



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
14 April 2015**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

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

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Havering
Residents' (2)**

Brian Eagling
Linda Hawthorn

**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 - 8)

To approve as a correct record the minutes of the meeting of the Committee held on 10 March 2015, and to authorise the Chairman to sign them.

5 PROPOSED TRAFFIC IMPROVEMENTS AT PETTITS LANE NORTH, RISE PARK (Pages 9 - 24)

Report attached

6 PROHIBITION OF TRAFFIC MOVEMENTS AT STATION/GUBBINS LANE, HAROLD WOOD (Pages 25 - 32)

Report attached

7 BUS STOP ACCESSIBILITY - SOUTHEND ROAD (Pages 33 - 52)

Report attached

8 TPC527- HAINAULT ROAD - PROPOSED EXTENSION OF SECTOR RO2B RESIDENTS PARKING SCHEME (Pages 53 - 58)

Report attached

9 TPC503 -TADWORTH AND STATION PARADE, PROPOSED CHANGE OF DISC PARKING TO SHARED USE RESIDENTS PARKING AND PAY & DISPLAY (Pages 59 - 68)

Report attached

10 TPC337 - WESTERN AVENUE, PROPOSED FREE PARKING BAY (Pages 69 - 76)

11 WOODCOTE AVENUE - TPC526 PROPOSED EXTENSION TO WAITING RESTRICTIONS (Pages 77 - 84)

Report attached

12 MANOR AVENUE - PROPOSED CHANGE OF DISC PARKING BAY TO TIME LIMITED FREE PARKING BAY (Pages 85 - 90)

Report attached

13 TPC465 - BRANFIL PRIMARY SCHOOL. PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (Pages 91 - 102)

Report attached

14 TPC480/2 CLOCKHOUSE PRIMARY SCHOOL - PROPOSED PARKING RESTRICTIONS (Pages 103 - 112)

Report attached

15 TPC456 - CORBETS TEY ROAD, PROPOSED WAITING RESTRICTIONS (Pages 113 - 118)

Report attached

16 TPC512 - CARTER DRIVE , PROPOSED PAY & DISPLAY PARKING PROVISIONS (Pages 119 - 122)

Report attached

17 TPC511 - FARNES DRIVE, PROPOSED PAY & DISPLAY PARKING PROVISIONS (Pages 123 - 128)

Report attached

18 TPC507 - CROW LANE, PROPOSED PAY & DISPLAY PARKING PROVISIONS
(Pages 129 - 134)

Report attached

19 TPC513 - HAMPDEN ROAD, PROPOSED PAY & DISPLAY PARKING PROVISIONS (Pages 135 - 140)

Report attached

20 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 141 - 148)

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

21 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 149 - 154)

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

22 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

This page is intentionally left blank

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
10 March 2015 (7.00 - 7.15 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson, John Crowder, Dilip Patel and Carol Smith
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group	Brian Eagling and Linda Hawthorn
UKIP	Ian de Wulverton (Chairman)
Independent Residents Group	David Durant

Councillor Ray Best was not present.

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.

75 MINUTES

The minutes of the meeting held on 13 January and 10 February 2015 were agreed as a correct record and signed by the Chairman subject to the addition that Councillor D Patel was late for the meeting in January 2015 because he was attending another Council meeting.

76 RONEO CORNER SHOPPING PARADE - ALTERATIONS TO WAITING RESTRICTIONS IN LAYBY

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

1. To recommend to the Cabinet Member for Environment that the waiting restriction alterations set out in the report and shown on the following drawing in Appendix A be implemented;
 - QL040/36/04.B – Alterations to layby
2. The estimated cost of £400 for implementation would be met from the Council's 2014/15 revenue budget for minor safety improvements.

77 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

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

78 TRAFFIC AND PARKING SCHEMES REQUEST

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

The Committee's decisions were noted as against each request and appended to the minutes.

Chairman

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

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals with funding in place				
None to report this month				
SECTION B - Highway scheme proposals without funding available				
None to report this month				
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)				
Page 3 H5	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.	Noted
H6	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.	Noted

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

Item Ref	Location	Ward	Description	Decision
H7	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Noted
H8	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	Noted

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

Item Ref	Location	Ward	Description	Decision
H9 Page 3	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Noted
H10	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.	Noted

This page is intentionally left blank

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

Item Ref	Location	Comments/Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC 676	Market Link, Ducking Stool Court, The Mews and Market Place	Review the access arrangement in to and out of the Market Place, and review the parking provisions, waiting and loading restrictions in Market Link and its adjoining roads. This review will deal with the unsanctioned road closure of Market Link on Market Days, access for Market Traders and Emergency Services as well as dealing with obstructive parking in Ducking Stool Court and Market Link, particularly on Sundays and the parking facilities in The Mews	10-0 Agreed
TPC677	107- 113 Balgores Lane	Request to include the 4 properties on Balgores Lane that were built with the Chalforde Gardens development, into Chalforde Gardens (GP3) residents parking scheme.	10-0 Agreed

SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

REPORT

14 April 2015

Subject Heading:

Proposed traffic improvements in Pettits Lane North, Rise Park.

Report Author and contact details:

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

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

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

SUMMARY

This report deals with the outcome of a consultation relating to proposals to improve the traffic flow through the junction of Pettits Lane North /A12 Eastern Avenue East and minor safety measures in Pettits Lane North (north side of A12 Eastern Avenue East), Rise Park.

The scheme is located within **Pettits 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 following measures are implemented:
 - a) **Pettits Lane North**, the east side, from a point 22 metres of the southern kerb-line of Pettits Boulevard extending southward for a distance of 62 metres. The proposals are shown on drawing no. QM035–OF-102.
 - b) Provision of KEEP CLEAR markings (in south bound lane only) of Pettits Lane North at its junction with Pettits Boulevard. The proposals are shown on drawing no. QM035–OF-102.
2. That it be noted the estimated cost of carrying out the works is £194,000 which includes civil engineering works, diversion of existing underground statutory services and traffic management. This would be met by Transport for London through the allocation of Local Implementation Plan for improving the reliability of public transport package.

REPORT DETAIL

1. Background
 - 1.1 Southbound traffic travelling in Pettits Lane North when approaching the junction of A12 Eastern Avenue East, experience difficulties in gaining access to the stop line due to narrow width of the traffic lanes. The problem increases when there is a lorry or a bus in the second lane is waiting to turn right into the A12. Left turning traffic travelling towards the Gallows Corner is also disrupted. Fire brigade engines also experience problems when using the junction.
 - 1.2 As a result, feasibility studies were undertaken in designing measures which would alleviate the problem and these are described in details in this report.
2. Existing traffic conditions at Pettits Lane and A12 Eastern Avenue East junction, Rise Park
 - 2.1 Pettits Lane is connected to A118 Main Road in the south and Havering Road in the north. The road is intersected by the A12 Eastern Avenue East at a signal controlled junction. A12 Eastern Avenue is a dual carriageway which conveys a considerable amount of traffic between London and Ipswich in southeast area of England. Along its route, it

passes close to some important town centres and it is connected by several borough roads which carry both local and long distance traffic.

2.2 Existing traffic movements from Pettits Lane North

The schematic diagrams attached in appendix 2 shows the AM (07:30 to 09:30) and PM (16:00 to 18:00) peak traffic flows. The flows are based on the traffic data collected by Transport for London in 2013.

3. Public transport facilities in Pettits Lane North, Romford

There are two bus routes operating in Pettits Lane North ie 103 (Chase Cross to Rainham via Romford and Dagenham East) and 499 (Tesco at Gallows Corner to Heath Park Estate via Romford). Route 103 is a high frequency service which runs at every 12 minutes at peak periods and 499 runs on 20 minutes. Therefore, there are 16 buses operating per hour in both directions at peak periods.

4. Proposals to improve traffic flow

4.1 Feasibility studies were undertaken when designing measures to improve traffic flow at the junction. Topographical survey and tracing the existing underground services were undertaken by a specialist contractor.

4.2 When designing the measures, consideration was given to increasing the signal time for this arm of the junction. Transport for London has upgraded the existing signals along the A12 corridor whereby more green time has been allocated to the A12 as it is an arterial route serving Central London. As a result, this further limits the flow of traffic from the side roads and does not help to reduce the traffic queues.

4.3 To avoid the costly diversion of underground statutory services and minimising intake of land, it is proposed that the southbound carriageway of Pettits Lane North is widened. The carriageway widening will commence close to the existing pedestrian island and continue along the eastern kerb line up to the A12. Widening will help to increase the widths of the traffic lanes which will improve the turning movements of larger vehicles and hence improve the traffic flow. Further works include altering the existing traffic island situated in the north-east corner of the junction. The proposals are shown on drawing no. QM035-OF-102.

4.4 As seen on the drawing, it is possible to achieve lane widths of 3.2 metres for first and second lanes whereas 3 metres width for left turn filter lane which increases to 4.5 metres in the vicinity of the traffic island. Based on the current design, it is anticipated that the carriageway widening will help to improve the traffic movements.

4.5 The other problem identified is that traffic travelling in Pettits Lane North, waiting to turn right into Pettits Boulevard creates a tail back which extends up to the A12. This occurs as there is no suitable gap in the

traffic queue. As a result, it is proposed to provide advisory KEEP CLEAR markings to create a gap in the queuing traffic to permit the right turning traffic into Pettits Boulevard. The proposals are shown on drawing no. QM035-OF-102.

- 4.6 The above proposals will involve relocating two street lamp columns, a traffic sign and cutting back overgrown shrubs. In addition, provision will be made, where practicable to plant additional trees in the grass verge to improve the landscape. The above works are normal for these types of schemes.

5. Alternative measures

- 5.1 Whenever schemes are designed alternative measures are considered in terms of road safety, environmental and financial justifications. Two options were developed and these are described in details below:

- 5.2 **Option 1** - involves considerable length of widening the carriageway into the grass verge. This option was abandoned on safety grounds as it would increase the width of the carriageway in the vicinity of the existing pedestrian island which would increase the crossing time of pedestrians and in the event of one lane being stationary with the other flowing, pedestrians crossing the road would be masked. In addition, given the close proximity of the crossing in relation to the A12 which conveys considerable amount of traffic during peak periods, it would not be safe for pedestrians. The proposals are shown on drawing no. QM035-OF-101.

- 5.3 **Option 2** - is shown on drawing no. QM035-OF-102 will help to overcome the above safety issues, minimise the intake of the grass verge and avoid expensive diversion of underground services.

6. Stakeholders for consultation

- 6.1 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 the proposals. The following properties and stakeholders were consulted:

- i) There are very few properties in the immediate vicinity which would be affected directly by the proposed works, therefore, letters were hand delivered to property Nos. 1 to 14 in Pettits Boulevard which are directly opposite to the proposed works. Notices were also installed on site thus giving opportunity to anyone desiring to object or provide suggestions.
- ii) Emergency Services (Metropolitan Police, Fire Brigade and London Ambulance) were consulted. The closing date for receiving any comments was 6th March 2015.

- iii) London Buses, part of Transport for London have various bus routes operating on the highway network in the borough.
- iv) Havering Cyclists is a local branch of the London Cycling Campaign. The organisation works along with the borough to encourage and promote cycling within the borough by pressing for improved cycling facilities, supporting cyclists and organising various events.

7. Results of the consultation

Only one resident has objected the proposals. He has stated that the proposals will bring traffic close to his property and increase noise levels. One resident had submitted a petition containing 25 signatures of local residents suggesting that the existing widening is extended further to achieve full benefit.

Havering Cyclists support the measures and have suggested to provide Advance Stop markings in Pettits Lane North at its junction with the A12. The Metropolitan Police, Romford Fire Station and London Buses fully support the proposals. A summary of the consultation response is included in Appendix A of the report.

The objection raised by the respondent does not carry any significant concerns based on the views provided by the Environmental Services. It is, therefore, recommended that the proposals are implemented. The proposals once implemented will improve the reliability of public transport and improve the traffic flow for general traffic in this busy road.

IMPLICATIONS AND RISKS

Financial Implications and risks:

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

It is estimated that the cost to implement the measures is £194,000. This estimate includes the costs of civil engineering works, diverting the existing underground services and traffic management. Transport for London has agreed the above allocation via a special budget called Bus Priority Delivery Portfolio for improving the reliability of public transport. The funding will need to be spent by 31st March 2016, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee a final decision then 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 overall StreetCare Capital budget.

Legal Implications and risks:

There are no legal implications associated with carriageway widening aspect of the scheme as the Council has the power to vary the width of the carriageway within the highway boundaries. The Council, however, publicly advertises traffic management orders and consults the local frontages in the immediate vicinity.

Human Resources Implications and risks:

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

Equalities Implications and risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all 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: QM035 – Pettits Lane North / A12 widening.

Appendix 1

Summary of consultation responses

Summary of consultation responses

By the close of the consultation only six responses were received and these are summarised below.

- i. London Buses, part of Transport for London (Service Operations) have stated that the proposals will ease the '*tight passage*' for buses and also help left turning traffic from Pettits Lane North into A12 Eastern Avenue East.
- ii. Metropolitan Police, Traffic Management Unit have responded that they support the improvements as designed.
- iii. The Romford Fire Station in Pettits Lane North support the proposed carriageway widening and extension to the left turn filter lane from Pettits Lane North onto the A12 Eastern Avenue (East), widening along the east kerb line of Pettits Lane North, commencing from the existing traffic island. The completed work will help to alleviate traffic queuing along Pettits Lane North at busy times of the day and have a positive effect on Romford Fire Station's attendance times to operational incidents.

Fire Brigade had queried the impact the road works will have on their attendance time which is related to time scale of the works, hours of working and availability of access at the junction whilst the works are in progress.

Staff response: The Romford Fire Station was informed that the scheme is subject to approval by the Council's highways Advisory Committee and if it is approved, the works will be programmed to start during school summer vacations to minimise the impact on traffic. The works will start at 09:30am and will finish at 3:30pm, Monday to Fridays to accommodate the peak period traffic. The estimated time to complete the works is anticipated to be 5 weeks.

- iv. The local cycle group have no objections to the proposals, however, they have suggested to provide Advance Stop Markings or a short cycle lane adjacent to the existing splitter island to aid cyclists crossing the A12 into Pettits Lane South. – Staff will need to discuss this with TfL.
- v. Resident of No 7 Pettits Boulevard has strongly objected the proposed measures. His principal objections are a) the measures will bring the traffic close to his property, b) increase the noise levels, c) increase pollution which will be detrimental to health and d) does want any trees or shrubs to be removed.

Staff comments: The Council's Environmental Services were consulted on the objection. They have stated that slow moving and stationary vehicles are the main source of traffic related air pollution at this location. Traffic emissions are reduced when vehicle speeds increase and this will consequently have beneficial health implications. The scheme to extend a

left turning lane which is currently subject to congestion will assist in increasing traffic flow and decrease the queue times.

Although by widening the road the emission source will be closer to the receptor but it is still a substantial distance ie 27metres from the new layout of the road.

The shrubs in question are overgrown and these provide no protection during winter months when air pollution is generally high. Matured trees will only be cut back to prevent damage to large vehicles. The resident was also informed that consideration will be given to plant evergreen trees and shrubs will assist in militating against this element.

- vi. Resident of No 18 Pettits Boulevard had compiled a petition from 25 local residents in the area stating that the proposed measures should be extended further northwards to achieve full benefits of the scheme. Two options have been suggested. The first option involves the widening to commence immediately after the junction of Pettits Boulevard. The second option suggested involves commencing the widening from the location of the existing bus stop.

The resident has also stated that there is a support from the local Member of Parliament, Mr Andrew Rosindell MP and local Councillors. Copies of the drawings are attached.

Staff comments: Whilst the Council welcomes the petition, the two options suggested cannot be implemented as both options involve widening the carriageway along the eastern kerb line of the existing pedestrian island.

It is estimated that currently the crossing time is 2.5 seconds between the existing pedestrian island and the footway. The widening will increase the crossing time of the pedestrians to 7.5 seconds, which is considerable. Furthermore, where one lane of traffic is stationary and the other flowing, there is a risk that pedestrians crossing the road will be masked. The existing crossing is uncontrolled and it can increase the risk for accidents given the volume of traffic entering and exiting Pettits Lane North to the A12.

Appendix 2

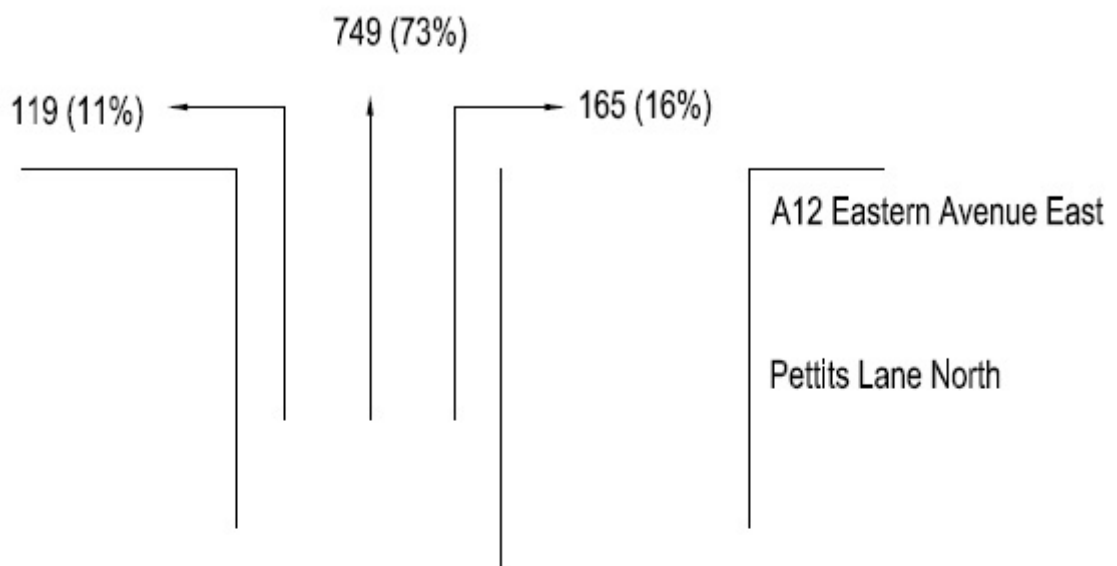
Proposed layout drawings

QM035-OF-101 (option 1)

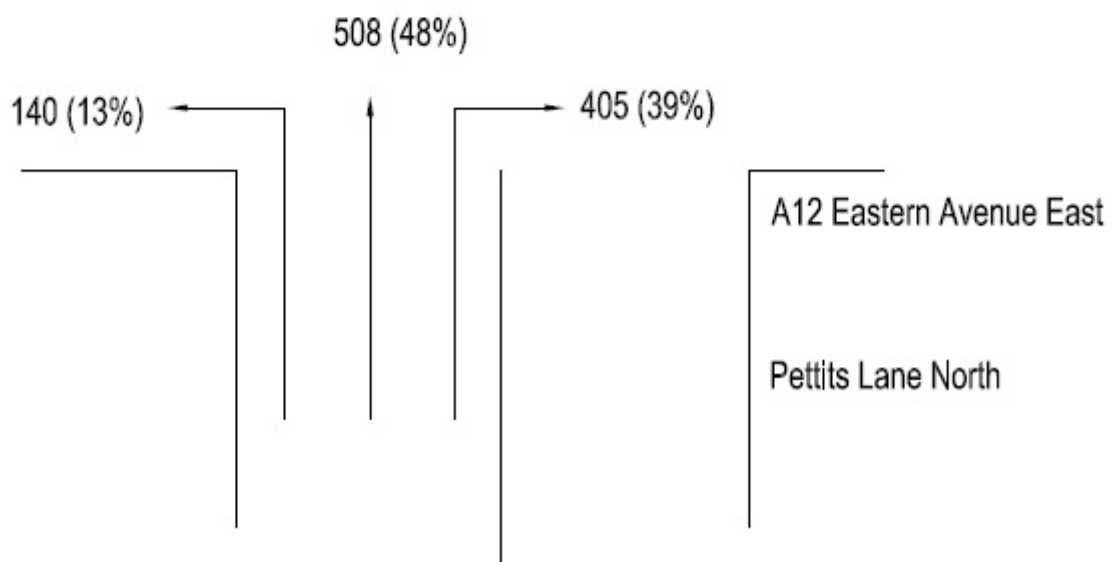
and

QM035-OF-102 (option 2)

