



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
7 July 2015**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

Jason Frost (Chairman)
Joshua Chapman
John Crowder
Dilip Patel
Frederick Thompson

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Havering
Residents'(2)**

Darren Wise
(Vice-Chairman)
Linda Hawthorn

**UKIP
(1)**

John Glanville

**Independent
Residents'
(1)**

David Durant

**For information about the meeting please contact:
Taiwo Adeoye 01708 433079
taiwo.adeoye@onesource.co.uk**

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

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

Reporting means:-

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

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

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

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

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

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

4 MINUTES (Pages 1 - 12)

To approve as a correct record the minutes of the meeting of the Committee held on 9 June 2015, and to authorise the Chairman to sign them.

5 PROVISION OF PEDESTRIAN CROSSING FACILITY FOR OAKFIELD MONTESSORI SCHOOL (Pages 13 - 22)

6 TPC594 - MINSTER WAY, HIGHFIELD CRESCENT UPMINSTER ROAD - CONVERSION OF DISC PARKING TO PAY & DISPLAY (Pages 23 - 28)

7 TPC 595 - BERTHER ROAD PROPOSED WAITING RESTRICTIONS (Pages 29 - 36)

8 PROPOSED LOADING BAY FRONTING NO. 39 HIGH STREET (Pages 37 - 42)

9 BRENTWOOD ROAD, THE DRILL PUBLIC HOUSE - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (Pages 43 - 54)

10 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 55 - 64)

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

11 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 65 - 70)

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

12 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

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
9 June 2015 (7.00 - 8.40 pm)**

Present:

COUNCILLORS

Conservative Group	Jason Frost (Chairman), Frederick Thompson, John Crowder, Dilip Patel and Joshua Chapman
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group	Darren Wise (Vice-Chair) and Linda Hawthorn
UKIP	John Glanville
Independent Residents Group	David Durant

Unless indicated all decisions were taken with no votes against.

Councillor Jason Frost declared a prejudicial interest in the Bus Stop accessibility improvements on Collier Row Lane (Northbound) shown on drawing QN008-OF-A11-A12-A of the report at Item 11 of the Agenda entitled 'Bus Stop Accessibility - Collier Row Lane – Outcome of public consultation'. Councillor Frost had made representations on behalf of residents during the course of the consultation process for this specific scheme. Councillor Frost left the chamber during the discussion of the scheme and took no part in the vote. In the absence of Councillor Frost Councillor Wise took the Chair.

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

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

1 MINUTES

The minutes of the meeting held on 12 May 2015 were agreed as a correct record and signed by the Chairman.

2 BUS STOP ACCESSIBILITY - COLLIER ROW LANE

The report before Members detailed responses for the provision of fully accessible bus stops along Collier Row Lane.

The proposals for accessibility improvements had been developed for various bus stops along Collier Row Lane as set out in the following table:

Drawing Reference	Location	Description of proposals
QN008-OF-A08-A	Outside Tesco (southbound)	Existing bus stop clearway to be extended to zig zag markings
QN008-OF-A09-A10-A	Outside the Bell & Gate Public House (southbound)	31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A09-A10-A	Opposite the Bell & Gate Public House (northbound)	31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A11-A12-A	Outside 175 – 177 (northbound)	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A11-A12-A	Outside 162-168 (southbound)	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

The report detailed that at the close of public consultation on 27 April 2015, four responses had been received.

Two residents had objected to the proposals for the northbound stop outside 171 to 179 Collier Row Lane as shown on Drawing QN008-OF-A11-A12-A, raising the following issues:

- Clearway would make it difficult to access premises,
- Concern about buses pulling up close to premises,
- Loss of parking [2-wheel footway parking],
- Residents being penalised for living on a bus route,
- Failed to see point of scheme as few buses use stop,
- Poor driving/ behaviour from bus drivers,
- Footway not wide enough for bus stop,

- Volume of traffic makes it hard to pull onto driveway,
- Bus stop is in an unsafe location,
- Too many accidents and near misses,
- Scheme will flood property,
- Unhappy with red road across property,
- Impact on visitor parking,
- Impact on personal parking and security of vehicles if cannot be outside premises,
- Bus stop should be placed elsewhere.

The report detailed that Councillor Frost had raised concerns on behalf of residents at 171 to 179 Collier Row Lane about the effect of raising the footway and its effect on accessing their premises.

The Committee noted officer comment that staff were generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and the likely objections arising, but where accessibility or safety was considered better at an alternative location, such an alternative would be explored. The Committee had noted that this would require a fresh consultation process to be undertaken.

The report stated that the proposals for 171 to 179 did not seek to alter the vehicle crossings to the properties but to make adjustments to the footway which was currently used for the passenger waiting area.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke against the scheme. The resident raised concern about the northbound bus stop shown on Drawing (A09/A10-A – northbound), which is sited in close proximity to the driveway of his property. The primary concerns raised by the resident resulted from buses stopping at the stop for several minutes at a time which either completely blocked the resident's driveway or impeded line of site when exiting the driveway, particularly when making left hand turns. The speaker suggested that the bus stop should be moved further away from his driveway.

During the debate members considered the possibility of moving the bus stop; a Member suggested that the length of the zig-zags on the approach to the adjacent crossing should be reduced and the bus stop moved further north. Officers informed the committee that it was not appropriate to reduce the number of zig-zags on the approach to a crossing on grounds of safety arising from pedestrian visibility.

Members received confirmation that the bus stop is not a turnaround stop and as such there was no reason for buses to stay longer than necessary to allow passengers to board or alight

During the debate on the bus stop shown on drawing QN008-OF-A11-A12-A (Northbound) members received clarification on the whether the length of

clearway proposed could be shortened to retain the existing footway parking bay outside No.171 Collier Row Lane. Officers confirmed that the clearway could be reduced to ensure the retention of the parking bay.

Taking three separate votes the Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Collier Row Lane set out in the report and shown on the following drawings be implemented:
 - QN008-OF-A08-A
 - QN008-OF-A11-A12-A (Southbound)
2. Following a motion to defer to enable officers to review the possibility of relocating the bus stop to an alternative location the Committee **RESOLVED** to defer a decision on the bus stop accessibility improvements on Collier Row Lane set out in the report and shown on drawing QN008-OF-A09/A10-A – (northbound).

The vote was 10 in favour and 1 abstention. Councillor Patel abstained from voting.

3. Following a motion to reduce the length of bus stop clearway to ensure the retention of the existing footway parking bay outside No.171 Collier Row Lane the Committee **RESOLVED** to recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Collier Row Lane set out in the report and shown on the following drawing be implemented:
 - QN008-OF-A11-A12-A (Northbound)

The vote was 10 in favour. Councillor Frost left the chamber and took no part in the vote as he had made representations on behalf of residents during the course of the consultation process for this specific scheme.

That it be noted that the estimated cost of £15,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

3 PROPOSED TOUCAN CROSSING AND ASSOCIATED WORKS - WATERLOO ROAD

Following clarification that the toucan crossing would be linked to Exchange Street and that it was planned for it to be connected to the SCOOT system which allowed local and regional control of signals, the Committee considered the report and without debate **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the Toucan crossing on Waterloo Road, approximately 52 metres North of Union Road, together with associated works as set out in the report and shown on QM064/100/PC/0 be implemented.
2. That it be noted that land outside of the Council's control was required in order for the scheme to be constructed and that land would need to be acquired by the Council for highway purposes or similarly dedicated by the respective owners.
3. That it be noted that the estimated cost of £150,000 for implementation would be met by the S106 Contribution for Highway Works linked to P1638.09.

4 **TAXI RANK REVIEW**

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

1. To recommend to the Cabinet Member for Environment that the proposals for the taxi ranks set out in the report and shown on the following drawings be implemented:
 - High Street, Romford
QN017/01/01.A; QN017/01/02.A & QN017/01/03.A
 - Eastern Road, Romford
QN017/04/01.B; QN017/04/02.B; QN017/04/03.A & QN017/04/04.B
 - High Street, Hornchurch
QN017/03/01.A
 - High Street and Billet Lane, Hornchurch
QM017/OF/101.B & QM017/OF/102.B
 - Upminster Road, Upminster
QN017/10/01.A
2. That it be noted that the estimated cost of £9,380 for implementation (all sites) would be met by Transport for London through the Taxi Rank Provision Review.

5 **BUS STOP ACCESSIBILITY - WENNINGTON ROAD**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Wennington Road set out in the report and shown drawing QN008-OF-A78-B be implemented

2. That it be noted that the estimated cost of £4,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

6 **BUS STOP ACCESSIBILITY - TEES DRIVE**

Following confirmation from officers that the proposed clearway and bus stopping position was not too close to the junction to pose safety concerns the Committee considered the report and without debate **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Tees Drive set out in the report and shown on the following drawings be implemented:
 - QN008-OF-A237-A
 - QN008-OF-A238-A
 - QN008-OF-A239-A
2. That it be noted that the estimated cost of £3,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

7 **BUS STOP ACCESSIBILITY - UPMINSTER ROAD NORTH AND LOOP**

Following confirmation by Officers that the proposal shown on Drawing QN008-OF-A223.2-A (Option 2), would include the provision of a bus shelter and that works would be undertaken to tighten the junction at Berwick Road owing to the position of the clearway and bus stopping position being closer to the junction with Cardinal Way than would normally be preferred the Committee considered the report and without further debate **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Upminster Road North, Lake Avenue, Thorn Lane, Briscoe Road & Berwick Road set out in the report and shown on the following drawings (contained within Appendix I) be implemented:
 - QN008-OF-A213&A214-A
 - QN008-OF-A215-A
 - QN008-OF-A216-A
 - QN008-OF-A217&A218-A
 - QN008-OF-A219&A220-A
 - QN008-OF-A221-A
 - QN008-OF-A222-A
 - QN008-OF-A223.2-A (Option 2)

2. That it be noted that the estimated cost of £44,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility (£36,000) and the S106 for Highway Works (including Bus Stop Accessibility) linked to P1140.09 (£8,000).

