheme.

Following a brief debate during which Members received clarification on accident rates in the area and the effectiveness of the speed cushions being proposed, the Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Empowerment that the safety improvements as detailed below and shown on the relevant drawings be implemented
  - (a) Crow Lane east of Warley Avenue (Outside property Nos. 352/354)  
(Plan No:QN001/1 )
    - Speed Table.
  - (b) Crow Lane / Alan Garden Junction (Plan No:QN001/1)
    - Speed Table
  - (c) Crow Lane in the vicinity of Property No. 139 (Plan No:QN001/2 )
    - Speed Table
  - (d) Crow Lane / Jutsums Lane Mini Roundabout (Plan No:QN001/3 )
    - Kerb build-out with hazard markers
    - Alteration to the dome section
  - (e) Crow Lane west of Bernard Road (Plan No:QN001/4 )
    - Speed Table
  - (f) Crow Lane / Sandgate Close (Plan No:QN001/5 )
    - Alteration to existing kerb build-out
    - Dome section alteration
2. That, the Committee having considered the representations made in response to the public consultation process, recommend to the

Cabinet Member for Community Empowerment that the pedestrian refuges with speed cushions at the Crow Lane/Jutsums Lane mini roundabout; approach speed cushions at the Crow Lane/Sandgate Close mini roundabout and speed cushions along Crow Lane between Sandgate Close and Dagenham Road be omitted from the original proposals as shown on Appendix 2. A further report would be submitted to a future Committee meeting with amendments to these proposals.

3. That, it be noted that the estimated costs of £85,000, could be met from the Transport for London's (TfL) 2014/15 financial year allocation to Havering for Accident Reduction Programme.

23 **77-79 BUTTS GREEN ROAD - PROPOSED REMOVAL OF BUS STOP FOOTWAY BUILD-OUT (OUTCOME OF PUBLIC CONSULTATION )**

The report before the Committee set out the comments received in response to a public consultation on a proposal to remove the footway build-out from the bus stop outside 77/79 Butts Green Road and sought a recommendation to the Cabinet Member for Environment that the build-out be retained to ensure that the bus stop remained accessible to all.

A Recommendation on this matter was deferred for a period of 6-months by the Committee at its meeting of 18 March 2014.

With its agreement Councillor Roger Ramsey addressed the Committee.

Councillor Ramsey commented that the scheme had been in place for a period of six months and had in general been accepted by local residents and businesses. Councillor Ramsey recommended that the scheme be left in place.

During a brief debate Members discussed the effectiveness of the scheme and agreed that in its infancy there had been teething problems with vehicles striking the build-out and its directional arrow. A Member considered that undoing a scheme which complied with the Disability legislation was not a change that should be supported.

Following the debate it was **RESOLVED** that:

1. The Committee having considered the representations made recommend to the Cabinet Member for Environment that the current road layout be retained, complete with the footway built-out and that the corner kerb of the build-out and directional sign be repaired to enable officers to determine if the kerb or sign was still the subject of vehicle strikes.

The vote for the resolution was carried by 10 to 0 with 1 abstention.

Councillor Durant abstained from voting.

24 **BUS STOP ACCESSIBILITY - WINGLETYE LANE (OUTCOME OF PUBLIC CONSULTATION)**

The Committee considered a report that set out the responses to a consultation for the provision of fully accessible bus stops along Wingletye Lane.

The report detailed that improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities could help with making bus stops fully accessible to all people. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this would only be appropriate where carriageways were very wide.

The introduction of bus stop clearways improved the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It was important with the provision of buses in London that were fully wheelchair accessible, because the benefits of low-floor/ kneeling buses were considerably reduced (if not removed) if the bus could not be positioned next to the kerb.

By the close of consultation, 8 responses had been received as set out in Appendix I of the report.

London Buses had raised no concerns generally, but had requested a site meeting with officers to review the stop proposed for outside 68 to 71 Wingletye Lane.

With its agreement Councillor Roger Ramsey addressed the Committee.

Councillor Ramsey commented that several residents had objected to the siting of the bus stop outside of 215-221 Wingletye Lane as the site was on a bend in the road and opposite another bus stop.

During a brief debate Members discussed the proposed siting of the bus stops and their impact on traffic movements.

The Committee **RESOLVED**:

- 1) That having considered the representations made recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Wingletye Lane set out in the report and shown on the following drawings (contained within Appendix I) were implemented;

- QN008-OF-A49-A



- QN008-OF-A50-A
- QN008-OF-A51-A
- QN008-OF-A52-A
- QN008-OF-A53&54-A
- QN008-OF-A55&56-A (existing south-bound stop)
- QN008-OF-A57-A
- QN008-OF-A58-A

- 2) Following a motion that in relation to the proposed bus stop outside 215 to 221 as shown on Drawing QN008-OF-A55&56-A (north-bound stop), the Committee having considered the representations made, **RESOLVED** that the proposal was deferred and the Head of Streetcare investigate any other possibilities, noting the general geometry of Wingletye Lane in that location.

That it be noted that the estimated cost of £46,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

The vote for the resolution to defer recommendation two was carried by 9 votes to 0 with 2 abstentions.

Councillors Alexander and Wilkes abstained from voting.

## 25 **BUS STOP ACCESSIBILITY - SOUTH END ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before Members set out the responses to a consultation for the provision of fully accessible bus stops along South End Road.

Improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making bus stops fully accessible to all people. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this would only be appropriate where carriageways were very wide.

The introduction of bus stop clearways improved the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It was important with the provision of buses in London that were fully wheelchair accessible, because the benefits of low-floor/kneeling buses were considerably reduced (if not removed) if the bus could not be positioned next to the kerb.

In accordance with the public participation arrangements the Committee was addressed by a local resident who commented that the proposed layby

should be positioned between 304-306 South End Road and not just outside 306 as this was preventing the installation of a dropped kerb to the property.

During a brief debate members discussed the proposed layby and its possible inclusion within a proposed development in Albyns Close.

Following the debate It was **RESOLVED that:**

The Committee having considered the representations made recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on South End Road set out in the report and shown on the following drawings (contained within Appendix I) were implemented;

- QN008-OF-A42&43A
- QN008-OF-A45-A
- QN008-OF-A46-A
- QN008-OF-A47&48A

That in relation to the existing bus stop outside 300 to 314 as shown on Drawing QN008-OF-A44-A, the Committee having considered the representations made **RESOLVED:**

That the proposal be rejected and the Head of StreetCare investigates and consults on relocating the bus stop.

That it be noted that the estimated cost of £30,000 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

## 26 **BUS STOP ACCESSIBILITY - MAWNEY ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee set out the responses to a consultation for the provision of fully accessible bus stops along Mawney Road.

Improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities could help with making bus stops fully accessible to all people. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this would only be appropriate where carriageways were very wide.

The introduction of bus stop clearways improved the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It was important with the provision of buses in London that were fully wheelchair accessible, because the benefits of low-floor/kneeling buses

were considerably reduced (if not removed) if the bus could not be positioned next to the kerb.

By the close of the consultation, 7 responses had been received as set out in Appendix I of the report. In addition, a 19 signature petition had been received objecting to one of the proposals.

London Buses had raised no concerns with the proposals.

In accordance with the public participation arrangements the Committee was addressed by a local resident who commented that a dropped kerb had recently been installed outside of 361 Mawney Road that would prohibit the installation of a bus layby.

It was **RESOLVED:**

1. That the Committee having considered the representations made recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Mawney Road set out in the report and shown on the following drawings (contained within Appendix I ) were implemented;

- QN008-OF-A26-A
- QN008-OF-A27-A
- QN008-OF-A28-A
- QN008-OF-A29-A
- QN008-OF-A30-A
- QN008-OF-A31-A
- QN008-OF-A32-A
- QN008-OF-A33-A
- QN008-OF-A34-A
- QN008-OF-A35-A

2. That in relation to the proposed relocation of the bus stop from outside No.365 to the common boundary of nos. 361 & 363 as shown on Drawing QN008-OF-A25-A, the Committee having considered the representations agreed that the proposal be rejected and the Head of Streetcare investigates any other possibilities, notwithstanding that an alternative arrangement was unlikely.

That it be noted that the estimated cost of £42,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

27 **BUS STOP ACCESSIBILITY - ABBS CROSS LANE (OUTCOME OF PUBLIC CONSULTATION)**

3. The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Abbs Cross Lane set out in the report and shown on the following drawings (contained within Appendix I ) were implemented;

- QN008-OF-A36-A
- QN008-OF-A37-A
- QN008-OF-A38-A
- QN008-OF-A39-A
- QN008-OF-A40-A

2. That it be noted that the estimated cost of £18,000 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

28 **TPC 425 KYME ROAD - PROPOSED CONVERSION OF DISC PARKING TO PAY & DISPLAY AND WAITING RESTRICTIONS (COMMENTS TO ADVERTISED PROPOSALS)**

The report before Members outlined the responses received to the advertised proposals for Kyme Road, where it was proposed to convert an existing Disc Parking bay to Pay and Display, remove a Disc Parking bay and introduce 'At any time' waiting restrictions at the junction of Kyme Road.

During a brief debate members questioned the proposed capital expenditure attached to the scheme as it was felt that the parking bays were under-utilised.

Following the debate it was **RESOLVED** to recommend to the Cabinet Member for the Environment that:

- a. The proposals to convert the existing Disc Parking Bay on the north-eastern side of Kyme Road, remove the existing disc parking bay on the south-western side of Kyme Road and introduce 'At any time' waiting restrictions at the junction of Kyme Road and Brentwood Road, extending into Kyme Road, on the south-western side to cover the area of the existing Disc Parking Bay, be implemented as advertised and as set out in Appendix A to the report.
- b. The effect of the scheme be monitored.