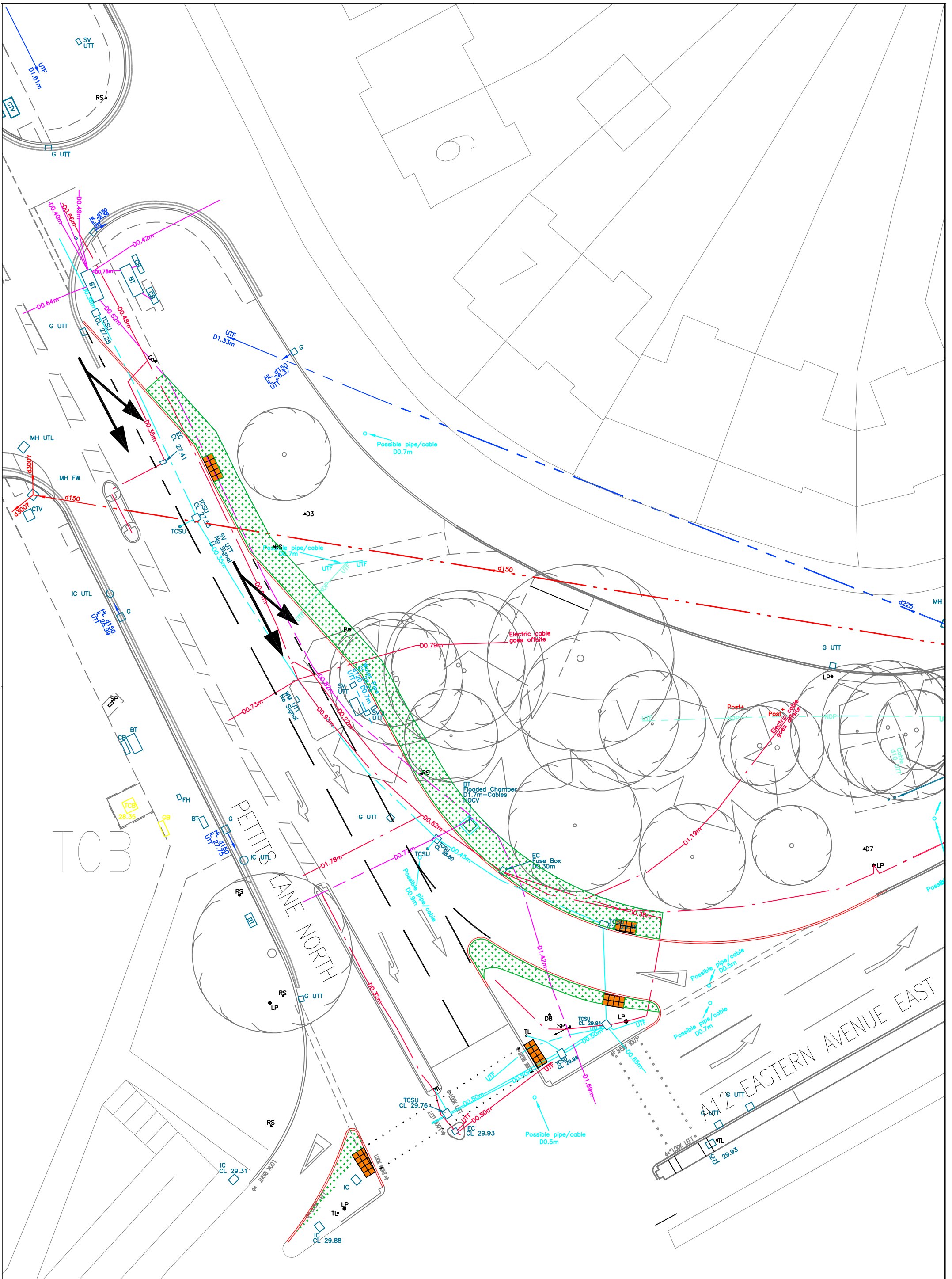
A12 Eastern Avenue East/Pettits Lane North Junction
Traffic Movements 07:30 to 09:30AM



Traffic Movements 16:00 to 18:00PM

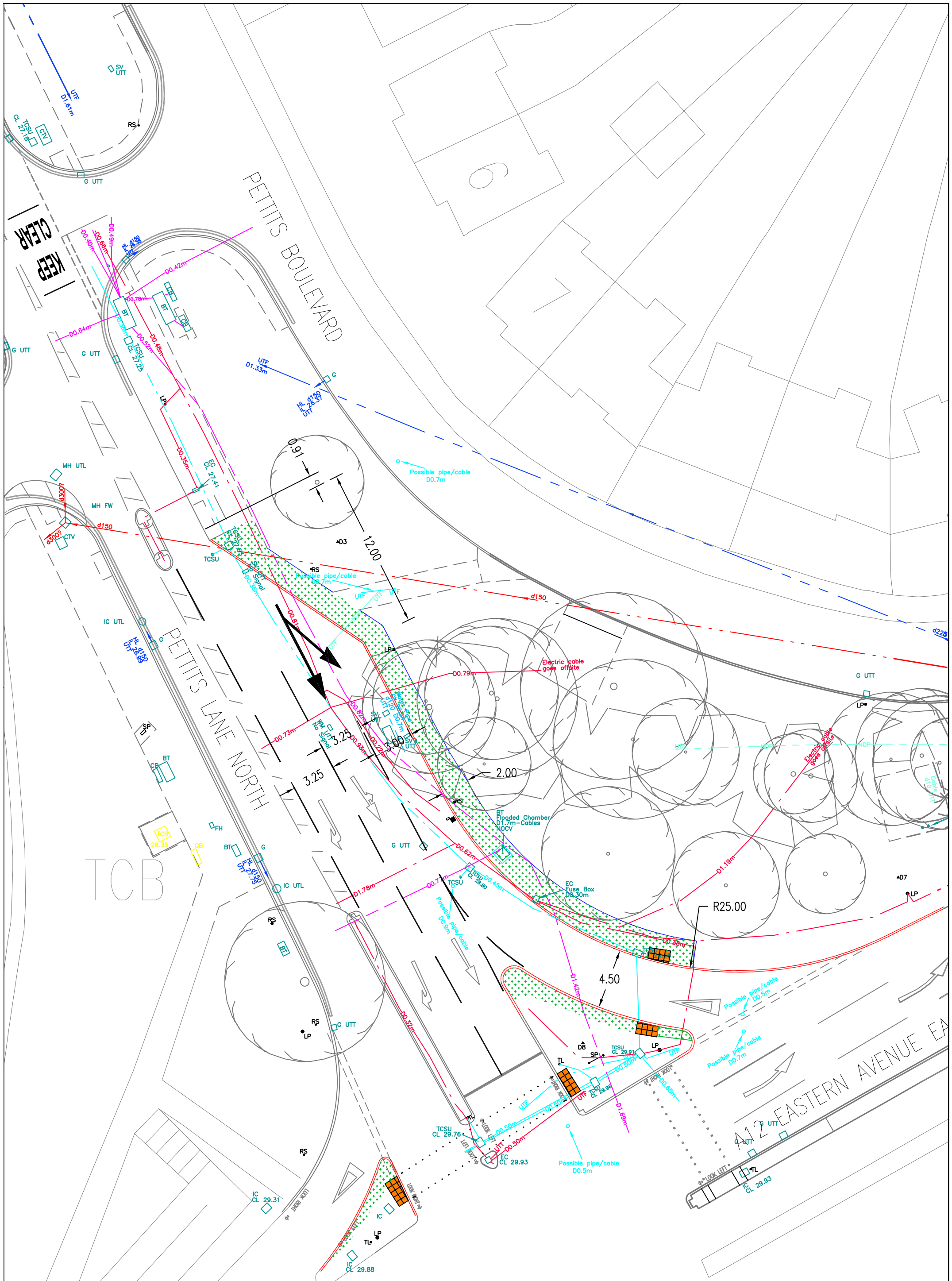


This page is intentionally left blank



PURPOSE		FEASIBILITY					
DRAWN BY RP	CHECKED BY INITIAL	APPROVED BY					
SCALE (AT A3 SIZE) 1:250	DATE 07.11.13	DRAFT					
		ISSUE					
ACAD REF:	DRAWING No	REVISION					
Sheet Size: A3 (420x297)	QMO35-OF-101	A	REVISION	AMENDMENT		DATE	

This page is intentionally left blank



PURPOSE		FEASIBILITY						©COPYRIGHT	
DRAWN BY RP	CHECKED BY INITIAL	APPROVED BY						This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.	
SCALE (AT A3 SIZE) 1:250	DATE 07.11.13	DRAFT		ISSUE				Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering	
ACAD REF:	DRAWING No QMO35-OF-102	REVISION A	REVISION	AMENDMENT	DATE	100024327			

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

REPORT

14 April 2015

Subject Heading:

Prohibition of traffic movements
At Station Road/Gubbins Lane,
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	[X]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[X]
High customer satisfaction and a stable council tax	[]

SUMMARY

This report deals with the outcome of a consultation relating to proposals to prohibit various traffic movements at the bus interchange area at the junction of Station Road and Gubbins Lane, Harold Wood.

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

RECOMMENDATIONS

1. That the Committee having considered the information set out in this report recommends to the Cabinet Member for Community Empowerment to prohibit various vehicular movements at the following locations:

Gubbins Lane/Station Road junction, Harold Wood

- a) Prohibit all vehicles proceeding in Gubbins Lane, from entering the road connecting Station Road and Gubbins Lane, located immediately in the south-eastern corner of the junction of Station Road/Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101
 - b) Prohibit all vehicles proceeding in Gubbins Lane from entering the south-westbound carriageway of Station Road between the two island sites situated at its junction with Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101
 - c) Prohibit all vehicles, except for buses, proceeding in Station Road, from entering the road connecting Station Road and Gubbins Lane, located immediately in the south-eastern corner of the junction of Station Road/Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101
2. That it be noted the cost of carrying out the works which is mainly associated with advertisement of the traffic orders and staff time is £2,000. This would be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

REPORT DETAIL

1. Background
 - 1.1 There is a bus stop adjacent to Harold Wood Station where buses stop to alight and collect passengers, forming an interchange at Harold Wood Station. The interchange area provides a stop for through routes (256 and 294) and a facility for the 496 route to turn round before standing in Station.
 - 1.2 London Buses had brought to the attention of the Council that some drivers use the slip lane to exit from Station Road and this can be dangerous with the presence of passengers or pedestrians given that it is a busy area for commuters.

- 1.3 As result, it is important that the area is used by buses only, therefore, there is a need for a traffic order which explicitly specifies the traffic restrictions.
- 1.4 Public notices were installed on site on 6th February 2015 and the measures were also advertised in the Romford Recorder and London Gazette thus giving opportunity to anyone desiring to object. The closing date for receiving and comments or objections was set for 27th February 2015.
2. At the end of the consultation there were no comments or objections received, therefore, it is recommended that officers proceed to making traffic orders which will provide clarity about the prohibitions at this busy junction.

IMPLICATIONS AND RISKS

Financial Implications and risks:

The cost of carrying out the works is mainly associated with advertisement of the traffic orders and staff time is £2,000. This would be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

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:

There are legal implications associated with prohibiting or permitting traffic movements at various locations in the highway network. When undertaking such works it requires public advertisement of traffic management orders and consulting the local frontages in the immediate vicinity.

Human Resources Implications and risks:

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

Equalities Implications and risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all 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: QL040 – Minor Schemes

Appendix 1

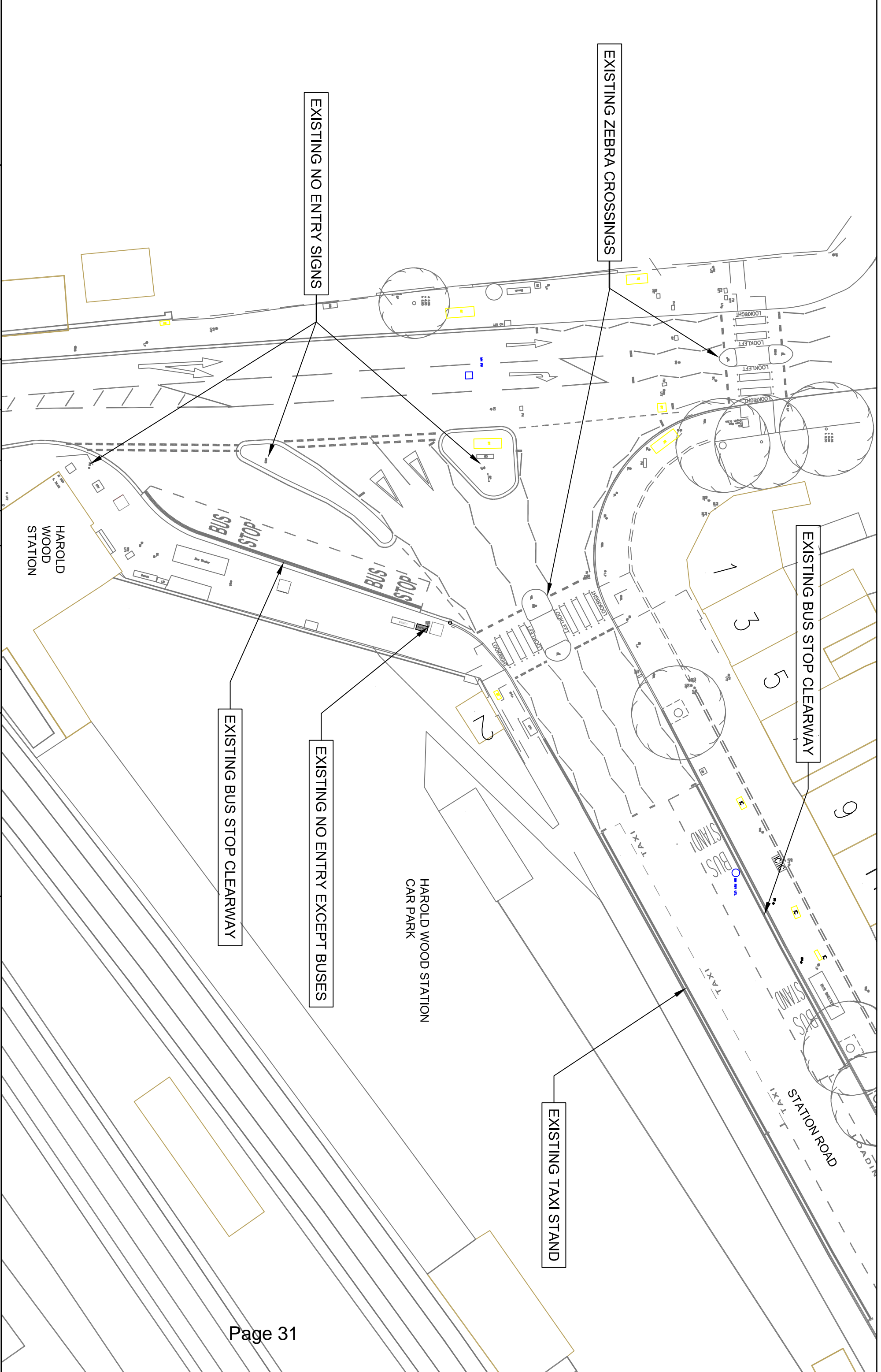
Junction of Gubbins Lane/Station Road showing traffic lanes

QL040_46-46-OF-101

This page is intentionally left blank

REVISION	AMENDMENT	DATE

©COPYRIGHT
 This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.
 Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 10002527



This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

14 April 2015

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
SOUTH END ROAD (ALTERNATIVE)
Outcome of public consultation**

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 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 sets out the responses to a consultation for the provision of a fully accessible bus stop opposite 175 to 185 South End Road as an alternative to a previous proposal for a fully accessible stop outside 300 to 314 South End Road and seeks a recommendation for which proposal should be implemented.

The scheme is within **South Hornchurch** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made either;
 - (a) Recommends to the Cabinet Member for Environment that the bus stop accessibility improvements outside 300 to 314 South End Road be implemented as shown on Drawing QN008-OF-A44A (existing location); or
 - (b) Recommends to the Cabinet Member for Environment that the bus stop accessibility improvements opposite 185 to 195 South End Road be implemented as shown on Drawing QN008-OF-A44-2A (alternative location).

2. That it be noted that the estimated cost of £12,000 for Recommendation 1(a) and £5,000 for Recommendation 1(b) for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

REPORT DETAIL

1.0 Background

- 1.1 People with mobility problems, the elderly and people travelling with young children find it difficult to board or alight from buses, unless the vehicle is able to pull in close to the kerb (within 200mm). The difficulty of gaining kerbside access is often caused by indiscriminately parked vehicles, or lack of high kerb space adjacent to stops.
- 1.2 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 will only be appropriate where carriageways are very wide.
- 1.3 The introduction of bus stop clearways improves the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It is important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ kneeling buses are

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

- 1.4 Drawing QB109/00/01B shows a standard bus stop layout where the bus stop is within a length of parked vehicles. In such a situation, a 37 metre long bus stop clearway is required to enable buses to meet the kerb so that both loading doors can be used. Where local conditions allow, this length can be reduced and so any design work will consider needs on a case by case basis.
- 1.5 In some situations, it is recognised that buses stopping on the carriageway can have an impact on traffic flows, especially on narrow roads. However, bus stops which are fully accessible to all people allow for buses to use stops more efficiently, minimising the length of time a bus is stationary. This will have the positive effect of reducing disruption to traffic flows to a minimum.
- 1.6 Where buses cannot fully access the kerb, then there may be delays in the loading or unloading of passengers leading to buses stopping longer than necessary. In some cases, certain passengers may not be able to access buses at all or the bus driver will simply need to pass the stop by where access to the kerb is not possible.
- 1.7 There are 690 bus stops in Havering. 663 are on borough roads, 20 are on the Transport for London Road Network and 7 are in private areas (e.g. Queen's Hospital). Data as of March 2014.
- 1.8 Of these stops, 56% are fully accessible. In order for a stop to be fully accessible, it must meet the following basic criteria;
 - The kerb to the footway must be between 125mm and 140mm in height to be compatible with the front and rear loading doors of the bus and the ramp deployed from the rear loading doors;
 - The bus stop should be restricted from parking and stopping by a bus stop clearway so that the stop is always available for buses to be able to pull into tightly to the kerb.
- 1.9 For Havering, funding for Bus Stop Accessibility works has mainly come from the Transport for London Local Implementation plan (LIP), but occasionally funding is secured as part of the development process.
- 1.10 Staff from StreetCare work with TfL London Buses and the Police (where required) on a programme of mainly route-based Bus Stop Accessibility improvements, although individual sites are investigated from time to time where there are particular passenger access problems.
- 1.11 The route approach allows for comprehensive review of existing bus stop positions for accessibility, convenience, safety etc. and sometimes requires stops to be moved away from points of conflict such as where parking or

proliferation of vehicle crossings prevent stops being accessible in their existing positions.

- 1.12 The Committee considered a report at its meeting of 16th September 2014 which dealt with various proposals for South End Road. With regard to a proposal to make the stop outside 300 to 314 South End Road accessible (Drawing QN008-OF-A44A), it was resolved that the Head of Streetcare should consider and consult on an alternative location as the current proposal would not allow a vehicle crossing to be provided to 306 South End Road.
- 1.13 Staff reviewed the section of South End Road and developed a new proposal which would relocate the stop opposite 175 to 185 as shown on Drawing QN008-OF-A44-2A. The accessible footway for the stop would be outside the former Albyns Close site, with a clearway covering this position and extend to outside 294.
- 1.14 This position would not affect the redevelopment by the Council's Housing Department P1034.14 which will be providing a new access to South End Road whereby the adjacent parking layby would be changed to accommodate the development.
- 1.15 Approximately 26 letters were hand-delivered to those potentially affected by the revised proposals on 2nd February 2015, with a closing date of 2nd March 2015 for comments.
- 1.16 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 7 responses were received as set out in Appendix I to this report.
- 2.2 Cllr Thompson considered the revised proposals a fair compromise. Cllr Burton expressed opposition to the proposal and he noted he had received copies of letters from people also objecting.
- 2.3 The Metropolitan Police had no issues with the proposals.
- 2.4 Three residents objected to the proposals, with one resident supplying an 18 signature petition against the scheme. St John & St Matthew Church also objected.
- 2.5 The objectors raised several points;
 - Location of the stop was near a dangerous bend with associated comments regarding driver speed, behaviour and damage to street lighting,

- Stationary buses would cause traffic congestion with associated concerns about air pollution,
- People overtaking buses would block the road,
- Why should the stop be moved to accommodate other residents,
- Current bus stop operates satisfactorily,
- Impact on access to premises,
- Cost of proposals,
- Stop should move to existing layby outside Albyns Close.

3.0 Staff Comments

- 3.1 The current bus stop requires work to make it fully accessible for modern low floor buses with two-door operation as reported on 16th September 2014. The stop cannot be made accessible with vehicle access being provided as previously set out.
- 3.2 The alternative location (and therefore people overtaking buses) would be visible to oncoming drivers at least 75 metres in advance. This distance is better than the stopping sight distance (SSD) recommended in Manual for Streets for 37.5mph (60kph) which is 59 metres and is therefore considered acceptable by staff.
- 3.3 The layby at Albyns Close would be reduced in length by the redevelopment granted consent under P1034.14 in order to provide an improved site access. This would leave approximately 35 metres of layby (at the carriageway edge) as opposed to the current situation of 27 metres; and like the current situation the layby would need to be lengthened to make it accessible. The current location has a wide footway/ verge to enable widening, but the other layby does not. This means that an accessible layout would place buses partially in the main carriageway on the bend which is not acceptable to staff.
- 3.4 The concerns about congestion and access are reasonable, although other bus stops on South End Road operate reasonably well and the area already suffers from congestion at peak times. Staff are of the view that localised traffic holdups will be sporadic at peak times and drivers will shortly re-join queues at Rainham Road to the south and Airfield Way to the north.
- 3.5 As a summary, the current stop is not accessible and the Committee expressed sympathy for the vehicle access issue linked to the original proposals. The alternative location is a fully accessible option, but other residents have concerns. A “do nothing” approach would leave the existing stop as still not accessible and would not accommodate the access issues.
- 3.6 The Committee will need to consider the various issues raised and make a recommendation based on balancing all of the relevant factors.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £12,000 for Recommendation 1(a) and £5,000 for Recommendation 1(b) for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2016, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee a final decision then 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 overall StreetCare Capital budget.

Legal implications and risks:

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place as has been the case with the proposals set out in this report.