8 BUS STOP ACCESSIBILITY - ST MARY'S LANE

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on St. Mary's Lane set out in the report and shown on the following drawings be implemented:
 - QN008-OF-A156-A157-A (clearways operating throughout the week)
 - QN008-OF-A158-A159-A (clearways operating Monday to Saturday)
 - QN008-OF-A160-A161-A (clearways operating Monday to Saturday)
 - QN008-OF-A162-A163-A (clearways operating Monday to Saturday)
2. That it be noted that the estimated cost of £23,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

9 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

The Committee had considered a report with all the new highway scheme requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee 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.

10 **URGENT BUSINESS**

Following members concerns over the quality of the lining of roads in borough roads, it was agreed that officers would present a schedule at the next committee meeting detailing the programme of works for the relining (white lines) of road markings on the boroughs roads.

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				
Page 6 G1	Broxhill Road, adjacent to the main entrance to the Sunset Drive Mobile Home Park	Heaton	Provision of a signalised pedestrian crossing to assist residents to cross from Sunset Drive to the east side of Broxhill Road because of difficulties residents have with speed and volume of traffic, many having impaired mobility.	Rejected
H2	Bird Lane, adjacent to A127 Southend Arterial Road	Cranham	Ban of left turns from A127 into Bird Lane to prevent rat-running at peak times or when A127 is congested	Agreed to move to Section C 9-1-1
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)				

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

Item Ref	Location	Ward	Description	Decision
Page 10	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)
	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.
	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.

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

Item Ref	Location	Ward	Description	Decision
	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.
Page 11	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.

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

Item Ref	Location	Ward	Description	Decision
Page 12	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.

HIGHWAYS ADVISORY COMMITTEE

7 July 2015

Subject Heading:	<p>Provision of Pedestrian Crossing Facility for Oakfields Montessori School Outcome of third public consultation</p>
CMT Lead:	<p>Andrew Blake-Herbert</p>
Report Author and contact details:	<p>Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk</p>
Policy context:	<p>Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)</p>
Financial summary:	<p>The estimated cost of £40,000 for implementation will be met by Transport for London through the 2015/16 School Travel Plan Engineering Measures</p>

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

- Havering will be clean and its environment will be cared for [X]
- People will be safe, in their homes and in the community [X]
- Residents will be proud to live in Havering []

SUMMARY

This report sets out the responses to a consultation for the provision of pedestrian crossing improvements, 20mph zone and traffic calming in Harwood Hall Lane outside the Montessori School and seeks a recommendation that the proposals be implemented.

The scheme is within **Upminster** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the pedestrian crossing improvements on Harwood Hall Lane as set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QM021/OB/02.E
2. That it be noted that the estimated cost of £40,000 for implementation will be met by Transport for London through the 2015/16 School Travel Plan Engineering Measures budget.

REPORT DETAIL

1.0 Background

- 1.1 Oakfields Montessori is an independent school for early years, reception and years one to six. It is situated on the south side of Harwood Hall Lane, Upminster within the Upminster Conservation Area. It remains the only school in the borough not served by a footway up to its pedestrian entrance.
- 1.2 Two reports with slightly differing options have previously been presented to HAC. In August 2013 the proposal was deferred and in December 2013 it was rejected. The school has expressed disappointment that the debates concentrated on the impact of through traffic rather than the how intimidating it is for its pupil and parents to walk the last 135 metres to the school in the carriageway of Harwood Hall Lane. Staff have undertaken further work which seeks to deal with the previous concerns raised.

- 1.3 As of July 2015, the school has 200 pupils and the percentage of pupils living within 1.2 miles is 47%. Considering this is an independent school and pupils may travel from outside of the borough to attend, a significant proportion do live within walking distance.
- 1.4 The following six paragraphs were included in the last report but provide essential background.
- 1.5 Harwood Hall Lane starts at its junction with Corbets Tey Road and runs south west for 630m to Aveley Road. It is subject to a 30mph speed limit and a 7.5 tonne weight restriction along its entire length. The road is rural in nature. The only substantial footway runs on the north side from the junction with Corbets Tey Road up to the exit of Corbets Tey School for children with complex learning needs, which lies opposite the Montessori School.
- 1.6 The vehicular entrance to the school is 100 metres south west of the entrance to Corbets Tey School. Some parents choose to walk with their children to and from Oakfields School, which requires walking in the carriageway for 135 metres and through the vehicle access.
- 1.7 An automatic classified traffic count was carried out with loops laid in the carriageway between the entrance and exit of Corbets Tey School between Monday 8th July and Sunday 14th July 2013.
- 1.8 The eastbound weekday average 24hr flow was 3341 vehicles and westbound was 4034 vehicles. The 85th percentile traffic speeds (the speed at which 85% of the vehicles are travelling at or below) is 35.56 eastbound and 36.08 westbound. Around a third of vehicles are travelling between 31 and 45mph. Staff consider these speeds are especially undesirable outside schools
- 1.9 Revised paragraph: The maximum morning peak occurs on Wednesday between 9am-10am and eastbound is 300 vehicles and westbound is 408 vehicles. The maximum evening peak occurs between 3pm and 4pm eastbound and is 328 on Friday and between 4pm and 5pm westbound and is 378 on Wednesday.
- 1.10 These results corroborate the anecdotal evidence from the schools and staff observations of vehicle speeds being excessive through the site, either side of the current build out.

2.0 Proposal

- 2.1 Although previous proposals were rejected, the need to provide this school with a safe pedestrian access still remains. The current proposal provides traffic calming for the Harwood Hall Lane residents, especially Bear Block Cottages where front doors are within one metre of the carriageway.

- 2.2 At previous HAC meetings, there were requests for a signalised or zebra crossing at this location. This is wholly inappropriate as outside of the school opening and closing times, the crossing will be virtually unused, making drivers unaccustomed to seeing pedestrians using it.
- 2.3 Other requests suggested the path should be wholly within the school grounds. This too is not possible as trees within the grounds are covered by Tree Preservation Orders. The brick wall opposite the exit to Corbets Tey School is also protected and this wall leads up to a Memorial Garden.
- 2.4 All reasonable options have now been investigated.
- 2.5 Therefore this proposal sees the removal of the pinch point west of Corbets Tey School. The build out outside the proposed Oakfields school pedestrian entrance will remain as before. Without this, no uncontrolled pedestrian crossing is possible.
- 2.6 Harwood Hall Lane will become a 20mph zone from the junctions with Corbets Tey Road and just west of Oakfields School vehicular entrance. Three speed humps will be installed; west of Bear Block Cottages, and between Corbets Tey School and Oakfields School entrances.
- 2.7 Both schools will be able to use the crossing facility during an emergency evacuation.

3.0 Outcome of Public Consultation

- 3.1 By the close of consultation, 4 responses were received as set out in Appendix II to this report.
- 3.2 The Police fully support this scheme.

3.0 Staff Comments

- 3.1 Staff recommend that the proposals be implemented as consulted.
- 3.2 There is no safe pedestrian access to this school. The school considers it has done all possible to facilitate active travel within its school travel plan and the only way to develop this further is with physical changes to Harwood Hall Lane. By enabling pedestrian access to the school it would be possible to realise the latent demand for walking to the school which has been previously expressed by parents.
- 3.3 A pedestrian access to the school will enable pupils to lead more active lives and learn to become independent before their transition to secondary school, as well as reducing traffic impact on Harwood Hall Lane at school travel times.

- 3.4 A resident of Corbets Tey Road complained that the scheme will cause a queue of traffic up to Corbets Tey Road, affecting commuters' journeys. As with the installation of all schemes, monitoring will occur for some time after the scheme has bedded in. The school children currently arrive between 8.30am and 8.55am and leave between 3pm and 3.45pm. The school carefully manages this process and this would continue after implementation of the scheme. Staff do not consider that this scheme will have a significant impact on commuters driving through Harwood Hall Lane and indeed will have a positive effect on driver behaviour in a location fronted by two schools and residential properties.
- 3.5 Concern has been raised about visibility being impeded by pedestrians waiting to cross. Visibility required when travelling at 20mph is less than at 30mph. Should visibility be limited, the onus is on the driver to proceed according to the prevailing road conditions.
- 3.6 Knowing how the school manages its vehicular traffic and the safety of its pupils, it will take equal care as children enter and leave the school using the crossing. The school start and finish times reduce the risk of children arriving at the crossing en masse.

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 £40,000 for implementation will be met by Transport for London through the 2015/16 School Travel Plan Engineering Measures.

The costs shown are an estimate of the full costs of the scheme, should all proposals 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:

20mph zones and road humps require public consultation before a decision can be made on implementation.