- c. Note that the estimated cost of the scheme as set out in the report was £4500 and could be funded from the 2014/15 Minor Parking Schemes budget.

The vote for the resolution was carried by 10 votes to 0 with 1 abstention.

Councillor Thompson abstained from voting.

29 **TPC 347 HEATH PARK ROAD AND MANOR AVENUE - PROPOSED CHANGE OF DISC PARKING TO PAY AND DISPLAY (COMMENTS TO ADVERTISED PROPOSALS)**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for the Environment that:

- d. the proposals to change the use of the existing Disc Parking facility in Heath Park Road to Pay and Display parking as shown on **Appendix A**, of the report be implemented as advertised;
- e. the proposals to change the use of existing Disc parking bays in Manor Avenue to Pay & Display parking bays as shown in **Appendix B**, of the report be rejected and brought back to the Committee as a limited waiting bay proposal;
- f. Members noted that the estimated cost of the scheme in Heath Park Road as set out in the report was £5,000. £3,500 could be funded from the capital allocation and the remaining £1,500 would be met from the 2014/15 Minor Parking Schemes budget;
- g. Members also noted that the estimated cost of the scheme in Manor Avenue as set out in the report was £5,000. £3,500 can be funded from the capital allocation and the remaining £1,500 would be met from the 2014/15 Minor Parking Schemes budget.
- h. The effect of any agreed scheme/s be monitored.

30 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The report presented Members with all the new highway scheme 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 request:

<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
<b>SECTION B - Highway scheme proposals without funding available</b>			
H1	Redden Court/ Harold Wood area	Stop rat runs around Redden Court/Harold Wood and introduce 20 mph zones	<b>REJECTION</b>
H2	Finucane Gardens, near junction with Penrith Crescent	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	<b>DEFERRED TO SECTION C 10-1</b>
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>			
H3	Westland Avenue, Hornchurch	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	<b>NOTED</b>

**31 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 request:

<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>			
<b>TPC478</b>	Romleigh Park Estate	Request to review parking within the Romleigh Park Estate. Informal consultation with the potential for residents parking.	<b>AGREED</b>

<b>TPC479</b>	Brooklands Ward, Romford	Request to extend the existing Controlled Parking Zone (CPZ) in the Brooklands Ward to include Spring Gardens, Jubilee Avenue, Jubilee Close, Derby Avenue, Lonsdale Avenue, Kimberly Avenue, Ainsley Avenue, Marina Gdns, Richards Avenue, Recreation Avenue and Lessington Avenue	<b>AGREED</b>
<b>TPC477</b>	Rise Park Parade Shops	Request to review parking in Rise Park Parade for possible Pay & Display facilities.	<b>AGREED</b>
<b>TPC480</b>	Brookdale Avenue / Close.	Request for all day parking restrictions in Brookdale Avenue and surrounding roads. To prevent commuter parking all day.	<b>AGREED 10-1 ABSTENTION</b>
<b>TPC481</b>	Mavis Grove, Hornchurch	Request to review parking in Mavis Grove from residents of Draper Court. Double yellow lines on Draper Court side of road to enable elderly residents to cross the road safely.	<b>AGREED 10-1 TO PROVIDE DOUBLE YELLOW 10-1 ABSTENTION CONSULT ON PAY&amp;DISPLAY</b>
<b>SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>			
<b>TPC487</b>	Station Parade & Tadworth Parade, Elm Park	Request to implement loading bay facilities in Station Parade and Tadworth Parade.	<b>AGREED</b>

**32 SUSPENSION OF STANDING ORDERS**

During the discussion of the reports the Committee **RESOLVED** to suspend Committee Procedure Rule 8 in order to complete the consideration of the remaining business of the agenda.

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**Chairman**



# HIGHWAYS ADVISORY COMMITTEE

# REPORT

14 October 2014

**Subject Heading:**

Proposed loading bay and parking improvements in Station Road, Harold Wood.

**Report Author and contact details:**

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

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

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

**SUMMARY**

This report deals with the outcome of a consultation relating to provision of loading facilities for businesses and improving parking for shoppers in Station Road, Harold Wood.

The scheme is within **Harold Wood** ward.

## RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures as listed in Appendix A (Schedule of Proposals nos. 1 to 7) of this report are implemented and the necessary traffic orders are made.
  - i) Schedule 1 – Bus stop and stand,
  - ii) Schedule 2 – Loading bay for businesses,
  - iii) Schedule 3 - Pay & Display parking places,
  - iv) Schedule 4 – Taxi rank parking,
  - v) Schedule 5 – Parking bays to set down and pick up passengers,
  - vi) Schedule 6A - Existing Business Permit Holder only bay,
  - vii) Schedule 6B - Existing Shared Residents/Business Permit Holders bay,
  - viii) Schedule 6C - New Business Permit Holders bay,
  - ix) Schedule 7 – Waiting restrictions.
2. That it be noted the cost of carrying out the works is £25,000. This would be met by Transport for London through the allocation for 2014/15 Local Implementation Plan for improving freight and loading facilities package.

## REPORT DETAIL

### 1. Background

As part of the Local Implementation Plan for 2014/15, funding has been allocated by Transport for London for freight loading facilities in the borough. As a result, Station Road has been progressed to address the problems associated with inconsiderate parking of delivery lorries at the existing bus stop which prevents buses from gaining safe access to the bus stop. While reviewing the loading facilities in Station Road, it has been considered necessary to review the existing parking for shoppers, commuters, residents and businesses.

## 2. Existing traffic conditions in Station Road

- 2.1 Station Road handles considerable amount of both local and through traffic. It is connected to junctions at both ends ie the western end is connected to Gubbins Lane whereas the eastern end is connected to Avenue Road and Queens Park Road. It is also connected by Arundel Road which forms a minor road.
- 2.2 Gubbins Lane is connected to A12 Colchester Road in the north and Squirrels Heath Road in the south which in turn connects to A127 Southend Arterial Road. The above roads convey considerable amount of traffic throughout the day.
- 2.3 Station Road comprises of businesses such as The co-operative food and pharmacy, bakery, food takeaways, Cafe, dry cleaner, news agent, estate agent, hair dressers, Post Office, public house, public library etc. All these businesses attract significant number of customers and delivery of goods throughout the day. Most shops have self-contained residential flats above them and there are business units situated at the rear side of the shops and have a direct access into Station Road. The units attract and generate traffic movements throughout the day.

## Public transport facilities in Station Road

- 2.4 Station Road has only one bus route ie 496 whereas the bus stop outside the station serves routes high frequency routes namely 256, 294 and 347.
- 2.5 There is a main line station in Harold Wood which provides rail services (Greater Anglia) between Liverpool Street and Southend-on-Sea. The station is part of Crossrail which is Europe's largest infrastructure project and will support regeneration across the capital. Commuters arrive at the station by public transport, taxis, private cars, walking and cycling. All this leads to considerable amount of traffic in the area during peak periods.

## 3. Review of existing waiting and loading restrictions

- 3.1 The existing waiting and loading restrictions in Station Road operate between 08:30am to 06:30pm, Monday to Saturdays whereas loading is also permitted during these restricted times, for a maximum period of 20 minutes. Lack of dedicated loading bays for freight deliveries has a detrimental impact on buses on route 496, particularly during peak periods.
- 3.2 The existing bus stop in Station Road is located outside property nos. 7 to 11. The stop has clearway restrictions to prevent waiting and loading 'At Any' time, applicable throughout the week.

### Current parking arrangements for buses at existing bus stop

- 3.3 The existing bus stop is situated outside property nos. 7 to 11 Station Road and is a terminus point for buses on route 496. It is for dual use ie stand and a stop. Buses on route 496 drop off passengers at the existing stop outside the Harold Wood station and they park at the bus stand at the end of their service. Buses then move forward to the bus stop to collect passengers when getting into service at scheduled time.

With the current arrangement, buses sometimes experience difficulties to gain access into the existing bus stop due to inconsiderate parking by delivery lorries. This creates difficulties for buses in moving forward to collect passengers particularly with disabilities.

- 3.4 Proposed loading bay in Station Road, outside The Co-operative food

Currently, there is no dedicated loading bay for businesses in Station Road and lack of on-street loading facilities has been raised locally by shopkeepers. Businesses in Station Road receive deliveries throughout the day. The delivery vehicles park in the bus stop which prevents buses from pulling close to the kerb line.

As a result, it is important to provide a loading bay outside nos. 15 and 17 Station Road to ensure that deliveries are carried out safely and without disrupting the buses. The loading bay will allow free loading for maximum 20 minutes with no return within 2 hours. The loading bay will operate from 08:30am to 06:30pm, Monday to Saturdays inclusive.

The proposals will result in displacing some minor parking (loss of 3 parking bays), however, there are proposals to provide additional parking of 4 bays outside the King Harold public house.

It must be empathised that the loading bay is not specifically proposed for The Co-operative food store but also to provide the facility to the shops and businesses in Station Road. The proposals are shown on drawing no. QN013-OF-301.

4. Proposals to provide additional parking for commuters, shoppers and businesses

- 4.1 Parking bays to set down and pick up commuters

It is a common problem that drivers stop close to the stations to drop or collect passengers. Although they stop briefly this holds the traffic at the back. To overcome the problem, it is proposed to provide a parking bay

for a short term parking to enable drivers to park briefly for 5 minutes to drop or collect passengers going to and coming from the station. The bay will safely accommodate 3 cars to park. The proposals are shown on drawing no. QN013-OF-301.

- 4.2 It is proposed to provide additional parking for shoppers to enhance the passing trade. The proposals involve provision of 4 bays in Station Road, outside the King Harold Public House. Parking would operate by Pay and Display and a ticket machine would be installed at a convenient location to dispense tickets. The parking tariff would be the same as in Station Road. The proposals are shown on drawing no. QN013-OF-303.