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 users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community, but most especially disabled people and people using pushchairs. Accessible bus stops will be of benefit to people using wheelchairs, but also people who have walking, balance and dexterity difficulties; and blind and partially-sighted people.

BACKGROUND PAPERS

Project file: QN008, Bus Stop Accessibility 2014/15

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Response and Staff Comments (where required)
Cllr Thompson	It looks like a fair compromise to me.
Cllr Burton	<p>I am in receipt of a plethora of copy letters that have been sent to your office all robustly stating the authors opposition to interfering with the present location of the above bus stop.</p> <p>Having apprised myself with the circumstances surrounding this consultation. Please be informed, that as the Elected Member for the South Hornchurch ward I too am wholly opposed to the suggested relocation of this bus stop.</p>
PC Martin Young Metropolitan Police Roads & Transport Policing Command	Please be advised Police have no issues with the plans as presented.
Resident 179 South End Road	<p>Re above notification of proposed bus stop opposite my property at 179 Southend Road Would appreciate comments on the following questions</p> <p>1). Southend Road has a large amount of heavy fast moving traffic and I list below the disadvantages of relocating said bus stop.</p> <p>2). The bend on the corner has traffic coming from Ford Lane toward Mungo Park will not slow down or see other vehicles overtaking parked buses, bearing in mind there can be at least 2 buses at any one time arriving, and speaking from living here this road although considered a main road does not have the width for buses to stand to allow disembarking and embarking for passengers for any length of time. This will create havoc and a danger.</p> <p>3). We have also experienced many knock for knock accidents occurring on this road. At present time we are still awaiting our new 4th lamp post to be put into commission. As stated this is the 4th lamp post to have incurred dangerous damages I.e being knocked down by drivers who take the bend too fast and</p>

	<p>ultimately lose control of their vehicle. This has happened not only at night but during daytime. We have had upturned cars and lamppost residue in our front garden but of course I have complained before about the speed of traffic on this stretch of road and was told that there was limited fatal accidents for you to do anything about it.</p> <p>4). Due to speed of traffic I personally have great difficulty in actually getting out of my driveway Which has to be taken very sharply as oncoming traffic is travelling much too fast and does not slow down I.e blind spot.</p> <p>5). The width of road is not substantial for passing parked buses we have 4 schools within 1/2 of a mile of each other and when school run takes place havoc will arise. There is also a children's nursery at the church just opposite.</p> <p>6). Common sense prevailing I question why this is being proposed as the bus stop has worked well in its existing location. This has been proposed before as the people who lived near the present bus stop location offered payment For relocation but was refused.</p> <p>7). Finally air pollution will and must occur with mounting queues of traffic which is a concern also.</p> <p>My final word is why move a bus stop from a location that works perfectly well where visibility is clear both ways and accessibility is excellent.</p> <p>Hopefully common sense will prevail on this matter</p>
<p>Resident 292 South End Road</p>	<p>Letter 1 With reference to your letter dated 2-2-2015 regarding the re-positioning of the bus stop outside No's 300-314 South End Road.</p> <p>I purchased my house in 1961, I had no wish to have a Bus Stop outside my property so I checked before that there were no plans to erect a Bus Stop on my door stop, and I went ahead with the deal.</p>

You now inform me that the occupants that have purchased their house adjacent to a Bus Stop have decided to appeal to the Council that they wish to have it moved and are prepared to pay the cost of doing so.

The Bus Stop in question has function well for over 50 years, so where is the democracy in requesting it to be moved to outside my property.

The present position of the Bus Stop has allowed the free flow of traffic, and does not impinge on the ever increasing volume of vehicle travelling on South End Road. The proposed new position would cause havoc with the traffic low and normal times, but with the school run times it will become gridlocked.

Also buses do have to tailgate from time to time due to schedules, hold up on routes etc. and with a bus loading/ unloading passengers, a following bus will endeavour to overtake at the bus stop virtually closing the other side of the road to oncoming traffic.

The proposed new site would also be hidden from oncoming traffic prior to the bend in the road and could create a dangerous situation.

The common sense answer to this enquiry is to leave the Bus Stop in its existing position as it is proven to work very well over many years.

The other option is to consider the lay-by outside the redundant elderly people's complex At Albyns Close.

Letter 2

I enclose a protest forms regarding the moving on Bus Stop from outside No's 308-306 South End Road to outside No's 294-292-290 South End Road.

18 signature petition against relocating the bus stop.

Resident
294 South End Road

Letter 1

Thank you for your letter of 2-2-2015 firstly I don't recall the Council's proposals of 24-7-2014. Nor was I notified.

I am at a total loss as to why the Council would consider moving the bus stop, which has been at its present location for as long as I have lived here – nearly 42 years.

There are many + various reasons why the bus stop should remain in its present position. (inter-alia).

1. The bus stop in its present location, in the lay-by affords a steady stream of traffic and the proposal would, in my opinion, create traffic chaos – as if the build up of traffic is bad enough.

2. I have a dropped kerb and am disabled. The proposal would inhibit me from gaining access to my property on a 24 hour basis.

3. I gather the person who recently purchased a property outside the bus stops current location is instrumental in this proposal. Perhaps they should not have purchased their property knowing where the bus stop is. Are they pushing to have the bus stop moved for their own selfish means.

As a Council tax payer, I consider this proposal to be ill conceived and without merit. I assume this proposal has costs attached which could have been spent on more worthy areas of the Council's budget. The old maxim of "if it aint broken don't fix it" applies I suggest.

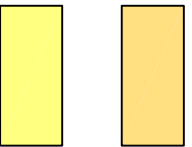
Letter 2

Could you tell me why you could not make the present location of the bus stop more accessible (I assume) a far lesser cost? How much is this proposed move going to cost the tax payer in total?

Further, who would and how would the proposed relocation benefit residents and public transport users?

<p>Revd. Burford St John & St Matthew Church</p>	<p>I have been made aware of the plans regarding the re-situation of the bus stop currently situated outside 308, Southend Road, South Hornchurch.</p> <p>The church of St John & St Matthew is situated immediately adjacent to the now redundant Albyns Close sheltered accommodation area which is scheduled for redevelopment.</p> <p>My understanding is that the planned new stop will not benefit from a “lay by”, but will whilst passengers access and depart need to stop on the road, effectively blocking one half of an already narrow and very busy road.</p> <p>We are as well as a place of worship an extremely busy local centre, housing not only a Pre-school but many local organisations catering for both the elderly and very young and it is a great cause of concern to us that cars wishing to overtake waiting buses and the build-up of traffic very near to our entrance will prove hazardous to those wishing to enter our premises both on foot and in cars.</p> <p>As there is an already established lay by which used to cater for those parking at the now defunct Albyns Lane complex it would seem far more logical and also safer to utilise this space rather than move this stop to a potentially more hazardous location. We would therefore wish to proffer our objection to the proposed new location and request the aforementioned option is considered.</p>
--	--

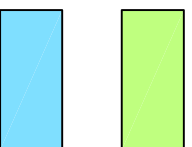
This page is intentionally left blank



ENTRY ZONE
 ALLOWS BUS TO PULL IN TO WITHIN 200MM OF KERB.
 VEHICLE CROSSOVERS NORMALLY ACCEPTABLE.
 KEEP FURNITURE SUITABLY SET BACK FROM KERB.

STANDING ZONE

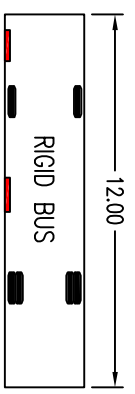
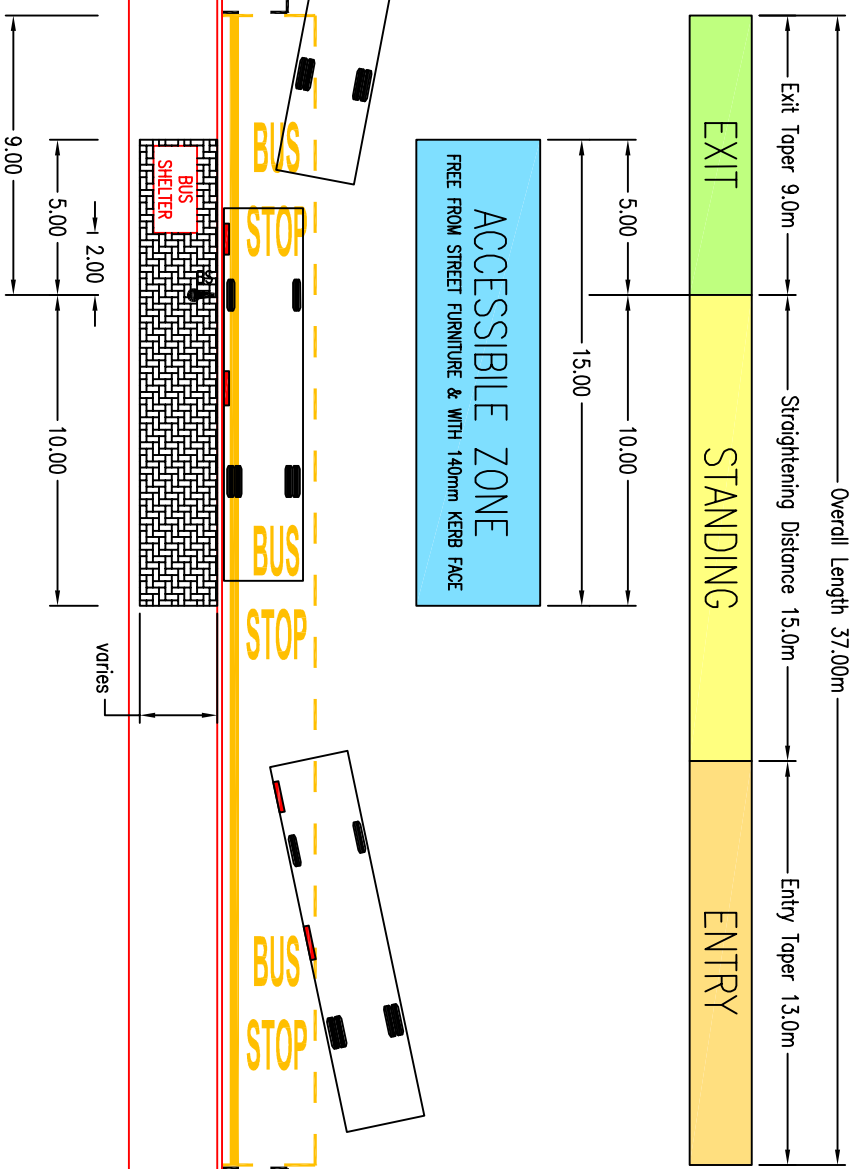
ALLOWS MOST STANDING BUSES TO STOP INCLUDING 10M DOUBLE DECKER & 12M SINGLE DECK.
 CROSSOVERS SHOULD NOT BE PERMITTED. KEEP AREA WITHIN 2M OF KERB FREE OF FURNITURE
 WHERE POSSIBLE TO ALLOW ACCESS TO DOORS OF BUS.



EXIT ZONE
 ALLOWS BUS TO REJOIN TRAFFIC STREAM.
 CROSSOVERS NOT ACCEPTABLE FOR FIRST 3M OF EXIT ZONE.
 FURNITURE SHOULD BE ADEQUATELY SET BACK FROM KERB.

ACCESSIBLE ZONE

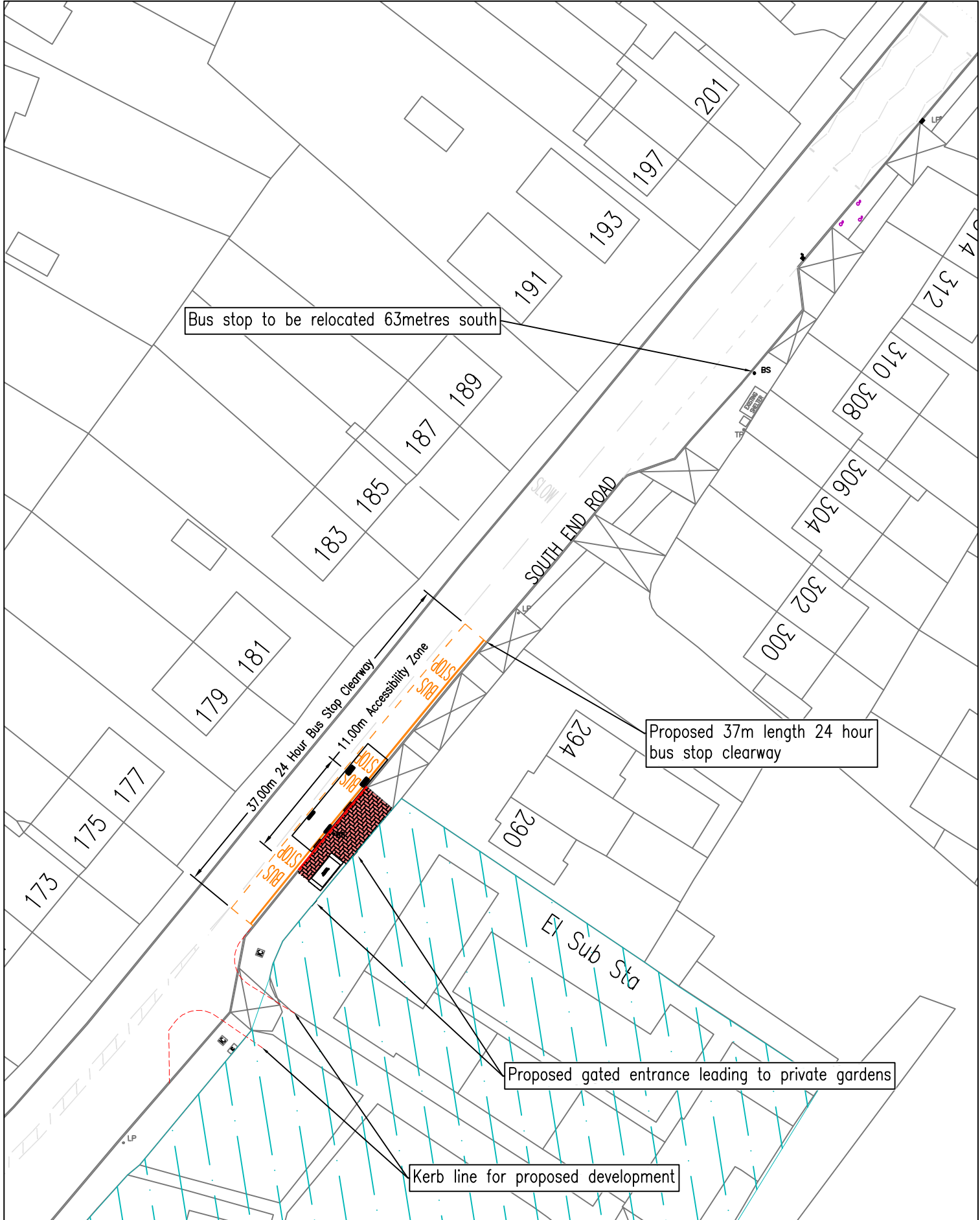
KERB FACE TO BE 130-150MM.
 LENGTH ALLOWS TRANSITION FROM LOW KERB EITHER SIDE.
 CROSSOVER SHOULD NOT BE PERMITTED.



- NOTES:**
- LAYOUTS DETERMINED FROM STEERING GEOMETRY OF BUSES TO ALLOW THEM TO PULL INTO THE KERB WITHIN 200mm, WITHOUT FRONT AND REAR OF BUS OVERHANGING FOOTWAY WHICH COULD POSE A SAFETY ISSUE.
 - THIS IS THE IDEAL LAYOUT AND MAY VARY WITH THE USE OF FOOTWAY BUILD-OUTS (BUS BORDERS) OR OTHER SITUATIONS SUCH AS THE EXIT TO A PEDESTRIAN CROSSING.
 - ANY LAYOUT WHICH DOES NOT CONFORM TO THE IDEAL STANDARD REQUIRES CONSULTATION WITH STREETCARE TRAFFIC & ENGINEERING SECTION.

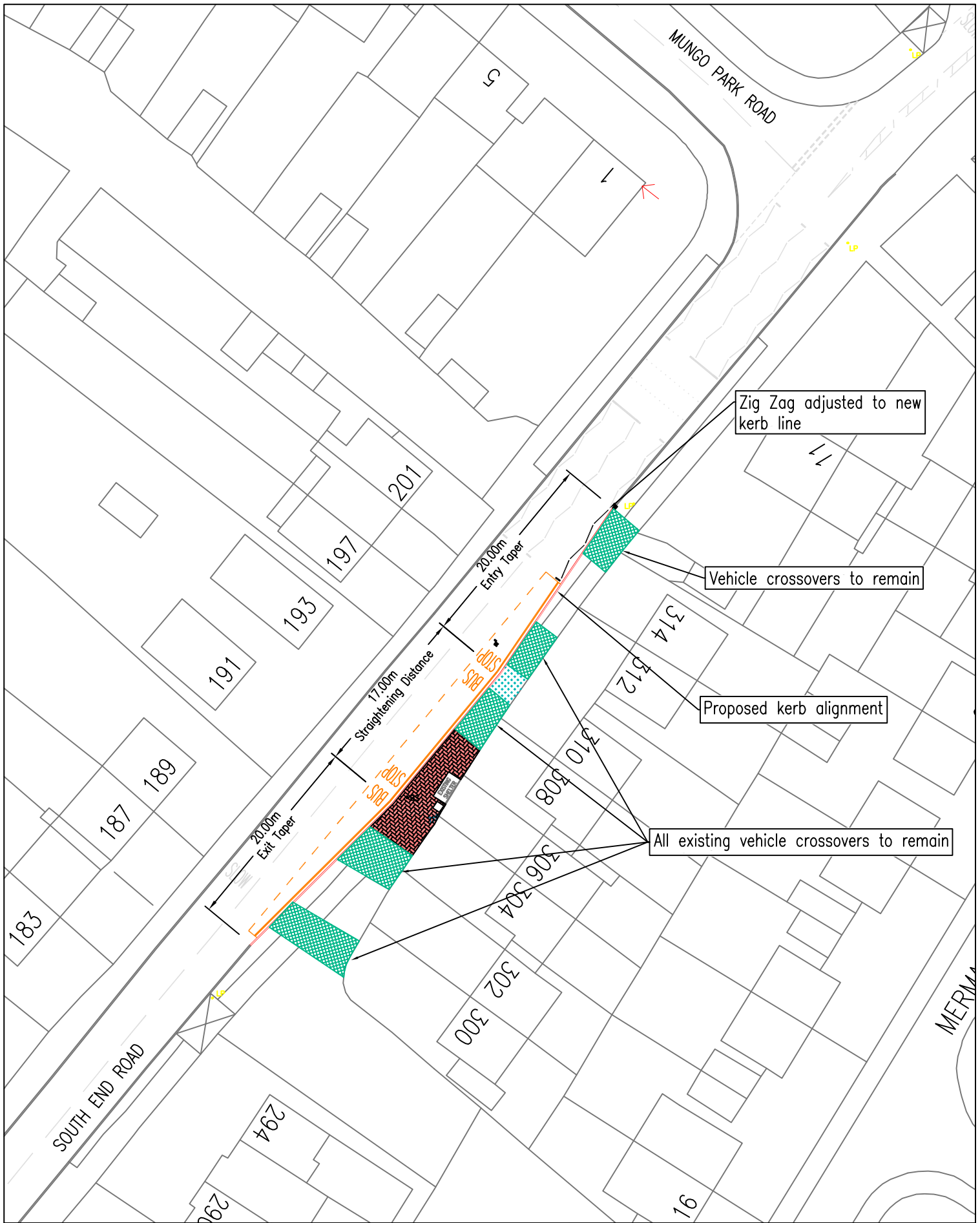
<p>Haverling LONDON BOROUGH STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROWEBRD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<p>JOB TITLE HAVERING STREET DESIGN GUIDE PART 6 – STANDARD DETAILS</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>		<p>PURPOSE</p>		<p>INFORMATION</p>	
<p>DRAWING TITLE BUS STOP ACCESSIBILITY DETAIL LAYOUT 1</p>		<p>SCALE (AT A4 SIZE) N.T.S.</p>		<p>DATE MAY 10</p>		<p>DRAFT ISSUE</p>		<p>REVISION</p>		<p>DRAWING UPDATE</p>		<p>DATE FEB 04</p>	
<p>ACAD REF: Part 6 - Standard Details</p>		<p>DRAWING No QB109/00/01</p>		<p>REVISION B</p>		<p>REVISION A</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>	
<p>Sheet Size: A4 (297x210)</p>		<p>©COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Haverling 100024327</p>									

This page is intentionally left blank



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p>		<p>PROPOSAL</p>		<p>Development Area</p>	
<p>JOB TITLE BUS STOP ACCESSIBILITY 2014/15 SOUTHEND ROAD</p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p>APPROVED BY MLP</p>		<p>Page 49</p>	
<p>DRAWING TITLE BS 29408 ALBYNS CLOSE Option 2</p>		<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>		<p>REVISION</p>		<p>AMENDMENT</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 10.12.14</p>		<p>ACAD REF: Sheet Size: A4 (210x297)</p>		<p>DRAFT</p>		<p>REVISION</p>	
				<p>DRAWING No QN008-OF-A44/2</p>		<p>ISSUE</p>		<p>DATE</p>	

This page is intentionally left blank



<p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE</p> <p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>PROPOSAL</p> <p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>					
<p>JOB TITLE BUS STOP ACCESSIBILITY 2014/15 SOUTHEND ROAD</p>				<p>DRAWN BY RP</p>				<p>CHECKED BY MLP</p>		<p>APPROVED BY MEP</p>	
<p>DRAWING TITLE BS 29408 ALBYNS CLOSE</p>				<p>ACAD REF:</p>		<p>DRAWING No QN008-OF-A44</p>		<p>REVISION A</p>		<p>REVISION AMENDMENT</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 21/05/14</p>		<p>DRAFT ISSUE</p>		<p>Sheet Size: A4 (210x297)</p>		<p>REVISION</p>		<p>AMENDMENT</p>	

This page is intentionally left blank



**HIGHWAYS
ADVISORY
COMMITTEE**

14 April 2015

REPORT

Subject Heading:

TPC527– Hainault Road – Proposed extension of Sector RO2B residents parking scheme – comments to advertised proposals

Report Author and contact details:

Claire Mitchell
schemes@havering.gov.uk

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

- | | |
|--|-------------------------------------|
| Clean, safe and proud 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 extend the boundary of the Romford Controlled Parking Zone (Sector RO2B) further along Hainault Road and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for the Environment** that:

- a. That the proposals to extend the Romford CPZ (Sector RO2B) residents parking scheme in Hainault Road, Romford between No. 14 to 20 even side and 45 & 47 on the odd side and shown on the drawing at Appendix A 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 £1,500 and can be funded from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background and outcome to Public Consultation

- 1.1 At the time the Sector 2B Residents Parking scheme was introduced in Hainault Road and the surrounding the area, these properties were covered by restrictions that extend into Hainault Road from the Eastern Avenue. As this was the case, these properties were not included in the scheme. However, as it is now considered that there is sufficient space within the Zone to accommodate any vehicles generated from these relatively small number of properties, proposals are now being put forward to enable all the residents of the section of Hainault Road, south-east of the Eastern Avenue to be included in the resident parking scheme for the RO2B area.
- 1.2 These proposals were agreed in principal by this Committee at its meeting on the 11th November 2014
- 1.3 The proposals were subsequently designed and publicly advertised. A plan of the proposals is appended to this report as **Appendix A**.
- 1.4 On 13th February 2015 residents who were perceived to be affected by the proposals, were advised by letter and plan. A total of 7 letters were sent to residents. Eighteen statutory bodies were also consulted and site notices were placed at the location.