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 crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

BACKGROUND PAPERS

Project file: QO017, Oakfields Montessori School

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



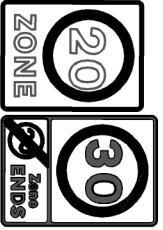
APPENDIX I CONSULTATION RESPONSES

Oakfields Montessori Provision of Pedestrian Improvements

START DATE: 15.05.15 - CLOSING DATE: 05.06.15

Response details			Views		Comments
	Date	Address	Object	Agree	
1	19/05/15	Sunnings Lane	X		Pointless as children already have a path. Already a width restriction which slow vehicles. Would prefer having Sunnings Lane closed to through traffic as it becomes a race track during the school run.
2	21/05/15	Police		X	Full support. Would like to see 20mph roundels on both sides of road.
3	01/06/15	Corbets Tey Road. (Not within the consultation area.)	X		Has objected to the previous proposals and his objections are the same. The build out will cause hold ups as far as Corbets Tey Road. Driver sight lines will be blocked by pedestrians crossing.
4	02/06/15	Harwood Hall Lane		X	21 signatures. The 20mph will assist Harwood residents. Humps will help vehicles adhere to 20mph. Would like to see monitoring of weight restriction. The crossing will encourage children to walk to school.
30	LETTERS DELIVERED				

New 8m lamp column.
20/30 Zone signs on new
lamp column and new 76mm
sign post.



New 8m lamp column.

New number LC5b
25.00

SLOW

HARWOOD HALL LANE

Remove School sign
and post.

20mph roundel 4.3m.

Remove Give Way
sign and post.



Replace concrete lamp column
with 8m column. New position
1m set back from kerb.

Footway realigned to accommodate
turning movement of school coaches.
Re-shape bund.

Carrageway may require patching to
adjust levels along new channel
of buildout, to avoid providing a gully.

*** Japanese Knotweed is present in this verge.
Excavation in area to be undertaken by hand.
Excavated material to be moved to the side
of the trench for the reinstatement. Fresh soil
is to be used for the reinstatement. No
material is to leave site. All tools to be
thoroughly cleaned before use elsewhere.
Engineer to advise workforce prior to start. ***

All of pinch point and signs to
be removed. A new Conservation
Area sign to be relocated
elsewhere. Proposed speed hump
with sinusoidal shaped ramps.

3no. Reflective Glasdon Impactapol
bollards on corners of build out.
2xkeep left & 1xkeep right
Existing gate will become
pedestrian access, widened to
0.95m by the school, leading to
new path into school grounds.

Externally illuminated signs on
new post. UKPN connection.

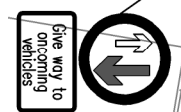
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Approximate location of proposed
Corbets Tey School car park
entrance as approved by Planning
App. P0640.13. The school have
not yet implemented this.

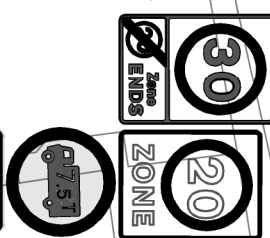
Widen footway and
adjust lobby taper.
Mount 30/20Zone sign with
Weight sign on new LB post.



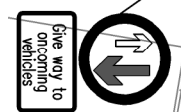
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Remove 'road narrows' sign.
New School sign on LC2

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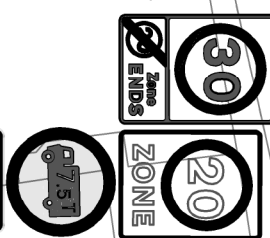


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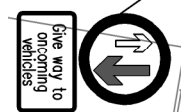


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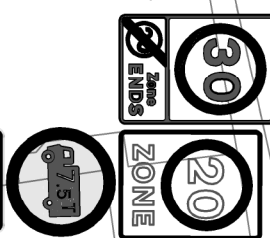


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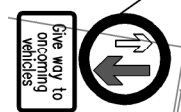


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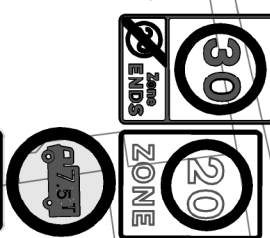


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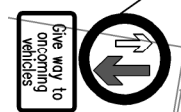


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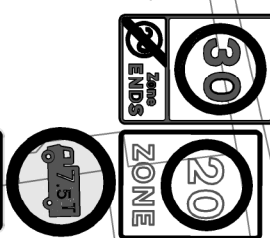


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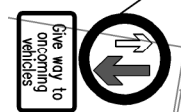


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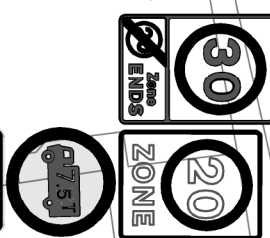


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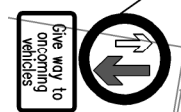


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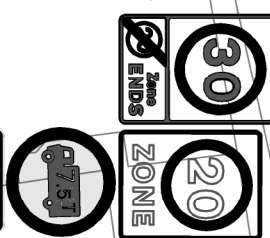


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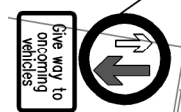


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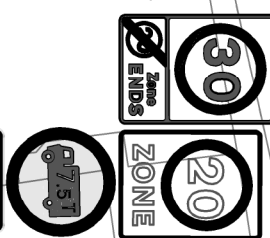


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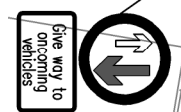


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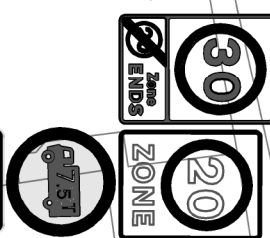


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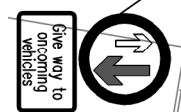


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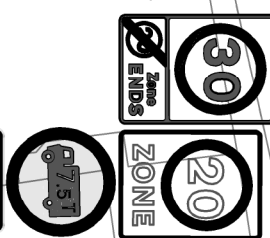


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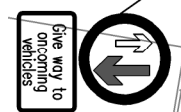


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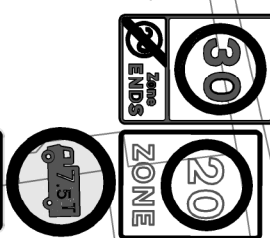


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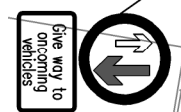


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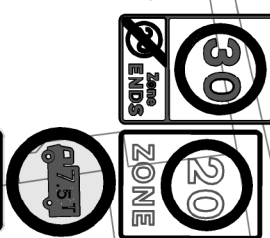


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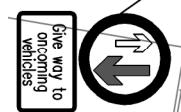


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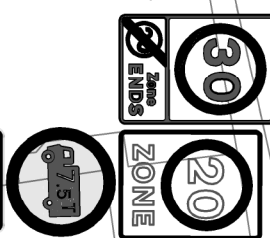


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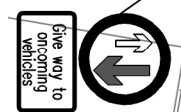


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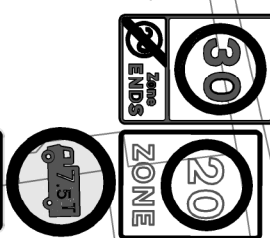


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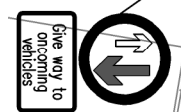


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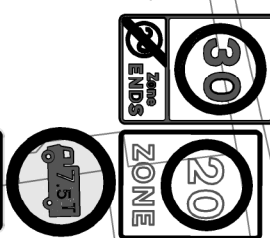


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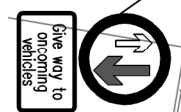


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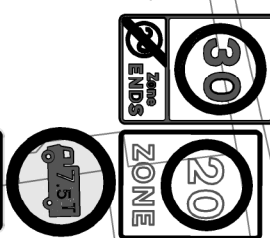


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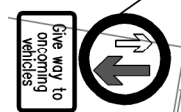


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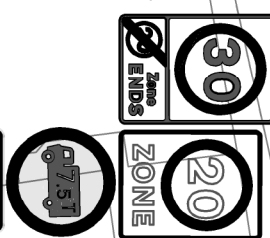


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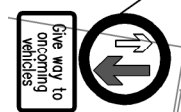


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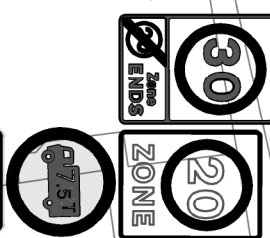


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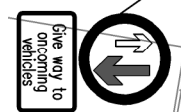


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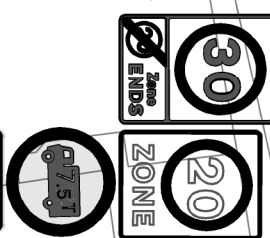


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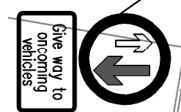


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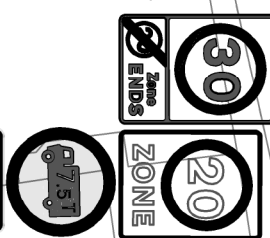


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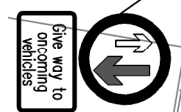


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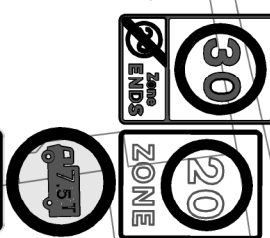


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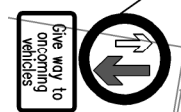


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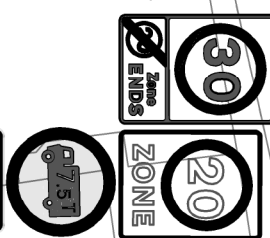


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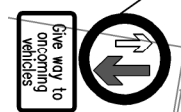


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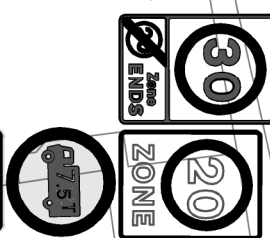


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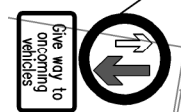