4.3 Additional parking bays for businesses in Arundel Road

At present, business parking is allocated on the west side of Arundel Road and it is located immediately at entry into the road which is not safe. It is proposed to relocate the existing bay on east side of the road and increase the capacity from 18 metres to 28.5 metres in length. The increase will enable to compensate for the loss of business parking in Station Road. The proposals are shown in drawing no. QN013-OF-304.

5. Alternative measures

Whenever schemes are designed, alternative options are considered in terms of road safety, environmental and financial justifications. The measures designed in the first consultation were abandoned as London Buses (service operations), TfL Taxi and Private Hire, London Taxi Driver Association and a resident had objected the proposals. As a result, the scheme was redesigned reflecting the alternative measures.

6. Outcome of the consultation

Following the Approval in Principle by the Council's Highways Advisory Committee as part of the 2013/14 Local Implementation Plan programme, Streetcare Services proceeded with the feasibility design and consultation on various proposals.

First consultation

- 6.1 The first consultation was carried out on 4th July 2014. 75 letters were hand delivered in the consultation area. The proposals were also advertised in the Romford Recorder, London Gazette on 12<sup>th</sup> August 2014 and site notices were displayed at various locations in the consultation area.

- 6.2 Members of Harold Wood Ward were consulted prior to the consultation. The purpose was to provide an opportunity to Members to comment on the proposals before moving forward to a formal consultation process.
- 6.3 London Buses (bus service operations and infrastructure), TfL Private Taxi Hire, London Taxi Driver's Association and a resident had objected the proposals. Their objections have been summarised in Appendix B of this report. When such situation arises, the Highways Advisory Committee consider that it is important to resolve or negotiate or redesign the proposals where practicable prior to the Committee meeting.

#### Second consultation

- 6.4 The scheme was redesigned following the first consultation. The emergency services, statutory organisations such as London Buses and the local occupiers were re-consulted. The closing date for receiving any comments was 19<sup>th</sup> September 2014. Only 2 responses have been received and these were analysed carefully.

#### 7. Summary of consultation responses

Only 2 responses have been received and both are in support of the proposals. Although London Buses have suggested a longer bus cage than the proposed allocation, however, it is not practical to increase the length further at the expense of reducing the zig-zag markings of the existing zebra crossing. The comments are summarised in details and these are included in Appendix B of this report.

#### 8. Recommendations

It is recommended that the proposals as publicly advertised and consulted are agreed. The proposals involve provisions for new a loading bay for businesses, 4 new parking bays for shoppers, Kiss and Ride parking bay, business bays in Arundel Road etc. The measures are attached in Appendix A (Schedule of Proposals) and are shown on drawing nos. QN013-OF-301 to 304, attached to this report.



## IMPLICATIONS AND RISKS

### **Financial Implications and risks:**

It is estimated that the cost to implement the measures is £25,000, which would be met by Transport for London through the allocation for 2014/15 Local Implementation Plan for measures to improve reliability of public transport scheme. The funding will need to be spent by 31<sup>st</sup> March 2015, to ensure full access to the grant.

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

### **Legal Implications and risks:**

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

### **Human Resources Implications and risks:**

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

### **Equalities Implications and risks:**

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

**BACKGROUND PAPERS**

**Scheme project file:** QN013 – Freight loading facilities.

## **Appendix A**

(Notice of Proposals)

Draft schedule for recommendations

- 1 – Bus stop and stand;
- 2 – Loading Bay for businesses;
- 3 - Pay & Display parking places;
- 4 – Taxi Rank parking;
- 5 – Parking bays to set down and pick up passengers;
- 6A – Existing Business Permit Holder Only Bay;
- 6B – Existing Shared Residents/Business Permit Holders Bay;
- 6C – New Business Permit Holders Bay;
- 7 – Waiting Restrictions.



## Schedule of Proposals

### Schedule 1 – Bus Stop and Stand

**Station Road, Harold Wood**, the north-west side, from a point 2.2 metres north-east of the common boundary of Nos. 5 and 7 Station Road extending north-eastward for a distance of 27 metres.

### Schedule 2 – Loading Bay

**Station Road, Harold Wood**, the north-west side, from a point 8.1 metres north-east of the south-western flank wall of No. 15 Station Road extending north-eastward for a distance of 18 metres.

### Schedule 3 - Pay & Display Parking Places

**Station Road, Harold Wood**

- (a) the north-west side
  - (i) from a point 6.1 metres north-east of the north-eastern flank wall of No. 15 Station Road extending north-eastward for a distance of 30 metres;
  - (ii) from a point 2 metres north-east of the south-western flank wall of No. 33 Station Road extending north-eastward for a distance of 52.2 metres;
  - (iii) from a point 10 metres north-east of the north-eastern flank wall of No. 49 Station Road extending north-eastward for a distance of 24 metres;
- (b) the south side, from a point 2 metres north-east of the south-western flank wall of No.33 Station Road extending north-eastward for a distance of 60 metres.

### Schedule 4 – Taxi Rank parking

**Station Road, Harold Wood**, the south-west side, from a point 2.2 metres north-east of the common boundary of Nos. 5 and 7 Station Road extending north-eastward for a distance of 29 metres.

### Schedule 5 – Kiss & Ride Parking Bay

**Station Road, Harold Wood**, the south-west side, from a point 9.8 metres north-east of the south-western flank wall of No. 15 Station Road extending north-eastward for a distance of 18 metres.

### **Schedule 6A – Existing Business Permit Holder Only Bay**

**Station Road, Harold Wood**, the south-west side, from a point opposite the common boundary of Nos. 19/21 and 23/25 Station Road extending south-westward for a distance of 11.10 metres.

### **Schedule 6B – Existing Shared Residents/Business Permit Holders Bay**

**Station Road, Harold Wood**, the south-west side, from a point 6.6 metres north-east of the north-eastern flank wall of No. 49 Station Road extending north-eastward for a distance of 54.5 metres of that flank wall.

### **Schedule 6C – New Business Permit Holders Bay**

**Arundel Road, Harold Wood**, the north-east side, from a point 14.5 metres north-west of the north-western kerb-line of Station Road extending north-westward for a distance of 28.5 metres.

### **Schedule 7 – Waiting Restrictions**

#### **Arundel Road, Harold Wood,**

- (a) the south-west side, between the north-western kerb-line of Station Road and a point 33 metres north-west of that kerb-line;
- (b) the north-east side, between the north-western kerb-line of Station Road and a point 14.5 metres north-west of that kerb-line.

#### **Station Road, Harold Wood,**

- (a) the north-west side, between the south-western kerb-line of Arundel Road and a point 20.2 metres south-west of that kerb-line;
- (b) the north-west side, between a point 10 metres north-east of the north-eastern flank wall of No. 49 Station Road and a point 1.6 metres south-west of the north-eastern flank wall of No. 49 Station Road.

## **Appendix B**

### **Summary of Consultation Responses**

#### **Outcome of first consultation in July 2014**

1. Havering Cyclists, London Cycle Campaign and Cyclists Touring Club agree that the proposals will be an improvement for the visitors to the shops and have suggested that consideration should also be given improving cycle parking along with other parking measures.

*Staff comments:* LBH responded that consideration will be given to install new cycle stands where feasible.

2. London Buses (service operations and Infrastructure) have a requirement to park two buses at the existing stand. Each bus is 12 metres long, therefore, the stand must be a minimum 26 metres in length. Alternative option to reduce the length of the existing bus stand outside the station is not possible as through buses also use the slip road and there is insufficient room for both standing and through buses.

*Staff comments:* The objections were noted and the bus stand was altered from 21 metres to 27 metres to accommodate parking for buses.

3. TfL Taxi and Private Hire have objected to the reduction of the taxi rank in Station Road, Harold Wood. The existing taxi rank is currently busy and it will become more busier as Harold Wood station is part of the Crossrail project where the demand for taxis is due to increase in the future, therefore, the existing bay will need to be retained for the purposes of serving the station.

4. London Taxi Driver Association had objected the proposals on the grounds that the reduction in space on the taxi rank would be insufficient to provide for the demand that is expected to be generated by Crossrail. Furthermore, there is also expected to be an increased demand for taxis in the area due to the local housing developments that are currently in progress.

*Staff comments on items 3 & 4.* The taxi bay was altered from 19 metres to 29 metres to cater the potential demand in future.

5. A local resident stated that when turning right into Station Road from Arundel Road, drivers have to pull into the road to see around vehicles parked outside of the King Harold Public House.

The problem mainly occurs after 6.30pm and it increases on Friday evenings. The problem further increases by cars parked on opposite side of the junction where the zig-zag markings of the zebra crossing truncate.

The resident considers that if these proposals are approved then an alternative would be to close off Arundel Road at that end and make the residents leave via Gubbins Lane.

*Staff comments:* when redesigning the scheme, the parking bay was reduced from 5 bays to 4 to enhance visibility for drivers when exiting from Arundel Road. The reason the existing zig-zag markings of the zebra crossing have been truncated is due to the presence of mini-recycle centre where cars stop briefly to discard the rubbish.

#### Outcome of second consultation in August 2014

1. London Buses (Operations and Infrastructure), have stated that the revised plans are much improved than the previous proposals. The proposed increase in bus cage length and 24 hour clearway will improve the accessibility at the stop.

LB consider that when 2 buses would park at the existing bus stop, the second bus will over hang on the zig-zag markings of the zebra crossing. Although this is legally acceptable, however, when accommodating the second bus within the bus cage, LB have suggested removing 2 zig-zag markings and increasing the length of the bus cage accordingly.

*Staff comments:* When the new measures were revised, a 27 metre bus cage was designed which is based on accommodating 2 buses, each bus of 12 metres long and an additional space of 3 metres. The existing crossing is very busy due to its close proximity to the Harold Wood Station and shops. Curtailing the zig-zags by 2 markings will not be safe for pedestrians as visibility will be affected by parked buses which are double deck vehicles.