2.0 Responses received

2.1 By the close of the consultation on the 6th March 2015, out of the 7 letters sent to residents, there were no responses received to the advertised proposals.

3.0 Staff Comments

3.1 These proposals were put forward to enable all the residents of this section of Hainault Road to have permits for the residents parking scheme that operates within the road and to remove the inconsistency over the entitlement to parking permits.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1,500 including advertising costs. This cost can be met from the 2015/2016 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:

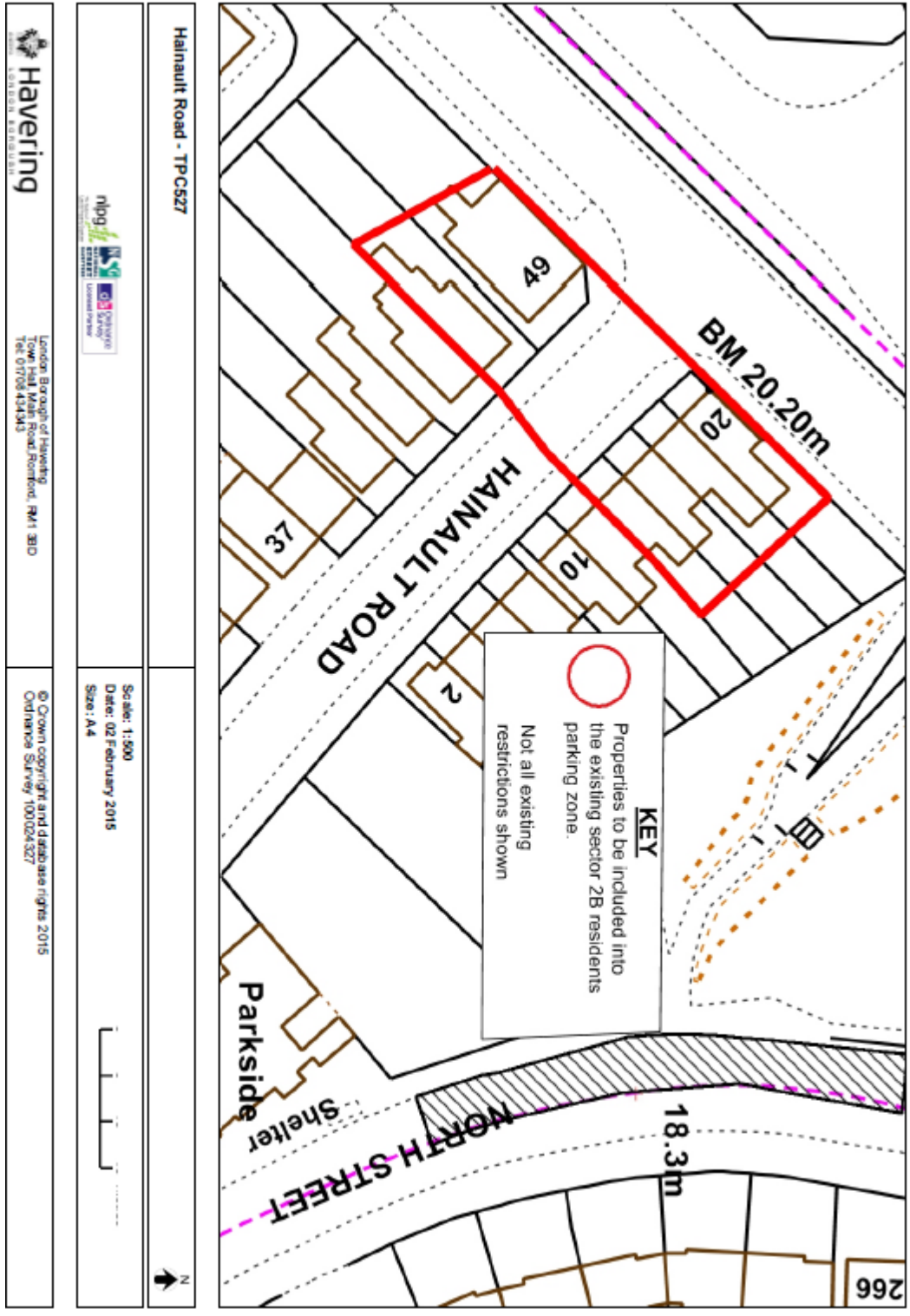
All proposals included in the report have been publicly advertised and are subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the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

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 local residents.

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

Appendix A



This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

REPORT

Date: 14 April 2015

Subject Heading:

TPC503 –Tadworth and Station Parade,
Proposed change of Disc parking to shared use Residents Parking and Pay and Display – comments to advertised proposals

Report Author and contact details:

Sarah Rogers
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 use of the existing Disc Parking Bays located in Tadworth and Station Parade, to shared use Resident and Pay & Display parking bays with associated waiting restrictions and loading facilities.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for the Environment** that the following measures be implemented as advertised and shown on the drawings in Appendix A and B of this report:
 - a. A change to the existing Disc parking facilities in Tadworth and Station Parade to Paid for parking and Residents Parking;
 - b. The introduction of loading facilities within Tadworth and Station Parade;
 - c. The introduction of waiting restrictions within Tadworth and Station Parade and 'At any time' waiting restrictions at the junctions in both parades;
 - d. the effect of any agreed proposals be monitored.
2. Members note that the estimated cost of installing this scheme in Station Parade and Tadworth Parade as set out in this report is £14,000, which can be funded from the Streetcare capital budget. Other costs of £2,500 will be met from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Currently, there are Disc Parking bays located in Tadworth and Station Parade that are operation from 8am-10am Monday to Friday. These parking facilities serve the local residents and shopping areas.
- 1.2 Throughout the borough there is a general trend for the Council to receive requests from shopkeepers and residents to change the existing Disc parking bays to Pay and Display parking bays, which are now considered to be more convenient and user friendly for visitors and shoppers.
- 1.3 The requests to implement a parking view of the area, with a possible Pay and Display scheme was received by Council Officers on behalf of shop keepers.
- 1.4 This request was first presented to this Committee at its meeting in August 2013, when Members rejected the proposals.

- 1.5 A further request was presented to this Committee on the 12th August 2014, when Members agreed to defer the matter until September's meeting.
- 1.6 At the meeting of this Committee on the 16th September 2014, Members agreed in principle that proposals be designed and publically advertised to review parking in both parades and to convert the existing Disc parking bays to Pay & Display parking bays, with a residents parking provision.
- 1.7 Subsequently, proposals were designed to change the use of the existing Disc Parking facilities to a shared use Pay & Display and Residents Parking facility, operational from 8:30am to 6:30pm Monday to Saturday inclusive, while in both parades, Loading facilities and waiting and loading restrictions are also proposed.
- 1.8 On 23rd January 2015, 95 residents and businesses who 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.
- 1.9 By the close of the consultation on the 13th February 2015, there were 11 responses received to the proposal, 6 against, 2 for and 3 were in favour of parts of the proposed scheme. The responses received to the proposals along with Staff comments are outlined in the table appended to this report as Appendix C.

2.0 Staff Comment

- 2.1 The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term non-residential parking. A number of Pay and Display schemes are operating very successfully in other areas in the borough, including in The Broadway, Elm Park, serving both businesses and the local community. Staff believe that these proposals will fit in well with the exist parking provision that operate at the same times and will be equally as successful as the other Pay & Display parking provisions that operate within the Elm Park Area.
- 2.2 Having consideration for those residents that have properties above the shops in both parades, it was felt that the proposals would be more user friendly if a residents parking scheme was introduced. This in turn would allow businesses to purchase two permits per business and visitors permits.
- 2.3 Each parade is located within different borough Wards therefore, it was felt that each location should have their own Sector, Station Parade EP1 and Tadworth Parade EP2, which will also make dealing with issues related to each parade and the adjoining areas easier. Each parade is in a different Ward.
- 2.4 During the consultation we received from Elm Park & Hacton Safer Neighbourhood Team objections to the propsals due to shift patterns and concerns of personal safety. Officers from Traffic and Parking Control have met with the police at the office and discussed their parking options and will

continue to work our partners to hopefully resolve any outstanding issues that the Safer Neighbourhood Team may have.

- 2.5 In respect of parking provisions for visitors to the shops to park for shorter terms it has recently been approved by Council that a 20 min free parking provisions will apply to all on-street and off-street Pay and Display Parking Facilities.
- 2.6 The costs of implementing any agreed proposals will be met from a specific addition to the StreetCare capital budget; this budget is aimed at improving accessibility to retail areas, deterring long term commuter parking and progressing one of the key elements of the 2007 Parking Management Strategy - to phase out the Disc Permit Scheme.

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 to install the proposed Pay & Display machine as set out in this report is £14,000 which will be financed from the Streetcare capital budget.

The estimated cost of implementing the proposals, including physical and advertising costs, as described above and shown on the attached plans is £2,500. These costs can be funded from the 2015/16 Minor Parking Schemes budget.

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.

Total costs will need to be contained within the specified budgets.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

The proposals are to change the existing Disc Parking bays in to dual use Pay & Display and Residents parking bays. These proposals were put forward to unify the parking facilities in the area, which were creating problems for the local businesses and their customers in the area. These proposals will enable Blue Badge Holders to park in the dual use bays without charge or time limitation.

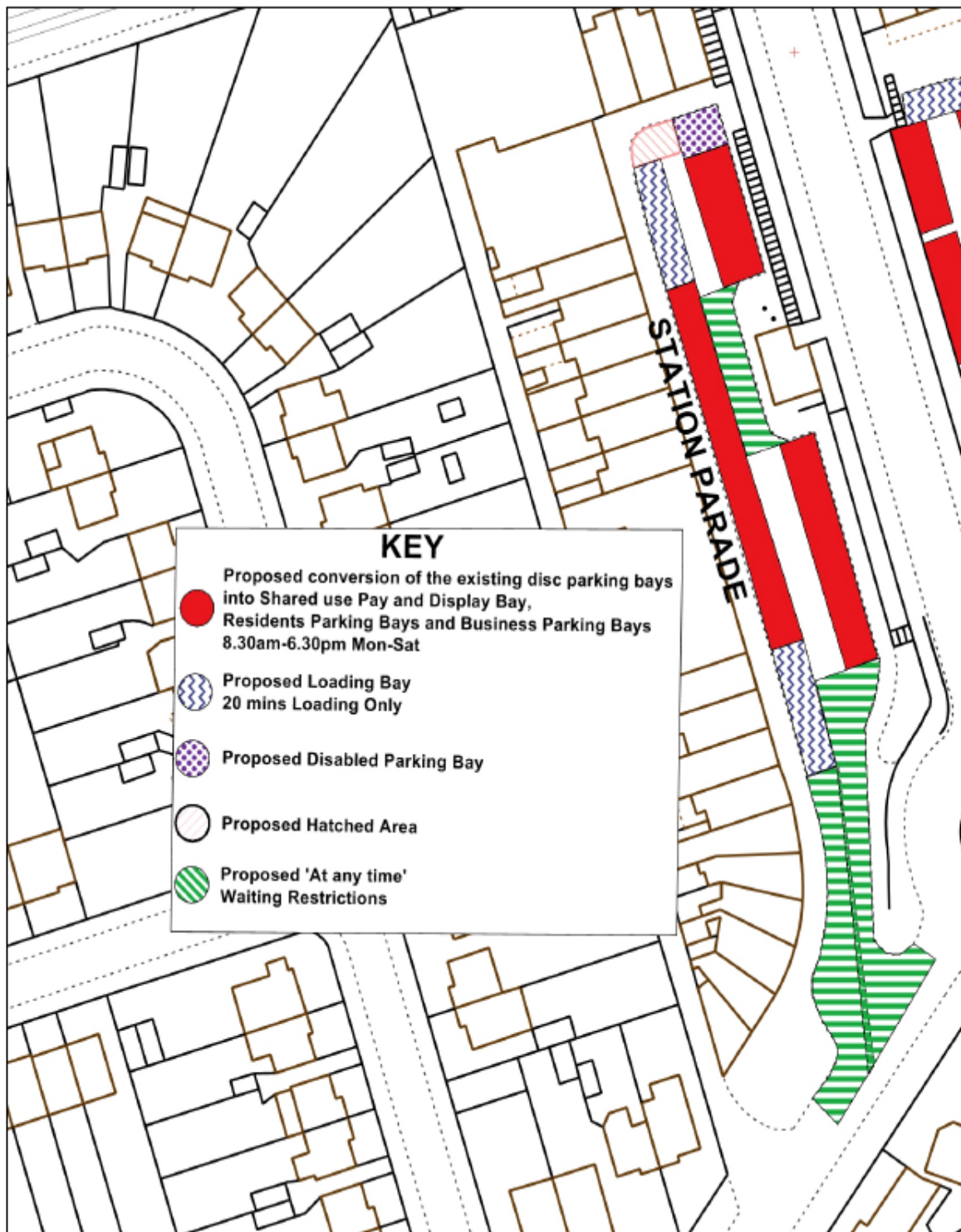
The Council undertook a consultation with residents and businesses in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received 11 responses to the consultation, which are outlined in Appendix C However, no negative issues relating to protected characteristics were raised in the objections.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any negative impact.

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

There will be some visual impact from the required signing and lining works.

BACKGROUND PAPERS

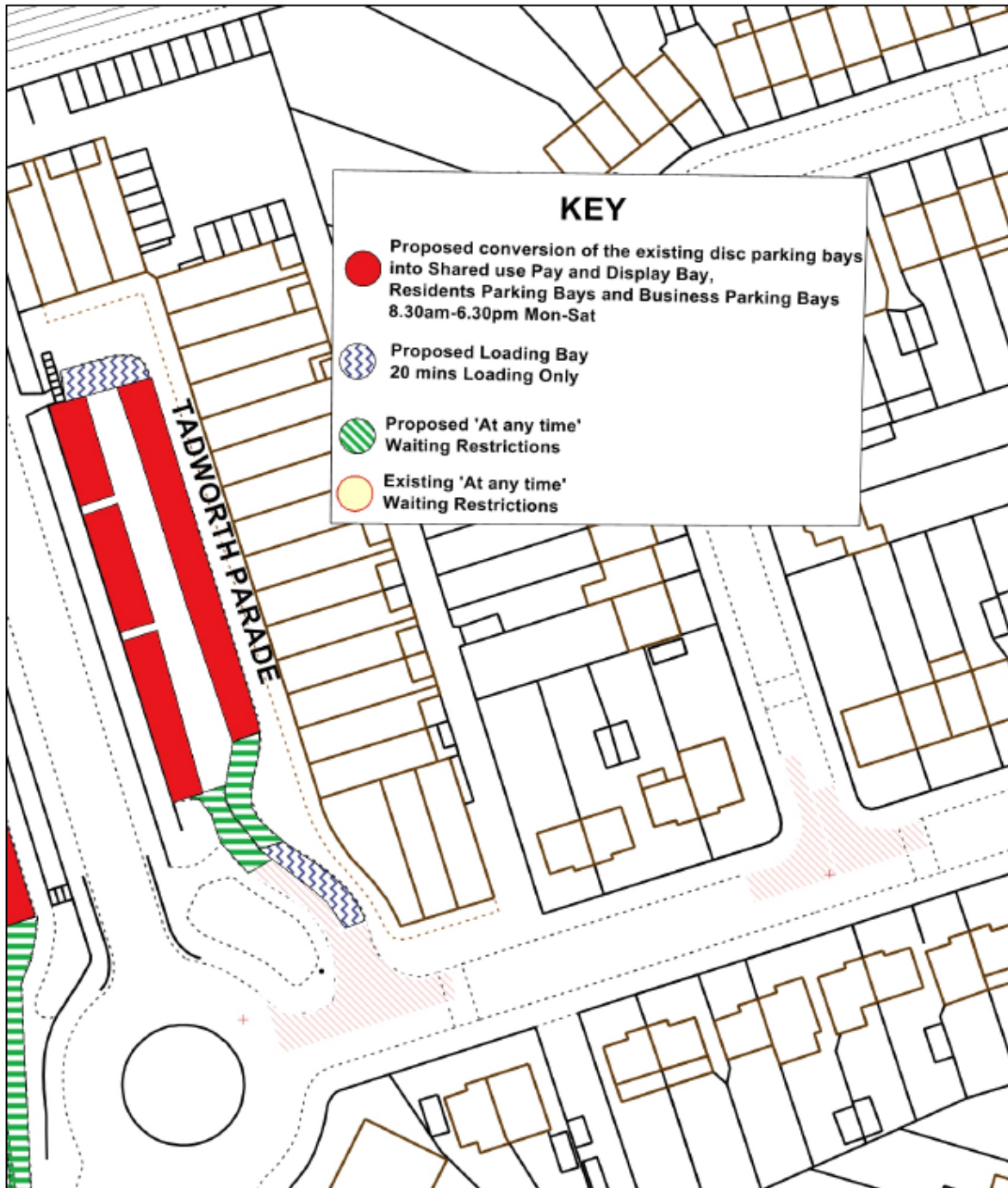


KEY

- Proposed conversion of the existing disc parking bays into Shared use Pay and Display Bay, Residents Parking Bays and Business Parking Bays 8.30am-6.30pm Mon-Sat
- Proposed Loading Bay 20 mins Loading Only
- Proposed Disabled Parking Bay
- Proposed Hatched Area
- Proposed 'At any time' Waiting Restrictions

	Scale: 1:500 Date: 29 October 2014	
--	---------------------------------------	--

	London Borough of Havering Town Hall, Main Road Romford, RM1 3SD Tel: 01708 434343	© Crown copyright and database rights 2014 Ordnance Survey 100024327
--	---	---



KEY

- Proposed conversion of the existing disc parking bays into Shared use Pay and Display Bay, Residents Parking Bays and Business Parking Bays 8.30am-6.30pm Mon-Sat
- ▨ Proposed Loading Bay 20 mins Loading Only
- ▨ Proposed 'At any time' Waiting Restrictions
- ▨ Existing 'At any time' Waiting Restrictions

Tadworth Parade N
↑

Scale: 1:500
Date: 29 October 2014
0 10 20 30 metres

© Crown copyright and database rights 2014
Ordnance Survey 100024327

Appendix C

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident of Station Parade	Station Parade	The resident is for the proposals as they would like to park close to where they reside	None
2	Business in Tadworth Parade	Tadworth Parade	The business is in favour of part of the proposals but feels that their customers who travel in from afar will now need to pay	<p>This is one few remaining areas where disc parking is operation and the general trend is for Pay and Display provisions to be implemented as they are considered to be more user friendly.</p> <p>From 6th April 2015 the Council will be giving a 20 minute free parking period.</p>
3	A resident within the area	Station Parade	The resident of the area uses these parades for the local facilities after work to collect items or to drop off/pick up dry cleaning. The resident feels that these provisions will cause businesses to close	<p>This is one few remaining areas where disc parking is operation and the general trend is for Pay and Display provisions to be implemented as they are considered to be more user friendly.</p> <p>From 6th April 2015 the Council will be giving a 20 minute free parking period.</p>
4	Elm Park and Hacton SNT	Tadworth Parade	The Safer neighbourhood team object to the proposals.	None
5	Domino's Pizza	Tadworth Parade	They object to the proposals as there are various members of staff that need to park including delivery vehicles	<p>Only 2 business permits can be issued per business. For the remainder of staff visitors permits and the pay and display facility can be used.</p> <p>From 6th April 2015 the Council will be giving a 20 minute free parking period.</p> <p>Motorcycles if used to make deliveries can park free of charge.</p>
6	A resident from the area	Tadworth and Station Parade	They are in favour of the proposals but feel that they should be Monday- Friday with Saturday parking free.	The proposals include Saturday as this is where commuter parking is more likely to take place. With unrestricted parking within the parades commuters can park for free after 10am and use the station.
7	A business from Station Parade	Station Parade	They are not in favour of the residents, loading bay and disabled bay proposals as they feel that it is not appropriate to	The loading bay that has been proposed serves all businesses at the end of