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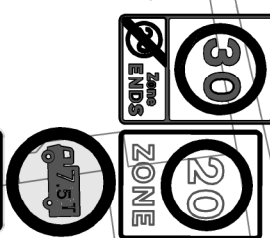


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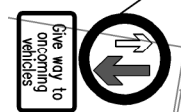


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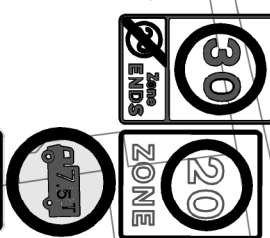


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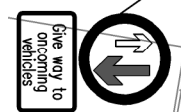


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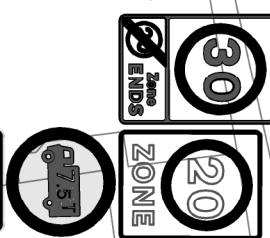


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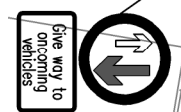


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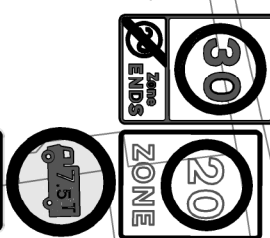


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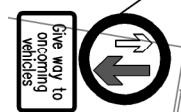


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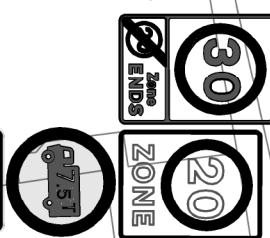


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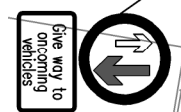


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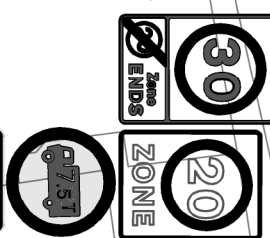


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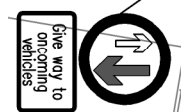


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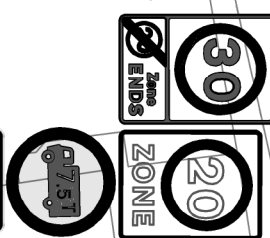


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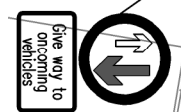


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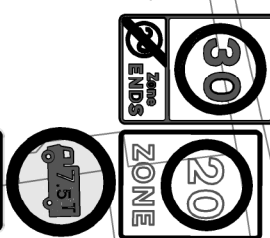


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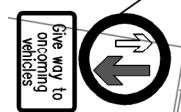


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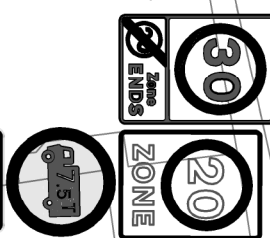


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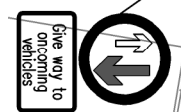


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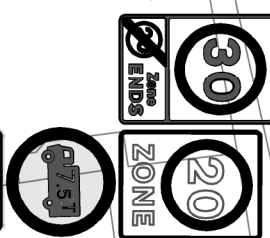


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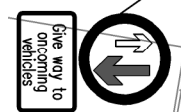


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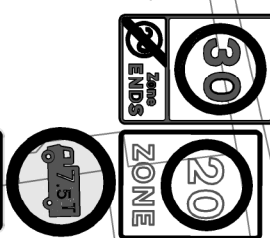


Remove Weight signs from
concrete lamp column. Erect
on new LB post 30/20Zone
on top with lantern.

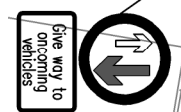


Externally illuminated signs on
new post. UKPN connection.

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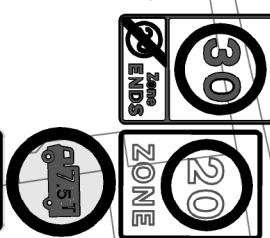


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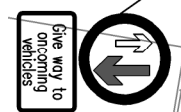


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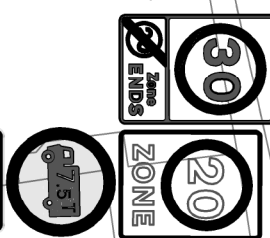


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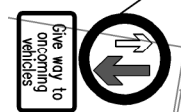


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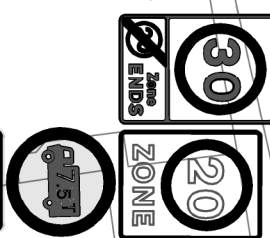


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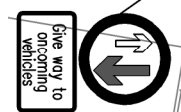


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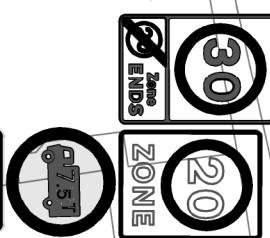


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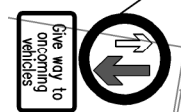


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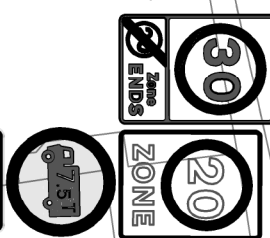


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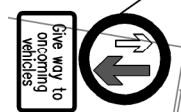


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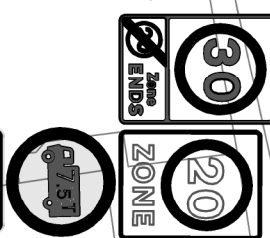


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on top with lantern.



Externally illuminated signs on
new post. UKPN connection.

20mph roundel 4.3m.



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HIGHWAYS ADVISORY COMMITTEE

7 July 2015

Subject Heading:

TPC594 - Minster Way, Highfield Crescent & Upminster Road – Conversion of Disc Parking to Pay & Display – comments to advertised proposals

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

Iain Hardy
Technical Officer
01708 432440
iain.hardy@havering.gov.uk

Policy context:

Traffic & Parking Control

Financial summary:

The estimated cost of £8,500 for implementation will be met by £7000 capital allocation and £1500 from the 2015/16 revenue budget for Minor Traffic and Parking.

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

- Havering will be clean and its environment will be cared for
- People will be safe, in their homes and in the community
- Residents will be proud to live in Havering

SUMMARY

This report outlines the responses received to the advertised proposals to change the existing Disc Parking Bays in Minster Way, Highfield Crescent and Upminster Road, to Pay & Display parking bays and recommends a further course of action.

The scheme is within St Andrews Ward

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for the Environment** that:
 - a. The proposals to covert the existing Disc Parking Bays to Pay and Display parking bays in Minster Way, Highfield Crescent and Upminster Road, as shown on the plan (ref: Upminster Bridge – Disc to P&D) appended to this report as Appendix A, be implemented as advertised;
 - b. The effect of the scheme be monitored.
2. Members note that the estimated cost of this scheme as set in this report is £7000 which can be funded from the capital allocation and the remaining £1500 will be met from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background and outcome to Public Consultation

- 1.1 As part of the phasing out of the last few Disc Parking bays in the borough, at its meeting in January 2015, this Committee agreed in principle to the change of the existing Disc Parking Bays in Highfield Crescent, Minster Way and Upminster Road, to Pay & Display parking bays.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan (ref: Upminster Bridge – Disc to P&D) of the proposals is appended to this report as **Appendix A**.
- 1.3 On 1st May 2015 residents 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.
- 1.4 By the close of the consultation on the 22nd May 2015 no responses were received to the advertised proposals.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, no responses were received to the proposals.

3.0 Staff Comments

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

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 £7,000 which will be financed from the capital budget.

The estimated cost of implementing the proposals, including physical and advertising costs, as described above and shown on the attached plans is £1,500. These costs can be funded from the 2014/15 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:

Pay & Display parking provisions 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 and cash collection activities required for these proposals can be met from within current staff resources.

Equalities implications and risks:

The proposal is to change existing Disc Parking bays in Upminster Road, Minster Way and Highfield Crescent to Pay and Display bays.

The Council undertook a consultation with residents who were perceived to be affected by the proposals, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received no responses.