2. Metropolitan Police, Traffic Management Unit have responded that they support the scheme for Station Road, Harold Wood.

## **Appendix C**

Proposed layout drawings

QN013-OF-301 to 304

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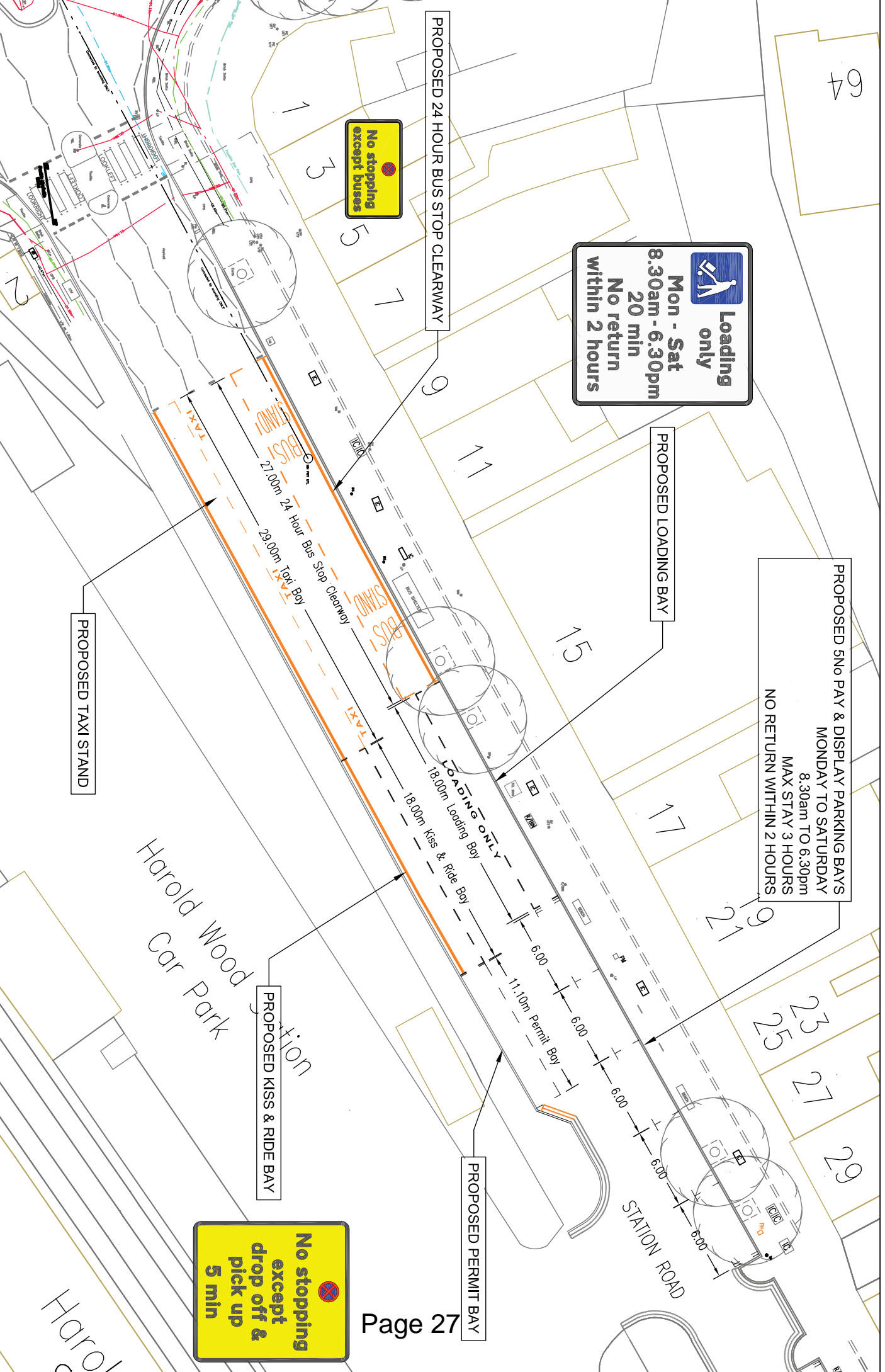
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<b>STATION TITLE</b>	Station Road – Harold Wood
<b>DRAWING TITLE</b>	Proposed Layout

<b>DATE</b>	14.08.14	<b>CHECKED BY</b>	MP	<b>APPROVED BY</b>	
<b>SCALE</b>	1:250	<b>PURPOSE</b>	Proposed	<b>REVISION</b>	A
<b>DWG No.</b>	QNO13-OF-301	<b>REVISION</b>		<b>AMENDMENT</b>	

<b>DATE</b>	
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Harold Wood Car Park



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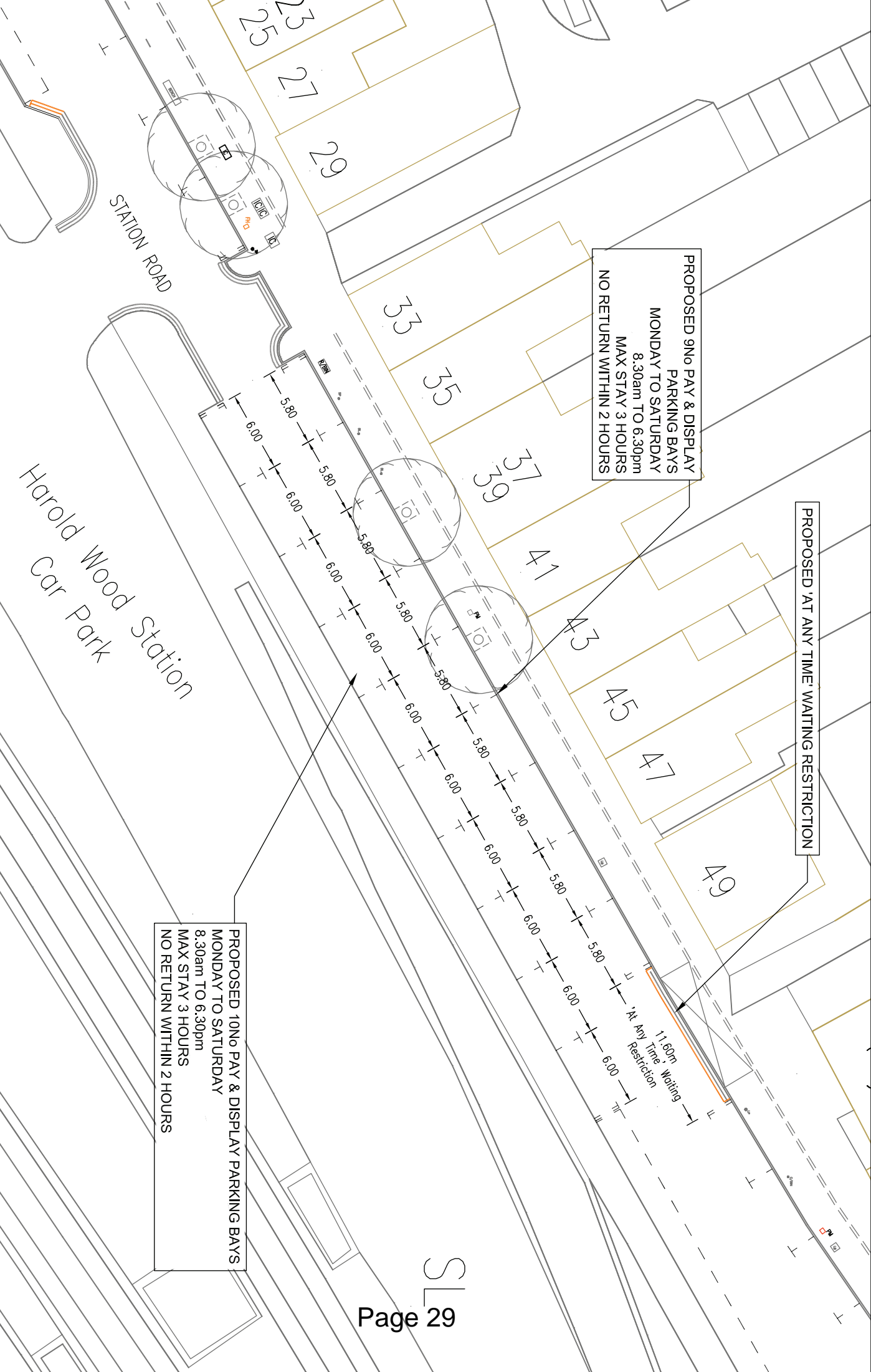


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<b>STATION</b>	Station Road - Harold Wood
<b>PROJ. TITLE</b>	Proposed Layout

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<b>PURPOSE</b>	Proposed	<b>REVISION</b>	A	<b>DATE</b>	

<b>REVISION</b>	<b>AMENDMENT</b>	<b>DATE</b>

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# EI Sub Sta

PROPOSED 4No PAY & DISPLAY  
PARKING BAYS  
MONDAY TO SATURDAY  
8.30am TO 6.30pm  
MAX STAY 3 HOURS  
NO RETURN WITHIN 2 HOURS  
NEW P&D MACHINE REQUIRED

King Harold  
(PH)

At Any Time' Waiting Restriction  
to be extended by 5.20m

54.50m Permit Bay

ARUNDEL ROAD

STATION ROAD

PERMIT PARKING BAYS TO REMAIN

**Haivering**  
STREETWORK CULTURE & COMMUNITY  
TRAFFIC & ENGINEERING  
ON-TOUR KIOSKING HOUSE  
HAIVERING, OFFICE 4343  
EAST AVE, HAVERING, ESSEX SA18 7JZ  
TELEPHONE: 01709 434343  
EMAIL: steve@haivering.co.uk