			<p>have a loading bay at the far end of the parade as well as a disabled bay that leads to the stairs.</p> <p>They are also concerned on permit abuse that commuters will be sold permits.</p>	<p>the parade allowing a secure space where are large articulated vehicles can park without causing unnecessary congestion for other motorists.</p> <p>The disabled bay has been located in this location as there is access to the pavements to visit the shops and also the ramp that leads to the Broadway (Station).</p> <p>Having a shared use residents/business/pay and display accommodates all those affected within the area. To just include a Pay and Display scheme would isolate residents who have no other location to park.</p>
8	A business from Tadworth Parade	Tadworth Parade	<p>Objecting to the scheme as it is unfair. These proposals will prevent people coming to Elm Park to use the shops.</p> <p>They also state that it is unfair that they have to buy 2 permits and visitors books, why can't the scheme be like on the Broadway.</p>	<p>Staff would like to highlight that no one has to purchase business/residents/ visitor permits, as with the Broadway anyone can purchase a Pay and Display Ticket.</p> <p>From 6th April 2015 the Council will be giving a 20 minute free parking period.</p>
9	A business of the parades	Station Parade	They are not in favour of the proposals	None
10	A business of Station Parade	Station Parade	<p>They are not in favour of the proposals as the Elm Park Regeneration group advised the businesses that the business permits would cost the same as the current disc permits.</p> <p>That the business permits are issued 2 per unit.</p> <p>The business owner is also objecting because of the loading bay that will be outside of their shop.</p>	<p>The costs of business permits are agreed by cabinet and are clearly advertised on our website. Traffic and Parking Control have not advised anyone that the cost of a business permit would be the same as a disc permit or that 2 permits would be issued per unit not per business. I cannot confirm who provided this business owner this information. We can only assume that this information has been distorted by 3rd parties.</p>
11	Business within Tadworth	Tadworth Parade	The business owner is not happy with the proposals to implement a scheme in this area as they have a large amount of	This is one few remaining areas where disc parking is operation and the general

	Parade		staff that need to park or bring their vehicles to make urgent deliveries either by car or van. Implementing this proposed scheme will result in the closure of the company.	trend is for Pay and Display provisions to be implemented as they are considered to be more user friendly. From 6th April 2015 the Council will be giving a 20 minute free parking period.
--	--------	--	--	---



**HIGHWAYS
ADVISORY
COMMITTEE**

14 April 2015

REPORT

Subject Heading:

TPC337 Western Avenue ,Proposed Free
Parking Bay – comments to advertised
proposals

Report Author and contact details:

Sarah Rogers Engineering Technician
schemes@havering.gov.uk

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

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

SUMMARY

This report outlines the responses received to the formal consultation to introduce a Free parking bay in Western Avenue, close to its junction with Upper Brentwood Road.

RECOMMENDATIONS

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

- A. further proposals be advertised to move the proposed free parking bay 5 metres westwards and to extend the existing 'At any time' waiting restrictions, on the northern side of the road by 5 metres; or

OR

- B. The proposals to implement a free parking bay in Western Avenue, close to its junction to Upper Brentwood Road, as shown on the drawing in Appendix A, be implemented as advertised;

AND

- C. Members note that the estimated cost of this scheme as set out in this report is £1,000 and can be funded from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background and outcome of consultation

- 1.1 At its meeting held on the 11th November 2014, this Committee was presented with a report proposing the inclusion of Western Avenue into the existing Gidea Park Controlled Parking Zone. This scheme was agreed on the basis that a free parking bay would be installed to reflect those that had been installed in surrounding roads.
- 1.4 On the 4th February 2015, those residents 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.
- 1.5 By the close of the consultation on the 14th March 2015, 19 responses were received to the proposals, 9 responses were in favour, 7 responses were against, with 3 responses being in favour of part of the proposals. Attached to this report as Appendix B, is a summary of the responses received to the consultation.

2.0 Staff Comments

- 2.1 The majority of the respondents to the consultation were in favour of the principle of the proposed parking bay. There were however objections to the proposed location of the bay. A number of Residents felt that the location of the proposed bay would be too close to an existing junction making access and egress from the the road more difficult.
- 2.2 At its meeting held on the 11th November 2014 members agreed to the implementation of 10 meters 'At any time' waiting restrictions on all four arms of the junction of Western Avenue and Upper Brentwood Road. These restrictions together with a Single Yellow Line along the road have since been implemented.
- 2.3 Data from Crashmap and TFL indicate that a minor accident had been reported in 2011. A further accident had recently taken place in the vicinity of the newly implemented 'At any time' waiting restrictions.
- 2.4 Taking into consideration the comments of the residents who reside in this road, it is recommended that further proposals be advertised to extend the existing 'At any time' waiting restrictions on the northern side of Western Avenue, at its junction with Upper Brentwood Road, and re-advertise the proposals for the Free parking bay to relocate the bay 5 metres westwards, to accommodate the extension of the double yellow line. These proposals would require further statutory advertisement and this Committee to agree a further course of action.
- 2.5 This Committee should be aware that the relocation of the proposed Free Parking bay would mean that the parking bays would be located approximately 2.7 metres away from the vehicular access of no. 537 Upper Brentwood Road, which is considered to be far enough away from the vehicle crossover to prevent obstruction.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1,000 including advertising costs. This cost can be met from the 2015/2016 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

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.

At the close of public consultation 19 responses were received to the proposals, 9 responses were in favour, 7 responses were against, with 3 responses being in favour of part of the proposals. There were some objections raised regarding the location of the free parking bay being too close to the junction that could impact on accessibility and safety. However, officers have attempted to mitigate this by implementing 10 metre 'At any time' waiting restrictions.

After careful consideration officers have recommended that the Committee decide a further course of action and the effects be monitored on a regular basis to ensure any equality negative impact is mitigated.

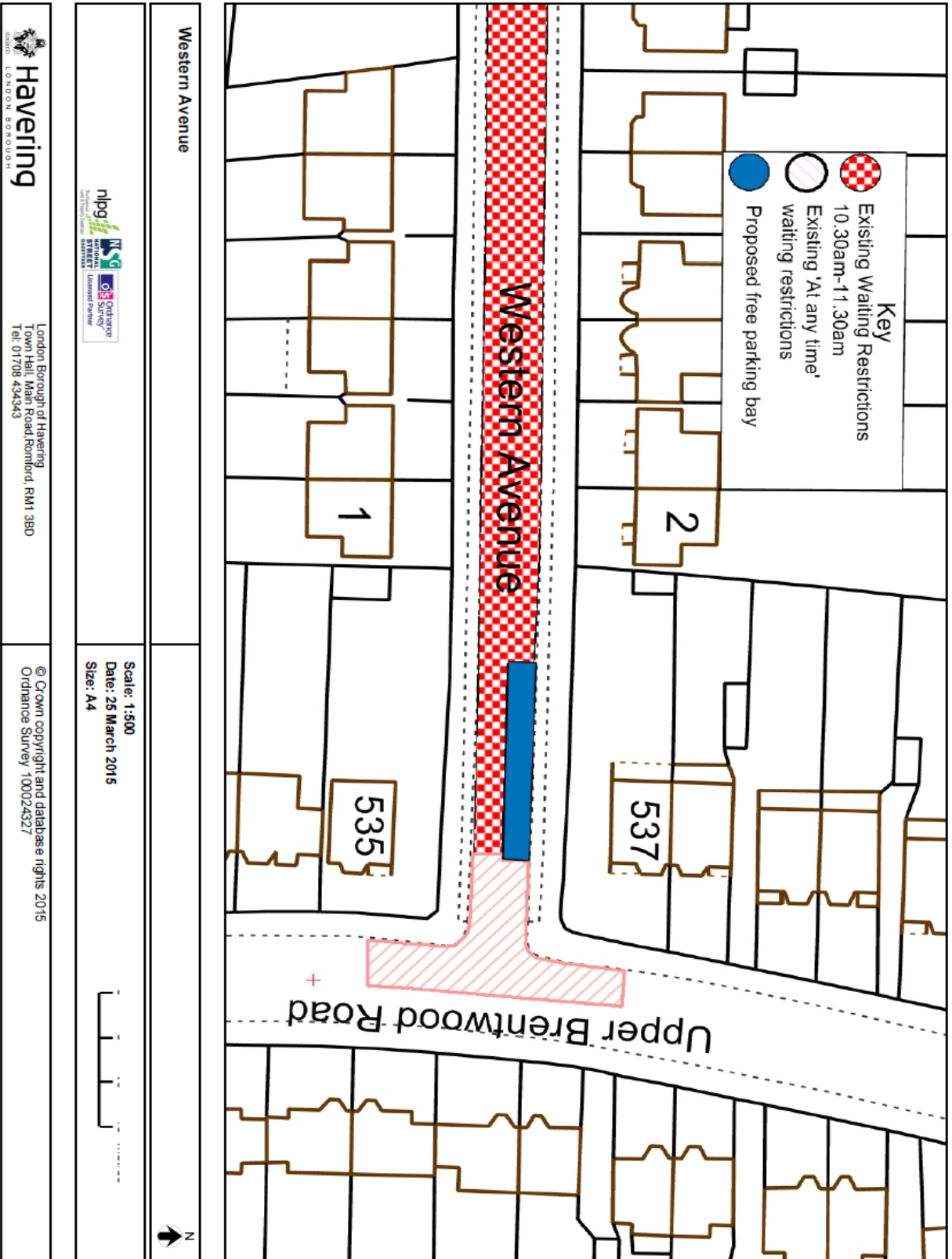
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally and local businesses. However, parking restrictions in residential are often installed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

Appendix A and B



Appendix B

	Comments	Staff Comments
	A resident of Western Avenue wants the bays, but feels it is too close to the junction, . making access and egress difficult.	View staff comments in the report
	A resident of Western Avenue is opposing to the location of the bay, as they feel it is too close to the junction and restricts the tuning in and out of Western Avenue	View staff comments in the report
	A resident objects to the proposals, on the grounds that the location is not a safe place and that the bays will be used by the residents of Upper Brentwood Road and not Western Avenue.	This bay is not being proposed solely for the use of the residents of Western Avenue, but is a provision that all motorist can use.
	A resident is in favour of the proposals	None
	A resident is in favour of the proposals	None
	A resident is objecting to the location of the bay, as it would worsen an already dangerous junction. They suggest moving the bay further up the road.	View staff comments in the report
	A resident is not in favour of the proposals, due to the location of the bay and the difficulty experienced at the junction.	View staff comments in the report
	A visitor to the area is objecting to the proposals, on the grounds that the location of the bay is too close to the junction of Upper Brentwood Road, where there is currently an issue with access and egress.	View staff comments in the report
	A resident is objecting to the proposals, as the bay would be located to close to the junction, where there are problems with access and egress.	View staff comments in the report
	A resident of Western Avenue is in favour of the proposals, but feels the bay should be moved up the road, away from the junction.	View staff comments in the report
	Residents of the area are not in favour of the proposals, on the grounds that the bay is too close to a dangerous junction.	View staff comments in the report
	A resident of Western Avenue is not in favour of the bay, as it is too close to the junction. They request that the bay is shortened and the double yellow line extended.	View staff comments in the report
	Residents of the area are not in favour of the proposals, on the grounds that the bay is too close to a dangerous junction.	View staff comments in the report

	A resident of Western Avenue is not in favour of the bay, as it is too close to the junction. They request that the bay is shortened and the double yellow line extended.	View staff comments in the report
	A resident of Western Avenue is in favour of the free bay, but suggests that the 'At any time' waiting restrictions are extended and the bay moved back by 5/6 metres.	View staff comments in the report

HIGHWAYS ADVISORY COMMITTEE

14 April 2015

REPORT

Subject Heading:

Woodcote Avenue – TPC526
Proposed extension to waiting restrictions – comments to advertised proposals

Report Author and contact details:

Dean R Martin – Service Support Officer
schemes@havering.gov.uk

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

Clean, safe and proud 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 extend the existing waiting restriction in Woodcote Avenue, to the side of St Nicholas Church, to prevent obstructive parking.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that:
 - That the proposals to extend the existing 8:30 to 6:30 Monday to Saturday waiting restrictions in Woodcote Avenue, be implemented as advertised;
 - That the effect of the scheme be monitored.
2. That Members note that the estimated cost of this scheme as set out in this report is £500 and can be funded from the 2015/16 Minor Parking Schemes budget

REPORT DETAIL

1.0 **Background**

- 1.1 Following reports of long term obstructive parking taking place on the northern side of Woodcote Avenue, in the unrestricted area between the end of the existing 8:30 to 6:30 Monday to Saturday waiting restrictions and the vehicle crossover to St Nicholas church, at its meeting in October 2014, this Committee agreed in principle to the proposals to extend the existing restrictions to cover this small area. A copy of the plan outlining the proposals is appended to this report as **Appendix A**.
- 1.2 The proposals was subsequently designed and publicly advertised on 6th February 2015. This report outlines the responses received arising from the public consultation and recommends a further course of action.

2.0 **Outcome of Public consultation - Responses received**

- 2.1 On 6th February 2015, residents 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 the 27th February 2015, 3 responses were received to the proposals, all in favour.

3.0 **Staff Comments**

- 3.1 The proposals are designed to prevent long term parking at this small unrestricted area, which with a line of parking on the opposite side of the road, obstructs traffic flow to larger vehicles. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £500 including advertising costs.

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 with 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.

At the close of public consultation 3 responses was received, all in favour of the proposals. There were no equalities issues raised in the consultation.

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.

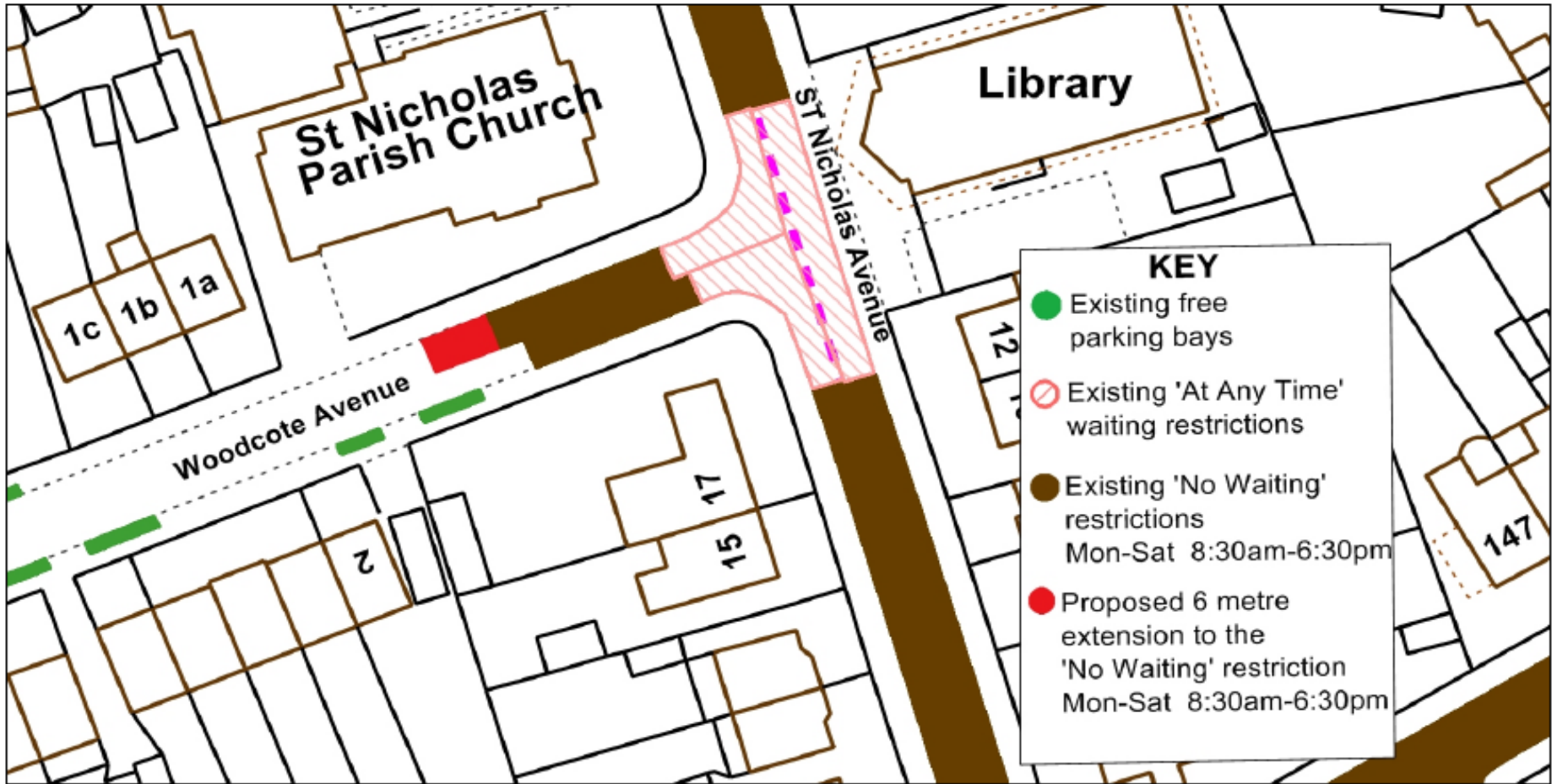
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally and local businesses. However, parking restrictions in

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 local 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 people, 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 PAPER



Woodcote Avenue-TPC526



Scale: 1:500
Date: 30 January 2015
Size: A4



This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

Date 14 April 2015

REPORT

Subject Heading:

Manor Avenue – Proposed change of Disc Parking bay to time limited Free Parking bay.

Report Author and contact details:

Claire Mitchell – Technical Support Assistant
schemes@havering.gov.uk

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

Clean, safe and proud 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 Gidea Park Methodist Church, 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 Methodist Church in Manor Avenue to a limited stay Free parking bay, operational 8.30am to 6.30pm Monday to Saturday inclusive, with a maximum stay period of 3 hours, with no return to the parking place within 2 hours, 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 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 The request was received from a Ward Councillor on behalf of their constituents to change the use of the existing Disc parking bays that serve the local shopping area around the Drill roundabout and the Methodist Church to Pay and Display parking bays.
- 1.2 The responses to these advertised proposals to change the disc parking bays to Pay and Display parking bays were advertised on 17th September 2013, and all comments received to the proposals were reported to this Committee, at its meeting on the 16th September 2014.
- 1.3 At this meeting, Committee agreed not to implement the proposed changes to a Pay and Display parking provision in Manor Avenue, but agreed that a further proposal should be advertised to change the use of the Disc parking bay to a time limited bay, operational between 8:30am to 6:30pm Monday to Saturday inclusive, with a maximum stay period of 3 hours, with no return to the parking place within 2 hours.
- 1.4 The proposals were subsequently designed and publically advertised. Plans showing the proposals are appended to this report as **Appendix A**.
- 1.5 This report outlines the responses received arising from the public consultation and along with staff comments recommends a further courses of action.

2.0 Outcome of Public Consultation

- 2.1 On 12th December 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 9th January 2015, two responses were received to the proposals.

3.0 Responses received

- 3.1 The first response was from a resident who is in favour of the proposals, but they feel the maximum stay period should only be for 1 hour.
- 3.2 The second response was from a resident who is in favour of the scheme, but feels the maximum stay should be either 30 minutes or 1 hour to help the local shops.

Staff Comments

- 4.0 Officers would support the scheme as advertised on the basis that it would provide a parking facility that would accommodate the longer stay parking periods needed for the church and hairdressers.

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 2015/2016 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:

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

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 local residents.