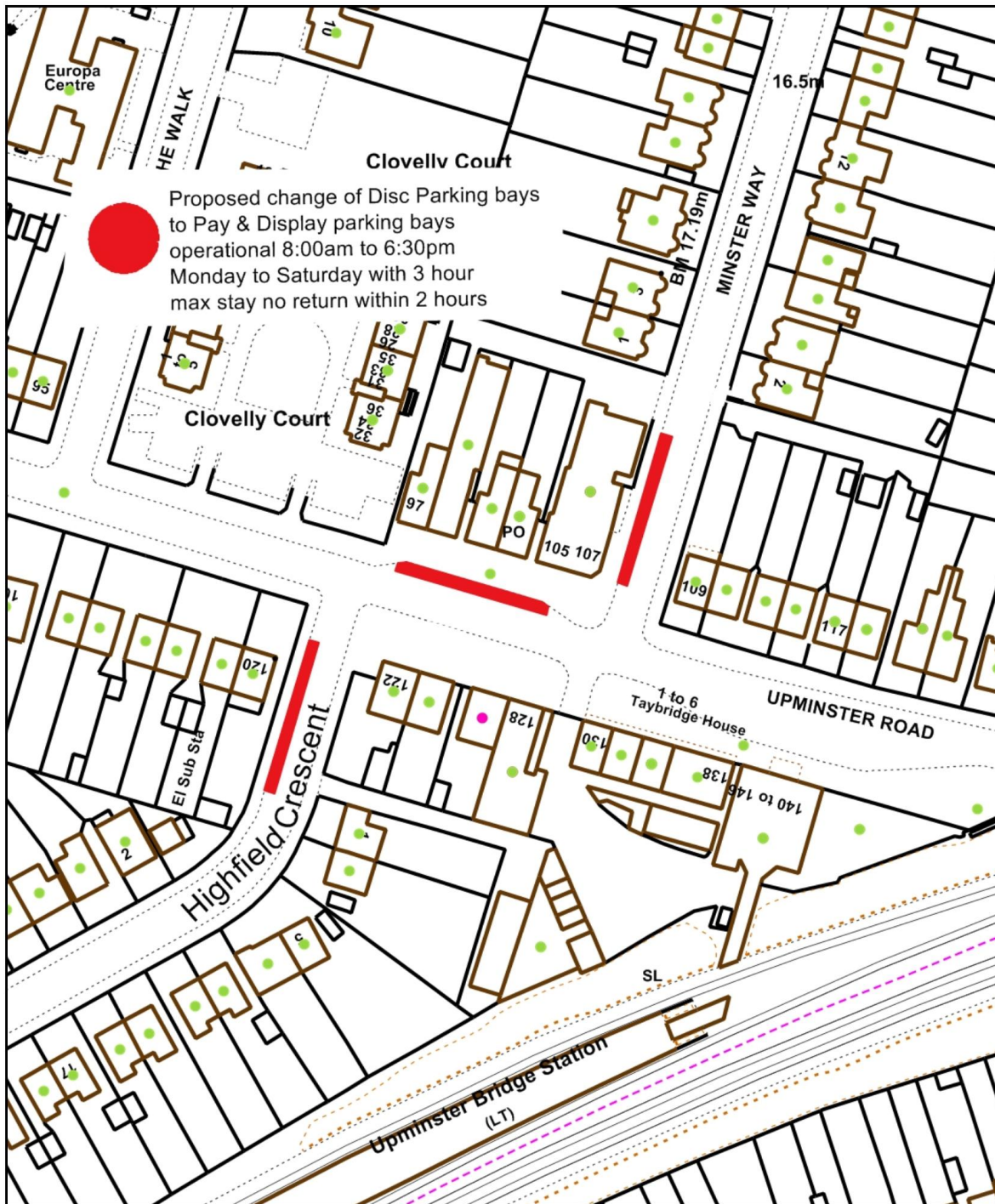
Parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage residents living locally, people on low incomes, older people, children, younger people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any negative impact.



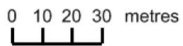

There will be some visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duty under the Equality Act 2010.

BACKGROUND PAPERS

Appendix A

Appendix A



<p>Upminster Bridge - Disc to P&D</p>	
	<p>Scale: 1:1000 Date: 28 April 2015</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>

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HIGHWAYS ADVISORY COMMITTEE

7 July 2015

Subject Heading:	Proposed Waiting Restrictions – comments to advertised proposals TPC595– Berther Road
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Mitch Burgess Engineering Technician 01708 432801 lain.hardy@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £1,500 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This This report outlines the responses received to the advertised proposals to introduce various waiting restrictions within Berther Road, which were agreed in principal by this Committee at its meeting in January 2015 and recommends a further course of action.

The scheme is within Romford Town Ward.

RECOMMENDATIONS

1. That the Committee having considered this report and the representations made and recommends to the Cabinet Member for Environment that;
 - (a) the proposed waiting restrictions in Berther Road, as shown on the drawing (Ref: Berther Road) appended to this report as Appendix B, be implemented as advertised.
 - (b) a further review of the wider area around Emerson Park Station be undertaken with residents and businesses of the area being given the option of having a permit parking scheme
 - (c) that the effect of any agreed proposals be monitored.
2. That Members note that the estimated cost of installation the proposed waiting restrictions in Berther Road, as set out in this report is £1,500, which can be funded from the 2015/16 revenue budget for Minor Traffic and Parking

REPORT DETAIL

1.0 Background & Outcome of Public consultation

- 1.1 Following a request from Ward Councillors and a petition being received from residents of Berther Road, to deal with the increasing level of parking and its duration, Officers presented this item to the Highways Advisory Committee at its meeting on the 13th January 2015. At this meeting this Committee agreed in principle for officers to undertake an informal consultation in the area, to gauge residents feeling about the parking situation.
- 1.2 Based on the responses received to the informal consultation and in consultation with Ward Councillors, a scheme was designed consisting of 'At any time' waiting restrictions on the northern side of the road, that extends to the southern side of the road to cover residential accesses as shown, while the remainder of the southern side of the road will remain restricted by the existing Monday to Friday 8:00am to 9:30am waiting restrictions. The proposed 'At any time' waiting restrictions also extend into Nelmes Road, on its western side, for 10 metres either side of the junction.
- 1.3 These proposals were subsequently publicly advertised on 29th May 2015 and residents and businesses who were perceived to be affected by them, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location. A plan of the proposals is appended to this report as **Appendix B**.

2.0 Responses received

By the close of the consultation on the 19th June 2015, from the 40 letters sent to residents and businesses, there were 8 responses received to the advertised proposals, of which 6 were from residents who outlined their support for the scheme, 1 is concerned about displaced parking and a petition signed by 38 residents of Berther Road requesting a residents parking scheme operational twice a day. All of the responses are summarised and appended to this report as Appendix A.

3.0 Staff Comments

- 3.1 The proposed 'At any time' waiting are designed to deal with the increasing levels of parking taking place in the road that is related to local restaurants, pub and bar, which takes place late into the evening. The 'At any time' waiting restrictions on the northern side of the road will ensure traffic flow, while on the southern side it will ensure that residents driveways are not blocked. The remaining Monday to Friday 8:00am to 9:30am waiting restrictions on the southern side of the road will continue to limit all day commuter parking, while providing valuable parking for the local residents and businesses and in turn, will have a limited traffic calming effect.
- 3.2 The proposals that have been publicly advertised can be implemented as soon as possible after this Committee has made a recommendation to the Cabinet Member for Environment and he has agreed the decision. Any agreed restrictions would be implemented as soon as possible, which would very quickly improve the current parking situation in Berther Road.
- 3.3 In respect of enforcing parking restrictions that apply outside normal working hours, the Council have considered the issues raised and have decided to extend the hours of enforcement operations, where our enforcement officers will undertake specific late evening patrols.

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 2015/16 Minor Parking Schemes revenue budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

The 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 8 responses to the consultation including a petition signed by 38 residents of Berther Road, which are outlined in Appendix B. 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.

There will be some 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 duty under the Equality Act 2010.