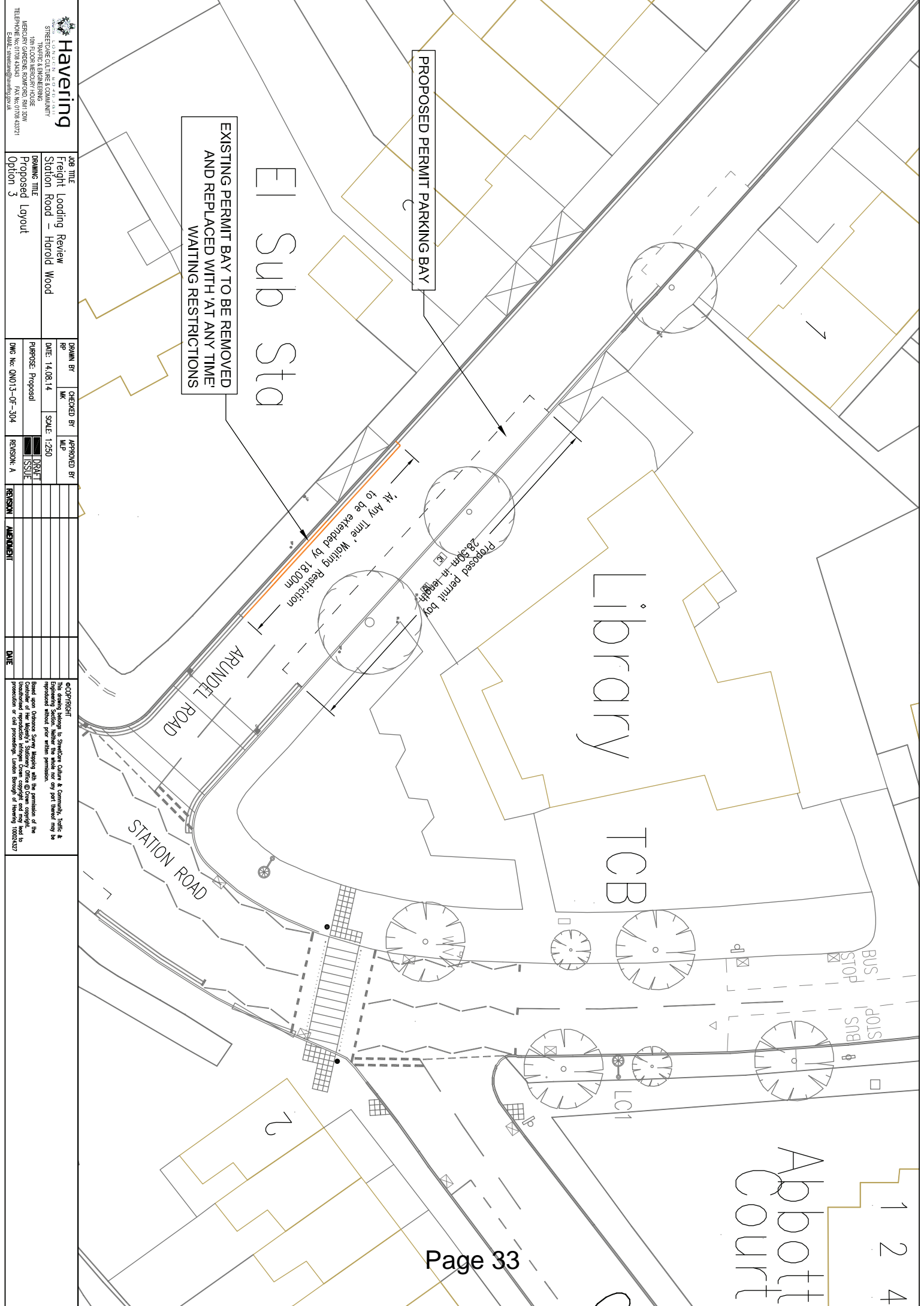
<b>JOB TITLE</b>	Freight Loading Review Station Road - Harold Wood
<b>PROPOSING TITLE</b>	Proposed Layout

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<b>DWG No:</b> QM013-OF-303	<b>REVISION:</b> A	

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<b>JOB TITLE</b> Freight Loading Bay Review Station Road – Harold Wood		<b>DESIGNED BY</b> MJK	<b>CHECKED BY</b> MJK	<b>APPROVED BY</b> MJK
<b>DRAWING TITLE</b> Proposed Layout Option 3		<b>DATE</b> 14.08.14	<b>SCALE</b> 1:250	<b>REVISION</b> A
<b>PURPOSE</b> Proposed		<b>PROJECT</b> SS16	<b>DRAWN</b> MJK	<b>DATE</b>
<b>DWG No.</b> QM013-OF-304		<b>REVISION</b>	<b>DATE</b>	<b>DATE</b>

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# HIGHWAYS ADVISORY COMMITTEE

# REPORT

14 October 2014

**Subject Heading:**

**TPC296 Upminster CPZ Parking  
Review - comments to advertised  
proposals**

**Report Author and contact details:**

Mitch Burgess  
Engineering Technician  
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 informal consultation and the subsequent design and consultation of advertised proposals for the extensions to the Upminster Controlled Parking Zone in Beech Avenue, South View Drive and Fairfield Avenue.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the following measures, as set out in the report and shown on the drawings at Appendix 1 and 2, be implemented:
  - extension of the existing controlled parking zone to the unrestricted areas of Beech Avenue and Fairfield Avenue with the implementation of waiting restrictions operational Monday to Friday 08:00am - 09.30am;
  - introduction of a Free parking Bay on the western side of Fairview Avenue at its junction with Park Drive;
  - extension of the existing Monday to Friday 08:00am - 09.30am in South View Drive to the common boundary of Nos. 58 and 60.
2. That the effects of any implemented be monitored
3. That it be noted that the estimate cost of £3,000 for implementation will be met from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### **1.0 Background**

- 1.1 At its meeting in May 2012 this committee approved in principle proposals to review roads around the southern fringe of the Upminster Controlled Parking Zone (CPZ) for possible extensions to the Zone.
- 1.2 The Highways Advisory Committee requested that the Head of StreetCare proceed with an informal consultation by way of questionnaire to gauge views on parking and setting out options which aids Officers to design an appropriate scheme encompassing the local issues.



- 1.3 On 22<sup>nd</sup> October 2012 Approximately 557 letters and questionnaires were delivered with a closing date of Friday 12<sup>th</sup> November 2012.
- 1.4 The results of the informal questionnaire **Appendix 3** were reported back to this committee at its meeting on 14<sup>th</sup> May 2013, where it was agreed that formal proposals should be designed and advertised to introduce waiting restrictions operational Monday to Friday 08:00am - 09.30am in Beech Avenue, South View Drive and Fairfield Avenue.
- 1.5 In Fairfield Avenue it was also agreed to introduce a free parking bay to limit the displacement of parked vehicles.
- 1.6 The proposals were designed and formally advertised on 31<sup>st</sup> January 2014 where residents and businesses that were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.7 This report outlines the results of the formal consultation of the designed proposals and recommends a further course of action.

## **2.0 Proposed Scheme**

- 2.1 The proposals are to extend the existing controlled parking zone to the currently unrestricted areas of Beech Avenue and Fairfield Avenue with waiting restrictions operational Monday to Friday 08:00am - 09.30am; while introducing a Free parking Bay on the western side of Fairview Avenue at its junction with Park Drive. It is also proposed to extend the existing Monday to Friday 08:00am - 09.30am in South View Drive to the common boundary of Nos. 58 and 60.

## **3.0 Outcome of Public Consultation**

- 3.1 Data collected from the informal consultation questionnaire is set out in Appendix 3 of this report.
- 3.2 During the formal consultation 103 letters that were posted to residents of the area there were 65 responses received, approximately 63% return.
- 3.3 Overall from the 65 responses received, 46 respondents (71%) were in favour of the proposals, while 18 respondents (28%) were against the proposals. It was difficult to ascertain from one response received from Beech Avenue if the comments were in support or against the proposals and were not factored into the overall results.
- 3.4 Summary of comments to the proposals and Staff comments are shown on **Appendix 4** of this report.

**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 £3000 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:**

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

**Equalities implications and risks:**

The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted formally and informally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

By the end of the consultation there was only one equality issue raised in respect of accessibility for the Doctors surgery that is no longer open.