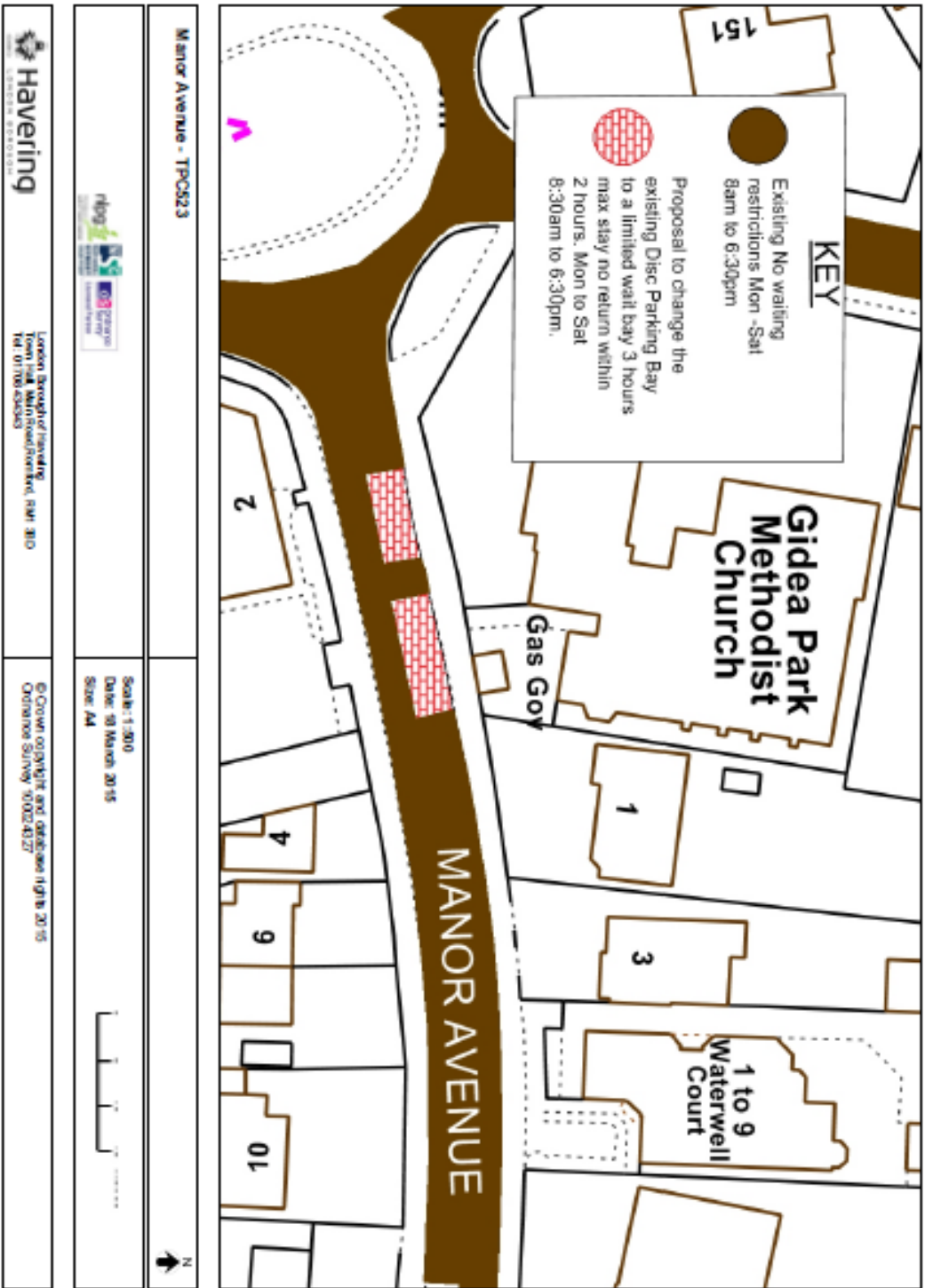
No equality implications were raised as part of the consultation.

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.

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.

BACKGROUND PAPERS

Appendix A



This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

REPORT

14 April 2015

Subject Heading:

TPC465 - Branfil Primary School
Proposed 'At any time' waiting restrictions
– comments to advertised proposals

Report Author and contact details:

Claire Mitchell Technical Support
Assistant.
01708-431888
schemes@havering.gov.uk

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

Clean, safe and proud 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 extend the existing 'At any time' waiting restrictions in Cedar Avenue outside Branfil Primary School.

RECOMMENDATIONS

1. That the Committee having considered the report and representations made recommends to the Cabinet Member for Environment that:
 - a) The proposals be implemented as advertised and shown on the drawing appended to this report as **Appendix A** or
 - b) The proposed at any time waiting restrictions on the western side of Cedar Road be reduced in time to only apply 8am to 5pm Monday to Friday, which is the same period that the School Keep Clear markings operate.
 - c) The effects of any agreed proposals the scheme be monitored once implemented for a period of six months.
 - d) That Members note that the estimated cost of this scheme as set out in this report is £1000, which can be funded from the 2015/16 Minor Parking Schemes budget

REPORT DETAIL

1.0 Background

- 1.1 In September 2013, work at Branfil Primary School was completed to expand the number of pupils from 420 to 630 and the number of staff rose from 61 to 92.
- 1.2 Since the school expansion and the installation of the 20mph Zone and traffic calming scheme in Cedar Avenue, it has been reported that vehicles were being parked on both sides of the carriageway at school pick up and drop off times.
- 1.3 At its meeting held on the 8th July 2014, this Committee agreed to consult on proposals to extend the existing 'At any time' waiting restrictions in Cedar Avenue on the school side of the road, as shown on the drawing appended to this report as **Appendix A**.
- 1.4 The proposals were subsequently designed and publicly advertised on the 13th of February 2015, when 42 consultation letters were delivered to residents of the road, including Branfil Primary School and the Upminster ward Councillors, with a closing date of Friday 6th March 2015. A copy of the plan outlining the proposals is appended to this report as **Appendix A**.
- 1.5 The results of the formal consultation are set out in the table appended to this report as **Appendix B**.

2.0 Outcome of Public Consultation

- 2.1 On the 13th of February 2015, Branfil Primary School and residents that were perceived to be affected by the proposals were advised of them by letter and plan reference TPC465, which details the proposals. Eighteen statutory bodies were also consulted and site notices were placed in Cedar Avenue.
- 2.2 Responses received to the formal consultation along with staff comments are set out in the table appended to this report as **Appendix B**.
- 2.3 Within the formal consultation 42 letters were sent to residents Cedar Avenue and 10 responses were received, a 28.5% return.
- 2.4 At the close of the public consultation on 6th March 2015, 4 responses were received in favour of the proposals. 6 of the responses received were not in favour. In the case of 2 responses it was difficult to ascertain if the comments were in support or against the proposals. A summary of the responses can be found in **Appendix B** attached this report.

3.0 Staff Comments

- 3.2 Due to the recent expansion of Branfil Primary School, the extension of the existing 'At any time' waiting restrictions are considered to be very important to the operation of the school site. This will vastly improve the safety of road users and visitors, in particular school children. It will also aid in improving access to the school site, as the Council has received a number of reports regarding obstructive parking.
- 3.3 Having considered the proposals, officers have identified and assessed the potential negative impact that the parking scheme proposes on the residents, and recommends to the Committee that they decide whether to implement the proposals as advertised or to reduce the waiting restrictions to Monday to Friday 8:00am to 5:00pm. **However, Committee should consider that the carriageway width is 6.2 meters wide and with vehicles parked on both sides of the road it would only leave a single carriageway in the centre of the road, wide enough for a car or small van. Larger vehicles such as fire engines, builders Lorries and skip deliveries would simply not be able to get through the road.**
- 3.4 Branfil Primary School is included in the parking enforcement rota 2-3 times a week. However, it is not possible for a Civil Enforcement Officer (CEO) to be available at all times and a small minority of parents/guardians will always be willing to take the risk of parking on restrictions to be as close to the school entrance as possible

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 including advertising costs. This cost can be met from the 2015/2016 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:

All proposals included in the report have been publicly advertised and consultation public consultation has taken place. All residents who were perceived to be affected by the proposals have been consulted by letter and eighteen statutory bodies were also consulted. Site notices were placed at the location.

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

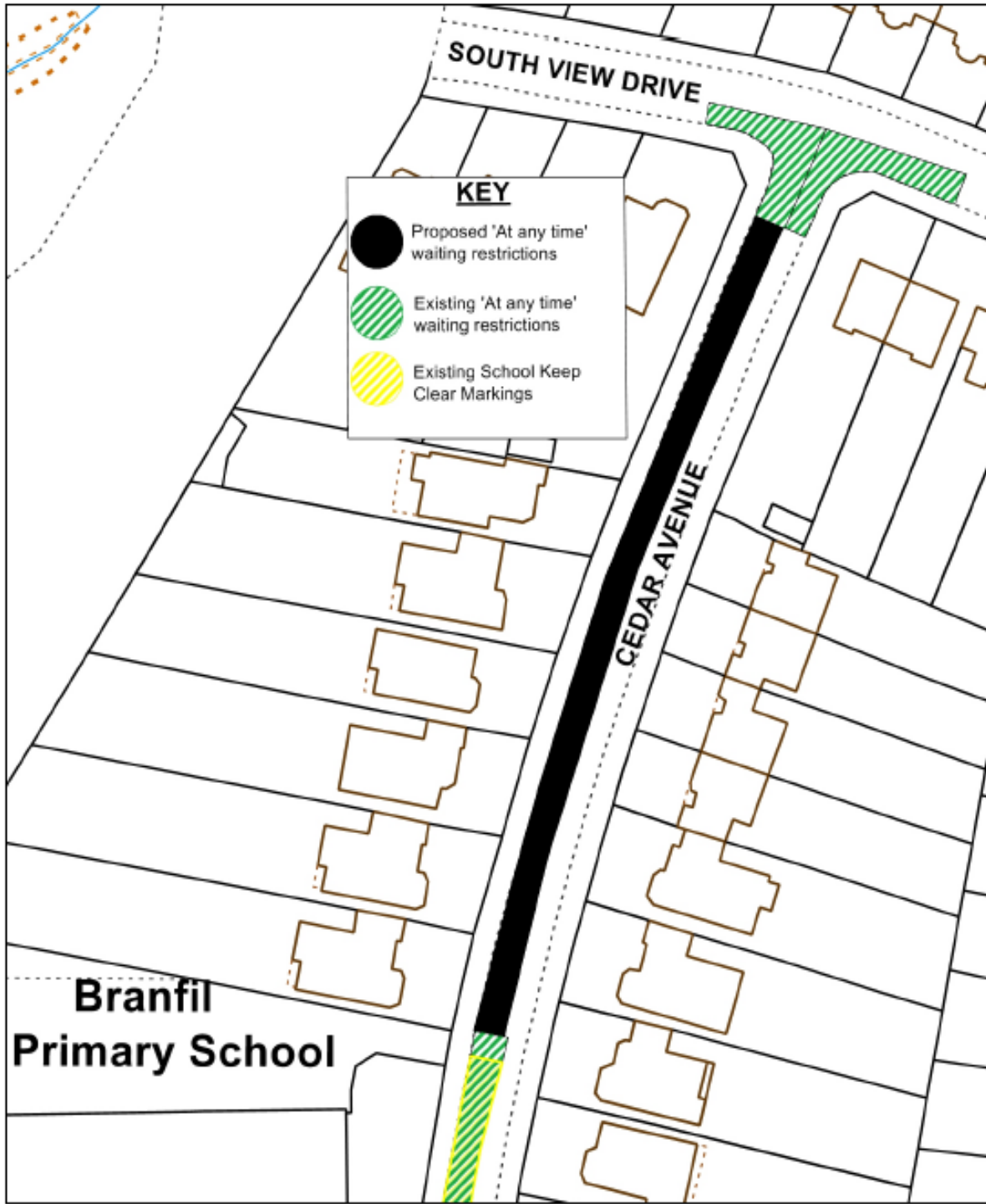
The only equality related concern raised in the consultation related to the impact on the after-school club. However, the scheme will not have an impact on the club. Officers recommend that the proposed changes be implemented as set out in option A of this report and the effects be monitored on a regular basis to ensure any negative impact on equality is mitigated.

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 people, which will assist the Council in meeting its duties under the Equality Act 2010.

BACKGROUND PAPER

Appendix A and B

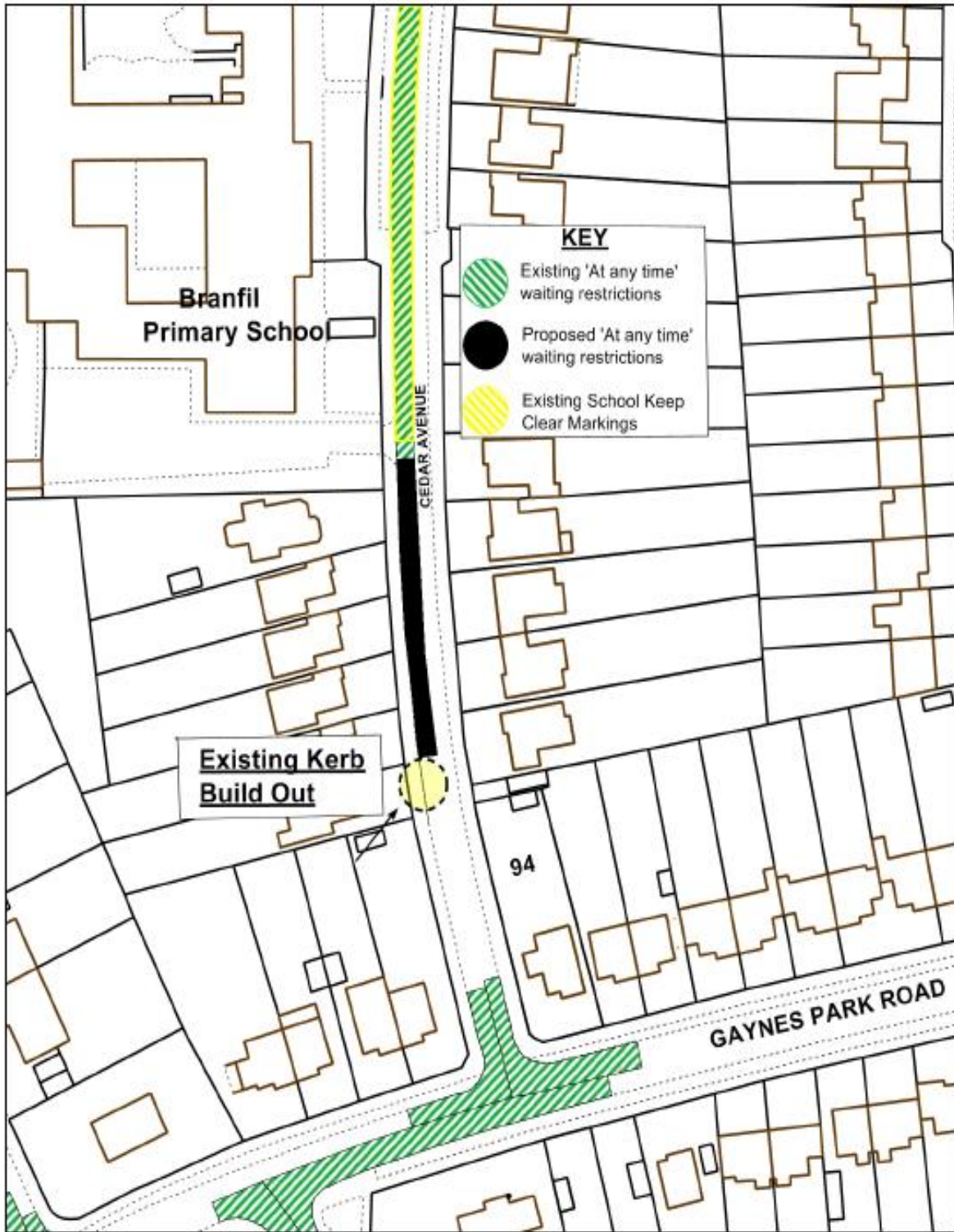
Appendix A






Branfil Primary School - TPC486 N ↑

Scale: 1:400
Date: 08 February 2015

© Crown copyright and database rights 2015
Ordnance Survey 100024327





KEY

-  Existing 'At any time' waiting restrictions
-  Proposed 'At any time' waiting restrictions
-  Existing School Keep Clear Markings

Existing Kerb Build Out

Branfil Primary School - TPC486 N
↑


Scale: 1:800 0 20 40 60 metres
 Date: 06 February 2016


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

© Crown copyright and database rights 2015
 Ordnance Survey 100024327

Responses received to the formal consultation.

	Respondent	Summary of Comments	Staff Comments
1	A resident	This resident is in favour of the proposals but has two major concerns. 1) How will the restrictions be enforced as a parking attendant only visits the road once in a blue moon? 2) What happens when people park across our driveways instead?	Branfil Primary school is included in the parking enforcement rota 2-3 times a week. However, it is not possible for a civil enforcement officer (CEO) to be available at all times. Should any vehicle block a residents driveway then they can contact Parking Enforcement to request that a Civil Enforcement Officer attend (subject to resources) to issue a Penalty Charge Notice to the vehicle if appropriate.
2	A resident	The resident is not in favour of the proposals and suggests the restriction times should be the same times as the School Keep Clear markings.	This could be considered by Members, but will not deal with any obstructive parking outside any lesser restricted period.
3	Head Teacher of Branfil Primary School	The Head Teacher is in favour of the proposals.	No comments
4	A resident	The resident would be in favour of the scheme if the restriction were Monday to Friday 8am to 5pm. They feel the restrictions should be extended to 94 Gaynes Park Road / Garden opposite the kerb build out, in order to prevent double parking.	A recommendation has been made to the Committee to consider reducing the time of the proposed 'At any time' waiting restrictions to operate 8am to 5pm Monday to Friday, which is the same period that the school keep clear markings operate.
5	A resident	This resident is very much in favour of the proposals but feels they should go further. They do not think the proposals will deter residents from parking both sides of the road. They also say the restriction times should be the same as the existing School Keep clear markings.	A recommendation has been made to the committee to consider reducing the time of the proposed 'At any time' waiting restrictions to operate 8am to 5pm Monday to Friday which is the same period that the school keep clear

			markings operate.
6	A resident	The resident is not in favour of the proposals, as the restrictions do not go down Gaynes Park Road end. They say the problems the council are trying to prevent will occur in this area. They also mention that any restriction should only be effective during school hours Monday to Friday.	<p>We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, practically residents living locally.</p> <p>A recommendation has been made to the committee to consider reducing the time of the proposed 'At any time' waiting restrictions to operate 8am to 5pm Monday to Friday which is the same period that the school keep clear markings operate.</p>
7	A resident	The resident is not in favour of the proposals and says the restrictions on the west side of Cedar Avenue would exacerbate the parking problems in Cedar Avenue by forcing residents and/or their visitors on the east side, even during non-school times and school holidays. They feel the only solution to this problem is to provide a dedicated car-park at the back of the school.	It is acknowledged that each property has off street parking and therefore demands for on street parking are reduced. This proposal will relieve congestion and ensure that emergency vehicles can access Cedar Avenue at all times.
8	A resident	This resident is un sure if the proposals will work for the residents that live in Cedar Avenue. They would prefer a single yellow line restricted between school hours only, however the after school clubs should be taken into consideration.	<p>A recommendation has been made to the Committee to consider reducing the time of the proposed 'At any time' waiting restrictions to operate 8am to 5pm Monday to Friday which is the same period that the school keep clear markings operate.</p> <p>Branfil primary school run an after school club</p>

			which finishes at 4:30pm. There is also an independent pre-school in the school grounds that are open during school hours.
9	A resident	The resident is in favour of the proposals but feels that it will push the problem to Gaynes Park Road. They have noted a few suggestions. 1) To provide parking for at least 20 cars on the Ingrebourne Green. 2) Parking alternative days on one side of the road. 3) Take away a piece of land in front of the school; drive in and out drop off point for the junior school.	We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, practically residents living locally.
10	A resident	The resident is not in favour of the proposals for the following reasons: 1) The proposals will not prevent illegal parking of dropping off or collecting children which is the cause of the hazard that the proposal is intended to address 2) Deliveries, visitors or others attending the properties will not be permitted to park outside those properties.	Motorists are able to load and unload on the proposed restrictions in a continuous motion for a period of 20 minutes. Theses proposal have been designed to improve road safety for children and parents/carers attending the school site as well as deterring motorists from parking on both sides of the road which obstructs access and traffic flow.
11	A resident	The resident is not in favour of the proposals; they feel the current restrictions have been ignored for many years. They also say the proposals do nothing to solve the problems of parking across residential Driveways.	This scheme has not been proposed with the aim of protecting drives. Should any vehicle block a residents driveway then they can contact parking enforcement to request that a Civil Enforcement Officer attend (subject to resources) to issue a Penalty Charge Notice to the vehicle if appropriate.

12	A resident of Southview Drive	The resident is not in favour of the proposals and says the problems have been caused by the recent expansion. They feel the restrictions will not solve the overall parking problems but reducing the pupil intake might.	Although these comments are noted, the operation of the school and its size is beyond the matters concerning this report.
-----------	-------------------------------	--	---

This page is intentionally left blank



HIGHWAYS ADVISORY COMMITTEE

REPORT

14 April 2015

Subject Heading:

**TPC480/2 Clockhouse Primary School,
proposed parking restrictions -
comments to advertised proposals**

Report Author and contact details:

Claire Mitchell Technical Support
Assistant.
01708-431888
schemes@havering.gov.uk

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to convert the existing 8:30 to 9:15am & 2:45 to 3:30pm Monday to Friday School Keep Clear markings in Lynwood Drive and Clockhouse Lane to 8:00am to 5:00pm Monday to Friday inclusive. The proposals also include the introduction of 'At any time' waiting restrictions at the junctions of Dominion Drive, Lynwood Close and around the centre island at the junction of Lynwood Drive.

RECOMMENDATIONS

1. That the Committee having considered the report and representations made recommends to the Cabinet Member for Environment that:

- a) The operational hours of the existing School Keep Clear markings in Lynwood Drive and Clockhouse Lane, as shown on the drawing in Appendix A of this report, be amended to operate from 8:00am to 5:00pm Monday to Friday inclusive;

AND

- b) The proposed 'At any time' restrictions, as shown on the drawing in Appendix A of this report, be implemented as advertised;

OR

- c) The proposed 'At any time' restrictions, as shown on the drawing in Appendix A of this report, be implemented as advertised with an amendment to exclude implementation of that part of the restriction around the south-eastern side of the centre island, at the junction of Lynwood Drive and Sheila Road, where the carriageway is at its widest and parking on both sides of the road may still allow larger vehicles to pass;

AND

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

2. That Members note that the estimated cost of this scheme as set out in this report is £1500 and can be funded from the 2015/16 Minor Parking Schemes budget

REPORT DETAIL

1.0 Background

- 1.1 Following requests from Clockhouse Primary school and concerns raised from the Police, officers presented a request to the Highways Advisory Committee on the 8th of July 2014, to introduce further parking restrictions around the Clockhouse School site and to change the times of the operational hours of the existing no stopping School Keep Clear markings in both Clockhouse Lane and Lynwood Drive.