BACKGROUND PAPERS

- Appendix A**
- Appendix B**
- Appendix C**

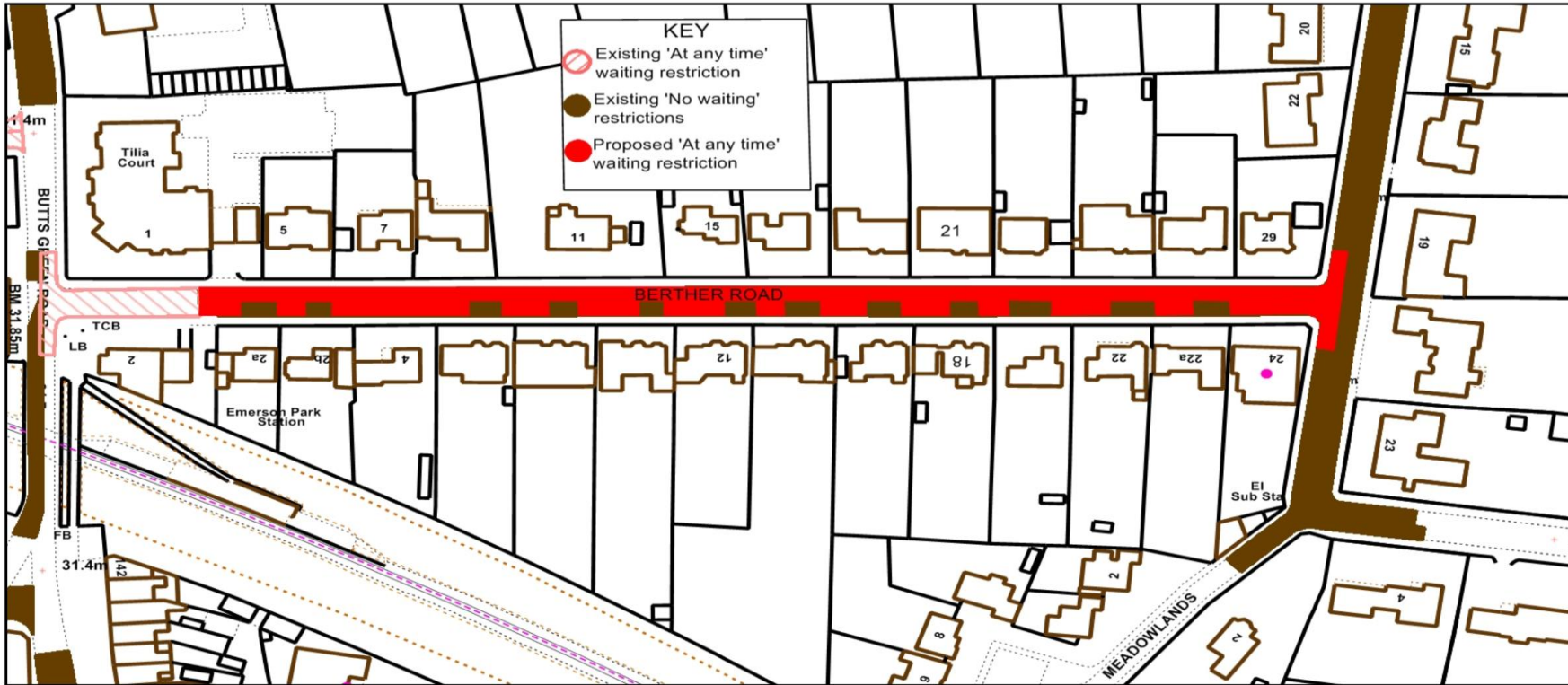
Appendix A

Respondent	Comments	Response
A resident of Berther Road	<p>Requests double yellow line on the northern side of the road</p> <p>Requests 12 parking bays on the southern side of the road that will be restricted 8:30am to 9:30am Monday to Friday</p> <p>Double yellow lines over drives</p>	<p>The proposed scheme incorporated this element.</p> <p>The proposed scheme incorporated this element</p> <p>The proposed scheme incorporated this element</p>
A resident of Berther Road	<p>In favour of the proposals</p> <p>Feels parking in the road is out of hand</p> <p>It's impossible to cross the road without their view being blocked</p>	The proposals as advertised should deal with the issues the resident has outlined.
A resident of Berther Road	<p>They are very much in favour with the proposals.</p> <p>If they go ahead they hope that active and positive steps will be taken to enforce the restrictions</p>	Enforcement action will be targeted that this location
A resident of Berther Road	<p>They are in favour of the proposed restrictions as exiting Tilia Court and negotiating the rest of Berther Road is not easy.</p> <p>This is due to the indiscriminate parking by drivers particularly in the evenings and lunchtime and at weekends. Hopefully these restrictions will solve the problem.</p>	The proposals as advertised should deal with the issues the resident has outlined.
A resident of Berther Road	They are in favour of the proposals	No Comment
A resident of Berther Road	They are in favour of the proposals	No Comment
A resident of Nelmes Road	They understand that the proposals will be welcomed, but are concerned that there will be displaced parking in	The proposals for Berther Road, if implemented may displace parking into other road in the area





	<p>their road and therefore request that the proposals be extended to cover Nelmes Road</p>	
<p>A petition from 38 residents of Berther Road in the form of a standard letter with a covering letter</p>	<p>The covering letter states that from the 46 properties in the road, 38 responses, 83% were in favour of a dual time residents parking scheme over the advertised proposals</p> <p>The respondents are not in favour of the proposals as advertised and request that they are rejected.</p> <p>The respondents would like a Residents parking scheme, operational, operational seven days of the week and between 11am and 2 pm and 6pm and 10pm</p> <p>Comment on the commuter parking and the extension of the extended train operating times</p> <p>Refer to the Traffic Regulation Act (1984) outlining that there is undisputable evidence that “the parking by non-residents is causing serious inconvenience to residents” such that “the character of Berther Road” has been damaged.</p> <p>Residents remind the council that it has a duty of care to ensure that no economic damage is suffered from any negligent behaviour.</p>	<p>The proposals that have been advertised will, if implemented have an immediate positive effect on the road while limiting displaced parking</p> <p>A residents parking scheme would require further design and would have a greater impact on the area, by displacing the medium to long term parking into adjoining roads.</p>



Appendix B



Page 35

Berther Road	
	<p>Scale: 1:1250 Date: 21 May 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>

HIGHWAYS ADVISORY COMMITTEE

7 July 2015

Subject Heading:	<p>Proposed Loading bay fronting No.39 High Street Outcome of public consultation</p>
CMT Lead:	<p>Andrew Blake-Herbert</p>
Report Author and contact details:	<p>Iain Hardy Technical Officer 01708 432440 iain.hardy@havering.gov.uk</p>
Policy context:	<p>Transport for London 2015/16 Local Implementation Plan allocation for Loading facilities</p>
Financial summary:	<p>The estimated cost of £1000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Freight Loading Facilities.</p>

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report sets out the responses to a consultation for a loading bay located outside No. 39 High Street, Romford and seeks a recommendation that the proposal be implemented.

The scheme is within Romford Town Ward.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for the Environment** that:
 - a. The proposals to implement the loading bay in High Street, (as shown on plan QN010_HSTMO_001) be implemented as advertised;
 - b. The effect of any agreed proposals be monitored.
2. Members note that the estimated cost of this scheme in High Street as set out in this report is £1,000, will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Freight Loading Facilities.

REPORT DETAIL

1.0 Background

- 1.1 As part of the 2015/16 Transport for London Local Implementation Plan (LIP) a budget has been provided as part of the Borough wide rolling programme of freight loading improvements. Additional facilities for High Street have been identified as necessary.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan of the proposals (ref: QN010_HSTMO_001) is appended to this report as **Appendix A**.
- 1.3 On 14th April 2015 residents 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.
- 1.4 By the close of the consultation on the 15th May 2015 no responses were received to the advertised proposals.

2.0 Outcome of Public Consultation

2.1 By the close of consultation, no responses were received to the proposals.

3.0 Staff Comments

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

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 £1,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Loading Facilities. 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 all proposals 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:

Loading bays require 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:

None.

Equalities Implications and Risks:

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

At the close of public consultation no responses were received.

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 the proposals 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.

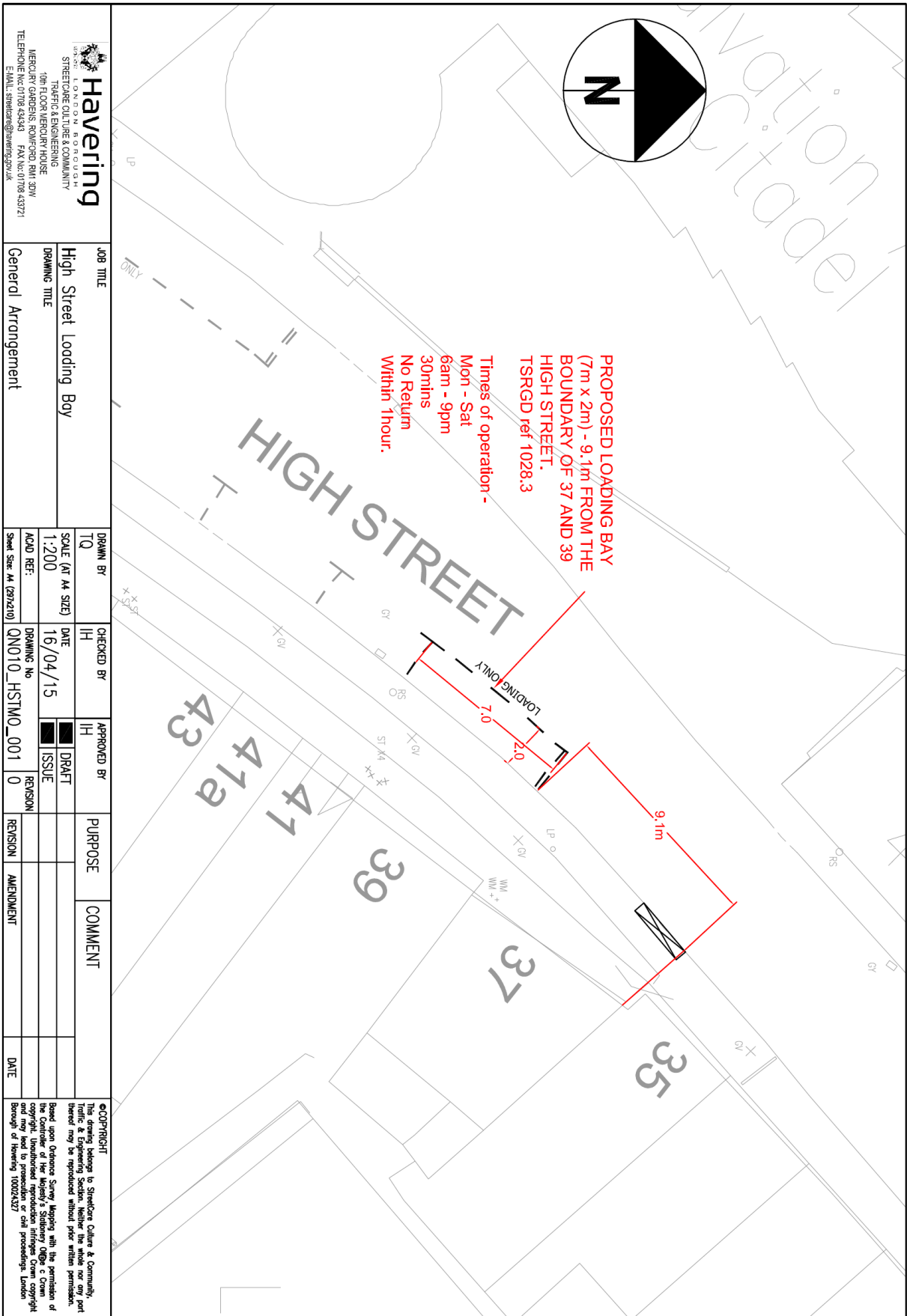
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duties under Equality Act 2010.