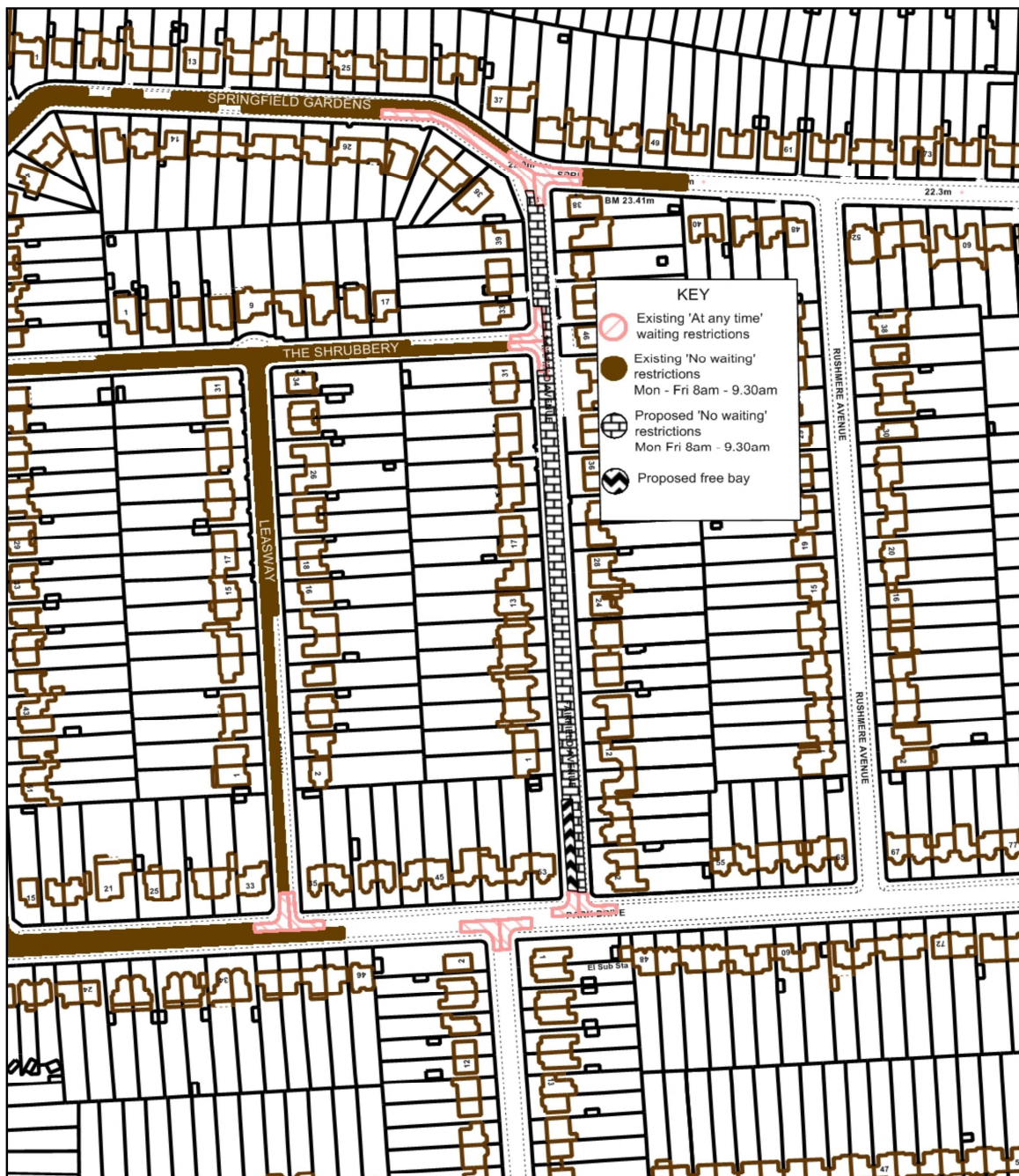
After careful consideration officers have recommended that the proposal be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impact is mitigated. However, it should be noted that road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands. However, in order to deal with the issue of households where there is a capacity issue privately on site, perhaps the Highways Advisory Committee could consider the option of a permit parking scheme in order to facilitate the needs of residents. This would require sufficient residential, business and member support before an application can be considered and presented to the Committee.




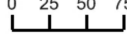

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally and local businesses. However, parking restrictions in residential are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of Havering's residents.

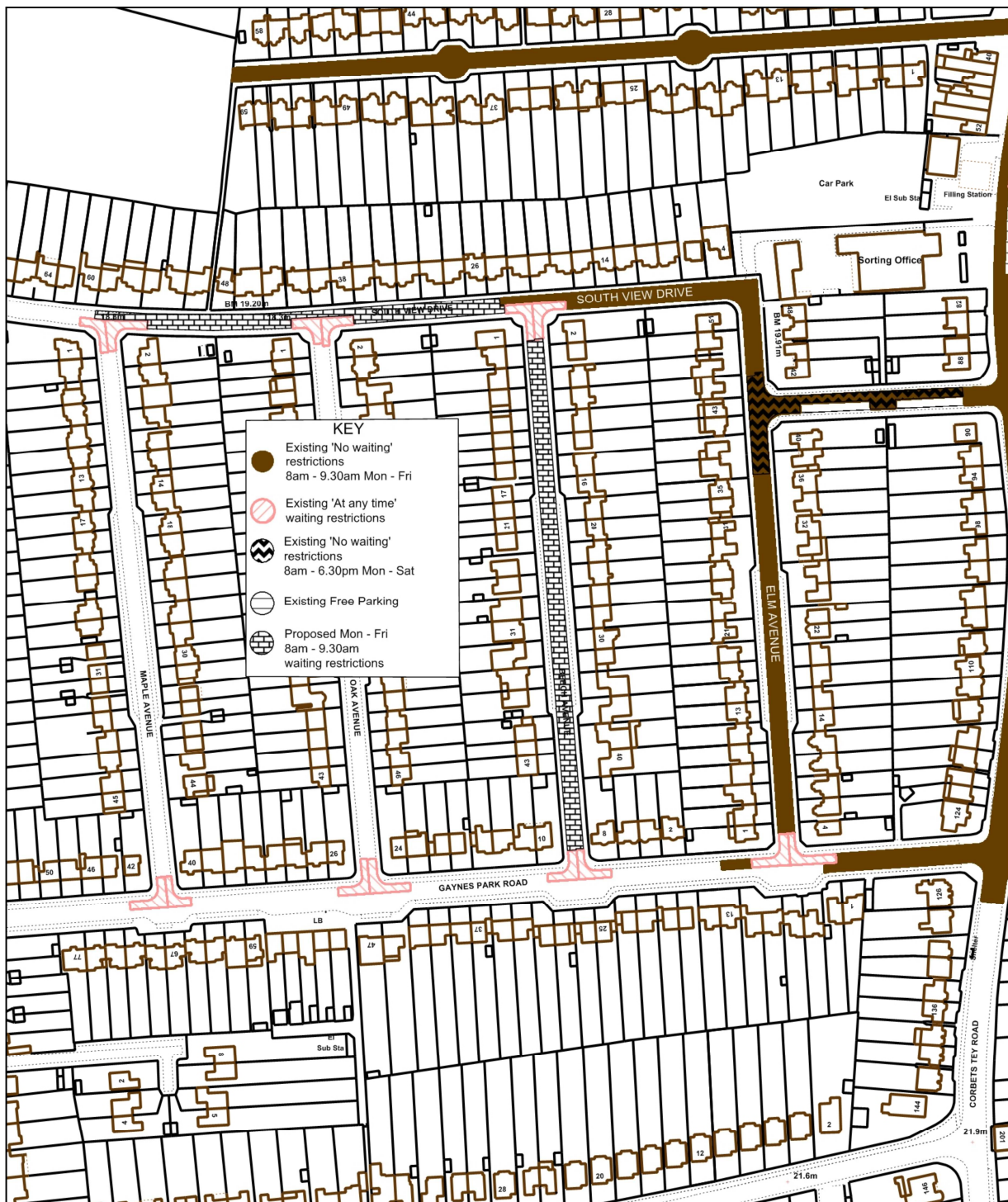
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

## **BACKGROUND PAPERS**



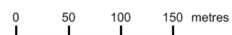
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<p>    </p> <p>The National Land &amp; Property Gazetteer NATIONAL STREET GAZETTEER Ordnance Survey Licensed Partner</p>	<p>Scale: 1:2000 Date: 12 August 2014</p> <p style="text-align: right;">0 25 50 75 metres</p> 
<p>  <b>Havering</b> LONDON BOROUGH         </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>



Upminster Parking Review 2



Scale: 1:1500  
Date: 12 August 2014



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

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Ordnance Survey 100024327

## Appendix 3

UPMINSTER PARKING REVIEW RESULTS OF PUBLIC CONSULTATION															
Road	No of properties consulted	No. of Individual Responses received	% Return	For	Against	Restriction Type		What hours of the day				Days of the Week		Support Yellow Lines at Junctions	
						Res	WR	All day	2 hours	1 hour	Other*	M-F	M-S	For	Against
The Shrubbery	9	2	22	0	2	0	0	0	0	0	0	0	0	0	0
Argyle Gardens	20	5	25	2	3	1	1	1	1	0	0	1	1	2	0
Meadow Way	46	14	30	1	13	0	1	1	0	0	0	0	1	1	0
Leasway	25	11	44	2	9	2	0	1	0	0	1	1	1	2	0
Gaynes Park Road	8	3	37.5	1	2	1	0	0	1	0	0	1	0	1	0
Rushmere Avenue	38	14	36	3	12	1	1	1	0	1	0	1	1	2	0
Ashleigh Gardens	34	16	47	0	16	0	0	0	0	0	0	0	0	5	1
Park Drive	57	22	38	2	20	1	1	0	1	0	0	1	0	3	2
Roxburgh Avenue	34	13	38	0	13	0	0	0	0	0	0	0	0	5	1
Southview Drive	20	14	70	11	3	0	9	3	5	1	0	7	2	9	0
Elm Avenue	48	16	33	2	14	1	1	0	1	1	0	2	0	6	1
Fairfield Avenue	48	30	62	23	7	4	18	4	9	3	6	20	6	23	0
Beech Avenue	42	24	57	13	10	3	10	1	5	3	4	11	2	16	0
Springfield Gardens	127	40	32	14	26	3	11	7	4	3	0	7	6	13	0
Unknown		20		7	13	1	6	1	3	1	2	5	2	9	1
Totals	557	244	43	81	163	18	59	20	30	13	13	57	22	97	6