- 1.2 The proposals are to increase the operational hours of the existing No Stopping School Keep Clear markings in both Clockhouse Lane and Lynwood Drive from 8:30 to 9:15am & 2:45 to 3:30pm Monday to Friday to 8:00am to 5:00pm Monday to Friday inclusive and the introduction of 'At any time' waiting restrictions at the junctions of Dominion Drive, Lynwood Close and around the centre island at the junction of Lynwood Drive. All of the proposals are shown on the drawing appended to this report as **Appendix A**.
- 1.2 When the proposals were publicly advertised on the 13th of February 2015, 152 consultation letters were delivered to residents of the roads, including Clockhouse Primary School, the Methodist Church and Havering Park Ward Councillors, with a closing date of Friday 6th March 2015.
- 1.3 The results of the formal consultation, along with Staff comments are set out in the table appended to this report as **Appendix B**.

2.0 Outcome of Public Consultation

- 2.1 On the 13th of February 2015, Clockhouse Primary School and residents that were perceived to be affected by the proposals were advised by letter enclosing a copy of plan reference TPC480/2, which details the proposals. Eighteen statutory bodies were also consulted and site notices were placed in various locations around the school site.
- 2.2 The responses received to the formal consultation along with staff comments are set out in the table appended to this report as **Appendix B**.
- 2.3 Within the formal consultation 152 letters were sent to residents around the school site and 16 responses were received, a 10.5% return.
- 2.4 At the close of the public consultation on 6th March 2015, 16 responses were received to the proposals, with 9 responses against the proposals and 7 responses in favour of the proposals. A summary of the responses received can be found appended to this report as **Appendix B**.

3.0 Staff Comments

- 3.2 On the 16th of April 2014 Traffic and Parking Control received an email from Met Police Safer Neighbourhoods PSCO Havering Division. The email stated that the school had actively tried to deter parents from parking outside the school, without success. They also stated that the existing School Keep Clear markings operational times were of an insufficient duration due to the school now having nursery facilities and after school clubs that do not finish until 6pm.
- 3.3 The changes to the School Keep Clear restrictions are considered to be very important to the operation of the school site and for the safety of pedestrians and visitors, in particular children. The effect of the prohibition of stopping outside schools would be to impose School Keep Clear, no stopping restrictions operative between 8:00am and 5:00pm Mondays to Fridays in Lynwood Drive

and Collier Row Lane. Outside of these hours parking would be permitted therefore, allowing local residents to utilise the kerb space.

- 3.4 Clockhouse Primary School is included in the parking enforcement rota 2-3 times a week. However, it is not possible for a Civil Enforcement Officer (CEO) to be available at all times and a small minority of parents/guardians will always be willing to take the risk of parking on restrictions to be as close to the school entrance as possible.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 including advertising costs. This cost can be met from the 2015/2016 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:

All proposals included in the report have been publicly advertised and consultation public consultation has taken place. All residents who were perceived to be affected by the proposals have been consulted by letter and eighteen statutory bodies were also consulted. Site notices were placed at the location.

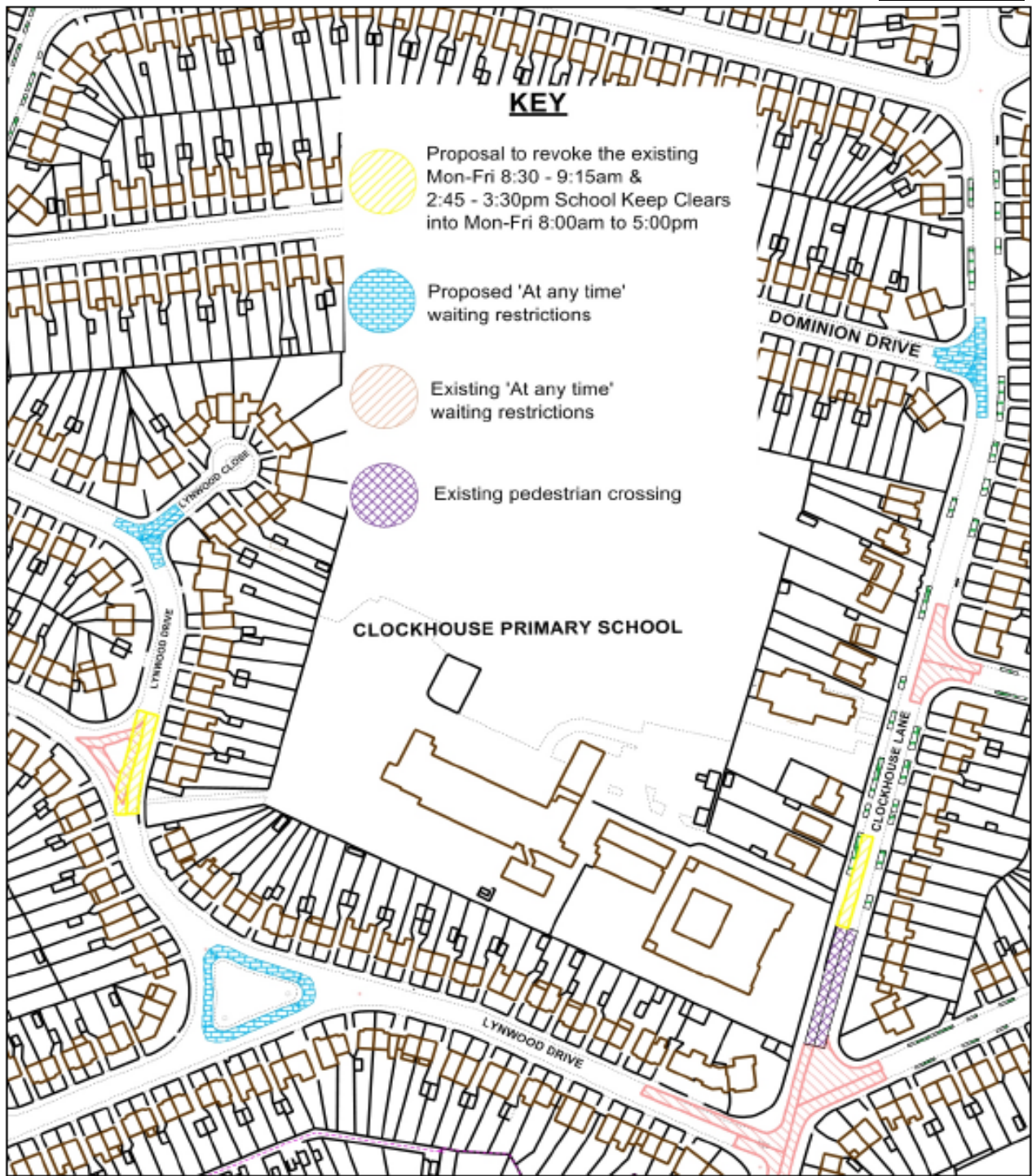
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites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

No potential equality concerns were raised through the consultation, officers recommend that the proposed changes be implemented as set out in the recommendations of this report and the effects be monitored on a regular basis to ensure any negative impact on equality is mitigated.


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 people, which will assist the Council in meeting its duties under the Equality Act 2010.

BACKGROUND PAPER


Appendix A
Appendix B



Clockhouse Primary School - TPC480/2 N ↑



Scale: 1:1300
Date: 02 February 2016



 © Crown copyright and database rights 2015
 Ordnance Survey 100024327

Responses received to the formal consultation.

Appendix B

	Respondent	Summary of Comments	Staff Comments
1	A resident	The resident is in favour of the proposals and extending them past the church. They say that they will be able to get off their drive in the mornings without parents parking either side in front of their drive.	No comments
2	The Property steward for Collier Row Methodist Church.	They are in favour of the scheme but would like to see the restrictions extended to run along Clockhouse Lane from its junction with Lynwood Drive all the way to its junction with Burland Road.	There are no plans at this time to install double yellow lines in this location. The effects of the scheme once implemented will be monitored for period of 6 months.
3	A resident	This resident lives opposite the green that forms the junction of Lynwood Drive and Sheila Road and strongly opposes to the proposals 'At any time'. They mention that it is true that parents do in fact park around the green to drop their children off at school, but only for a short time.	A recommendation has been made to the Committee to consider reducing the proposed 'At any time' waiting restrictions around the centre island at the junction of Lynwood Drive and Sheila Road to the junctions only.
4	A resident	This resident is in favour of the proposals.	No comments
5	A resident	This resident agrees in principle with the proposals, but feels it will push the parents further up the road and block their drive ways. They suggest the parking markings be re-marked or perhaps to install some form of marking to show a dropped kerb is not a parking space.	The proposed 'At any time' waiting restrictions have been kept to a minimum in order to reduce the impact on residents whilst maintaining safety and sightlines at junctions.
6	A resident	The resident is not in favour of the 'At any time' waiting restrictions at the junction of Lynwood Drive and Sheila Road (around the green). They think this will create problems with people parking over, and congesting driveways. They also mention that this will also cause problems with the doctor's	A recommendation has been made to the Committee to consider reducing the proposed 'At any time' waiting restrictions around the centre island at the junction of Lynwood Drive and Sheila Road to the junction only.

		surgery in Lynwood Drive.	The proposed restrictions will not affect the parking facilities around the doctor's surgery and it must be noted the surgery does provide some off street parking for patients.
7	A resident	<p>The resident is not in favour of the proposals because they are disabled and need support from dial a ride buses and local tradesman to carryout maintenance to their home. They say the teachers from the school park outside their home all day. They feel a better solution to the problem is to physically monitor and fit cameras to ensure motorists obey the existing retractions. The residents asks the following questions:</p> <p>1) Have the taxi and dial ride organisations been informed of the proposals?</p> <p>2) Are the council aware of Lynwood medical centre at the beginning of the road?</p>	<p>In respect to the resident's objection to the proposals, their comments have been noted.</p> <p>The junction of Highfield Road is covered by double yellow lines, and traffic calming was introduced in this road in 2014.</p> <p>Most residents affected by the proposals have access to off-street parking; however should a vehicle such as an organisation like dial a ride need to park on the restrictions they are able to load or unload in a continuous motion for a period of 20 minutes on the proposed restrictions.</p> <p>It is assumed that local tradesman visiting the property would be able bodied who can park within a walkable distance to and from their vehicle.</p>
8	A resident of Highfield Road	The resident says the proposals are good but they worry that cars will now park in Highfield Road. The resident is not in favour if the proposals do not include Highfield Road.	The proposed restrictions are designed to deter parents form parking in the close vicinity of the school. Additionally, this will improve sightlines for pedestrians and other road users.
9	A resident	The resident is in favour of the proposals and says that parking on junctions around the school is very dangerous not just for children but also for pedestrians.	The proposals will deal with these issues.
10	A resident	The resident is not in favour of the proposals especially the 'No	A recommendation has been made to the

		waiting' restrictions around the triangle area of Sheila Road. They never see the area being patrolled and see no point in installing further restrictions.	Committee to consider reducing the proposed 'At any time' waiting restrictions around the centre island at the junction of Lynwood Drive and Sheila Road to the junction only.
11	A resident	The resident is not in favour of any restrictions being installed outside their home. They ask where coaches and delivery vehicles will be allowed to stop. The resident believes this is purely a revenue making exercise.	Vehicles can park on double yellow lines for a period of 20 minutes as long as they are loading or unloading in a continuous motion.

12	A resident	The resident is against the proposals of the 'At any time' waiting restrictions in Lynwood Close.	<p>The proposed restrictions are designed to deter parents from parking in the close vicinity of the school. Additionally this will improve sightlines for pedestrians and other road users.</p> <p>However, a recommendation has been made to the Committee to consider reducing the proposed 'At any time' waiting restrictions around the centre island at the junction of Lynwood Drive and Sheila Road to the junction only.</p>
13	A resident	The resident is in favour of the proposals but feels the restrictions should be installed opposite numbers 40 to 42 Clockhouse Lane.	There is currently a pedestrian crossing opposite numbers 40 and 42 Clockhouse Lane which prohibit stopping at any time.
14	A resident	The resident is in favour as long as the restrictions are enforced.	Clockhouse Primary School is included in the Parking enforcement rota 2 to 3 times a week. However it is not possible for a civil enforcement officer (CEO), to be available at all times.

15	A resident	The resident is not in favour of the proposals and would like the existing restrictions kept the same.	The proposed 'At any time' waiting restrictions have been kept to a minimum in order to reduce the impact on residents whilst maintaining safety and sightlines at junctions
16	A resident	The resident is not in favour of the proposals and sees no point in the changes as the existing restrictions are not enforced.	Clockhouse Primary School is included in the Parking enforcement rota 2 to 3 times a week. However it is not possible for a civil enforcement officer (CEO), to be available at all times.

HIGHWAYS ADVISORY COMMITTEE

14 April 2015

REPORT

Subject Heading:

Corbets Tey Road – TPC456

Proposed waiting restrictions – comments to advertised proposals

Report Author and contact details:

Mitch Burgess – Engineering Technician
schemes@havering.gov.uk

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to introduce waiting restrictions in Corbets Tey Road (Upminster Ward) to prevent long term commuter parking along the road, improve site lines for residents when egressing from their driveways and improve traffic flow.

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) the waiting restrictions shown on the drawing in Appendix 1 of this report be implemented as advertised;
 - (b) that the effect of the scheme be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following reports of all day commuter parking, at its meeting in July 2014, this Committee agreed in principle to the proposals to implement waiting restrictions Monday - Friday 8am to 9.30am on the unrestricted section of Corbets Tey Road between No. 126 and No. 144 on the even side and between No. 181 and No. 205 on the odd side.
- 1.2 On 10th October 2014, residents in the area, 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 of the proposed restrictions.

2.0 Outcome of Public consultation - Responses received

At the close of public consultation on the 31st October 2014, 13 responses' were received to the proposals, with 10 respondents in favour of the proposals, 2 respondents against the proposals and 1 respondent providing neutral comments.

3.0 Staff Comments

The proposals are designed to introduce waiting restrictions in Corbets Tey Road (Upminster Ward) to prevent long term commuter parking within the road, improve site lines for residents when egressing their driveways and improve traffic flow, therefore Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 including advertising costs. This cost can be met from the 2015/2016 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 with 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 informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

At the close of public consultation 13 responses were received, with 10 respondents in favour of the proposals, 2 respondents against and 1 neutral vote. The respondents opposing the proposals did not raise any equality related concerns.

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.

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

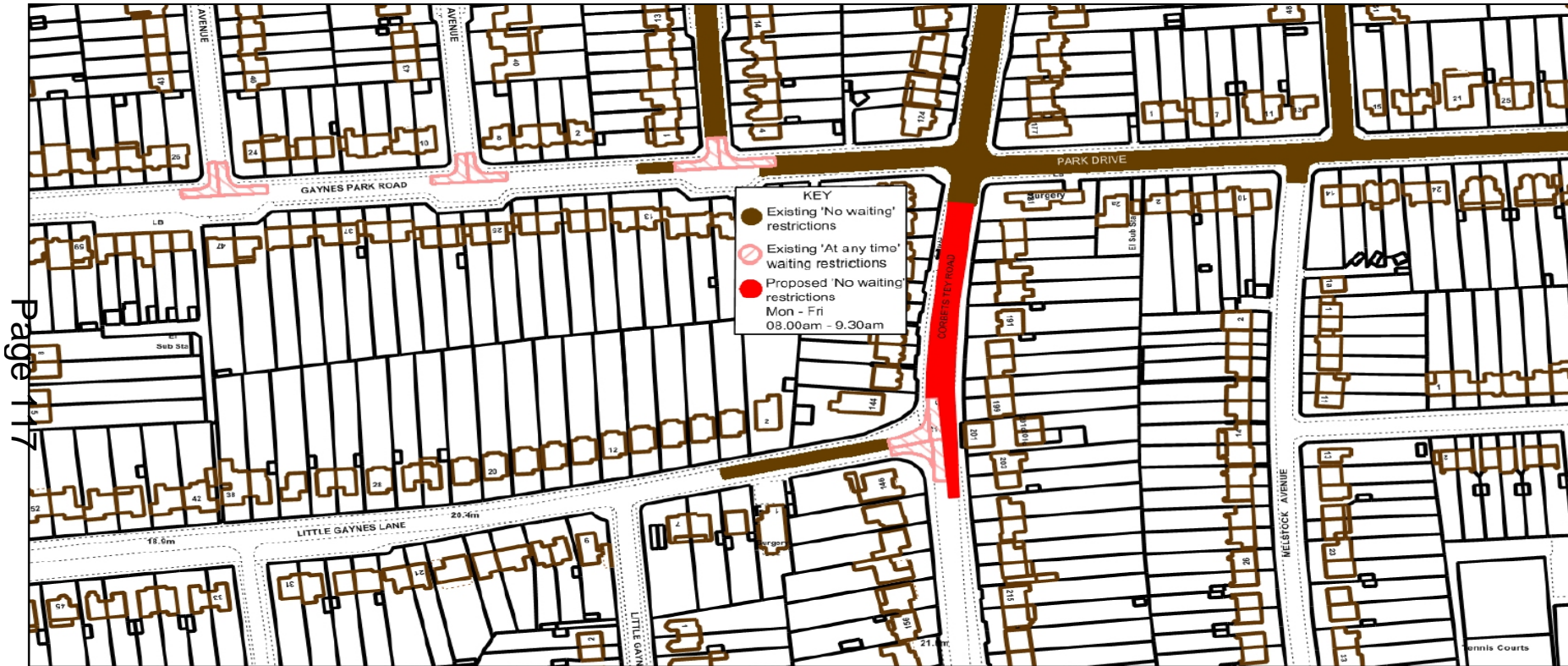
residential areas are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of local residents.

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 people, 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 PAPER

Appendix 1



Page 17

<p>Corbets Tey Road</p>	<p>N ↑</p>
	<p>Scale: 1:2000 Date: 23 January 2015 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 2015 Ordnance Survey 100024327</p>
--	--	---

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

14 April 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals
TPC512 – Carter Drive

Report Author and contact details:

Mitch Burgess – Engineering Technician
schemes@haverling.gov.uk

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to introduce Pay & Display parking bays in Carter Drive

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) the installation of Pay and Display parking bays in Carter Drive as shown on the drawing in Appendix 1 of this report
 - (b) that the effect of the scheme be monitored.

- 2) That Members note that the estimated cost of Pay & Display parking in Carter Drive as set out in this report is £4,000 and can be funded from the capital allocation;

REPORT DETAIL

1.0 Background

Carter Drive

- 2.0 At its meeting in October 2014, this committee agreed in principle to the proposals to introduce Pay & Display parking bays in Carter Drive as shown on the drawing at Appendix 1.

The proposal was put forward to help with parking provision for local businesses, as it is now generally considered that the provision of Pay & Display parking bays is more user friendly and accessible to the public

2.1 Outcome of Public consultation - Responses received

At the close of public consultation on the 5th December 2014, 0 responses were received to the proposals, with 39 properties have been consulted.