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

Project file: QN010_HSTMO_001

APPENDIX A



Haverling
 LONDON BOROUGH
 STREETCARE CULTURE & COMMUNITY
 HEALTH & ENGINEERING
 10th FLOOR, MERCURY HOUSE
 MERCURY HOUSES, ROYAL FOLK ROAD, N1 2JW
 TELEPHONE: 020 7182 5443 FAX: 020 7182 43721
 E-MAIL: streetcare@haverling.co.uk

JOB TITLE
 High Street Loading Bay
DRAWING TITLE
 General Arrangement

DRAWN BY
 TQ
SCALE (AT A4 SIZE)
 1:200
ACAD REF:
 Sheet Size: A4 (297x210)

CHECKED BY
 HH
DATE
 16/04/15
DRAWING No
 QN010_HSTMO_001

APPROVED BY
 HH
DRAFT
ISSUE
REVISION
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PURPOSE	COMMENT	REVISION	AMENDMENT	DATE

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Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

7 July 2015

Subject Heading:	Brentwood Road, The Drill Public House – Proposed ‘At Any Time waiting restrictions - comments to advertised proposals
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Iain Hardy Technical Officer 01708 432440 iain.hardy@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £1,500 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report outlines the responses received to the advertised proposals to introduce ‘At any time’ waiting restrictions in Brentwood Road, in the vicinity of the The Drill public house and recommends a further course of action.

The scheme is within Squirrels Heath and Emerson Park Wards.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:
 - a. the proposed 'At Any Time' waiting restrictions in Brentwood Road, around The Drill Public House, as shown on the drawing (Ref: Brentwood Road – The Drill) appended as Appendix A, be implemented as advertised;
 - b. further proposals be advertised to extend the proposed 'At Any Time' waiting restrictions on the north-western side of Brentwood Road, from the north-eastern boundary of No.393 to the common boundary of Nos.369 and 371;
 - c. further proposals be advertised to make the layby a loading bay operational 8:00am to 5:00pm Monday to Saturday;
 - d. That further proposals be designed and advertised to implement short term parking facilities for the shops on the south-western side of Brentwood Road;
 - e. The effect of any agreed proposals be monitored.
2. Members note that the estimated cost for the current proposals in Brentwood Road, as set out in this report is £1,500, will be met from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following reports of obstructive parking taking place in Brentwood Road around The Drill Public House, Tesco and Ginger Spice, at its meeting in April 2015, this Committee agreed in principle to introduce 'At Any Time' waiting restrictions in the area to prevent obstructive parking and improve traffic flow.
- 1.2 The proposals were subsequently designed and publicly advertised on 24th April 2015. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals

were advised of them by a letter and copy of the plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

- 1.3 At the close of the consultation on Friday 15th May 2015, 17 responses were received. Out of these responses, 15 were from residents or businesses of Brentwood Road, with 2 responses coming from the same residential property. One response was from a resident of Slewins Lane and 1 response from a resident of Hazelmere Gardens. All the responses are summarised in the table appended to this report as Appendix B.
- 1.4 The one response from Slewins Lane is concerned about parking being displaced to outside their property or further down Brentwood Road. They suggest double yellow lines in Slewins Lane from the roundabout to the bus stop outside No. 11.
- 1.5 The 1 response from Hazelmere Gardens is concerned about enforcing the longer duration restrictions, making the layby area into individual spaces and make it into a short term parking bay. They also suggest bollards to prevent vehicle parking on the footway, reduce the width of the layby to prevent echelon style parking in the bay, or take out the layby and install bike racks.
- 1.6 The 1 response from a businesses, which is situated in the immediate area of the proposals, who have suggested a number of changes to the proposals, which are outlined on their amended plan that is appended to this report as Appendix C.
- 1.7 The remaining 14 responses (2 from 1 address) are all from residents of Brentwood Road. These responses, except for 1, outline that they are in favour of the proposals, but are concerned about displacement, enforcement of any new restrictions, and suggest further extensions of the double yellow lines, that vary from up to the Squirrels Heath School entrance, on the odd numbered side, to Salisbury Road on one side and from the I response that was not in favour, up to Cavenham Gardens on both sides. There were also requests for the layby outside Tesco to be made into short term parking facility. There are also parking issues related to the parade of shops between Nos. 364 and 376 Brentwood Road.

2.0 Staff Comment

- 2.1 Due to the amount of obstructive parking in the Brentwood Road Area, it is considered that the proposals should be implemented as advertised. The layby fronting Tesco, was created as part of the planning conditions for the site and was intended for loading. A member of staff from Tesco has advised that deliveries can turn up any time between 8:00am and 5:00pm Monday to Saturday. The entire frontage of the Tesco and Ginger Spice site is covered by the layby and vehicle crossovers, which lead to off-street parking provisions for the flats above Tesco and the forecourt to Ginger Spice. It would not be possible to provide any form of parking provisions on or in front of the vehicle crossovers, as this this would condone obstructive parking. This section of road, including the layby, is currently restricted with

8:00am to 6:30 pm Monday to Saturday inclusive. The crossovers form part of the footway, which is subject to the footway parking ban.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to Lead Member the implementation of the above scheme and for further proposals to be considered.

The estimated cost of implementing the proposals, including physical and advertising costs, as described above and shown on the attached plans is £1,500. 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:

Waiting restrictions 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 implement 'At any time' waiting restrictions in the area of Brentwood Road, mainly fronting the Tesco and Ginger spice site

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 17 responses to the consultation, which are outlined in Appendix B. However, no negative issues relating to protected characteristics were raised in the objections.

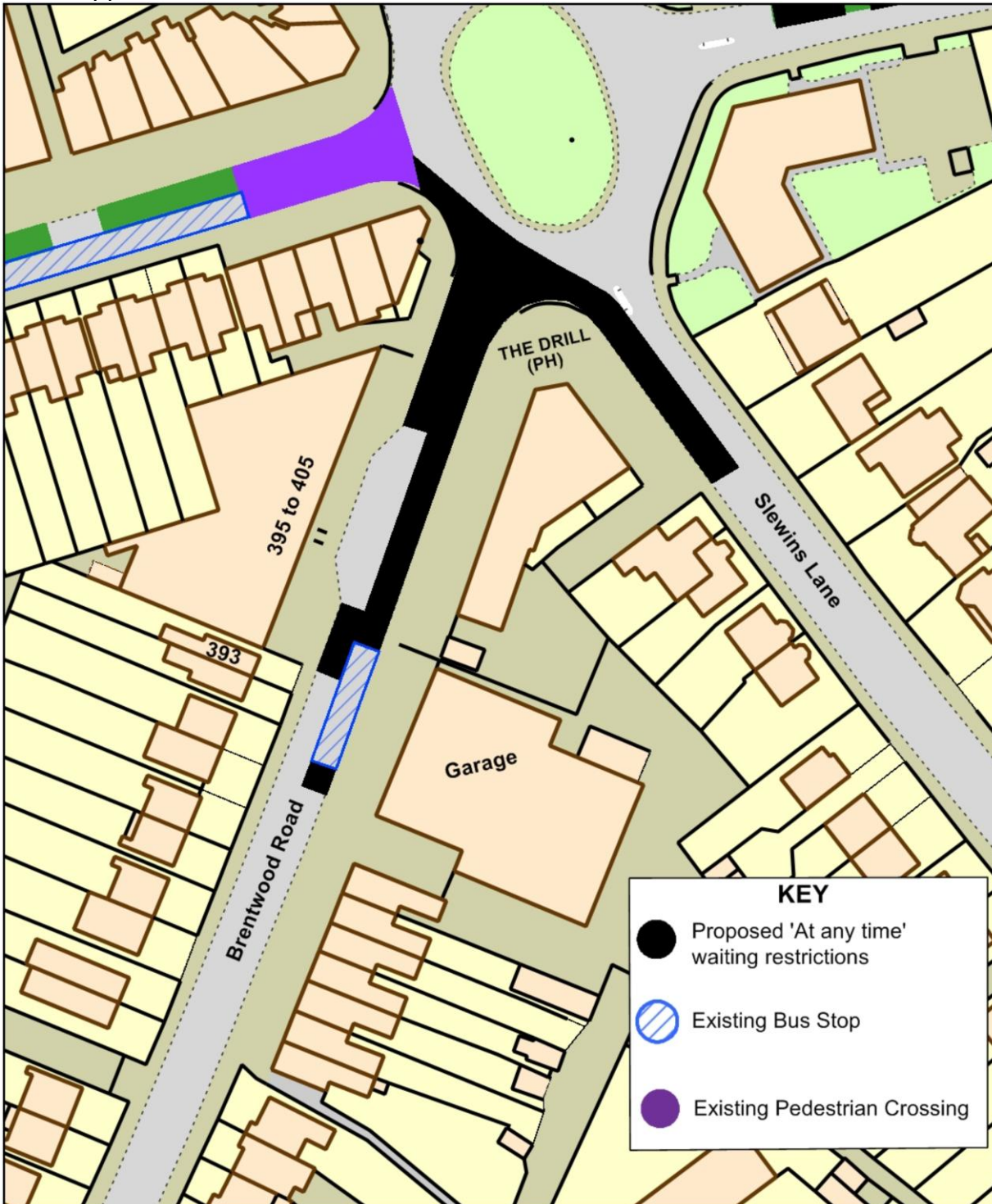
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any negative impact.

There will be some 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 duty under the Equality Act 2010.