	Respondent	Road	Summary of Comments	Staff Comments
1	A Resident	Beech Avenue	With reference to your letter dated 31st January and my e-mail on this subject, I would like to draw your attention to correspondence which took place in February 2004 regarding this subject and also refers to what took place in 2000!! Perhaps you could bury this subject once and for all	Unable to ascertain if the comments were either in support or against the proposals. No comment
2	A Resident	Beech Avenue	The resident is not in favour due to living near by the Doctor's surgery and had concerns of where cars would park during the proposed restrictions.	The Doctor surgery is no longer open
3	A Resident	Beech Avenue	Very happy with the proposals and thinks Havering Council should go ahead and install	No comment
4	A Resident	Beech Avenue	The resident is against the proposals as this would have an effect on the doctor's surgery.	The Doctor surgery is no longer open
5	A Resident	Beech Avenue	The resident is against the proposals as they have gone to great expense to ensure that at least 2 cars can be parked off road and they are a family of 4 with 4 cars which would mean 2 cars would need to be parked on the road during proposed restrictions.	Road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands. However, in order to deal with the issue of households where there is a capacity issue privately on site, perhaps the Highways Advisory Committee could consider the option of a

				permit parking scheme in order to facilitate the needs of this resident. This would require sufficient residential, business and Councillor support in the form of a petition before an application can be considered and presented to the Committee.
6	A Resident	Beech Avenue	Resident is in favour of the proposals.	No comment
7	A Resident	Beech Avenue	Resident is in favour of the proposals.	No comment
8	A Resident	Beech Avenue	Resident is in favour of the proposals as she lives at the doctor's end of Beech Avenue and feels it is always congested.	No comment
9	A Resident	Beech Avenue	The resident is in favour of the proposals and feels this would improve traffic flow and road safety.	No comment
10	A Resident	Beech Avenue	The residents are in favour of the proposals.	No comment
11	A Resident	Beech Avenue	Resident is against the proposals as she does not have a driveway or garage and this would affect where the car is parked.	Whilst we appreciate that parking restrictions have a
12	A Resident	Beech Avenue	The resident is against the proposals as there are some properties within the road which have no choice to park their car in the road and he feels this would be an issue to them residents.	Road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles, sometimes caused by commuter parking. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands. However, in order to deal with the issue of households where there is a capacity issue privately on site, perhaps the Highways Advisory Committee could consider the option of a permit parking scheme in order to facilitate the needs of this resident. This would require sufficient



				residential, business and Councillor support in the form of a petition before an application can be considered and presented to the Committee.
13	A Resident	Beech Avenue	The resident is against the proposals as they feel this will just move the cars into the next road.	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 and local businesses.
14	A Resident	Beech Avenue	Resident is against the proposals as this will affect the residents living in these roads who do not have off road parking facilities.	Road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles, sometimes caused by commuter parking. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands. However, in order to deal with the issue of households where there is a capacity issue privately on site, perhaps the Highways Advisory Committee could consider the option of a permit parking scheme in order to facilitate the needs of this resident. This would require sufficient residential, business and Councillor support in the form of a petition before an application can be considered and presented to the Committee.
15	A Resident	Beech Avenue	The resident is against the proposals.	No comment
16	A Resident	Beech Avenue	The resident is in favour of the proposals.	No comment
17	A Resident	Beech Avenue	The resident is in favour of the proposals, However she feels it is important that free parking provisions are available for those residents that do not have off street	No comment

			parking.	
18	A Resident	Beech Avenue	Resident is against the proposals.	No comment
19	A Resident	Beech Avenue	The resident is in favour of the proposals.	No comment
20	A Resident	Beech Avenue	The resident is against the proposals as this would have an effect on the doctor's surgery.	The Doctor surgery is no longer open
21	A Resident	Beech Avenue	The resident is in favour of the proposals.	No comment
22	A Resident	Beech Avenue	The resident is in favour of the proposals as he feels this road is very dangerous and proposals would help.	No comment
23	A Resident	Beech Avenue	Resident is in favour of the proposals	No comment
24	A Resident	Beech Avenue	The resident is against the proposals as he feels there is no need in the restrictions.	
25	A Resident	Beech Avenue	The resident is in favour of the proposals.	No comment
26	A Resident	Beech Avenue	The resident is in favour of the proposals and feels the scheme should have been installed a long time ago.	No comment
27	A Resident	Fairfield Avenue	The resident is against the proposals	No comment
28	A Resident	Fairfield Avenue	The resident is in favour of the restrictions.	No comment
29	A Resident	Fairfield Avenue	The resident is in favour of the scheme.	No comment
30	Resident's	Fairfield Avenue	The resident is in favour of the scheme.	No comment

31	A Resident	Fairfield Avenue	The resident is in favour of the scheme as this will stop commuter parking.	No comment
32	Residents	Fairfield Avenue	The resident is in favour of the scheme as this will stop commuter parking.	No comment
33	A Resident	Fairfield Avenue	The resident is in favour of the scheme.	No comment
34	Residents	Fairfield Avenue	The resident is in favour of the scheme as they feel this will help with the refuse collection vehicles.	No comment
35	Residents	Fairfield Avenue	The resident is in favour of the scheme as they feel this will help with the refuse collection vehicles.	No comment
36	Residents	Fairfield Avenue	The resident is in favour of the scheme and said they deal with commuters parking badly and it is hard for disposal trucks, deliveries and emergency vehicles to get through.	No comment
37	Residents	Fairfield Avenue	The resident is in favour of the scheme.	No comment
38	A Resident	Fairfield Avenue	The resident is against the proposals.	No comment
39	A Resident	Fairfield Avenue	The resident is in favour of the proposals	No comment
40	A Resident	Fairfield Avenue	The resident is in favour of the proposals	No comment
41	A Resident	Fairfield Avenue	The resident is in favour of the proposals	No comment
42	A Resident	Fairfield Avenue	The resident is in favour of the scheme as this will stop commuter parking.	No comment

43	A Resident	Fairfield Avenue	The resident is in favour of the proposals	No comment
44	A Resident	Fairfield Avenue	The resident is in favour of the scheme as they feel this will help with the refuse collection vehicles.	No comment
45	A Resident	Fairfield Avenue	The resident is in favour of the proposals	No comment
46	Residents	Fairfield Avenue	The resident is in favour of the proposals	No comment
47	Residents	Fairfield Avenue	The resident is in favour of the proposals	No comment
48	A Resident	Fairfield Avenue	The resident is in favour of the proposals as frequently they have problems accessing and egressing there front garden	No comment
49	A Resident	Fairfield Avenue	The resident is in favour of the proposals	No comment
50	A Resident	Fairfield Avenue	The resident is against the proposals	No comment
51	A Resident	Fairfield Avenue	The resident is against the proposals and feels this would cause an issue to any residents that do not have off street parking.	Road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles, sometimes caused by commuter parking. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands. However, in order to deal with the issue of households where there is a capacity issue privately on site, perhaps the Highways Advisory Committee could consider the option of a permit parking scheme in order to facilitate the needs of this resident. This would require sufficient residential, business and Councillor support in the form of a petition before an application can be considered and presented to the Committee.

52	A Resident	Fairfield Avenue	The resident is in favour of the proposals	No comment
53	A Resident	Fairfield Avenue	The resident is in favour of the proposals	No comment
54	A Resident	Fairfield Avenue	The resident is in favour of the proposals and feels they should have been installed a long time ago.	No comment
55	A Resident	Fairfield Avenue	The resident is against the proposals as they have a three car family and do not have enough room on the drive to put all the cars.	Road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles, sometimes caused by commuter parking. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands. However, in order to deal with the issue of households where there is a capacity issue privately on site, perhaps the Highways Advisory Committee could consider the option of a permit parking scheme in order to facilitate the needs of this resident. This would require sufficient residential, business and Councillor support in the form of a petition before an application can be considered and presented to the Committee.
56	A Resident	South View Drive	The resident is against the proposals as this would affect the carer that visits there mother every day.	The carer is entitled to apply for a Health and Home Care permit which will allow the applicant to park on a single yellow line in order to carry out the necessary care for the individual. The terms and conditions can be viewed by visiting our website at <a href="http://www.haverling.gov.uk/parkingpermits">www.haverling.gov.uk/parkingpermits</a>
57	A Resident	South View Drive	The resident is in favour of the proposals	No comment
58	A Resident	South View Drive	The resident is for the scheme and they are overjoyed that it has taken 6 years and now finally the council feel it is worthwhile.	No comment

59	A Resident	South View Drive	The resident is for the scheme and they are overjoyed that it has taken 2 years and now finally the council feel it is worthwhile.	No comment
60	A Resident	South View Drive	The resident is against the proposals and feel there is no reason for these to be installed	Road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles, sometimes caused by commuter parking. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands. However, in order to deal with the issue of households where there is a capacity issue privately on site, perhaps the Highways Advisory Committee could consider the option of a permit parking scheme in order to facilitate the needs of this resident. This would require sufficient residential, business and Councillor support in the form of a petition before an application can be considered and presented to the Committee.
61	A Resident	South View Drive	The resident is for the scheme as there is a parking problem in the road, however the resident feels this will push the issue to another road.	No comment
62	A Resident	South View Drive	The resident is in favour of the proposals	No comment
63	A Resident	South View Drive	The resident is in favour of the proposals	No comment
64	A Resident	South View Drive	The resident is in favour of the proposals as the road becomes incredibly busy and sometimes dangerous with the number of cars parking at peak commuter periods	No comment
65	A Resident	South View	The resident is in favour of the	No comment

		Drive	proposals and said 'At last, will be wonderful'.	
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# HIGHWAYS ADVISORY COMMITTEE

Date 14 October 2014

# REPORT

**Subject Heading:**

**Sunnyside Gardens** – Proposed change of Disc Parking bay to time limited Free Parking bay.

**Report Author and contact details:**

Mitch Burgess – Technical Engineer  
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 change the existing Disc parking restriction, outside the doctor's surgery, to a limited stay free parking bay.

## RECOMMENDATIONS

1. That the Committee having considered the report recommends to the Cabinet Member for Environment that the following measures, as set out in the report and shown on the drawing at Appendix A, be implemented:
  - A. The proposals to change the existing Disc Parking restrictions outside the doctor's surgery in Sunnyside Gardens to a Limited free parking bay, operational 8.00am – 6.30pm Mon – Fri inclusive, with a maximum stay period of 2 hours, with no return to the parking place within 1 hour, 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 £750 and can be funded from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### **1.0 Background**

- 1.1 At its meeting of September 2013 it was agreed by this committee that the scheme be moved to the Minor Traffic & Parking Control work programme to progress to the next stage of design and consultation.
- 1.2 The proposals were subsequently designed by officers and were publicly advertised on 11<sup>th</sup> July 2014.
- 1.3 It is proposed to change the existing Disc Parking bay outside the Doctor's surgery in Sunnyside Gardens, Upminster to a free parking bay operational from 8.00am to 6.30pm Monday to Friday inclusive with a maximum stay of 2 hours, where return to the parking place is prohibited for 1 hour.
- 1.4 This report outlines the responses received arising from the public consultation, along with staff comments and further courses of action.

### **2.0 Outcome of Public Consultation**

- 2.1 On 11<sup>th</sup> July 2014, residents and businesses in the area, which were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

2.2 At the close of public consultation on 1<sup>st</sup> August 2014 no responses had been received to the proposals.

### **3.0 Staff Comments**

Officers would support the scheme on the basis that it would provide a parking facility that may aid visitors, in particular patients attending the doctor's surgery.

## **IMPLICATIONS AND RISKS**

### **Financial Implications and Risks**

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

The estimated cost of implementing the proposals as described above is £750 including advertising costs. This cost can be met from the 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 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.

The proposal will cause a limited reduction in potential parking income, but it is also hoped to stimulate the local economy.

### **Legal Implications and Risks**

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

### **HR Implications and Risks**

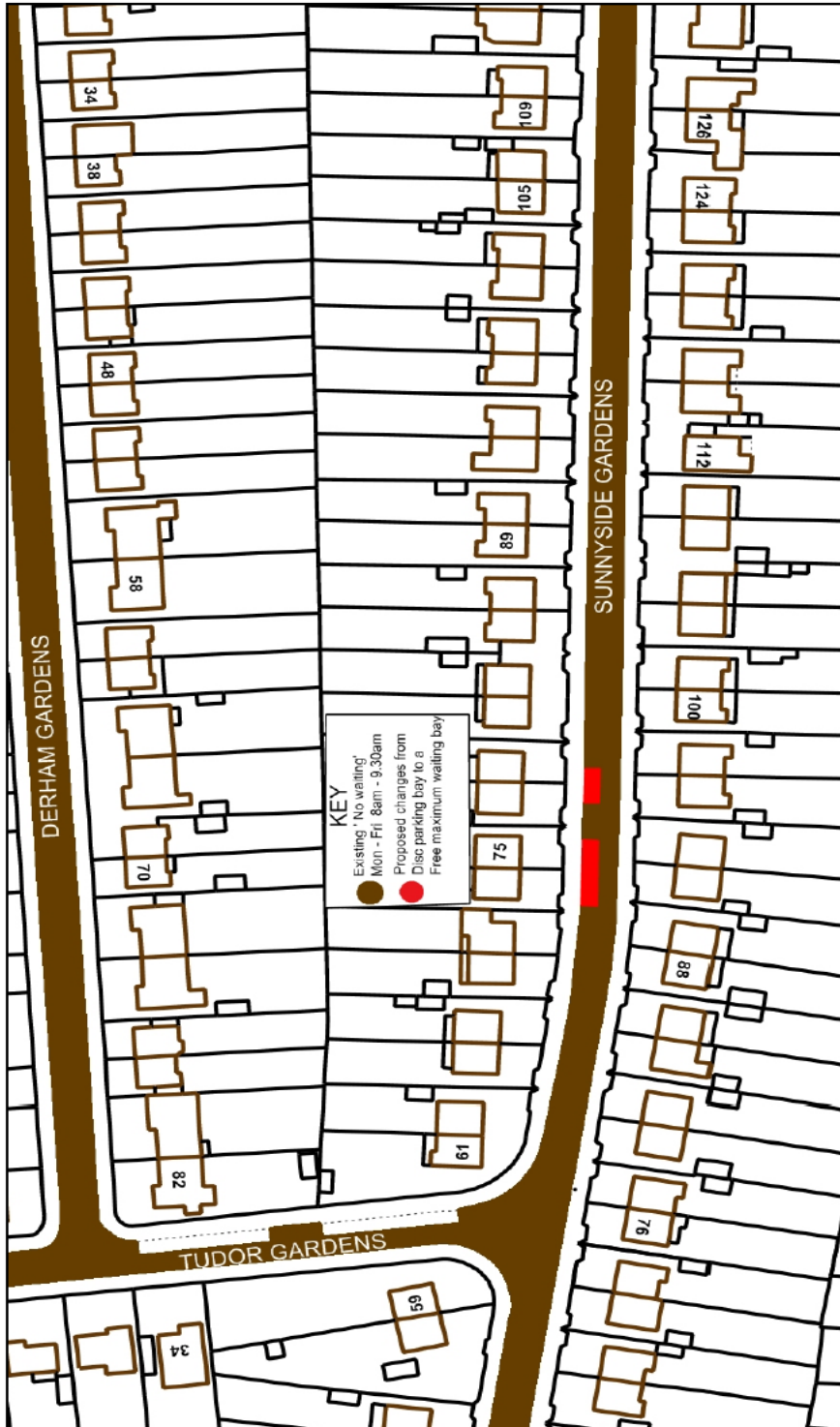
The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

### **Equalities Implications and Risks:**

The proposal is to change the existing Disc Parking restrictions outside the doctor's surgery in Sunnyside Gardens to a free parking bay for specific times during the week. This was because previous restrictions were creating problems for the surgery and their patients, some of whom have physical disabilities, mobility difficulties, are parents with children or accompanying older dependants. This proposal will assist the Council in meeting its duties under the Equality Act 2010.

The Council undertook a consultation with residents and businesses in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received no responses to the consultation.

There will be some visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments will be made to improve access.



<p>Sunnyside Gardens - TPC351</p>	<p>N</p>
<p>Scale: 1:1000 Date: 02 July 2014 Size: A4</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>

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# HIGHWAYS ADVISORY COMMITTEE

14 October 2014

# REPORT

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
October 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 Environment 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 The bulk of the highways scheme programme is funded through the Transport for London Local Implementation Plan and these are agreed in principle through an Executive decision in the preceding financial year. A full report is made to the Highways Advisory Committee on conclusion of the public consultation stage of these schemes.
- 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 Environment. 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 Environment.

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 Environment.

**BACKGROUND PAPERS**

None.

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

**Highways Advisory Committee  
14th October 2014**

Item Ref	Location	Ward	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>									
None to report this month									
<b>SECTION B - Highway scheme proposals without funding available</b>									
Page 63 H1	A124/ Hacton Lane/ Wingleye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians.	None	N/A	Resident	12/09/2014	ENQ-0221251

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

**Highways Advisory Committee  
14th October 2014**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H2	Garry Way/ Glenton Way and area	Pettits	20mph speed limit to deal with speeding drivers who are avoiding Chase Cross traffic signals and using estate as a cut through to A12 Eastern Avenue	Feasible, but not funded. Would require review of entire estate to provide measures across area for consistency to ensure a lower speed limit would be self-enforcing. If issue is through traffic, then cost effective solution would be to prevent through traffic.	None	N/A	Resident	12/09/2014	ENQ0221252
H3	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.	None	£30k+	Cllr P Crowder	12/09/2014	Cllr P Crowder
H4	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded	None	£8k	Cllr Hawthorn	26/09/2014	Cllr Hawthorn
H5	Wennington Road	Rainham & Wennington	Zebra crossing, west of Ellis Avenue to assist with pedestrian access to New Beginnings Nursery.	Feasible but not funded.	None	£20k	Resident	17/09/2014	ENQ-0223256

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

**Highways Advisory Committee  
14th October 2014**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H6	Cambourne Avenue, Harold Hill		Request for 20mph speed limit or other restriction to deal with stop 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. <b>DEFERRED FROM APRIL</b>	None	£5k to £20k	Former Cllr Light	12/06/2014	N/A
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. <b>DEFERRED FROM APRIL 2014 (ITEM H7)</b>	None	£50k	1738 signature Petition received by Council via Former Cllr Murray	04/04/2014	School
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>									

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

**Highways Advisory Committee  
14th October 2014**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List	CRM / Contact
H8	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014)	None.	c£80k	Resident	31/07/2014	
	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.	None	£18k	Cllr Wilkes	05/09/2014	

# HIGHWAYS ADVISORY COMMITTEE

14 October 2014

## REPORT

**Subject Heading:**

**TRAFFIC AND PARKING SCHEME  
REQUESTS**

**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

## 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-representation 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  
October 2014**

Item Ref	Location	Description	Officer Advice Previously Requested (Date & Item No.)	Likely Budget	Scheme Origin/ Request from	Ward
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>						
TPC503	Bryant Avenue and Local Area	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Harold Wood
TPC504	Bates Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Harold Wood
TPC505	Avon Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Cranham
TPC506	Rise Park Parade/Pettit's Boulevard	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Pettit's
TPC507	Crow Lane	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Brooklands

TPC508	Whitchurch Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Gooshays
TPC509	Victoria Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Romford Town
TPC510	Petersfield Avenue opposite Hucknall Close	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Gooshays
TPC511	Farnes Drive	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Squirrels
TPC512	Carter Drive Mawneys & Havering Park	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Havering Park
TPC513	Hampden Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Havering Park

TPC514	Park Lane	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	Feasible - Pay & Display parking provisions should be considered to limit displacement and provide much needed facility for businesses and visitors and to deter long-term parking	£4,000	StreetCare Officers	Romford Town
<b>SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>						

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