3.0 Staff Comments

The introduction of pay and display parking in popular local shopping areas has proved beneficial in promoting vitality in the local area. A number of Pay and Display schemes are operating successfully in other areas in the borough serving local businesses and the wider community.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital allocation

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 with regards to actual implementation and scheme detail. Therefore, final costs may be 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 capital allocation.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

The 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 informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

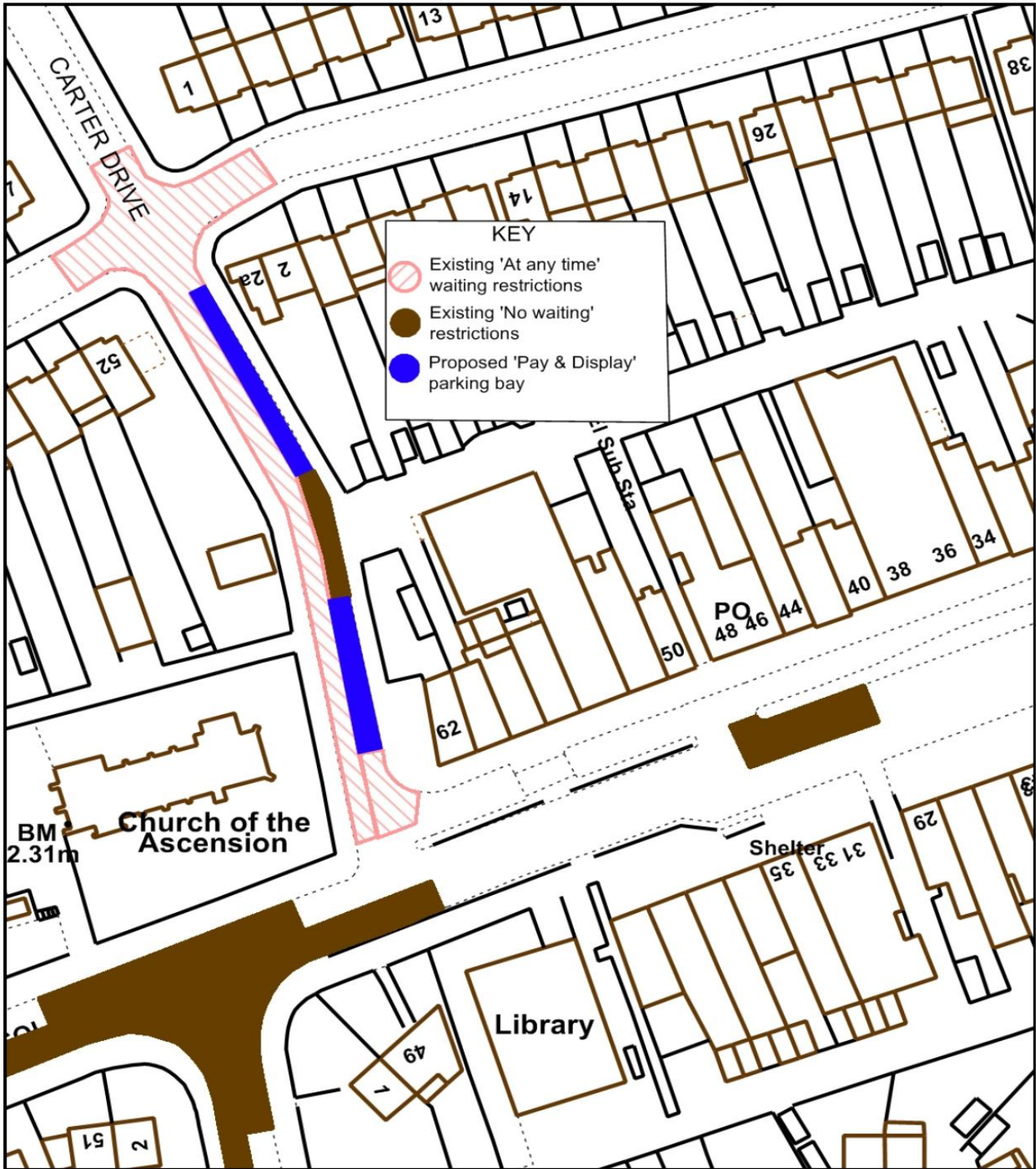
After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated.

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 people, 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 so that a further course of action can be agreed.

BACKGROUND PAPER

Appendix 1



KEY

-  Existing 'At any time' waiting restrictions
-  Existing 'No waiting' restrictions
-  Proposed 'Pay & Display' parking bay

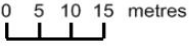
Carter Drive








Scale: 1:750
 Date: 31 October 2014




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

© Crown copyright and database rights 2014
 Ordnance Survey 100024327

HIGHWAYS ADVISORY COMMITTEE

14 April 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals
TPC511 – Farnes Drive

Report Author and contact details:

Mitch Burgess – Engineering Technician
schemes@havering.gov.uk

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to introduce Pay & Display parking bays in Farnes Drive and Upper Brentwood Road

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) the installation of Pay and Display parking bays in Farnes Drive and Upper Brentwood Road as shown on the drawing in Appendix 1 of this report.
 - (b) that the effect of the scheme be monitored.
- 2) That Members note that the estimated cost of Pay & Display parking in Farnes Drive and Upper Brentwood Road as set out in this report is £4,000 and can be funded from the capital allocation;

REPORT DETAIL

1.0 Background

Farnes Drive and Upper Brentwood Road – Pay & Display (Romford)

- 2.0 At its meeting in October 2014, this committee agreed in principle to the proposal to introduce Pay & Display parking bays in Farnes Drive & Upper Brentwood Road as shown on the drawing at Appendix 1.

The proposal is put forward to help with parking provision for local businesses, as it is now generally considered that the provision of Pay & Display parking bays is more user friendly and accessible to the public

2.1 Outcome of Public consultation - Responses received

At the close of public consultation on the 5th December 2014, 7 responses were received to the proposals with 1 for the proposals 5 against and 1 respondent providing neutral comment.

3.0 Staff Comments

The introduction of pay and display parking in popular local shopping areas has proved beneficial in promoting vitality in the local area. A number of Pay and Display schemes are operating successfully in other areas in the borough serving local businesses and the wider community

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital allocation

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 with regards to actual implementation and scheme detail. Therefore, final costs may be 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 capital allocation.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

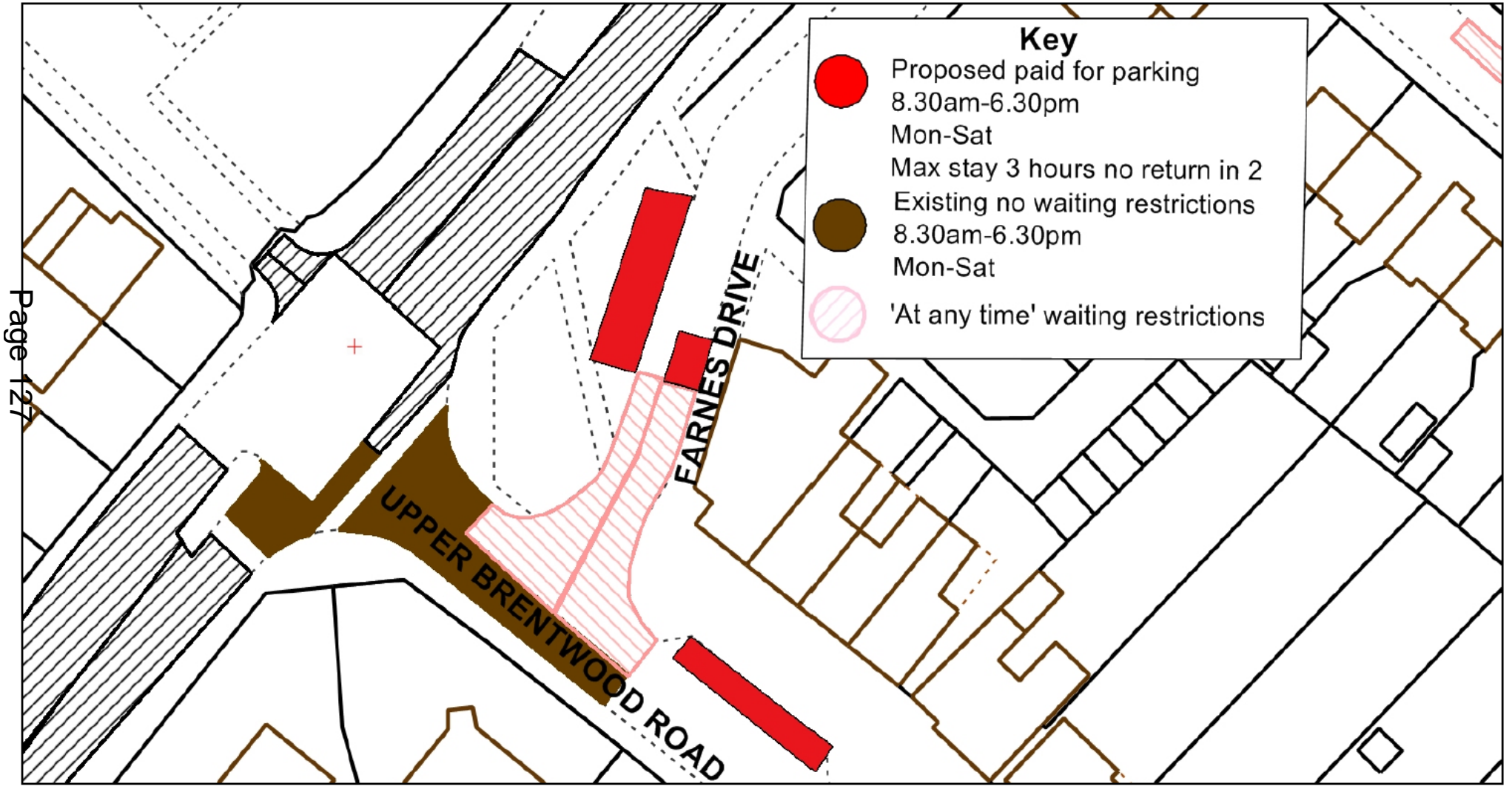
The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed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

After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated.

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 people, 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 so that a further course of action can be agreed.



This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

14 April 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals
TPC507 – Crow Lane

Report Author and contact details:

Mitch Burgess – Engineering Technician
schemes@havering.gov.uk

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

Clean, safe and proud 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 Voucher parking bays in Crow Lane, Romford to Pay & Display parking bays.

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) to change the existing voucher parking bays in Crow Lane, Romford as shown on the drawing in Appendix 1 of this report to Pay and Display parking bays.
 - (b) that the effect of the scheme be monitored.
- 2) That Members note that the estimated cost of Pay & Display parking in Crow Lane as set out in this report is £4,000 and can be funded from the capital allocation;

REPORT DETAIL

1.0 Background

Crow Lane – Pay & Display (Romford)

- 2.0 At its meeting in October 2014, this committee agreed in principle to the conversion of the existing voucher parking bays in Crow Lane, Romford as shown on the drawing at Appendix 1 to Pay & Display parking bays.

The request was put forward to deter long term parking in Crow Lane.

2.1 Outcome of Public consultation - Responses received

At the close of public consultation on the 5th December 2014, 0 responses were received to the proposals. During the course of the consultation 7 properties were consulted.

3.0 Staff Comments

The introduction of pay and display is designed to deter long term parking and will benefit visitors to local residents and business in the area. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital allocation

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 with regards to actual implementation and scheme detail. Therefore, final costs may be 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 capital allocation.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

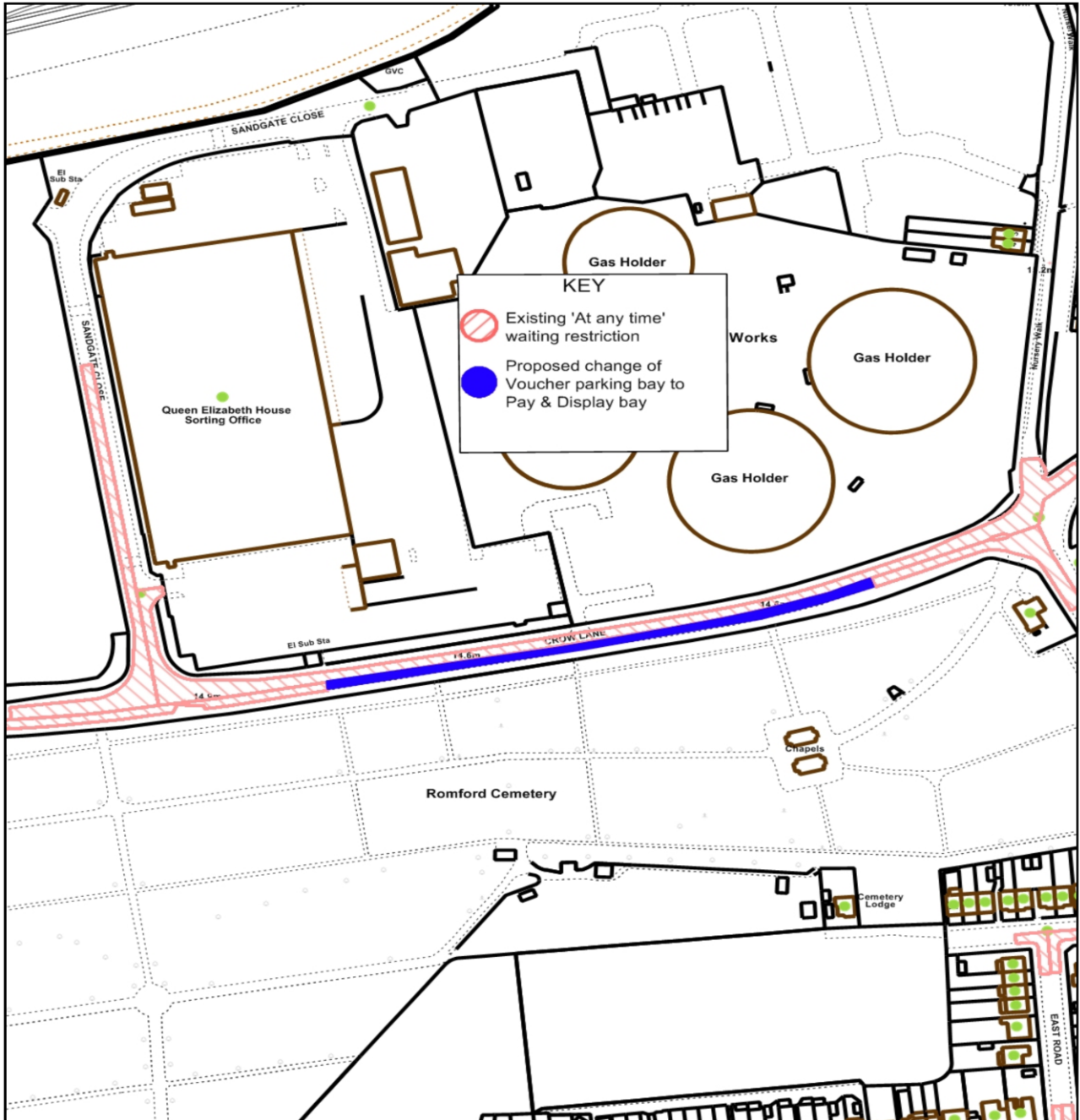
The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed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

After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated.



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 people, 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 so that a further course of action can be agreed.

BACKGROUND PAPER



KEY

-  Existing 'At any time' waiting restriction
-  Proposed change of Voucher parking bay to Pay & Display bay

<p>Crow Lane</p>	
   <p>The National Land & Property Gazetteer NATIONAL STREET GAZETTEER Licensed Partner</p>	<p>Scale: 1:2000 0 10 20 30 metres</p> <p>Date: 11 November 2014</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>

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

14 April 2015

REPORT

Subject Heading:

Proposed Pay & Display parking provisions – comments to advertised proposals
TPC513 – Hampden Road

Report Author and contact details:

Mitch Burgess – Engineering Technician
schemes@havering.gov.uk

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

Clean, safe and proud 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 of Pay & Display parking bays in Hampden Road

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) the installation of Pay and Display parking bays in Hampden Road as shown on this report as Appendix 1
 - (b) that the effect of the scheme be monitored.
- 2) That Members note that the estimated cost of Pay & Display parking in Hampden Road as set out in this report is £4,000 and can be funded from the capital allocation;

REPORT DETAIL

1.0 Background

Hampden Road

- 2.0 At its meeting in October 2014, this committee agreed in principle to the proposals of Pay & Display parking bays in Hampden Road

The request was put forward to help with parking provision for local businesses, as it is now generally considered that the provision of Pay & Display parking bays is more user friendly and accessible to the public

2.1 Outcome of Public consultation - Responses received

At the close of public consultation on the 5th December 2014, 5 responses were received to the proposals, with 4 respondents for the scheme and 1 a neutral vote.

3.0 Staff Comments

The introduction of pay and display parking in popular local shopping areas has proved beneficial in promoting vitality in the local area. A number of Pay and Display schemes are operating successfully in other areas in the borough serving both businesses and local community

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000 including advertising costs. This cost can be met from the Streetcare capital allocation

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 with regards to actual implementation and scheme detail. Therefore, final costs may be 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 capital allocation.

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

The 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 informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

After careful consideration officers have recommended that all proposals be implemented as advertised and the effects be monitored to ensure any equality negative impact is mitigated.

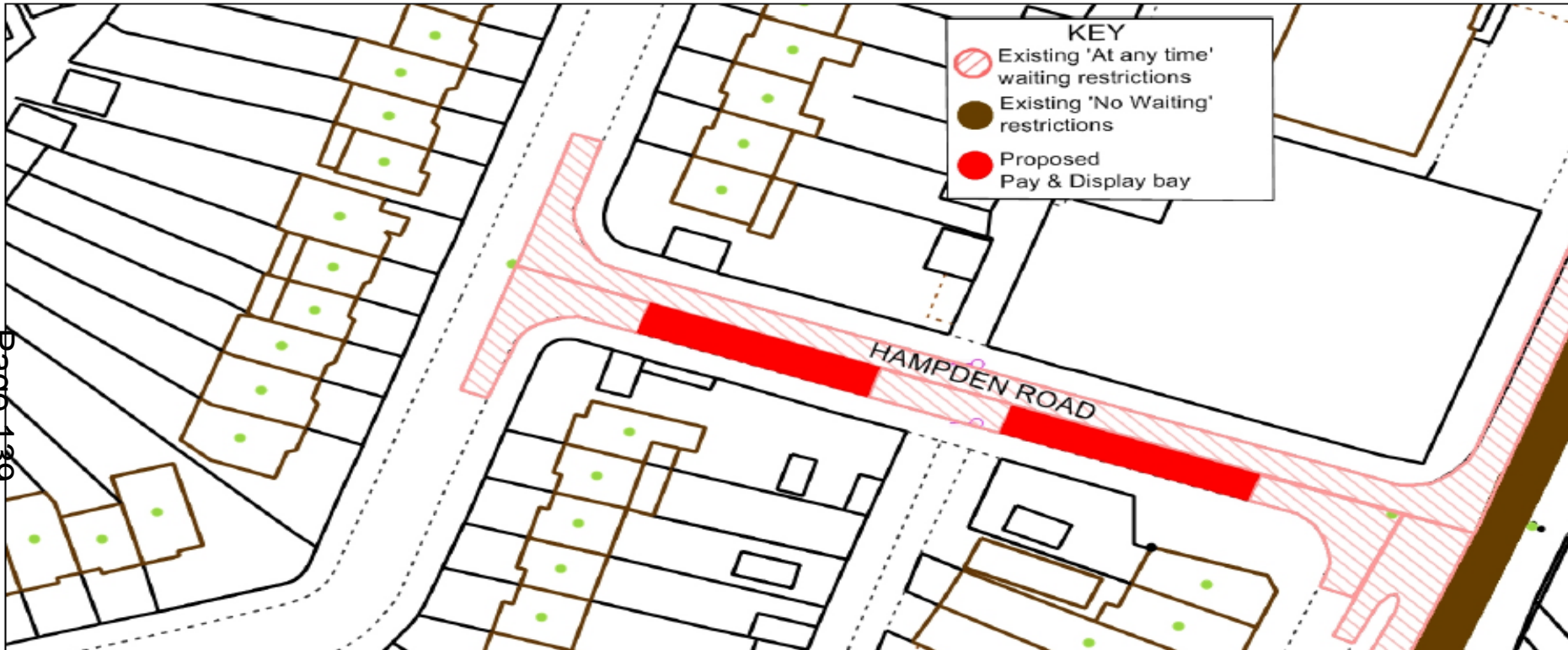
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duties under the Equality Act 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 so that a further course of action can be agreed.

BACKGROUND PAPER

Appendix 1

Page 139



Hampden Road



Scale: 1:500
Date: 03 November 2014
Size: A4



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

© Crown copyright and database rights 2014
Ordnance Survey 100024327

HIGHWAYS ADVISORY COMMITTEE

14 April 2015

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
April 2015**

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

ways Advisory Comm
14th April 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
SECTION A - Highway scheme proposals with funding in place							
None to report this month							
SECTION B - Highway scheme proposals without funding available							
Page H1 145	New Medical Centre, 264 Brentwood Road	Emerson Park & Squirrels Heath	Replace pedestrian refuge with zebra crossing; c1000 signature petition from New Medical Centre	Feasible, but not funded. Traffic volume and speed likely to require humped zebra crossing.	None	£25k	New Medical Centre and petitioners
	H2	St. Mary's Lane, over River Ingrebourne	Cranham, Hacton, St. Andrews & Upminster	Widen northern footway on bridge over river.	Feasible, but not funded. Would require acquisition of land.	None	£150k Cllr Hawthorn
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)							
H2	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

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

Highways Advisory Comm
14th April 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
H3	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
H4	A124/ Hacton Lane/ Wingletye 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
H5	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

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

ways Advisory Comm
14th April 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
H6 Page 147	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded. In the 3-years to July 2014, 2 injury collisions were recorded in the local vicinity. 21/5/12 5 cars involved, 1 slight injury. Junction with Sunnings Lane caused by U-turning driver. 2/9/13 1 car, 1 motorcycle, serious injury to motorcyclist. 50m east of Sunnings Lane caused by U-turning driver failed to see motorcyclist overtaking.	None	£8k	Cllr Hawthorn
H7	Dagnam Park Drive, near Brookside School		In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph.	Feasible but not funded. Speed limit change alone unlikely to significantly reduce speed and traffic calming will be required, but such that is compatible with a bus and feeder route. Adjacent side roads may need similar treatment for local limit to be logical.	None	£50k	1738 signature Petition received by Council via Former Cllr Murray

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

14 April 2015

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 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
April 2015**

Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
SECTION A - Minor Traffic and Parking Scheme Requests						
TPC702	Fitzillian Avenue	To implement more residents parking bays within: Fitzillian Avenue, Ethelburga Road and Ronald Road to accommodate those residents who do not have off street parking facilities	No	LBH Revenue	Councillors and residents	Harold Wood
TPC479	Brooklands	To formally design and consult including the following roads: Spring Gardens, Jubilee Avenue, Jubilee Close, Derby Avenue, Lonsdale Avenue, ROS and Kimberley Avenue, Ainsley Avenue, Marina Gardens, Richards Avenue, Recreation Avenue, Lessington Avenue into the existing Controlled Parking Zone ROS and RO2B	No	LBH Revenue	Councillors and residents	Brooklands
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues						

This page is intentionally left blank