BACKGROUND PAPERS





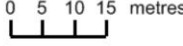
Appendix A
Appendix B
Appendix C

Appendix A



KEY

-  Proposed 'At any time' waiting restrictions
-  Existing Bus Stop
-  Existing Pedestrian Crossing

Brentwood Road - The Drill	
  	Scale: 1:750 Date: 22 April 2015 

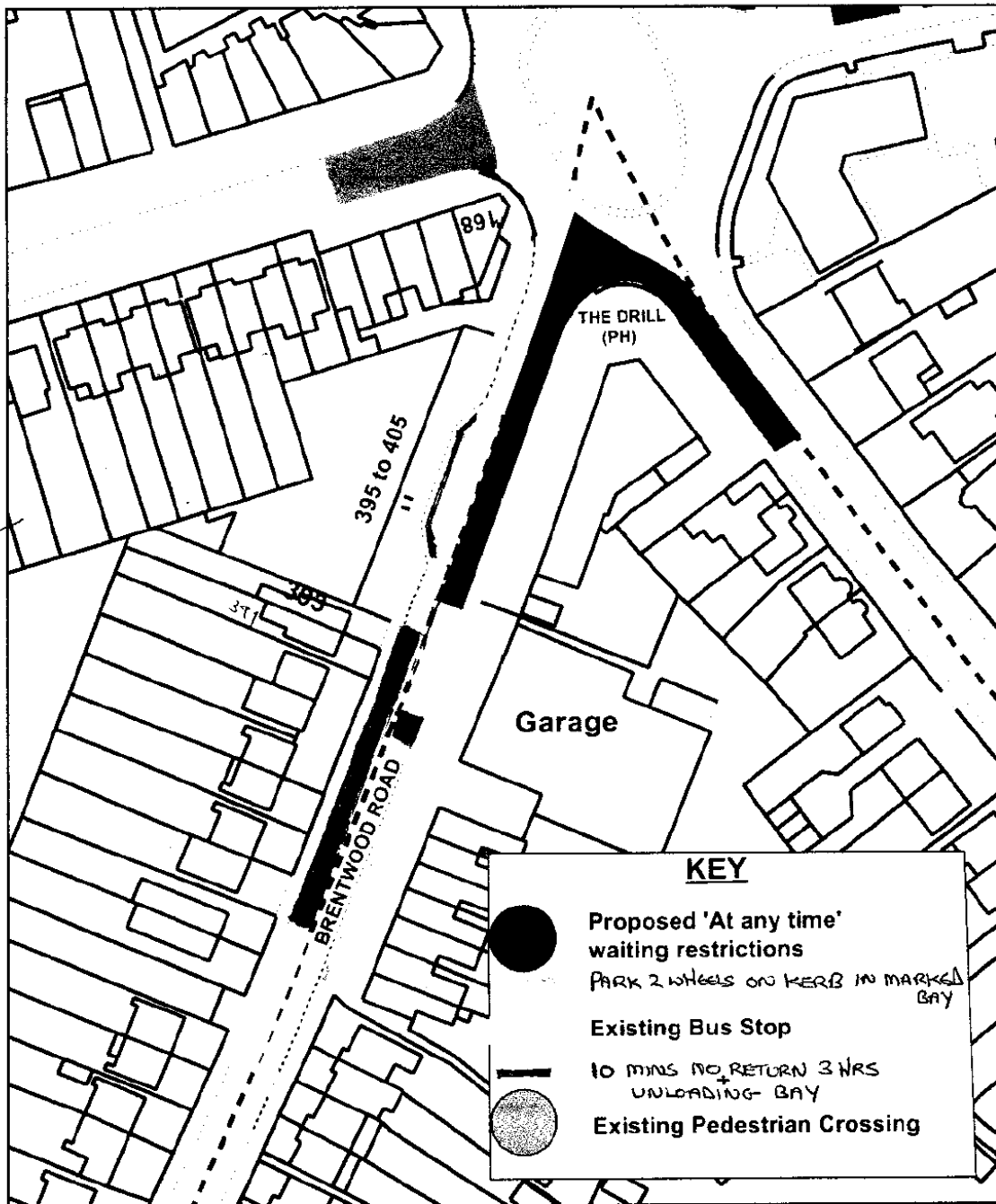
Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	Slewins Lane	The resident is in favour of part of the proposals, but would like to have double yellow lines on the odd numbered side of Slewins Lane, as they are concerned about displaced parking from Brentwood Road.	Further proposals are to be considered by Committee
2	Resident	Brentwood Road	<p>The resident is not in favour of the proposals because people using Tesco & other shops in the vicinity will park over peoples dropped kerbs & block home owners on the odd side of the Brentwood road, who want to get in or out of their drive way. 393 will suffer the worst out of anyone.</p> <p>The proposals will cause problems for the residents who will without a doubt will be arguing with drivers who are blocking their dropped kerbs</p> <p>They suggest extending the proposed double yellow line on both sides of Brentwood Road from 393 down to the Cavenham Gardens before things get out of hand</p>	Further proposals are to be considered by Committee
3	Resident	Brentwood Road	The resident is in favour of the scheme and says that the proposals are a good idea except they will cause residents further congestion outside their houses.	The proposals should go a long way to improve traffic flow in the area and with further proposals to be considered staff will continue to try and improve the current situation
4	Resident	Brentwood Road	The resident is in favour but states that the proposals will only push inconsiderate parkers in front of resident's houses and asks, how will the new restrictions be monitored?	Enforcement action will be targeted that this location
5	Resident	Brentwood Road	The resident is in favour but says will traffic wardens be available at various hours of the day and night to	The Council have considered the issues and have decided to

			patrol the area. This response was identical to another, which was from the same address.	extend hours of enforcement operations where our enforcement officers will undertake specific late evening patrols
6	Resident	Brentwood Road	The resident is in favour, but has concerns about people who ignore the single yellow line at the moment, may park in front of their houses when the restrictions are introduced.	This would be a civil mater
7	Resident	Brentwood Road	The resident is in favour of part of the scheme because the resident suggests that the lay-by in front of Tesco could become a restricted waited area, except for deliveries.	These proposals are to be considered
8	Resident	Brentwood Road	They are in favour of the proposals providing it can be closely monitored.	Enforcement action will be targeted that this location
9	Resident	Brentwood Road	They are in favour of part of the scheme. They say from a safety point of view the proposals are an excellent idea but only they can be monitored closely. From a neighbour's point of view, it is going to make it worse because people will end up parking in front of our houses.	Enforcement action will be targeted that this location Further proposals are to be considered by Committee
10	Resident	Brentwood Road	They are in favour of the scheme but say they are concerned about how the restrictions will be enforced.	The Council have considered the issues and have decided to extend hours of enforcement operations where our enforcement officers will undertake specific late evening patrols
11	Resident	Brentwood Road	They are against the proposals because the resident states that no-one takes any notice of the existing single yellow line and asks if the restrictions could be extended past their address, as people will park right outside.	Further proposals are to be considered by Committee
12	Resident	Brentwood Road	They are in favour of the proposals providing it can be closely monitored by traffic wardens.	Enforcement action will be targeted that this location
13	Resident	Brentwood Road	They are in favour of the scheme as long as it can be enforced effectively.	Enforcement action will be targeted that this

				location
14	Resident	Brentwood Road	They are in favour of the scheme because they have concerns about how it will be enforced. The resident says that the existing restrictions are not monitored during their time of operation and wants to know how the double yellow lines will be different.	The Council have considered the issues and have decided to extend hours of enforcement operations where our enforcement officers will undertake specific late evening patrols
15	Resident	Brentwood Road	They are in favour of part of the scheme because if the restrictions are implemented then it will push the congestion away from Tesco and Ginga Spice and drivers will end up parking outside their houses.	Further proposals are to be considered by Committee
16	Resident	Brentwood Road	The employer at Penenden Health Investments responded to the consultation objecting to the proposals, which he attached a revised plan to demonstrate what he wants. The plan has been attached to this report as Appendix C.	Parking bays cannot be installed on footway crossovers to permit short term parking. The layby was intended for vehicles to load and unload for Tesco.

Appendix C



		Scale: 1:800 Date: 14 April 2015	
		London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343	© Crown copyright and database rights 2015 Ordnance Survey 100024327

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HIGHWAYS ADVISORY COMMITTEE

7 July 2015

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
July 2015**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

**Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@havering.gov.uk**

Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013) (where applicable)**

Financial summary:

**The estimated cost of requests,
together with information on funding is
set out in the schedule to this report.**

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

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

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.

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
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)								
H1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014)	None.	c£80k	Resident	31/07/2014
H2	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.	None	£18k	Cllr Wilkes	05/09/2014

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
Page 62 H3	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	12/09/2014
H4	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.	None	£30k+	Cllr P Crowder	12/09/2014

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
P15 Page 63	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	26/09/2014
H6	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	04/04/2014

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HIGHWAYS ADVISORY COMMITTEE

7 July 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
 July 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						
TPC728	Kings Road, Romford	Request to remove the existing disc parking bay by St Albans Church and replace with Pay and Display parking bays.	No	Capital	StreetCare	Romford Town
TPC729	Wingletye Lane Service Road, Hornchurch	Request to remove the existing disc parking bay from opposite nos.15/ 17 and install a Pay and Display parking bays at the Upminster Road end of the road.	No	Capital	StreetCare	St Andrews
TPC730	Willow Street, Romford	Request to change the Disc parking bays to Dual use Resident and Business parking bay.	No	Revenue	StreetCare	Brooklands
TPC731	20 David Drive, Harold Wood	Request to remove residents parking bay across dropped kerb and extend existing yellow line across drop to prevent obstructive parking. Resident disabled and requires frequent visits from carers.	No	Revenue	Resident	Harold Wood

TPC732	Tangmere Crescent	Request to install a school keep clear on the opposite side of the school	No	Revenue	Councillor Mugglestone	Elm Park
TPC733	Cumberland Avenue, Hornchurch	Request to change Pay & Display to Residents Parking bay	No	Revenue	Councillor Morgon	Hacton
TPC734	Station Lane, Hornchurch	Request to include residents above the shops in Station Lane into Cumberland/Matlock residents parking scheme	No	Revenue	Councillor Morgon	Hacton
TPC735	Pretoria Road	Request to include Nos. 165 -173 odds and No.126 in the Sector 2B Residents Parking scheme	No	Revenue	Staff	Brooklands
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues						