



# Haverling

LONDON BOROUGH

## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.00 pm**

**Tuesday  
10 November 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 Haverling  
Residents'(2)**

Darren Wise (Vice-Chair)  
Linda Hawthorn

**UKIP**

**(1)**

John Glanville

**Independent Residents'**

**(1)**

David Durant

**For information about the meeting please contact:  
Taiwo Adeoye 01708 433079  
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## **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 2015. 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 an organisation or individual that prepares or modifies a design for any part of a construction project, including the design of temporary works, or arranges or instructs someone else to do it.

While 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 - 14)

To approve as a correct record the minutes of the meeting of the Committee held on 13 October 2015, and to authorise the Chairman to sign them.

### 5 LOCAL IMPLEMENTATION PLAN - ANNUAL SPENDING SUBMISSION PROCESS - REPORT FOR NOTING (Pages 15 - 22)

### 6 DAGNAM PARK DRIVE ACCIDENT REDUCTION PROGRAMME - PROPOSED 20 MPH ZONE AND SAFETY IMPROVEMENTS (Pages 23 - 34)

- 7 PROPOSAL TO INTRODUCE PARKING CHARGES IN COUNCIL OWNED PARKS AND OPEN SPACES** (Pages 35 - 52)
- 8 TPC 734 - WILSON CLOSE & GAYNES ROAD. NO LOADING RESTRICTIONS** (Pages 53 - 60)
- 9 BROOKLANDS CONTROLLED PARKING EXTENSION** (Pages 61 - 78)
- 10 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 79 - 90)
- 11 TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 91 - 96)
- 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  
13 October 2015 (7.00 - 8.45 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Jason Frost (Chairman), Joshua Chapman, John Crowder, Dilip Patel and +Robby Misir
<b>Residents' Group</b>	Barry Mugglestone and John Mylod
<b>East Havering Residents' Group</b>	Darren Wise (Vice-Chair) and Linda Hawthorn
<b>UKIP</b>	John Glanville

Apologies for absence were received for the absence of Councillors Frederick Thompson and David Durant.

+Substitute member: Councillor Robby Misir (for Frederick Thompson).

Unless otherwise indicated all decisions were taken with no votes against.

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

**39 MINUTES**

The minutes of the meeting held on 15 September 2015 were agreed as a correct record and signed by the Chairman.

**40 PROPOSALS TO INSTALL A BUS GATE IN OLDCHURCH RISE, ROMFORD - OUTCOME OF PUBLIC CONSULTATION**

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

To recommend to the Cabinet Member for Environment that the installation of a bus gate and an enforcement camera were agreed as follows:

1. Implementation of a bus gate located at a distance of 85 metres in Oldchurch Rise from the southern kerb line of Oldchurch Road. The gate would permit use in both directions by the following classes of traffic ie public transport buses, cycles and emergency service

vehicles. The proposals were shown in drawing no. QO019-01, attached in appendix 1 of the report.

2. It was noted that the estimated cost for implementation was £22,000 of which £12,000 would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for improving the reliability of public transport package and a £10,000 contribution provided by the Barking, Havering and Redbridge University Hospital NHS Trust.

Councillor Mylod was absent during the presentation of the item and did not take part in the vote.

41 **TAXI RANK REVIEW - MAWNEY & HACTON WARDS (OUTCOME OF PUBLIC CONSULTATION)**

The report before Members set out the responses to consultations for the creation, extension or alteration of taxi ranks in Romford, Hornchurch and Upminster.

Two schemes were considered by the Committee.

One in Collier Row Road, Collier Row and one in Upminster Road, Upminster.

During a brief debate Members discussed the possibility of taxis ranking at night and creating noise and disturbance at the Upminster Road site.

Members also discussed the possible loss of parking bays at the Collier Row site and suggested that the rank might have been better sited in Melville Road. In response officers replied that TfL's Public Carriage Office were interested in a town centre site as passengers were more likely to be elderly or disabled people who could not easily get to locations further away from the shopping area.

Officers suggested that pay and display parking could be investigated for the Melville Road area which could offset the loss of parking spaces.

Having considered the report and representations it was **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 attached to the report were implemented.

Collier Row Road, Collier Row  
QN017/09/01.A

Upminster Road, Upminster  
QN017/10/01.B

2. Noted that the estimated cost of £1,000 for implementation would be met by Transport for London through the Taxi Rank Provision Review.

42 **AVON ROAD BY SEVERN DRIVE - PROPOSED ZEBRA CROSSING ZIGZAG MARKING EXTENSION - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered the report and the representations and without debate **RESOLVED** to;

1. Recommend to the Cabinet Member for environment that the implementation of a zigzag marking extension at the existing zebra crossing along Avon Road by Severn Drive as set out in the report and shown on drawing number QO033 be implemented.
2. Noted that the estimated cost of £1,000 for implementation would be met from the Council's Revenue Budget for Minor Safety Schemes.

43 **BUS STOP ACCESSIBILITY - BRENTWOOD ROAD BY FRANCES BARDSLEY ACADEMY (OUTCOME OF PUBLIC CONSULTATION)**

The report before Members set out the responses to a consultation for the provision of fully accessible bus stops on Brentwood Road near the Frances Bardsley Academy and sought a recommendation that the proposals be implemented.

During the debate Members sought clarification on a number of issues including ownership of the footway outside the school and whether it could be widened onto the school site, possible visibility issues for children accessing the proposed arrangements and possibility of installing signalised crossing.

In response officers clarified that the school was unlikely to extend the footway as the Chairman of the Governing Body had cited concerns regarding the proposed arrangements.

Members also noted that zebra crossings were flexible and where there were lots of pedestrians, they could take priority, whereas signals let groups cross and many pupils wouldn't wait for the next green man signal to cross and would cross the road at their earliest convenience which could prove dangerous.

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements near the Frances Bardsley Academy on Brentwood Road as set out in the report and shown on the following drawing (contained within Appendix I) were implemented;

- QO001-OF-A90&A91-A

2. 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.

The vote for the resolution to recommend for implementation of the scheme was carried by 9 votes to 1.

Councillor Chapman voted against the resolution for recommendation of the implementation of the scheme.

44 **BUS STOP ACCESSIBILITY - ELM PARK AVENUE (OUTCOME OF RERUN PUBLIC CONSULTATION)**

The report before Members set out the responses to a consultation for the relocation of a bus stop from outside 347 Elm Park Avenue to outside 379-387 Elm Park Avenue, together with making the bus stop fully accessible in the proposed location and sought a recommendation that the proposal be implemented.

During a brief debate Members discussed the re-location of the bus stop and its close proximity to a busy junction and the possible congestion that this could cause.

Members also sought clarification of the Mayor of London accessibility target and in response officers advised that the target was 95% by the end of 2016/17.

Members commented that this particular site might be one that would have to remain in the 5% as there were very few alternatives to what was being proposed.

Following the debate a motion was put forward and seconded that the recommendations in the report be rejected.

It was **RESOLVED** that;

1. Recommends to the Cabinet Member for Environment that the bus stop currently outside 347-349 Elm Park Avenue remain in the same location with the addition of a 37 metre bus stop clearway and no footway works to be carried out. As shown in drawing number QN008-OF-A114/2-A.
2. Noted that the estimated cost of £1,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.



**45 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing 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 are appended to the minutes.

**46 TRAFFIC AND PARKING SCHEMES REQUEST**

The report before the Committee detailed all Minor Traffic and Parking Scheme application requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee 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 are appended to the minutes.

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**Chairman**

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

Item Ref	Location	Ward	Description	Officer Advice
<b>SECTION A - Highway scheme proposals with funding in place</b>				
A1	Park End Road, outside Romford Library	Romford Town	Restriction of motor traffic, other than delivery vehicles	AGREED
<b>SECTION B - Highway scheme proposals without funding available</b>				
B1	Cedar Road	Brooklands	Provision of experimental road closure to motor traffic to remove inappropriate commercial traffic and speeding drivers.	MOVED TO C
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>				

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

Item Ref	Location	Ward	Description	Officer Advice
C1	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)
Page 8 C2	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.
C3	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	Officer Advice
C4	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 9 C5	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	Officer Advice
C6	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.
C7	Faircross Avenue	Havering Park & Mawney	Restrictions to prevent passage by HGV drivers who ignore 7.5 tonne weight limit.	Feasible, but not funded. Wider area would need to be considered drivers likely to divert to parallel and adjacent streets, hence cost estimate.
C8	Percy Road & Linley Crescent	Mawney	Closure of one end of Percy Road to prevent rat-running by inappropriate non-residential traffic, including HGVs. 51 signature petition.	Feasible but not funded.

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

<b>Item Ref</b>	<b>Location</b>	<b>Ward</b>	<b>Description</b>	<b>Officer Advice</b>
C9	Sunnings Lane	Upminster	Closure of street to through vehicular traffic near houses to deal with speeding and inappropriate use of street.	A closure near the houses may require the construction of turning areas and therefore costs would be higher.

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

Item Ref	Location	Comments/Description	Decision
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**SECTION A - Parking Scheme Requests**

TPC778	Glades Close, off Francome Gardens	Request from resident for Heath Villas, Glades Close to be included in existing RO3 CPZ. This is a new gated development of 9 x 4 bed detached houses with a off road parking and a garage.	Rejected
TPC779	Park Lane	Request from the owner of CH Electrical, to change the use of the newly installed residents parking bay outside the business to a Loading bay.	Agreed

TPC780	Hacton Lane, the unnamed servie road fronting no. 2 Hacton Lane and Nos.20 to 50 Upminster Road	Request to restrict the junction with Hacton Lane and all for the northern side of the road to prevent obstructive parking.following the road widening, footway resurfacing and agreed waiting restrictions on the apexes of the bends in the road	Agreed
<b>SECTION B - Parking Scheme Requests on hold for future discussion or funding issues</b>			

## **Briefing Paper to Highways Advisory Committee Members on Local Implementation Plan Annual Spending Submission Process**

### **1. Why this report has been prepared**

The report is in response to a Highways Advisory Committee Member requesting clarification on how the Council's annual Local Implementation Plan Funding Submission is prepared.

### **2. Executive Summary**

- Each year the Council bids to Transport for London (TfL) for funding for its transport projects and programmes.
- In recent years, the allocation has been in the region of £3m per year.
- The funding represents the bulk of the money that the Council can put towards a wide range of transport activities and responsibilities.
- The Council has to spend this money in line with criteria set out by TfL within its Local Implementation Plan Guidance, and consistent with the Mayor's planning and transport strategies.
- The Council must also spend the money in line with Havering's own transport policy documents (which are approved by TfL).
- The Council has modest scope to adjust how it uses its funding but this has to be agreed with TfL in advance.
- in practice the content of the Council's submission is 'shaped' before it is agreed by Members and little scope for new items to be introduced or for changes to be made outside of the constraints set by TfL (although officers have effective links to their counterparts at TfL so that best outcomes for Havering can be secured wherever possible).
- The Council always looks for further funding from other sources. In recent years, this has seen the Council benefit substantially from the Mayor's Bus Stop Accessibility Programme. For example, in 2015/16 the Council has been allocated £700k to date to be spent on improving access for passengers boarding and alighting bus stops across the borough.
- The "in year" funding contributions assist the Council in working towards meeting its targets set out within its Approved Local Implementation Plan, some of which (such as Bus Stop Accessibility) are targets set by the Mayor of London.

### **3. Background**

The Council makes an annual Local Implementation Plan (LIP) Spending Submission to Transport for London (TfL) for funding transportation initiatives.

This is the major source of funding for transport projects and programmes for the Council.

Every opportunity for further funding from other sources is, of course, pursued as necessary and appropriate.

In early spring of each year the Council receives an indicative funding allocation from Transport for London. This forms the basis of the subsequent Submission to TfL.

Havering's funding from TfL has three elements:

- **“Corridors, Neighbourhoods and Supporting Measures”** programme. These are comprehensive ('holistic') schemes and local area improvements. They include schemes to tackle congestion by smoothing traffic flows, measures to assist freight, contribute to regeneration, deliver environmental improvements, improve safety, as well as projects involving spaces used by several users, Controlled Parking Zones, 20 mph zones, cycling, walking, bus priority and bus stop accessibility. It also covers 'Smarter Travel' schemes such as school and workplace travel plans, travel awareness initiatives, road safety education, training and publicity schemes.
- **“Principal Road Maintenance”**. This focuses on highway surface improvements to Havering's Principal Road Network (PRN). This is based on condition surveys to determine how much of the Principal Road Network across London requires structural maintenance. Havering's 2015/16 allocation for Principal Road Maintenance reflects the good condition of Havering's PRN following regular maintenance.
- **“Local Transport Funding”** (£100K for spending on projects of the Council's choice that support the delivery of the Mayor's Transport Strategy).

#### **4. What Havering's formal Submission has to take account of:**

Havering's LIP submission must comply with :

- the Mayor's Transport Strategy
- the Council's approved Local Implementation Plan (LIP) strategy document and other strategies (such as the Corporate Plan)
- the Council's approved 2014/15 to 2016/17 Three Year Delivery Plan for the LIP
- the latest TfL Guidance on preparing Local Implementation Plans

This note sets out each of these areas in further detail.

## **(a) The Mayor's Transport Strategy**

The Mayor's Transport Strategy (2010) (MTS) interprets the Mayor's London Plan transport vision and details how he and his partners will deliver the plan over the next 20 years.

The MTS is a key part of the Mayor's strategic policy framework to support and shape London's social and economic development. It sits alongside his other key documents such as his housing strategy.

The Mayor is seeking to achieve his vision by achieving the following overarching goals:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving the safety and security of all Londoners
- Improving transport opportunities for all Londoners
- Reducing transport's contribution to climate change and improving its resilience
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy

The rationale and details of each of these is set out within the MTS. Table 2.1 of the MTS identifies the challenges which each goal is seeking to address along with the outcomes which the Mayor has identified. Table 2.1 can be found Appendix 1 of this report.

Havering has to show within its LIP Annual Spending Submission how it will work towards achieving the MTS goals, challenges and outcomes as set out within table 2.1.

The LIP Submission must be consistent with the Mayor's 'High Profile Outputs' which include implementation of street trees, cycle parking, better streets, cleaner local authority fleets and electric vehicle charging points. Every year boroughs have to report back to TfL on progress made on delivering these outputs within their LIP Programmes.

## **b) Approved Local Implementation Plan and Three Year Delivery Plan**

As part of the legislative requirements set out under section 145 of the GLA Act 1999, Havering and every other borough has to prepare a Local Implementation Plan (LIP).

Havering's LIP is our transport strategy and it sets out how the Council intends to implement the Mayor's Transport Strategy (MTS) within its local area.

Havering's approved Local Implementation Plan was approved by the Mayor in April 2012.

Havering's LIP has several 'Borough Transport Objectives' that the borough is committed to working towards throughout the lifetime of the LIP.

Havering's LIP is supported by its 2014/15 – 2016/17 Three Year Delivery Plan which was prepared in 2013. It sets out the programme content of Havering's Annual Spending Submissions (ASS) for this period and was approved by TfL in December 2013.

The Delivery Plan shows how Havering's Annual Submission(s) for each financial year will support the MTS Goals. It also addresses Mayoral targets for mandatory indicators including modal share, bus service reliability, asset condition, road traffic casualties and CO2 emissions and new Interim targets were set for these.

The Three Year Delivery Plan sets out in detail the schemes that the Council has committed to progress in each of the three financial years of the Plan. **The Three Year Delivery Plan should form the basis for each Annual Spending Submission.**

TfL requires borough submissions to closely align with their own individual approved delivery plans. This approach provides much more certainty for boroughs over the expected content of their forthcoming annual spending submissions than in previous years. It also enables a more strategic, long-term and comprehensive approach to be taken to the delivery of LIP themed work.

### **c) LIP Guidance Notes**

Every year TfL publishes guidance notes for boroughs preparing their LIP Submissions.

These include any new Mayoral priorities arising since the last LIP Submission that boroughs need to give consideration to when preparing their LIP Programme. For example, within the most recent LIP Guidance for the 2016/17 financial year submission it draws attention to the Mayor's commitments relating to making it easier for people to Walk and Cycle, Road Safety, Air Quality, Freight, Bus Access and the Mayor's Roads Task Force.

It is important to note that LIP Financial Assistance is provided by TfL under section 159 of the GLA Act 1999. The funding is provided to support local transport improvements that accord to the Mayors Transport Strategy Goals Challenges and Outcomes. **Use of the funding for purposes other than those for which it is provided may result in TfL requiring repayment of any funding already provided and/or withholding provision of further funding.**

## **5. Member approval process of submission**

Each July a report goes to Cabinet seeking endorsement of the content of the LIP programme and that approval of Havering's final LIP submission is delegated to the Cabinet Member for Environment.

An Executive Decision is subsequently prepared for the Lead Member of Environment to sign off the detailed content of the proposals.

Officers then prepare the LIP submission proforma document detailing the Councils proposals which is then submitted electronically to TfL by the required deadline (normally the first week in October).

TfL then review the content of the Annual Spending Submission and confirm if they are happy with it in December.

## **6. 'In year' funding**

Havering regularly bids for, and receives in year funding from TfL including through the Borough Cycling Programme (BCP), Bus Stop Accessibility (BSA) Programme, TfL Training budget, Bus Enabling Works programme, Crossrail Complimentary Measures, Mayors Air Quality Fund and the Schools Programme.

These funding streams support key Mayoral priorities such as cycling, bus stop accessibility and Air Quality in addition to the financial assistance provided to boroughs through the LIP process.

TfL emphasises that these are not alternative funding mechanisms and boroughs are expected to submit schemes that compliment these "Pots" of funding within their own Annual Spending Submissions.

## **7. Future LIP Submissions beyond 2016/17**

The current Three Year Delivery Plan will enter its final year in 2016/17. Boroughs are expecting to be asked to prepare a further Three Year Delivery Plan in 2016. However with a new Mayor scheduled to be elected in May 2016, details of the processes involved for the next Delivery Plan are yet to be finalised.

Daniel Douglas  
Transport Planning Team Leader  
30/10/15

## Appendix One

### High Level Mayoral Outcomes

Goals	Challenges	Outcomes
Support Economic development and population growth	Supporting population and employment growth	<ul style="list-style-type: none"> <li>Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel</li> </ul>
	Improving transport connectivity	<ul style="list-style-type: none"> <li>Improving employers' access to labour markets</li> <li>Improving access to commercial markets for freight movements and business travel</li> </ul>
	Delivering an efficient and effective transport system for goods and people	<ul style="list-style-type: none"> <li>Smoothing traffic flow (managing road congestion and reducing traffic journey time variability)</li> <li>Improving public transport reliability</li> <li>Reducing operating costs</li> <li>Bringing and maintaining all assets to a state of good repair</li> </ul>
Enhance the quality of life for all Londoners quality of life	Improving journey experience	<ul style="list-style-type: none"> <li>Improving public transport customer satisfaction</li> <li>Improving road user satisfaction</li> <li>Reducing public transport crowding</li> </ul>
	Enhancing the built and natural environment	<ul style="list-style-type: none"> <li>Enhancing streetscapes, improving the perception of urban realm and developing shared space initiatives</li> </ul>
	Improving air quality	<ul style="list-style-type: none"> <li>Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets</li> </ul>
	Improving noise impacts	<ul style="list-style-type: none"> <li>Improving perceptions and reducing impacts of noise</li> </ul>
	Improving health impacts	<ul style="list-style-type: none"> <li>Facilitating an increase in active travel</li> </ul>
Improve the safety and security of all Londoners	Reducing crime, fear of crime and anti-social behaviour	<ul style="list-style-type: none"> <li>Reducing crime rates (and improved perceptions of personal safety and security)</li> </ul>
	Improving road safety	<ul style="list-style-type: none"> <li>Reducing the numbers of road traffic casualties</li> </ul>
	Improving public transport safety	<ul style="list-style-type: none"> <li>Reducing casualties on public transport networks</li> </ul>
Improve transport opportunities for all Londoners Transport opportunities	Improving accessibility	<ul style="list-style-type: none"> <li>Improving the physical accessibility of the transport system</li> <li>Improving access to jobs and services</li> <li>Ensuring the affordability of public transport fares</li> </ul>
	Supporting regeneration and tackling deprivation	<ul style="list-style-type: none"> <li>Supporting wider regeneration outcomes</li> </ul>
Reduce transport's contribution to climate change, and improve its resilience	Reducing CO2 emissions	<ul style="list-style-type: none"> <li>Reducing CO<sub>2</sub> emissions from ground based transport, contributing to a London-wide 60% reduction by 2025</li> </ul>
	Adapting for climate change	<ul style="list-style-type: none"> <li>Maintaining the reliability of transport networks</li> <li></li> </ul>
Support delivery of the London 2012 Olympic and Paralympic Games	Developing and implementing a viable and sustainable legacy for the 2012 Games	<ul style="list-style-type: none"> <li>Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London</li> <li>Physical transport legacy</li> <li>Behavioural transport legacy</li> </ul>



and its legacy		
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Source : Table 2.1 Mayor's Transport Strategy (May 2010)

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**HIGHWAYS ADVISORY COMMITTEE**  
**10 November 2015**

<b>Subject Heading:</b>	<b>DAGNAM PARK DRIVE ACCIDENT REDUCTION PROGRAMME – PROPOSED 20MPH ZONE AND SAFETY IMPROVEMENTS (The Outcome of public consultation)</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Velup Siva Senior Engineer 01708 433142 velup.siva@havering.gov.uk</b>
<b>Policy context:</b>	<b>Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)</b>
<b>Financial summary:</b>	<b>The estimated cost of £85,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Accident Reduction Programme.</b>

**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

Dagnam Park Drive between North Hill Drive and Whitchurch Road – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and speed tables, speed cushions, raised zebra crossing with illuminated beacon posts, road signs and road markings are proposed. A public consultation has been carried out and this report details the findings of the feasibility study, public consultation and recommends that the above safety improvements be approved.

Brookside Primary School is campaigning for 20mph zone outside their school over the years.

The scheme is within **Gooshays** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
  - (a) Dagnam Park Drive between North Hill Drive and Whitchurch Road (Plan Nos: QO005/1 and QO005/2)
    - 20mph zone
    - 20mph roundels road markings at various locations as shown.
  - (b) Dagnam Park Drive outside property Nos. 350/352 (Plan No:QO005/1 )
    - Speed table.
  - (c) Dagnam Park Drive outside Brookside Primary Schools (Plan No:QO005/1)
    - Raised zebra crossing with illuminated beacon posts
  - (d) Dagnam Park Drive east of Chudleigh Road (Plan No:QO005/1 )
    - Speed Table
  - (e) Dagnam Park Drive east and west of Whitchurch Road (Plan No:QO005/2 )
    - Speed cushions
2. That, it be noted that the estimated costs of £85,000, can be met from the Transport for London's (TfL) 2015/16 Local Implementation Plan allocation for Accident Reduction Programme.

## REPORT DETAIL

### 1.0 Background

- 1.1 In October 2014, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2015/16 Havering Borough Spending Plan settlement. Dagnam Park Drive – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Dagnam Park Drive Accident Reduction Programme will help to meet these targets.

### Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 700 vehicles per hour during peak periods along Dagnam Park Drive.

A speed survey was carried out and the results are as follows.

Location	85 <sup>th</sup> ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Dagnam Park Drive outside Brookside Primary Schools	34	35	45	45

The 85<sup>th</sup> percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Dagnam Park Drive exceeds the 30mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

### Accidents

- 1.4 In the five-year period to December 2014, twelve personal injury accidents (PIAs) were recorded along Dagnam Park Drive between North Hill Drive and Whitchurch Road. Of the twelve PIAs in Dagnam Park Drive, one was serious and three involved pedestrians. All pedestrians were under 16 years old.

<b>Location</b>	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total PIAs</b>
Dagnam Park Drive between North Hill Drive and Chudleigh Road	0	1	3 (3-Ped)	4
Dagnam Park Drive / Chudleigh Road Junction	0	0	1	1
Dagnam Park Drive between Chudleigh Road and Whitchurch Road	0	0	1	1
Dagnam Park Drive / Whitchurch Road Mini Roundabout	0	0	6	6
<b>Total</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>12</b>

## **Proposals**

- 1.5 The following safety improvements are proposed along Dagnam Park Drive to reduce vehicle speeds and minimise accidents.
- (a) Dagnam Park Drive outside property Nos. 350/352)  
(Plan No:QO005/1 )
    - Speed Table.
  - (b) Dagnam Park Drive Outside Brookside Primary Schools  
(Plan No:QO005/1)
    - Raised zebra crossing with illuminated beacon posts
  - (c) Dagnam Park Drive east of Chudleigh Road (Plan No:QO005/1 )
    - Speed Table
  - (d) Dagnam Park Drive west of Whitchurch Road (Plan No:QO005/2 )
    - Speed cushions
  - (e) Dagnam Park Drive east of Whitchurch Road (Plan No:QO005/2 )
    - Speed cushions
  - (f) Dagnam Park Drive between North Hill Drive and Whitchurch Road  
(Plan Nos:QO005/1 and QO005/2 )
    - 20mph roundels road markings at various locations as shown.

## **2.0 Outcome of public consultation**

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 100 letters were delivered by hand and via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Ten written responses from Local Member, Executive Principal, Brookside Junior School, School Governors, London Buses and residents were received and the comments are summarised in the Appendix.

### **3.0 Staff comments and conclusions**

- 3.1 The accident analysis indicated that twelve personal injury accidents (PIAs) were recorded over five year period along Dagnam Park Drive between North Hill Drive and Whitchurch Road. Of the twelve PIAs in Dagnam Park Drive, one was serious and three involved pedestrians. All pedestrians were under 16 years old. Speed surveys showed that vehicles are, on average, travelling above the speed limits along Dagnam Park Drive.
- 3.2 The proposed safety improvements would minimise accidents along Dagnam Park Drive between North Hill Drive and Whitchurch Road. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

This report is asking HAC to recommend to the Cabinet Member whether or not the scheme should proceed.

Should the Committee recommend the scheme proceeds the estimated cost of £85,000 for implementation will be met from the Transport for London's (TfL) 2015/16 Local Implementation Plan allocation for Accident Reduction Programme.

The costs shown are an estimate and are part of the full costs for 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 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 overall StreetCare Capital budget.

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

The proposals require advertisement and consultation before a decision can be taken prior to their 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.

There would be some visual impact from the proposals; however these proposals would generally improve safety for both pedestrians and vehicles.

### **BACKGROUND PAPERS**

- 1. Public consultation Letter.**
- 2. Public consultation responses.**
- 3. Drawing Nos. QO005/1 and QO005/2.**



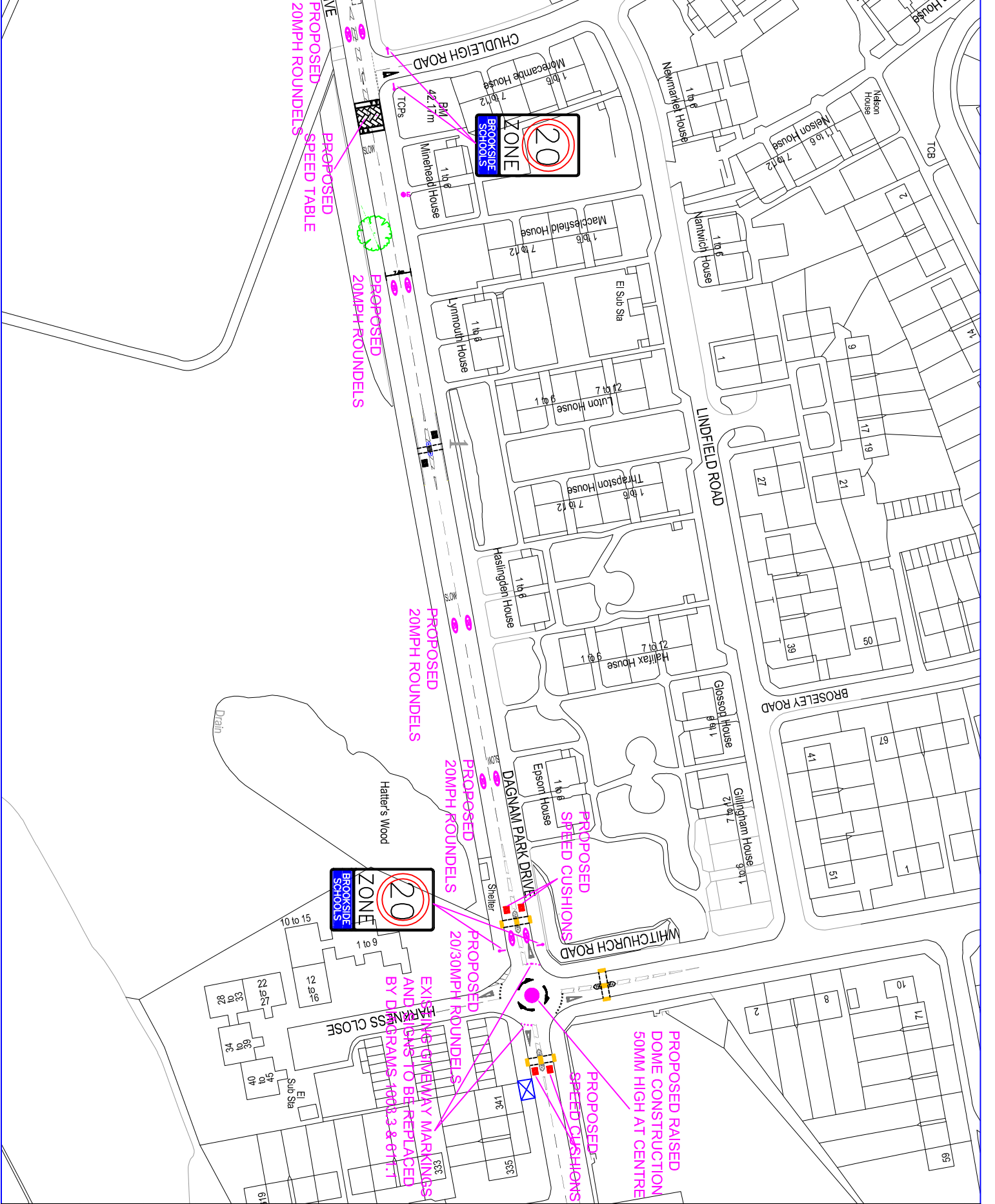
**APPENDIX  
SUMMARY OF RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
QO005/1 (Executive Principal, Brookside Primary School)	I am delighted with the proposals. The new measures seem very comprehensive and would greatly improve the safety around our school site.	-
QO005/2 (Governor of Brookside Junior School)	I am writing to express my wholehearted support for the proposals to control the speed of vehicles using the road outside school.	-
QO005/3 (Chair of Governor of Brookside Primary School)	Very strongly support the introduction of a 20mph speed limit near the school.	-
QO005/4 (Chair of Highways Advisory Committee )	Having reviewed the proposal, I am happy to give my full backing to the scheme.	-
QO005/5 (London Buses 1)	This doesn't appear to affect any of the bus stops at this location.	-
QO005/6 (London Buses 2)	I have a concern about speed cushions on the approach to a bus stop. These need to be placed so that the bus can straddle them before pulling into the kerb, else it causes the buses to run over them with resultant discomfort and danger of falling passengers.	The speed cushions will be relocated slightly to minimise discomfort at detail design stage before the implementation.
QO005/7 Cycling representative	Havering cyclists and London Cycling Campaign have been campaigning for 20mph zones along all school roads and all residential areas. Yes, I support this proposal.	-
QO005/8 Dagnam Park Drive resident	What you are thinking is wonderful idea, but please think about the cyclist give them space.	The cyclists will have the space when they negotiate these traffic calming measures.
QO005/9 (7 Harkness Close)	Your proposed improvement programme will hopefully help but I feel that more can be done to reduce accidents at this black spot (Dagnam Park Drive / Whitchurch Road mini roundabout) with better signage.	Staff considered that the proposed measures would be adequate to reduce accidents at this location. Further measures could be considered at a later date, if necessary.
QO005/10 (43 Lindfield Road)	Object to this scheme because you have not sorted out the real problem. You would be lucky to do even 15mph when the school drop of and pickups are going on. The road is always blocked with cars during this time.	Staff considered that the proposed measures would be adequate to reduce accidents at this location. Further measures could be considered at a later date, if necessary.

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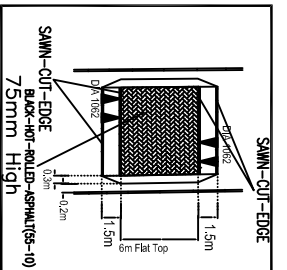
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**PURPOSE** | **PURPOSE**

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<b>PROPOSED MINOR SAFETY IMPROVEMENTS</b>	
<b>DRAWING TITLE</b>	<b>DAGNAM PARK DRIVE ACCIDENT REDUCTION PROGRAMME</b>
<b>PERSON</b>	<b>AMENDMENT</b>
<b>JOB TITLE</b>	<b>DATE</b>
<b>REVISION</b>	<b>DATE</b>
<b>PROPOSED MINOR SAFETY IMPROVEMENTS</b>	
<b>Havering</b> MERCURY GARDENS, ROMFORD STREETCARE CULTURE COMMUNITY ROMFORD & ENGINEERING TEL: 0208 947 4321 FAX: 0208 947 4322 E-MAIL: streetcare@havering.gov.uk	
<b>DRAWN BY</b>	<b>CHECKED BY</b>
<b>VS</b>	<b>VS</b>
<b>SCALE</b>	<b>DATE</b>
<b>NTS</b>	<b>AUG15</b>
<b>ACAD REF:</b>	<b>DRAWING No</b>
<b>Shed Str. A3 (297420)</b>	<b>90005/2</b>
<b>REVISION</b>	<b>REVISION</b>
<b>MP</b>	<b>MP</b>
<b>DRAFT</b>	<b>DRAFT</b>
<b>ISSUE</b>	<b>ISSUE</b>

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**HIGHWAYS ADVISORY COMMITTEE**  
**10 November 2015**

<b>Subject Heading:</b>	<b>Proposal to Introduce Parking Charges In Council Owned Parks and Open Spaces – Comments to Advertised Proposals</b>
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Project Lead: Simon Parkinson/ Martin Stanton  Technical Advisor: Gurch Durhailay 01708 431 723 schemes@havering.gov.uk
<b>Policy context:</b>	Culture and Leisure
<b>Financial summary:</b>	Implementation cost £215,000. Cost will be met by the Parks and Open Spaces Capital Budget 2015/16.

**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	[]
Residents will be proud to live in Havering	[x]

**SUMMARY**

This report outlines the responses received to the public advertisement of the proposals to introduce parking charges in the parks car parks listed in Appendix 1.

## RECOMMENDATIONS

That the Committee having considered the information set out in this report and the representations made, recommends to the Cabinet Member for Environment that the proposals to introduce the following parking charges:

- 20p for three hours and 50p for 5 hours proposed (Mon-Fri 8am-6:30pm);
- Maximum stay to be 5 hours;
- Free Saturday, Sunday and Bank Holidays;
- Free parking for Blue Badge Holders for up to 5 hours;

in the Parks car parks, as set out in Appendix 1, be implemented as advertised and the effects be monitored.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting on 4 February 2015 Cabinet approved that the Leader in conjunction with the Cabinet Member for Environment, would consider whether any parks and open spaces should be exempt from the car parking charges on the grounds laid out in the report and whether any alternative charges might apply to certain organisations which currently had significant use of a car park in a park or open space.
- 1.2 An Executive Key Decisions report signed off in May 2015 by the Leader of the Council, which excluded parks car parks with 20 vehicle spaces or less. If car parks are increased in size to hold 20 or more vehicles, charges will be brought in at that point in time.
- 1.3 It was decided that a proposal be put forward to introduce charging in a total number of 20 car park locations within council owned car parks. Charges in existing car parks in parks would be brought in to line with the new proposals.
- 1.3 The proposals were subsequently publicly advertised from the 2<sup>nd</sup> of October until the 23<sup>rd</sup> of October 2015 for a statutory 21 day period. Notices were placed on site and stakeholders, including statutory consultees were notified.
- 1.4 The Notice dated 2 October 2015 displayed in the relevant car parks, is attached as appendix 4.

### 2.0 Response Analysis

- 2.1 At the close of consultation 47 number of public responses were received of which 39 individuals did not support the scheme. 8 enquiries were received which either supported the scheme or had other questions. One petition with 26 names opposing the scheme at the Dell was received. This report outlines the responses received to the public advertisement of the proposals, which are



summarised in Appendix 2 to this report and recommends possible further courses of action. Comments are set out in Appendix 2.

- 2.2 The majority of the respondents to the survey felt the charging would deter people from using the parks facilities. However, as the parking charges being proposed are low, from 20p for 3 hours parking, free parking at the weekends and also free parking for disabled badge holders it is felt that the charging will not deter genuine users of the parks car parks.
- 2.3 Questions were raised about potential displacement to surrounding streets or access roads to the car parks. Due to the low charge it is deemed that displacement will be minimal. The majority of parks visitors are over the weekend when there is no charge for parking, there will be little change to the current parking situation. Displacement to access roads such as in Bedfords Park will be managed by implementing clearway restrictions and the issuing of Penalty Charge Notices (PCNs) to offending vehicles.
- 2.4 A large number of respondents objected to the introduction of charges at the Dell car park, which is mainly used by the users of St Andrews Church. Their concerns were for users of the Church's facilities during the week which include the elderly, young mothers and families, funeral and wedding attendees. They also raised the issue of the upkeep of the car park which currently is carried out by the church.
- 2.5 The introduction of charges across the borough parks car parks does not seek to penalise any particular group. It is deemed that the low charges will not deter users of the Church's facilities. Income received from the machines will be invested back in to the parks and open spaces.
- 2.6 Issues have been raised about the condition of some car parks, i.e. The Dell and Upminster Hall, which some residents and members feel are not up to a good standard to be charged on, i.e. the surface is potholed and the area badly lit. It is not a requirement that car parks adhere to a particular standard to then allow charging. Previously due to budget cuts there has been reduced maintenance in the car parks, but with the introduction of charges parks may be able to carry out maintenance of its parks and car parks.
- 2.7 An issue was raised with regards to the capacity of the car parks. It was stated that on busy days there is a lack of space in some locations. Where possible due to the surface of the car park, bays will be marked out. This will have the effect of organising the parking, and as an effect increase the number of parking spaces available.
- 2.8 A number of responders asked if exclusions would apply to volunteers using the parks car parks. No provision is being provided for volunteers as part of this scheme. However, the visitors centre at Bedfords Park does have its own parking facility which will not be chargeable.
- 2.9 Questions have been asked as to what provisions are being provided for disabled residents. Disabled badge holders are allowed to park for free for up to 5 hours when displaying their blue badge and clock. They can park in any disabled bay, where marked, and if these are unavailable any vacant bay may be used to park.
- 2.10 It has been asked if there will be the option of purchasing season tickets. There will be no option to purchase season tickets other than at King Georges Playing

### **3.0 Proposed Scheme**

3.1 Introduction of parking charges to the parks listed in Appendix 1 is as below:

- 20p for three hours and 50p for 5 hours proposed (Mon-Fri 8am-6:30pm);
- Maximum stay to be 5 hours;
- Free Saturday, Sunday and Bank Holidays.
- Free parking for Blue Badge Holders for up to 5 hours

3.2 Disabled badge holders will be able to park for free for up to 5 hours in any marked disabled bay, if these are unavailable then any bay may be used when displaying the blue badge and clock.

### **4.0 Staff Comments**

4.1 The Head of Culture and leisure Services and the Parks and Open Spaces Manager have considered all of the comments that have been received (as set out in Appendix 2) and have taken note of the various objections that have been made.

4.2 Having considered all of the comments received, it is the view of Council officers that the original proposals put forward remain the most cost effective method of generating income to bring up the standard of the parks. Officers believe that in some car parks the introduction of car parking charges will free up space for “genuine” park users and that the relatively low cost of parking will not put off such users from parking and subsequently visiting the park. Should users not wish to pay the parking charges they can visit the park at weekends or evenings (after 6.30pm) when the charges do not apply.

4.3 Free parking will be available for Disabled Badge Holders up to 5 hours who can park in any bay should designated disabled bays not be available as long as they display their badge and clock.

### **5.0 Recommended Action**

5.1 The proposals to implement car parking charges, as set out in the notice included in Appendix 3, are implemented as advertised with the following car parks removed as per the Executive Decision report dated 15 May 2015: Cranham Brickfields, Dagnam Park, Parklands, Hacton Parkway and Playsite, Hylands Park, Hornchurch Country Park (South End Road). Westlands Playing field is to be excluded as it has been agreed that the adjacent St Edwards School use the car park for staff parking for an agreed licence fee. Tylers Common is to be excluded as this is common land and will require special permission to implement charges. The effects of implementation are monitored.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

The MTFs savings for the Parks Service are £100k in 2015/16. This is made up of £50k from car parking income and £50k of efficiencies that have been identified. A further £200k of savings is required in 2016/17, which is due to come from car parking income. The total income relating to car parking charges was originally projected to be £250,000 by year 2, linked to the setting of fair parking charges in some parks and open spaces, to discourage commuters and to generate income to help maintain the parks.

The estimated one off cost of introducing the parking charges as set out in this report is £215,000. This cost will be met through funds identified in the Parks and Open Spaces Capital budget 2015/16.

It is envisaged that £26k of income will be generated in 2015/16, which is lower than envisaged due to the time it has taken to secure the necessary approvals. The shortfall of £24k in 2015/16 is being contained within the Parks and Open Spaces budget. At this stage it is anticipated £103k will be generated from car parking income in 2016/17, representing an under achievement of £147k against the total MTFs saving in year 2 of £250k. This projected under achievement of income is linked to the amendment of the proposed car parking charges in the light of the Consultation period that took place prior to final decisions on the charges being made. Officers are currently looking at how this income shortfall can be managed, in the context of the Council's wider car parking strategies, ahead of the 2016/17 financial year. An SLA is being drafted between Culture and Leisure and Parking and Traffic Control which will detail the cost of collecting the cash. This is to be charged back to Culture and Leisure.

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

Parking proposals have been advertised and a public consultation has taken place for the statutory 21 days between 2<sup>nd</sup> of October to 23<sup>rd</sup> October 2015.

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

The proposals contained in this report will result in existing StreetCare staff taking on some additional responsibilities in terms of collecting cash from the parks car parks. This will therefore be contained within existing resources, although Culture and Leisure will be required to cover StreetCare costs in relation to this matter. An SLA is being drafted between Culture and Leisure and Parking and Traffic Control which will detail the costs to be charged back to Culture and Leisure.

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

Disabled Badge Holders are permitted to park for free up to 5 hours when displaying their disabled badge and clock. Disabled Badge Holders can park in any disabled bay, if these are occupied or otherwise unavailable, then any other bay can be used.

The organisation recognises the proposal will have a disproportionate impact across some protected characteristics –where possible parking advice in relation to disabled badge holders who should be exempt from these charges will be clearly displayed.

## **BACKGROUND PAPERS**

**Cabinet report 21 January 2015 – not attached**  
**Cabinet report 04 February 2015 – not attached**  
**Executive Decision Report 15 May 2015 – not attached**

**Appendix 1 – List of locations**  
**Appendix 2 – Consultation responses**  
**Appendix 3 – Notice of Proposals**  
**Appendix 4 – Consultation letter/email**

**Appendix 1 – List of Parks where charging is being considered**

<b>Bedfords Park (Main Car Park adjacent to Visitor Centre)</b>	<b>Gidea Park Bowls</b>	<b>Haynes Park (Slewins Lane)</b>
<b>Bretons Outdoor Recreation Centre (main)</b>	<b>Gidea Park Sports Ground (adjacent to the Depot)</b>	<b>Hornchurch Country Park (Squadron Approach)</b>
<b>Bretons Outdoor Recreation Centre (overflow)</b>	<b>Harold Wood Park (Harold View)</b>	<b>Hylands Park</b>
<b>Brittons (Ford Lane)</b>	<b>Harold Wood Park (Recreation Avenue)</b>	<b>King Georges Playing Field</b>
<b>Brittons (Rainham Rd)</b>	<b>Harrow Lodge Park (adjacent to the Depot)</b>	<b>Rise Park</b>
<b>Broxhill Centre</b>	<b>Harrow Lodge Park (Rainham Road)</b>	<b>Upminster Hall Playing Field</b>
<b>Central Park</b>	<b>Harrow Lodge Park (Warren Drive)</b>	
<b>The Dell</b>	<b>Haynes Park (Northumberland Avenue)</b>	

## Appendix 2 - Consultation response table

No.	Response	Reply
1	<p>My observation would be that parking charges would be more beneficial at the weekends rather than during the week. Week days visitors are the elderly, regular dog walkers and parents with small children. Whilst the charge is only small this penalises the most beneficial people of our community.</p> <p>During the weekends the parks are not only rammed with families but also teams of sports players (I would suggest you visit Harold Wood) at a weekend where even with the new additional car park it is impossible to park.</p> <p>Also within my business I visit sometimes the same park several park over an 8 hour period several times. If there is a max of 5 hours will this also have a no return clause. In other counties it is possible to buy a yearly parking permit is this also going to be an option in Havering parks.</p> <p>Finally many of the Havering Parks are quite secluded how are the council going to monitor the parking meters of possibly vandalism and theft, surely the cost of introducing and installing the meters and the up keep of them will never be covered by the small cost of a ticket. Unless the long term plan is to increase charges soon after their instillation.</p>	<p>With regards to your comments about the times for charging in car parks. The decision was taken by Cabinet not to charge on weekends or evenings, this gives the option for people to use the parks facilities and not have to pay for parking on the weekends should they wish to do so.</p> <p>With regards to your comment about the no return, there are currently no restrictions for a no return, therefore you will be able to return and park at the same car park several times a day should you wish to do so.</p> <p>Councillors and Officers are also considering the risks of vandalism and theft from machines and it has been decided that car parks with spaces for less than 20 vehicles will not be included in the scheme.</p> <p>Your comments have been logged and will form part of a report to be presented before the Highways Advisory Committee.</p>
2	<p>Parking charges in the manor Harold hill. This idea is so wrong in so many ways. There are a maximum of 10 unmarked spaces in the car park so very little revenue to be made. The car park is badly maintained with pot holes and a single track path as an entrance. It is not big enough to cope with the fishermen, footballers and their supporters, dog walkers and deer spotters. If charges are enforced people will park out in the road for free at settle road causing more congestion at the school gates of drapers and pyrgo and dycorts schools. The machines will attract vandals and thieves to the area.</p>	<p>I am unsure of which Park your email refers to. However, since your email I have been advised that the Council has decided that they are not going to propose charging in any car park which has spaces for 20 vehicles or less. The excluded parks are:</p> <p>Cranham Brickfields, Dagnam Park, Parklands, Hacton Parkway and Playsite, Hylands Park, Hornchurch Country Park (South End Road),</p> <p>The following are also being excluded from the proposed charges: Westlands Playing field, Tylers Common</p>
3	<p>Can you please confirm that parking for blue badge holders will be free in the event that charging is implemented, as we have no choice other than to use our cars.</p>	<p>Thank you for your email sent today. In response to your enquiry below I can confirm that blue badge holders will be able to park in disabled bays for a maximum of 5 hours. If no disabled bays are available, then blue badge holders can park in any bay as long as the blue badge clock and badge are displayed for a maximum of 5 hours.</p>

4	<p>I just discovered that the council is proposing to charge for parking in Hylands Park. This has raised a number of concerns for the area with regards to the knock on effect to increased parking in Osborne Road.</p> <p>There is already a culture of parking in the road and then getting on a bus.</p> <p>The 193 buses stop at the park entrance and opposite very regularly so causing a hazard to pedestrians crossing the road.</p> <p>Since the increase in size of Francis Bardsley School the number of parents dropping off and picking up their children has increased.</p> <p>Also the traffic has dramatically increased and will become more when the new increase in size of Towers School has been completed.</p> <p>There are occasions when motorists park across driveways when they can't get parked. As the road has speed bumps (ie three across the road) many motorists will drive down the centre of the road with no regard to motorists driving in the opposite direction which is a very dangerous thing to do.</p> <p>If the parking in the road is increased then this practice will increase so making the road potentially more dangerous.</p> <p>Maybe parking restrictions / residents parking / driveway designation with white lines could be considered as a solution to the problem.</p> <p>Please be assured my concerns are for the public and residents safety in Osborne Road. Can you please acknowledge this e mail and keep me informed of the council's decision on this concern.</p>	<p>Thank you for your email dated the 2nd of October 2015. I have noted your response to the consultation and have passed on your concerns to the Parking and Traffic Control Schemes Team.</p> <p>May I suggest that if you would like the Council to consider the introduction of parking controls in your street that you speak to your neighbours and arrange a petition and also speak to your ward councillor ( list can be found here: <a href="http://democracy.havering.gov.uk/mgMemberIndex.aspx?bcr=1">http://democracy.havering.gov.uk/mgMemberIndex.aspx?bcr=1</a>) about your concerns. This will gain you further backing for your concerns.</p> <p>If vehicles are blocking your driveway then you can call 01708 432787 or email <a href="mailto:parkingenforcement@havering.gov.uk">parkingenforcement@havering.gov.uk</a> as this is an enforceable contravention and the Council will send out an officer to investigate and potentially enforce against these vehicles.</p>
5	<p>I wonder if you are able to point me to who I contact about the above parking charges coming into force for Bretons. As I and another member in my family park at the rear of our house where the back entrance to our property is as we do not have the facility of parking out in the street at the front of the house a) we are on the pedestrian crossing b)we have no parking bay for pavement parking and if you park in the road this causes congestion and can be a danger for people using the crossing. Also from 1 – 8 Bretons residences have a separate area from the car park for them to park, 9 – 11 Bretons do not. What I would like to enquire is about having a parking residence permit which would allow us to use the space immediately outside our back entrance without paying the daily charges that would incur.</p> <p>If you can help in any way it would be very much appreciated as I am not sure who to contact to request this.</p>	<p>Unfortunately there are currently no plans to bring in resident parking bays in to the car park. If you are having trouble parking on your road, you may wish to consider requesting the Parking and Traffic Control Team to consider implementing resident parking controls on your street, you can contact them using the email: <a href="mailto:schemes@havering.gov.uk">schemes@havering.gov.uk</a> With regards to other residents having an area to park, I have been informed that no residents have been granted permission to park in the car park. The charges being proposed will affect all vehicles parking in the car park.</p>
6	<p>behalf of members, user groups and staff protest against charging in bretons car park. Scandalous that charging is being allowed in such poorly maintained car park. Limit of 5 hours not enough for many users. Motorists will park on Rainham Road causing problems. want proposed charges to be ceased or the above issues to be considered.</p>	
7	<p>walk dogs and arrive at 7.30am and leave by 9.15am. Will be able to purchase a ticket to start at 8am? Purchase annual permit?</p>	
8	<p>horrified with proposals. 1. no overcrowding in harrow lodge, may cancel membership.2. warren drive, parents use the car park to relieve the strain on the streets. This may be a danger. 3. hylands park too small to be viable. 4. 20p will soon increase. 5. Council is only implementing charges to benefit financially from suppliers of these schemes.</p>	
9	<p>Harrow Lodge park, issues with less visitors due to charges leading to increased obesity. Push parking in to the streets.</p>	
10	<p>the Dell. Car park used for weddings and funerals and is too far away from town centre.</p>	

11	which notice is correct? 4, understanding that no charging in the sports centre but will charge in depot.5. depot car park is used as an overspill, sports centre users will find it difficult to park for 5 hours or more6. modify the scheme to not include the sports centre.	
12	Oppose charges in Hornchurch and the dell. Land has never been maintained. Weekday users such as toddler groups, elderly, also funerals and weddings will be charged. Other sites included will deter residents to make the most of community spaces.	
13	Crystal windows to have permit parking at an agreed cost. Can you confirm the system which will be in place to allow this?	
14	Object to inclusion of Rise park as this will cause displacement in surrounding roads.	
15	resident and park user for 49 years. Dog walker using park twice a day would cost £100 a year. Can the council consider season tickets as this will be easier than carrying change.	
16	Oppose charges at the dell. Area has never been maintained and church has maintained the surface and also the locking of the gate.	
17	Object to the proposals of charging at Gallows corner sports ground. Mid-week cricket matches, which require stay of more than 5 hours. Also other midweek functions. Will council staff also pay for parking too? Request a meeting with council and club members asap.	
18	St Andrews church, object to proposals to bring in charges in this and other locations as she uses the facilities in this location, feels as though the children using the facilities will be penalised.	
19	Protest against charges in st Andrews church. Will be to detriment of users of the church during the week. Church maintains the car park. Negative image of church as people may think the church is imposing the charges.	
20	Protest against charges at st Andrews church. Involved in mothers and toddler groups, penalise users of the facilities who are already hard up. Concerned that the charges will go up. No commuter parking.	
21	the dell. concerned about the principle of charging being brought in. penalising users of the park during weekdays. Will volunteers be exempt from the charging?	
22	Objection to the parking charges at St Andrews church .	
23	Oppose against charges at St Andrews Church. Penalise young families, retired, funeral and wedding attendees.	
24	Object to charges at Harrow Lodge Park. Will effect parents dropping/picking up children from school. Vehicles will be pushed in to surrounding areas.	
25	Does not object to charging, but would like the council to upkeep the park	
26	oppose all charges. particularly at Rise Park and Bedford's park. Raised issues with displacement on street.	
27	26 names on a petition from members of the public opposing charges at the Dell	
28	Object to charges at the Dell, various groups using the facility will be affected. Sent in above petition.	
29	We have no objections to the new proposed P & D charges providing the capacity of the car parks is adequate for demand. This is particularly true at Hornchurch C P, Squadrons Approach ( especially with the opening of the new visitor centre), Harrow Lodge Park, Sports Centre and Harold Wood Park. LBH initiated the successful walking for health scheme which is run by volunteers and often we are unable to park at these meeting points Would you please advise what action is being taken to address this issue.	



30	<p>As a regular worshipper at St.Andrews church I was dismayed to hear that the council is considering charging attendees at the church to use the car park. This would presumably include mourners at funerals as well as the numerous other groups that attend the church, such as the babies and toddler groups. Although it has always been known that this is a 'council' car park, it has never been maintained as such. There has always been pot holes there , indeed the church paid to have the pot holes repaired a few years ago, and the car park has never had spaces lined or had shrubs and hedges cut back. Indeed, the amount of maintenance carried out over the years has been nil. Church staff are even required to lock the gate at night! Now you have the nerve to propose charging people to use this 'car park'. It is not even as though this car park is used by shoppers or visitors to the cemetery, but is solely used by church visitors.</p> <p>I know that you are proposing to charge 20p for 3 hours stay (how this would be cost effective with you having to install machines, collect the money and presumably bring the car park up to standard I don't know) but we all know that these charges are bound to rise in time. I therefore ask you to reconsider this unfair proposal, which would only distress mourners and inconvenience users of the church, many of whom are experiencing financial difficulties.</p> <p>I should be grateful for your comments.</p>	<p>Your concerns have been noted and will form part of a report for the Highways Advisory Committee detailing the responses to this consultation.</p> <p>The original reason for introducing charges in some of Havering's parks and open spaces was to deter commuters and encourage greater use of those parks by genuine parks visitors. The same reasons apply in relation the new (amended) charges that are to be brought in for these same parks and this reason also applies to some of the other car parks where charges are to be introduced for the first time.</p> <p>However, there is another important reason for introducing the charges which is to generate income that can be re invested back in to the parks, to make savings, maintain the car parks and help maintain the current standards of grounds maintenance.</p> <p>Currently there is no proposals for increased charging.</p> <p>I have raised your concerns about the upkeep of the parking space to the Parks and Open Spaces Manager who will look in to the matter.</p>
31	<p>I am opposed to the plan to charge for parking in our parks.</p> <p>Further, I would like to see a copy of the related business case?</p> <p>Would you be able to send a copy of the business case to me please?</p>	
32	<p>I am opposed to these charges. And do not believe that this ill considered scheme will even pay for the cost of installing and maintaining the machines and wages of the enforcement collection of the pittance in revenue And as to Cllr Ramseys reason to defer Commuters Does he really believe that does he know where these parks are and if he does. Please get him and others that may agree with him Certified</p>	
33	<p>objections to charges at Harrow Lodge Park. 1. deter people from social and physical activities. 2. nearby school users will park on the road not the car park which is more dangerous.3. vandalism of machines more costly to repair.</p>	
34	<p>Oppose charges at the dell. Area has never been maintained and church has maintained. Deter users of the church during the week.</p>	
35	<p>Oppose to charges at the Dell. No maintenance by council in the past. Church installed barrier.</p>	
36	<p>oppose charges at the Dell. Church maintains the lighting, provide a vital function to the community, not fair charging volunteers.</p>	
37	<p>oppose charges at the Dell. Church maintains the lighting, provide a vital function to the community, not fair charging volunteers.</p>	
38	<p>Oppose charges at the Dell. Deter vulnerable members of society.</p>	
39	<p>Oppose to charges at Squadrons approach. Will deter visitors to the new visitors centre.</p>	
40	<p>Oppose to charges at the Dell. Will have a negative effect on mother and baby group.</p>	
41	<p>Oppose charges at the Dell. Charges will only effect worshipers, council have not maintained the car park. Charges justified of car park is tarmacked and lined and maintained.</p>	
42	<p>Oppose charges at the Dell and all other parks. Will deter people from using the church during the week. Worried that charges could be increased without consultation.</p>	

43	Oppose charges at Bedfords Park, volunteer at the park and concerned that charges will deter visitors and also staff will not be able to park, also maximum time period is 5 hours, volunteers on occasion stay longer than this. Wants decision to be reconsidered.	
44	<p>I would like to express my disagreement with the above proposal on several counts:</p> <p>Firstly to limit maximum parking time to 5 hours is just not fair at this park. What happens when the five hours are up? Go home, go to another park? No good for a nice family day out during the school holidays. I presume the 5 hours is to deter commuters but what commuter in their right mind would park here then make their way to the train station?</p> <p>Secondly, I can't believe it will be financially viable given the cost of marking out bays, signage, meters, policing the parking etc. Has anyone actually bothered to count the number of vehicles that do park here on a daily basis?</p> <p>Thirdly I would like to think that the Council would want to increase the number of people who use our parks and this ludicrous idea will deter people, especially families, during holiday times.</p>	
45	Objects to the parking charges in Bedfords park. The cost outweighs the benefits. Parking meters and other furniture required for this scheme is inappropriate for this park. Scheme not thought out. Detriment to the number of visitors to the park and the health of visitors. tax on fresh air, space and exercise. park is only accessible by car.	Thank you for your response to the consultation with regards to the proposed parking charges in the parks car parks. Your comments have been recorded and will form part the report which will be presented to the Highways Advisory Committee before any decision is made.
46	<p>I would like to object in the strongest possible terms to the proposed time restrictions and charges in Bedfords Park.</p> <p>I have been using Bedfords Park since the 60's and there is utter outrage over the proposed time restrictions and charges. The park is only accessible by car and to introduce a 5 hour time limit will restrict the use of the park to around 40 cars.</p> <p>Councillor Roger Ramsay made the statement to the local press that:</p> <p>"These charges are to deter commuters and freeing up spaces for genuine visitors".</p> <p>Could you tell me when surveys were carried out into levels of commuter parking in Bedfords Park and can you tell me how many commuter vehicles are involved. Please demonstrate to me how you have arrived at the comments from Cllr Roger Ramsay.</p> <p>The nearest bus stops to the Essex Wildlife Trust Centre are over three quarters of a mile away. One in Orange Tree Hill and one in Lower Bedfords Road. To access the park from Orange Tree Hill on foot you would have to walk down Broxhill Road which has a very narrow pavement on one side only and a child's buggy does not fit on it.</p> <p>In the last 3 weeks there have been 3 serious accidents in Broxhill Road, all on the stretch that families would have to walk on and all involving vehicles leaving the road, one accident in the first week of October resulted in the police closing Broxhill Road when a Transit van crossed the pavement at the entrance to St Francis Hospice and ended up in the ditch.</p> <p>To access the Centre from Lower bedfords Road you have an uphill walk for three quarters of a mile through fields and woods where there are no pavements. A young family with children in buggies would have no option but to travel to the park by car.</p>	Thank you for your response to the consultation with regards to the proposed parking charges in the parks car parks. We are unable to answer comments individually however, your comments have been recorded and will form part the report which will be presented to the Highways Advisory Committee before any decision is made.

	<p>If you limit the time allowed in Bedfords Park to 5 hours how do people attend Essex Wildlife Trust events such as the Bat Evening, Owl Evening and Bouncy Castle Day which all exceed these time limits?</p> <p>The Essex Wildlife Trust has over 20 full time volunteers and the Clear Village Walled Kitchen Garden has around a dozen – These volunteers are in the park all day – where are they going to park?</p> <p>Some of the volunteers, of which I am one, have told me they will simply leave</p>	
47	<p>Proposal to install parking meters is disgusting, this will discourage parks and pool users. Parks do not need meters they need patrons.</p>	

**NOTICE OF PROPOSAL**

**THE HAVERING (OFF STREET PARKING PLACES)  
(AMENDMENT NO\*) ORDER 201\***

1. Notice is hereby given that the London Borough of Havering proposes to make the above named Order under powers within the Road Traffic Regulation Act 1984, as amended and all other powers.
  
2. The effect of this Order will be to:
  - a) To introduce Season Tickets for use in King Georges Playing Field car park.
  - b) Introduce pay and display parking controls in the following Parks car parks Mondays to Fridays between 8am and 6.30pm.
  - c) Maximum stay will be 5 hours.
  - d) The tariff rates for Pay and Display parking will be
    - i) 20 pence for up to 3 hours and
    - ii) 50 pence for up to 5 hours.

Proposed Parks car parks affected.

King Georges Playing Field	Tylers Common	The Dell
Bedfords Park (Main Car Park adjacent to Community Centre)	Upminster Hall Playing Field	Dagnam Park
Gidea Park Sports Ground Depot	Westlands Playing Fields (on non-school days only)	Gidea Park Bowls
Harold Wood Park (Harold View)	Bretons Outdoor Recreation Centre (main)	Hacton Parkway and Playsite
Harold Wood Park (Recreation Ave)	Bretons Outdoor Recreation Centre (overflow)	Haynes Park (Northumberland Ave)
Harrow Lodge Park (Rainham Rd)	Brittons (Ford Lane)	Haynes Park (Slewins Lane)
Harrow Lodge Park (Sports Centre)	Brittons (Rainham Rd)	Hornchurch Country Park (South End Rd)
Harrow Lodge Park (Warren Drive)	Broxhill Centre	Hylands Park
Hornchurch Country Park (Sqn App)	Central Park	Parklands
Cranham Brickfields	Rise Park	

- iii) authorise the use of cashless payment methods within the off street car parks listed in item 2 a) to this notice and Schedule 1 to the Havering (Off Street Parking Places) (Civil Enforcement Area) Order 2014

3. A copy of the proposed Order, of the Order being amended, together with the Council's statement of reasons for proposing to make the Order and plans showing the locations and effects of the Order can be inspected until the end of six weeks from the date on which the Order is made or as the case may be, the Council decides not to make the Order, during normal office hours on Mondays to Fridays inclusive, at the Council's Public Advice and Service Centre (PASC), accessed via the Liberty Shopping Centre, Romford, RM1 3RL
  
4. Any person desiring to object to the proposals or make other representation should send a statement in writing of either their objection or representations and the grounds thereof to Martin Stanton, Parks and Open Spaces Manager, London Borough of Havering, Culture and Leisure Services, Stable Block, Langtons House, Billet Lane, RM11 1XJ, quoting reference P/D002 to arrive by 23<sup>rd</sup> October 2015.

Dated 2<sup>nd</sup> October 2015

Graham White  
Interim Director of Legal and Governance

London Borough of Havering  
Town Hall  
Main Road  
Romford RM1 3BD

**The Resident/Business**

**Martin Stanton  
Parks and Open Spaces Manager  
London Borough of Havering  
Culture and Leisure Services  
Stable Block  
Langtons House  
Billet Lane  
RM11 1XJ**

**Please call: Traffic & Parking Control  
Telephone: 01708 431056/433464  
Email: schemes@havering.gov.uk**

**Our Ref: Parks P/D002  
Date: 02 October 2015**

Dear, Sir/ Madam,

**PROPOSED Pay and Display Implementation In Council Owned Parks and Open Spaces**

I am writing to advise you that the Havering Council is looking to introduce Pay and Display (P&D) charges in a number of Parks and Open Spaces car parks. P&D machines are being installed to ensure that genuine park users are able to use the park.

Locations are listed below:

<b>Bedfords Park (Main Car Park adjacent to Visitor Centre)</b>	<b>Gidea Park Bowls</b>	<b>Haynes Park (Slewins Lane)</b>
<b>Bretons Outdoor Recreation Centre (main)</b>	<b>Gidea Park Sports Ground (adjacent to the Depot)</b>	<b>Hornchurch Country Park (Squadron Approach)</b>
<b>Bretons Outdoor Recreation Centre (overflow)</b>	<b>Harold Wood Park (Harold View)</b>	<b>Hylands Park</b>
<b>Brittons (Ford Lane)</b>	<b>Harold Wood Park (Recreation Avenue)</b>	<b>King Georges Playing Field</b>
<b>Brittons (Rainham Rd)</b>	<b>Harrow Lodge Park (adjacent to the Depot)</b>	<b>Rise Park</b>
<b>Broxhill Centre</b>	<b>Harrow Lodge Park (Rainham Road)</b>	<b>Upminster Hall Playing Field</b>
<b>Central Park</b>	<b>Harrow Lodge Park (Warren Drive)</b>	
<b>The Dell</b>	<b>Haynes Park (Northumberland Avenue)</b>	

The proposed rates and hours of operation are as follows:

- 20p for three hours and 50p for 5 hours proposed (Mon-Fri 8am-6:30pm);
- Maximum stay to be 5 hours;
- Free Saturday, Sunday and Bank Holidays.
- Free parking for Blue Badge Holders

The draft proposals and copies with supporting schedules may be viewed between 9:30am and 4:30pm Monday to Friday by prior appointment, at the Public Advice & Service Centre, 20-26 The Liberty Romford. To arrange an appointment please contact the Schemes Team on 01708 431056 / 433464.

If you wish to comment on the proposals please do so in writing, by email to [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk) or by post to Traffic and Parking Control (Schemes), London Borough Of Havering, Town Hall, Main Road, Romford, RM1 3BB.

We would appreciate it if you could limit your reply to the consultation by responding as follows:

1. You are **in favour** of the proposals
2. You are **not in favour** of the proposals
3. You are **in favour of part of the scheme**

In all cases, please limit any comments you wish to make to 100 words.

All comments should be received by **Friday 23<sup>th</sup> October 2015**.

If you are responding to the consultation letter we are unable to reply to individual points raised at this stage. However, your comments will be noted and taken into consideration when presenting the final report to the Highways Advisory Committee and any issues will be addressed at that time. We will make contact in due course to provide you with the meeting date and times.

Please note that all comments we receive are open to public inspection.

Yours faithfully,



**Gurch Durhailay**  
**Project Officer**  
**Traffic and Parking Control**



**Havering**  
LONDON BOROUGH



**HIGHWAYS ADVISORY COMMITTEE**

<b>Subject Heading:</b>	<b>TPC734 Wilson Close &amp; Gaynes Road, No Loading Restrictions - comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Jack Jerrom Engineering Technician Jack.jerrom@onesource.co.uk</b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of £2000 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.</b>

**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	[x]

**SUMMARY**

This report outlines the responses received to the formal consultation to introduce parking controls in Wilson Close and Gaynes Road, which are designed to improving road safety and traffic flow and prevent obstructive parking. The report also recommends a further course of action.

**Ward**

Upminster Ward

## 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 proposals as shown on the plan appended to this report as Appendix B, be implemented as advertised, with a small reduction of the waiting and loading ban to the eastern boundary of No.2 Gaynes Road.
  - b. The effect of any agreed proposals be monitored.
  - c. Members note that the estimated cost for the current proposals in Wilson Close and Gaynes Road as set out in this report is £2,000, will be met from the 2015/16 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 Following persistent reports from local residents surrounding safety; conflict of traffic movements; congestion and the environmental impacts from noise and exhaust fumes in both Wilson Close and Gaynes Road, Staff in consultation with the Lead Member for Environment, the Chair of the Highways Advisory Committee and Ward Councillors, agreed that proposals should be designed and urgently progressed to deal with the parking related issues. Furthermore, the progression of any such proposals at this time would greatly improve the situation during the forthcoming Christmas period.
- 1.2 The item was placed on the Calendar Brief request list on Thursday 20<sup>th</sup> August 2015 and officers were asked to developed proposals after carefully monitoring.
- 1.3 The proposals were subsequently designed and publicly advertised on 2<sup>nd</sup> October 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 site notices with the attached plan. Eighteen statutory bodies were also consulted.
- 1.4 The proposals are to introduce two disabled parking bays, operational 'At any time', with a 3 hour max stay and no return within 2 hours in Wilson Close to the rear of the Aldi store, with an adjoining pick-up and Drop-off bay operational 'At any time', where vehicle are permitted to set down or pick up passengers for a maximum period of 10 minutes. There are also two proposed loading bays in Wilson Close, one adjacent to the recycling centre and one to the rear of 13 and 15 Station Road, operational 'At any time'

where loading or unloading is permitted for a maximum period of 30 minutes and where return to that same loading place would be prohibited for 1 hour. The final element of the proposals is to introduce waiting and loading restrictions in the remainder of Wilson Close, extending into Gaynes Road, on its southern side, from the existing Pay and Display parking bays to a point 10 metres west of the western kerbline of Wilson Close and in Gaynes Road, on its northern side, from the existing 'At any time' waiting restrictions to a point 3 metres west of the common boundary of Nos. 2 and 4. There are also two advisory Keep Clear markings proposed to help with traffic flow

- 1.5 Appended to this report as Appendix B is an amended plan of the proposals that shows the extent of the reduced waiting and loading restriction that is outlined in the recommendations.

## **2.0 Responses received**

- 2.1 At the close of the consultation on Friday 23<sup>rd</sup> October 2015, one response was received, from a resident of Gaynes Road, who is directly affected by the proposals. They are very upset about the loss of parking provision outside the property and outlines that a family member will be effected when they come to help with shopping, cleaning. It is felt that the proposed restrictions will only up the usage of the Aldi car park, which already suffers from massive queues. They also feel that there is no need to extend the restrictions further up Gaynes Road, as the new restrictions that will be in place will mean that lorries will have no need to ever turn left into Gaynes Road. Furthermore, there are concerns that the proposals will devalue their home in comparison to properties further up in Gaynes Road.

## **3.0 Staff Comment**

- 3.1 The proposals have been designed to ensure that parking in this area will not lead to problems with access to the road for delivery vehicles and vehicles accessing and egressing the car park in Wilson Close. To mitigate any possible negative effects to those that have disabled parking badges, the proposals include two dedicated disabled parking bays, a Drop-off and Pick-up bay for those shopping in Aldi and for the businesses that back on to Wilson Close, two loading bays are proposed in the wider area of the road, opposite the car park. There are also two advisory Keep Clear markings proposed to help with traffic flow.
- 3.2 To deal with the one objection, senior staff has met with the resident concerned and it is understood that reducing the extent of the waiting and loading restriction outside No.2 Gaynes Road, to the eastern boundary of No.2, would be acceptable. However, it was pointed out to the resident that the existing waiting restrictions would still apply and that after the implementation of any agreed restrictions, if there were still problems and it was felt necessary, the waiting and loading ban may have to be re-proposed at a later date.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

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

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £2000. 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 and Loading restrictions requires consultation, with 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 Council undertook a consultation with residents in the local area by site notices being placed around the area where the restriction area proposed, as well as consulting with 18 statutory bodies. The Council received 1 response to the consultation, which was against the proposals.

To deal with the one objection, senior staff has met with the resident concerned and it is understood that reducing the extent for the waiting and loading restriction outside No.2 Gaynes Road to the eastern boundary of No.2, would be acceptable. However, it was pointed out to the resident that the existing waiting restrictions would still apply and that after the implementation of any agreed restrictions, if there were still problems and it was felt necessary, the waiting and loading ban may have to be re-proposed at a later date.

To mitigate any possible negative effects to those that have disabled parking badges, the proposals include two dedicated disabled parking bays, a Drop-off and Pick-up bay for those shopping in Aldi and for the businesses that back on to Wilson Close, two loading bays are proposed in the wider area opposite the car

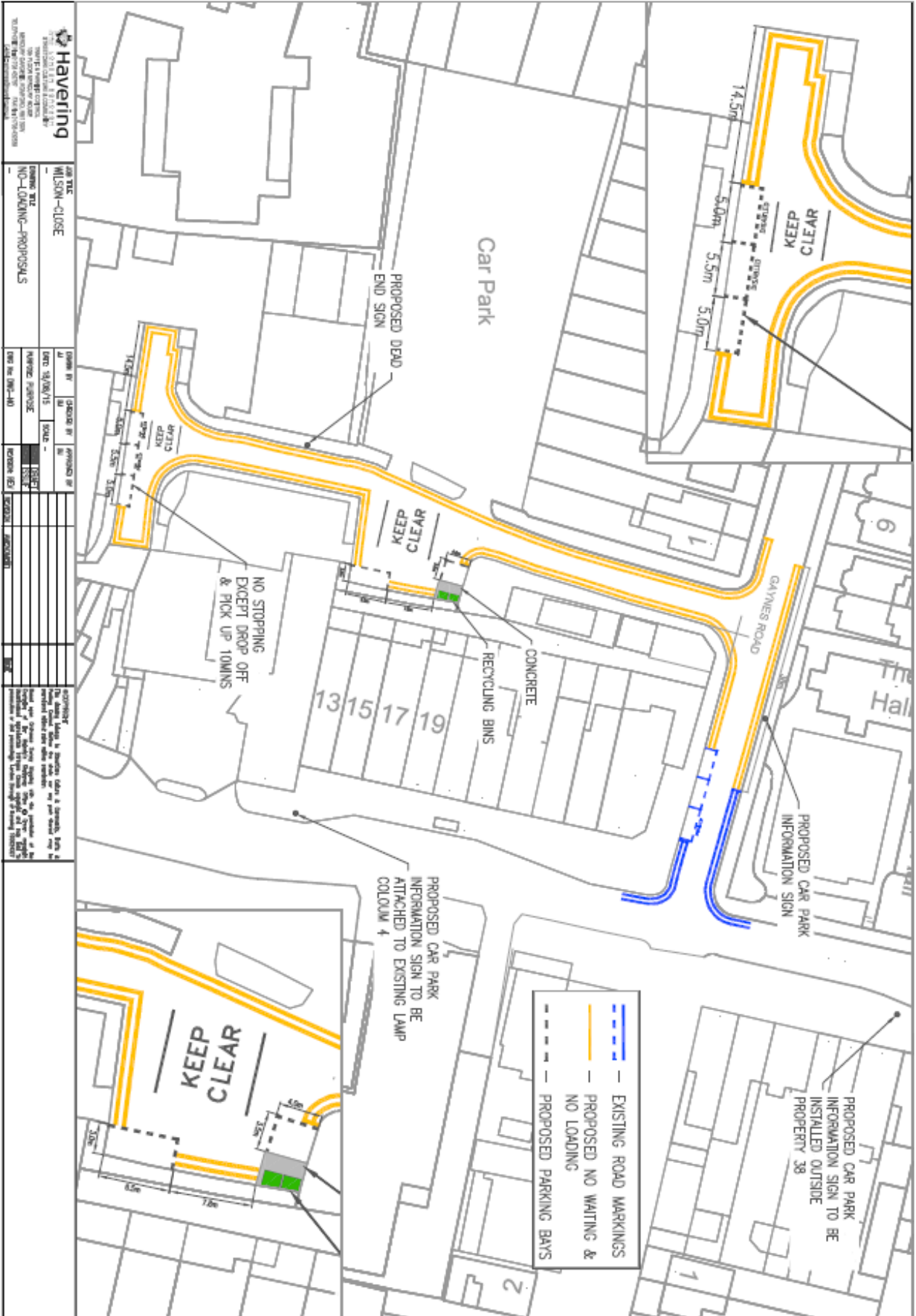
par. There are also two advisory Keep Clear markings proposed to help with traffic flow.

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 further 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**





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## HIGHWAYS ADVISORY COMMITTEE

<b>Subject Heading:</b>	<b>Brooklands Controlled Parking Extension - comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Ben Jackson Business Unit Engineer Ben.Jackson@havering.gov.uk schemes@havering.gov.uk</b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of £6000 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.</b>

**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	[x]

**SUMMARY**

This report outlines the responses received to the informal consultation and the subsequent advertised proposals to extend parking controls into currently unrestricted areas of the Brooklands Ward, which were agreed in principle by this Committee, and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the proposals as shown on drawings appended to this report be as follows:
  - (a) that the proposals in Lonsdale Avenue, shown on the drawing in **Appendix 3**, are implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations;
  - (b) that the proposals shown on the drawing in **Appendix 4** that the zone should be extended along Lessington Avenue to the end of the existing restrictions at its junction with Derby Avenue are implemented;
  - (c) that the proposals in Jubilee Avenue shown on the drawing in **Appendix 5** are implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations
  - (d) that the proposals in Derby Avenue shown on the drawing in **Appendix 6** are implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations.
  - (e) that the proposals in Burlington Avenue shown on the drawing in **Appendix 7** are implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations.
  - (f) That the proposals in Astor Avenue shown on the drawing in **Appendix 8** are implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations.
2. That the effects of any implemented be monitored
3. That it be noted that the estimate cost of £6,000 for implementation will be met from the 2015/16 Minor Parking Schemes budget.

## REPORT DETAIL

### Background

- 1.0 Officers have developed a number of parking proposals in conjunction with ward councillors that would better serve the residents and businesses of the area. The aims of these proposal are to help improve traffic flow, limit commuter parking and make further parking provisions for parents who drop-off or pick-up their children at Crowlands Primary School.
- 1.2 At its meeting on Tuesday 16<sup>th</sup> September 2014, the Highways Advisory Committee requested that the Head of StreetCare proceed with an informal consultation by way of questionnaire to gauge views within the following roads:  
  
Spring Gardens, Jubilee Avenue, Jubilee Close, Derby Avenue, Lonsdale Avenue, Kimberley Avenue, Ainsley Avenue, Marina Gardens, Richards Avenue, Recreation Avenue, Lessington Avenue.
- 1.4 A questionnaire including a covering letter was posted to residents and businesses within the roads on the 16th January 2015 with a period of 21 days given for responses to be received. A high volume of responses were received and where a breakdown is tabled in **Appendix 1** of this report.
- 1.5 A late submission of completed questionnaires was received from Chairman of Romford Mosque via the Chief Executive office after the closing date of the consultation. The pack included around 80 photocopied questionnaires from congregation some from inside the proposed area and some from outside the consultation area.
- 1.6 Officers carried out a check against our Customer Relation Manager (CRM) system to ensure the validity of the questionnaires and due to some uncorroborated copies being received, officers set about re-launching the informal consultation with the inclusion of a declaration that was to be signed stating that any document that was found to be illegitimate, it would be discarded and that the Council reserves the right to pursue appropriate legal action.
- 1.7 On the Monday 9<sup>th</sup> February 2015 a new version of the questionnaire and consultation letter was sent with an additional 21 days for residents and businesses to complete the questionnaire and return to us.
- 1.8 Again a high response rate was received from this informal consultation. There were a total of 25 questionnaires that were filled in not providing a name and address or even signing the declaration. These questionnaires were not added to the final results. For a full breakdown please refer to **Appendix 2** attached to this document.

- 1.9 Following the informal consultation, and based on the collected data, Officers produced an appropriate design and formally consulted. The proposals were designed in consultation with the Ward Members and Stakeholders and were subsequently advertised. Residents and businesses in the immediate area of the proposed scheme were notified by letter, enclosing a copy of drawings appended to this report as follows:

**Appendix 3** – Lonsdale Avenue

**Appendix 4** – Lessington Avenue

**Appendix 5** – Jubilee Avenue

**Appendix 6** – Derby Avenue

**Appendix 7** – Burlington Avenue

**Appendix 8** – Astor Avenue

- 1.10 Approximately 316 letters and plans were delivered to local residents on Friday 21<sup>st</sup> August 2015, with a closing date of Friday 11<sup>th</sup> September 2015 for representations. In addition to this key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press.
- 1.11 By the close of consultation 30 written responses had been received and of those 10 responses were in favour of the proposal and 20 against.
- 1.12 A petition was received from Chairman of Romford Mosque via the Chief Executive office from the Chairman of Romford Mosque. Ward Councillors were issued with a copy of the full petition pack which included approximately 306 signatures objecting to the proposals and highlighting the negative impact it would have to worshippers.
- 1.13 This report looks at the responses received to the advertised proposals for the area and recommends a further course of action.

## **2.0 Design Principles**

- 2.1 Introduce permit parking in Derby Avenue, Jubilee Avenue, Lessington Avenue and Lonsdale Avenue which will limit non-resident parking making further parking provision for residents, businesses and their visitors
- 2.2 The **ROB** permit parking zone which is currently within Astor Avenue and Burlington Avenue will now be included within the **ROS** permit parking zone. This part of the proposal should not impact on kerb side capacity and is an opportunity for the council to have one Controlled Parking Zone leading to more effective enforcement operations, including the processing of permits.
- 2.3 Introduce a shared use parking bay in Lonsdale Avenue which will serve permit parking between the hours of 8am and 8pm Monday to Saturday; with a limited stay of 20 minutes, with no return within 20 minutes providing a short term parking facility, especially for parents who drop-off or pick-up their children at Crowlands Primary School.

2.4 All of the proposals have been designed in conjunction with the Ward Councillors.

### 3.0 **Officer Comments**

The original review area of the Romford Controlled Parking Zone extended along London Road and its side roads up to Jutsums Lane. The ROB Sub-Zone was formed for Burlington Avenue on its own, as at the time of installation of the wider scheme the residents of the roads between Burlington Avenue and Lessington Avenue did not want to be included in the residents parking scheme.

Not long after the residents parking scheme became operational in Burlington Avenue and the wider area, residents of Astor Avenue requested to be included in the scheme and were subsequently added to the ROB Sub-Zone. It was never the intention to form Sub-Zones for the area, but to extend the ROS Sub-Zone up to its natural boundary at Jutsums Lane, incorporating all the side roads off London Road.

By incorporating the ROB Sub-Zone into the ROS Sub-Zone by extending the restrictions along Lessington Avenue to the end of the existing restrictions at its junction with Derby Avenue, including Derby Avenue and Lonsdale Avenue, will enable those that are covered by existing restrictions, to be able to have permits for the area, and help those that are experiencing parking difficulties and make it easier in the future to further extend the Zone, should residents wish.

Vehicle ownership has increased dramatically over the last 10 years and our roads and housing estates were not built with the notion that a future possibility could be that every dwelling might have possibly more than one vehicle.

Additionally, there is also the potential that visitor's vehicles would increase the unforeseen numbers. Previously permit charges were kept artificially low due to being subsidised from other Council funds and the recent increases are so that it can proportionally fund itself. The money generated from permits is ring fenced and invested into maintaining Havering's roads.

It is accepted that price increases are not generally met favourably; however, Havering has the lowest charges for both permits and parking in London. Neighbouring Barking and Dagenham charge by the engine size and age of the vehicle and Redbridge for example charge £22.50 for 6 month permits, being £45.00 per annum, Bexley charge £120 and some Boroughs are even restricting the amount of permits a person can purchase. By comparison, a reasonably new private apartment complex in Romford were charging £12,000 to purchase an individual car parking space, should the apartment owner wish to park their car in the complex where they lived.

Havering's current resident permit charges are:

£25.00 for the 1st permit issued to an address

£50.00 for the 2nd permit issued to an address

£75.00 for the 3rd (and subsequent) issued to an address

### **Resident Comments**

**Lonsdale Road** residents' seem to have concern regarding the access of the road, historically and as result of these proposal, however there has been a minor amendment in that parking bays will be installed on footways which will greatly improve traffic flow. Installing a yellow line one side of the road as has been suggested would mean a loss of 16 car parking spaces. The yellow lines have been designed to be placed across kerbs as in the section in the zone as it was felt that it would work better for residents being so close to a primary school, and it would reduce the likelihood of obstructive parking. 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 impacts are mitigated. However, it should be noted that road users wish to be able to park conveniently close to their properties, but on the other hand they do not want the roads obstructed by parked vehicles. Local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands.

**Lessington Avenue** – The residents of the road are generally not in favour of the proposals, however these seem to be located more in the area between Derby Avenue and Ainsley Avenue. Officers suggest that the zone should be extended along Lessington Avenue to the end of the existing restrictions at its junction with Derby Avenue, including Derby Avenue and Lonsdale Avenue, to enable those that are covered by existing restrictions, to be able to have permits for the area, and help those that are experiencing parking difficulties and make it easier in the future to further extend the Zone, should residents wish.

**Jubilee Avenue** residents' that responded to the consultation were all in favour of the proposals.

**Derby Avenue** – One resident felt that they shouldn't have to pay to park outside their own property. Another resident who has a delivery vehicle that exceeds the current criteria for the height limit to which vehicles are issued with permits will cause him significant problems. Residents also highlight there are only problems with parking during peaks school times. Another resident sees no benefit to the scheme and their family car will not fit in the proposed parking bays. One resident was in favour of the proposals.

Members need to decide if there would be an exception to the criteria with regards to the issue of permits to height restricted vehicles. These proposals will address the concerns of residents during peak times. Havering has the lowest charges for both permits and parking in London. Neighbouring Barking and Dagenham charge by the engine size and age of

the vehicle and Redbridge for example charge £22.50 for 6 month permits, being £45.00 per annum, Bexley charge £120, and some Boroughs are even restricting the amount of permits a person can purchase.

**Burlington Avenue** – One resident is in favour of the scheme, however they feel the restriction should operate 9am – 3.30pm Monday – Friday inclusive. And one resident is not favour of the proposals.

Burlington Avenue is currently in the existing parking scheme that we are proposing to extend.

**Astor Avenue** – One resident is not favour as it would cause inconvenience and are worried about combining the two zones and displaced parking from other roads. Another a resident of the area is not in favour as it would create issues for residents and their visitors.

The proposals will provide more opportunity to park for residents by reserving kerb space for them and their visitors. Should any problems arise from the extension of the zone then Officers will review this and put forward any further proposals felt necessary.

## IMPLICATIONS AND RISKS

### Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £6000 including advertising costs. This cost can be met from the 2015/2016 Minor Parking Schemes revenue budget.

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

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

### Related costs to the Permit Parking areas:

<b>Resident &amp; Business permits charges</b>	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £106.58 each
Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)

### Legal implications and risks:

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

### Human Resources implications and risks:

The enforcement of Controlled Parking Zones is a labour intensive task and currently, there are sufficient employees to undertake patrol of existing zones. However, in the very near future as more parking zones are introduced consideration will be given to alternative approaches to cash collection including reduced collection frequencies, virtual payments, reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary. It is anticipated that collections can be met from within current staff resources.



## **Equalities implications and risks:**

The Council must make complex choices about the allocation and management of on-street parking space. In making these choices, the Council has to balance the needs of some groups with others, or to take actions that some motorists do not support. The Council aims to make things better for the majority of people whilst minimising inconvenience to others.

By the end of the consultation there was only one potential equality issue raised in respect of the mosque in Lessington Avenue, and that any proposals within this road would limit parking for worshipers. In this case we would encourage the mosque to publish information in relation to encouraging car sharing, community transport and public transport links as a way of militating against any adverse impact. There are alternative parking options for worshipers in London Road, a short walk from the Mosque where there are a number of Pay & Display parking areas available. The Mosque is entitled to purchase visitor permits to park throughout the zone, and those worshipers who are in receipt of Blue Badge are entitled to park for free in the resident parking bays.

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

The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

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

### **BACKGROUND PAPERS**

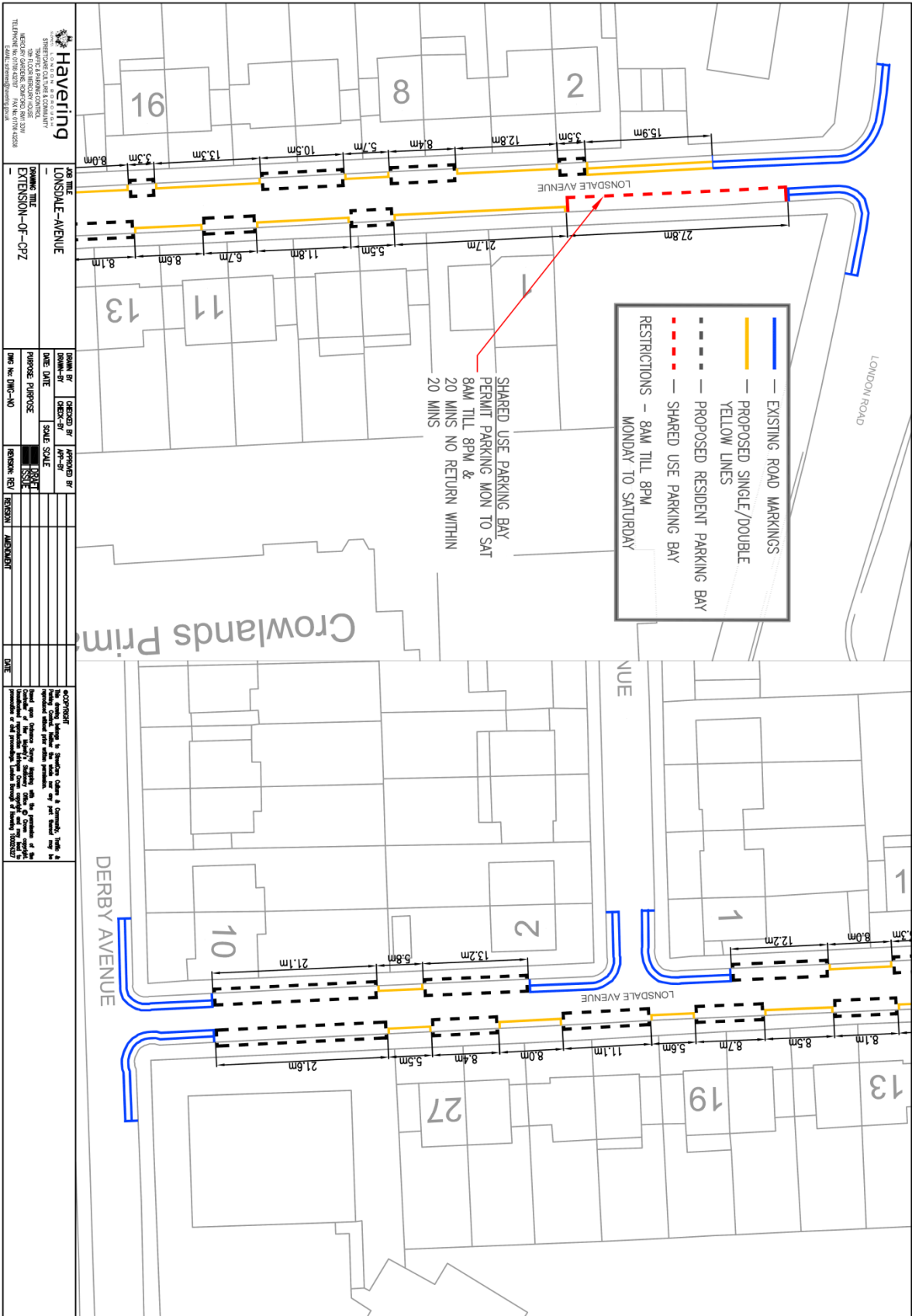
- Appendix 1** – Outcome to first informal questionnaire
- Appendix 2** – Outcome to second informal questionnaire
- Appendix 3** – Lonsdale Avenue
- Appendix 4** – Lessington Avenue
- Appendix 5** – Jubilee Avenue
- Appendix 6** – Derby Avenue
- Appendix 7** – Burlington Avenue
- Appendix 8** – Astor Avenue

**Appendix 1**  
**1st Informal Consultation**

<b>Brooklands Parking Review Consultation Responses</b>										
<b>ROAD</b>	<b>No. of properties consulted</b>	<b>No. of Individual Responses received</b>	<b>% Return</b>	<b>Is there a problem?</b>		<b>CPZ?</b>		<b>Junction Protection?</b>		<b>In favour of Part of the scheme</b>
				<b>No</b>	<b>Yes</b>	<b>Against</b>	<b>For</b>	<b>Against</b>	<b>For</b>	
<b>Marina Gardens</b>	<b>13</b>	<b>4</b>	<b>30.8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>Jubilee Close</b>	<b>19</b>	<b>10</b>	<b>52.6</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	
<b>Jubilee Avenue</b>	<b>121</b>	<b>37</b>	<b>30.6</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>20</b>	
<b>Derby Avenue</b>	<b>24</b>	<b>9</b>	<b>37.5</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>1</b>	
<b>Lessington Avenue</b>	<b>57</b>	<b>92</b>	<b>161.4</b>	<b>89</b>	<b>3</b>	<b>84</b>	<b>4</b>	<b>83</b>	<b>6</b>	
<b>Kimberley Avenue</b>	<b>24</b>	<b>8</b>	<b>33.3</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>3</b>	
<b>Spring Gardens</b>	<b>172</b>	<b>13</b>	<b>7.6</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>5</b>	
<b>Recreation Avenue</b>	<b>36</b>	<b>11</b>	<b>30.6</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>5</b>	
<b>Ainsley Avenue</b>	<b>45</b>	<b>10</b>	<b>22.2</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	
<b>Crowlands Avenue</b>	<b>21</b>	<b>10</b>	<b>47.6</b>	<b>9</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>8</b>	<b>1</b>	
<b>Lonsdale Avenue</b>	<b>22</b>	<b>14</b>	<b>63.6</b>	<b>3</b>	<b>11</b>	<b>4</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>1</b>
<b>Richards Avenue</b>	<b>38</b>	<b>8</b>	<b>21.1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	
<b>Other</b>		<b>35</b>		<b>21</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>21</b>	
<b>Totals</b>	<b>592</b>	<b>261</b>	<b>44.1</b>	<b>188</b>	<b>69</b>	<b>150</b>	<b>49</b>	<b>129</b>	<b>75</b>	<b>1</b>

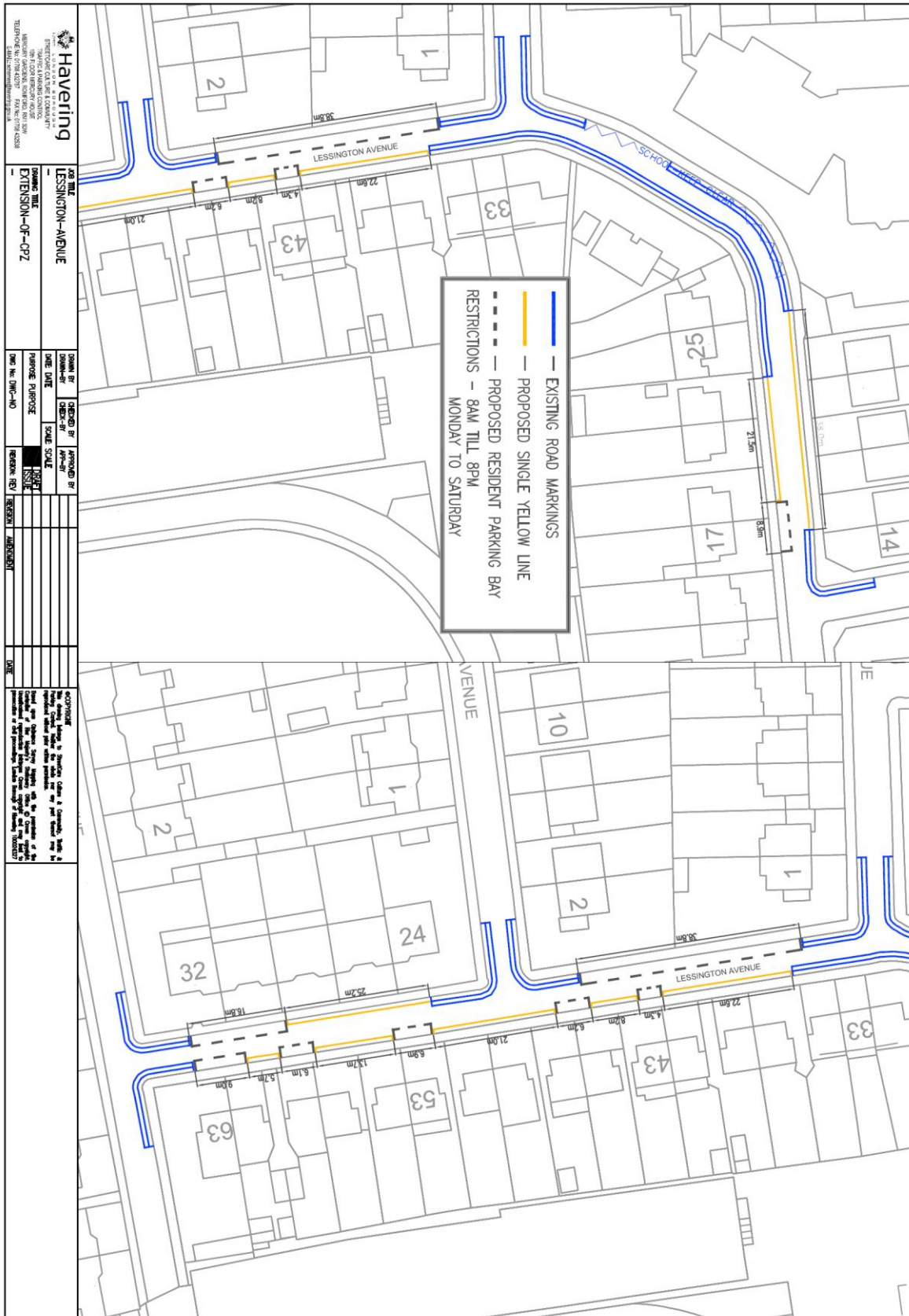
**Appendix 2**  
**2<sup>nd</sup> Informal Consultation**

<b>Brooklands Parking Review Informal Consultation Responses</b>									
ROAD	No. of properties consulted	No. of Individual Responses received	% Return	For	Against	In favour of Part of the scheme	Hours of restriction		
							8AM-6.30PM	8AM-8PM	Other
Richards Avenue	38	10	26.3	4	6	0	1	3	0
Juklee Avenue	121	41	33.9	14	27	0	0	14	0
Juklee Close	19	8	42.1	1	7	0	1	0	0
Spring Gardens	172	8	4.7	4	4	0	1	3	0
Recreation Avenue	36	10	27.8	2	8	0	0	1	0
Derby Avenue	24	8	33.3	6	2	0	3	3	0
Ainsley Avenue	66	7	10.6	1	6	0	0	1	0
Marina Gardens	13	2	15.4	0	2	0	0	0	0
Lessington Avenue	57	7	12.3	3	4	0	1	1	1
Lonsdale Avenue	22	11	50.0	9	3	0	4	4	0
Kimberley Avenue	24	5	20.8	0	5	0	0	0	0
Crowlands Avenue	73	35	47.9	3	32	0	1	2	0
<b>Totals</b>	<b>665</b>	<b>152</b>	<b>22.9</b>	<b>47</b>	<b>106</b>	<b>0</b>	<b>12</b>	<b>32</b>	<b>1</b>



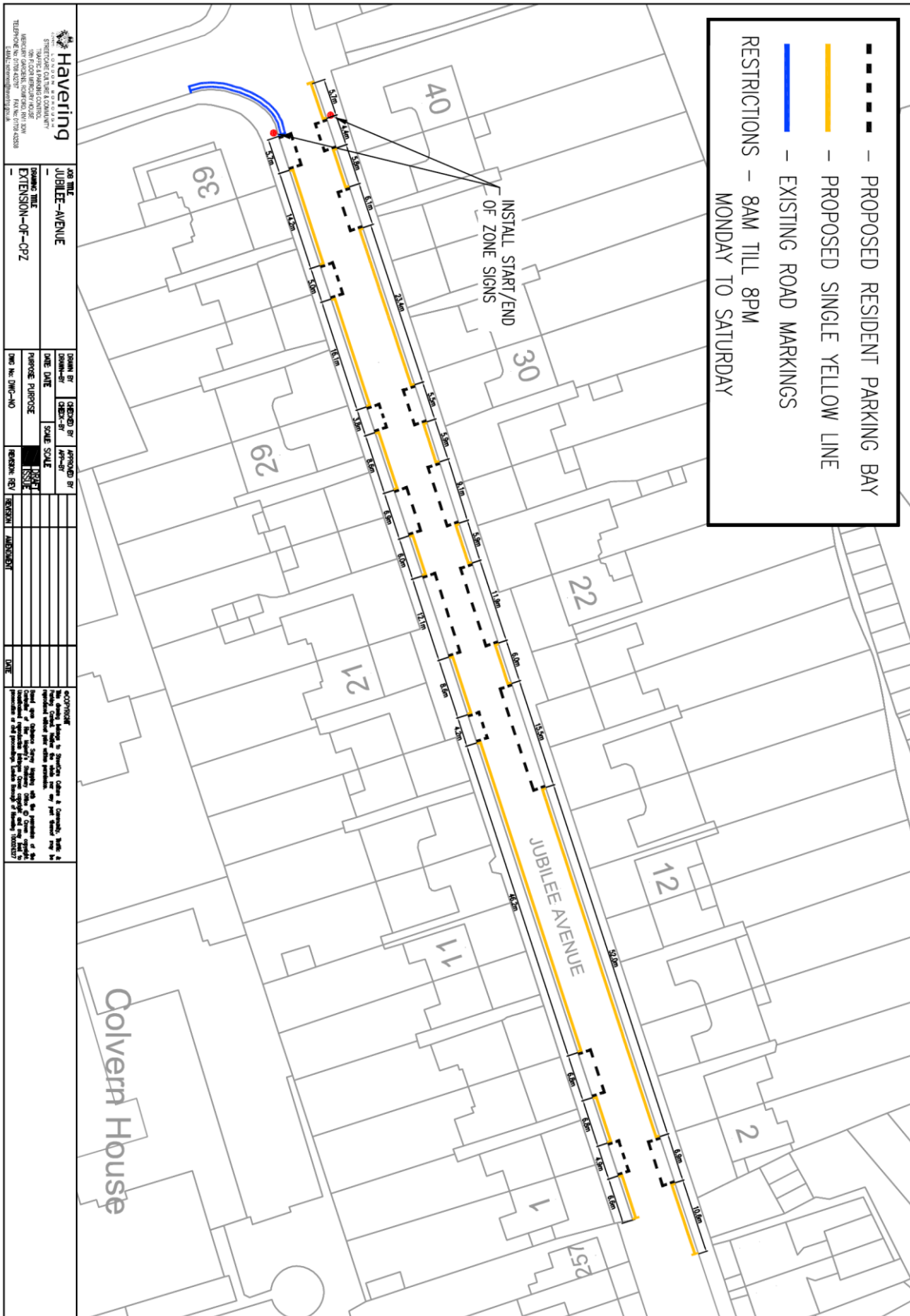
<p><b>Haverling</b>          TRADING &amp; PARKING CONTROL          TELEPHONE: 01474 42177 FAX: 01474 42328          2005-2006</p>	
<p>DATE: 10/11/2006</p> <p>SCALE: 1:500</p> <p>PROJECT: PARKING</p> <p>DATE: 10/11/2006</p> <p>SCALE: 1:500</p> <p>PROJECT: PARKING</p>	<p>DATE: 10/11/2006</p> <p>SCALE: 1:500</p> <p>PROJECT: PARKING</p> <p>DATE: 10/11/2006</p> <p>SCALE: 1:500</p> <p>PROJECT: PARKING</p>
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# Appendix 4

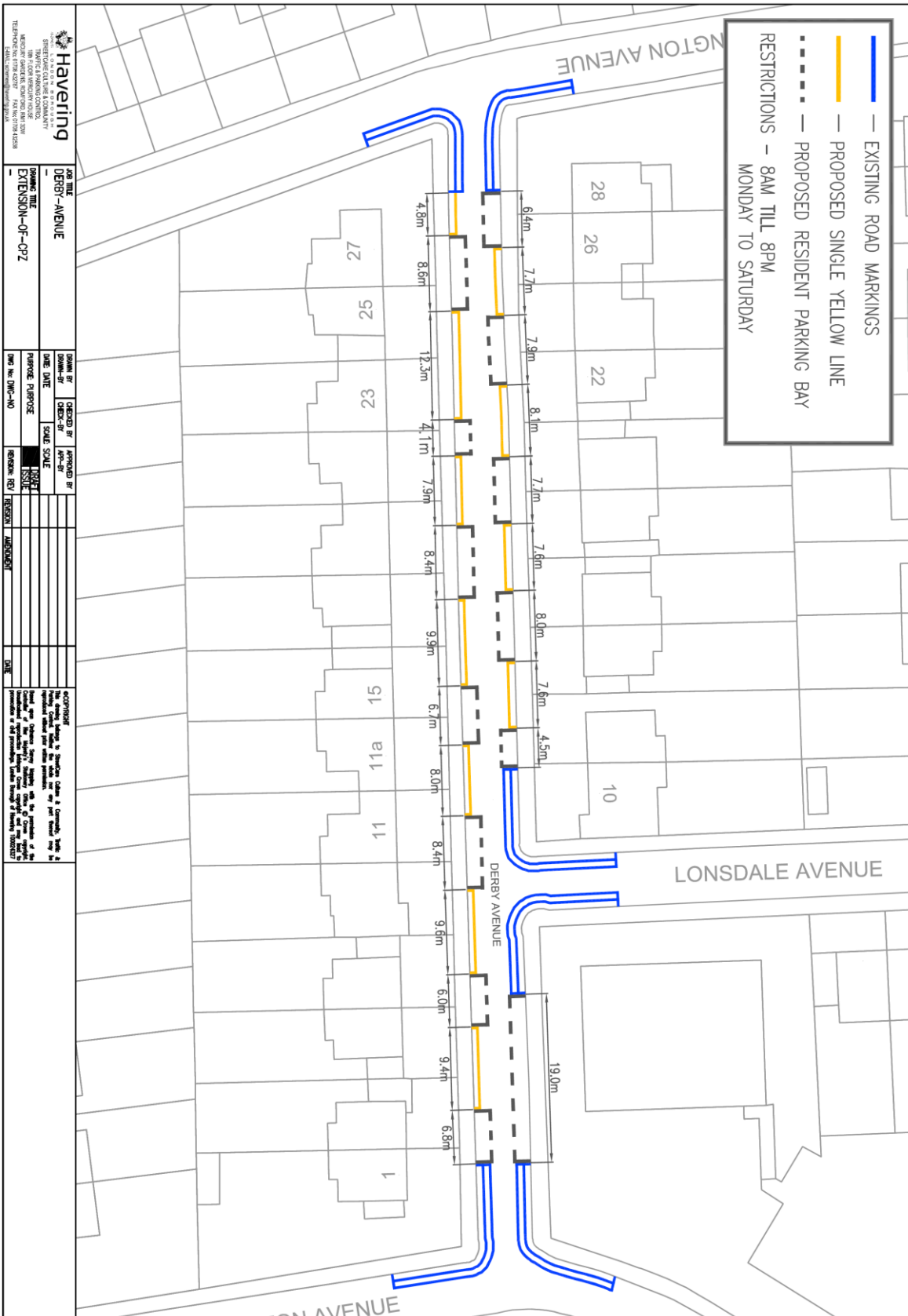


<b>Haverling</b> STREETSCAPE CONSULTANTS 101A COVINGTON ROAD, WILLOW BRIDGE, HAVERING, ESSEX, SSA11 3JH TEL: 01473 611111 WWW.HAVERLING.CO.UK		<b>JOB TITLE</b> LESSINGTON AVENUE <b>DRAWING TITLE</b> EXTENSION OF CPZ	<b>DATE</b> 15/08/23 <b>SCALE</b> 1:100	<b>APPROVED BY</b> 	<b>ADDITIONAL NOTES:</b> This drawing is the property of Haverling Streetscape Consultants and should not be used for any other purpose without the written consent of Haverling Streetscape Consultants.
<b>DESIGNED BY</b> [Name]	<b>CHECKED BY</b> [Name]	<b>PURPOSE</b> [Purpose]	<b>DATE</b> [Date]	<b>DATE</b> [Date]	<b>DATE</b> [Date]

Appendix 5

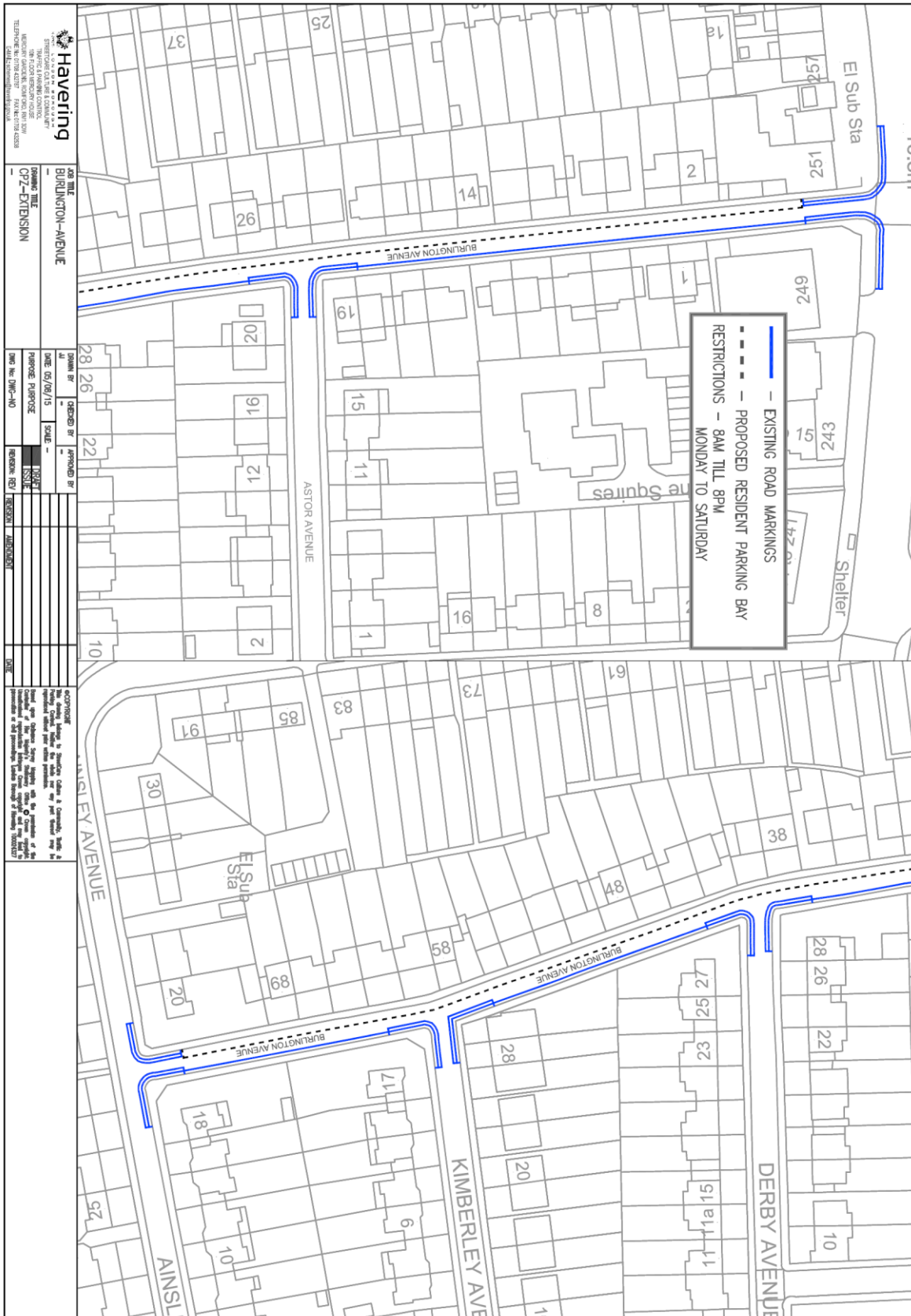


# Appendix 6



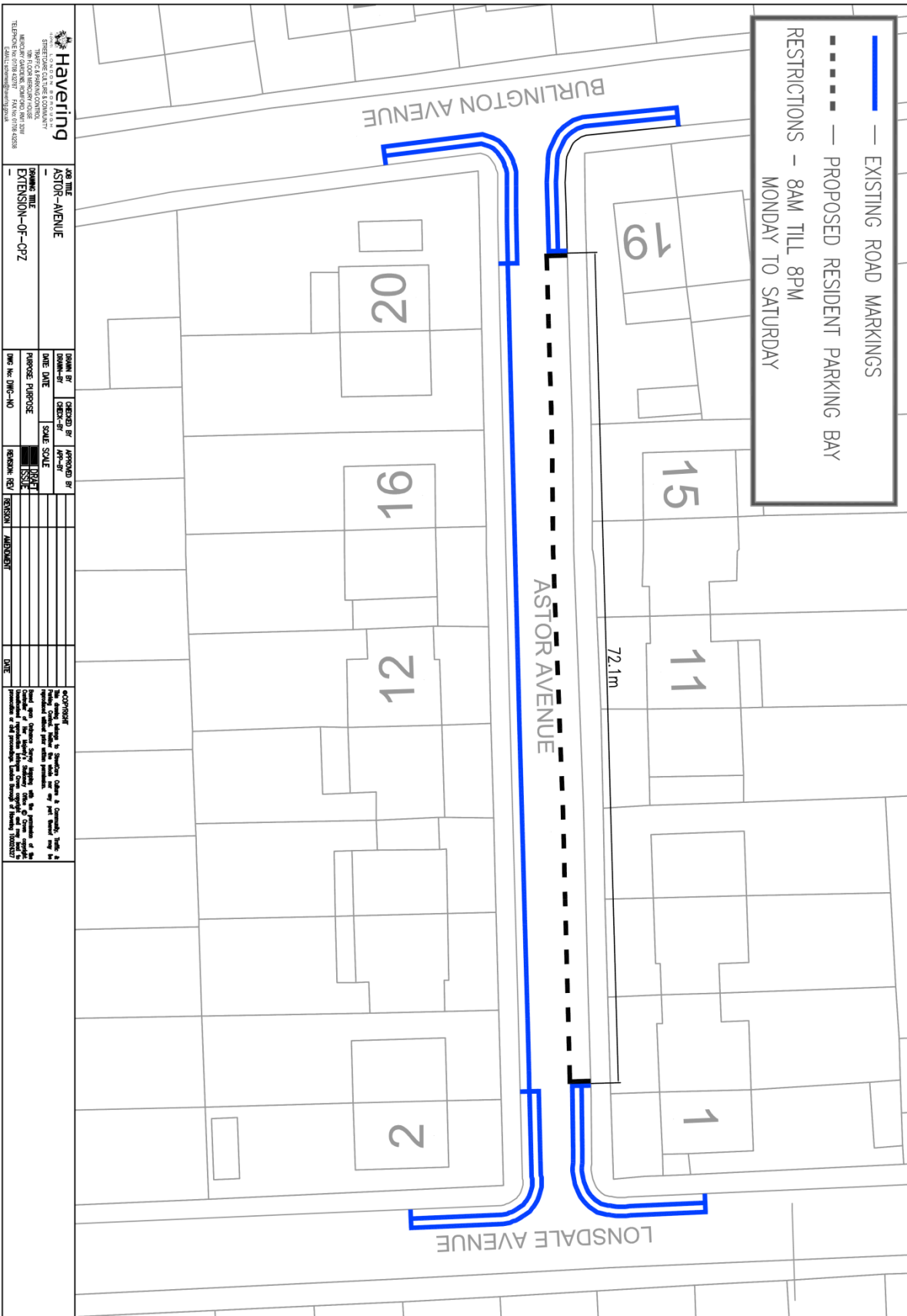
<p><b>Haverling</b>          TRAFFIC ENGINEERING          CONSULTANTS          100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000</p>			
<b>JOB TITLE</b> DERBY- AVENUE EXTENSION-OF-CPZ	<b>DESIGNED BY</b> DATE	<b>CHECKED BY</b> DATE	<b>APPROVED BY</b> DATE
<b>SCALE</b> 1:500	<b>DATE</b> 15/05/2024	<b>DATE</b> 15/05/2024	<b>DATE</b> 15/05/2024

# Appendix 7





Appendix 8



<p><b>Haverling</b> STREETSCAPE CULTURE &amp; COMMUNITY 1000 HORN BURNING ROAD SUITE 100 VANCOUVER, BC V6L 5G8 TEL: 604.271.0100 FAX: 604.271.0238 EMAIL: info@haverling.com</p>		<p><b>JOB TITLE</b> ASTOR-AMENUE</p>		<p><b>DATE</b> DATE DATE</p>		<p><b>DATE</b> DATE DATE</p>		<p><b>DATE</b> DATE DATE</p>		<p><b>DATE</b> DATE DATE</p>	
<p><b>DRAWING TITLE</b> EXTENSION-OF-OPZ</p>		<p><b>DATE</b> DATE DATE</p>		<p><b>DATE</b> DATE DATE</p>		<p><b>DATE</b> DATE DATE</p>		<p><b>DATE</b> DATE DATE</p>		<p><b>DATE</b> DATE DATE</p>	
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# HIGHWAYS ADVISORY COMMITTEE

10 November 2015

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS**

**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**

**10 November 2015**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
<b>SECTION A - Highway scheme proposals with funding in place</b>							
A1	The Brewery	Romford Town	Traffic Management Orders associated with redevelopment of bus station in connection with P1120.14	Required to prevent non-bus traffic using bus station.	Developer	£1k	Head of Streetcare
A2	Sainsbury's development, Suttons Lane	Hacton	Traffic Management Orders associated with creation of loading bay/ layby in connection with P1357.13	Required to enable servicing of new store.	Developer	£1k	Head of Streetcare
<b>SECTION B - Highway scheme proposals without funding available</b>							
B1	Lodge Avenue	Romford Town	20mph Zone	Feasible, but not funded. Requires traffic calming to be self-enforcing.	None	£30k	Cllr Thompson
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>							

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

**10 November 2015**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
C1	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
C2	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

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

**10 November 2015**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
C3 Page 87	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
C4	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.	None	£30k+	Cllr P Crowder

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

**10 November 2015**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
Page 5 88	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
C6	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

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

**10 November 2015**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
C7	Faircross Avenue	Havering Park & Mawney	Restrictions to prevent passage by HGV drivers who ignore 7.5 tonne weight limit.	Feasible, but not funded. Wider area would need to be considered drivers likely to divert to parallel and adjacent streets, hence cost estimate.	None	c£80k	Residents via Cllr Best
page 88 6889	Percy Road & Linley Crescent	Mawney	Closure of one end of Percy Road to prevent rat-running by innappropriate non-residential traffic, including HGVs. 51 signature petition.	Feasible but not funded.	None	£15k	Residents via Cllr Patel
C9	Sunnings Lane	Upminster	Closure of street to through vehicular traffic near houses to deal with speeding and inappropriate use of street.	A closure near the houses may require the construction of turning areas and therefore costs would be higher.	None	£15k	Residents via Cllr Hawthorn

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**HIGHWAYS ADVISORY COMMITTEE**

**10 November 2015**

<b>Subject Heading:</b>	<b>TRAFFIC AND PARKING SCHEME REQUESTS</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
<b>Report Author and contact details:</b>	<b>Iain Hardy</b> <a href="mailto:Iain.Hardy@havering.gov.uk">Iain.Hardy@havering .gov.uk</a>
<b>Policy context:</b>	<b>Traffic and Parking Control</b>
<b>Financial summary:</b>	<b>Costs cannot be estimated at this stage but any cost for agreed locations would be met by 2015/16 revenue budget for Minor Traffic and Parking</b>

**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 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  
 Parking Schemes Applications Schedule November 2015

Highways Advisory Committee

Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
<b>SECTION A - Parking Scheme Requests</b>						
TPC791	Prospect Place, Collier Row, Romford	Request to install double yellow lines one side of the road to improve access for council and emergency services.	No	REV	Waste and Housing Officers	Pettits
TPC792	Margeret Lawrence Clive	Following the introduction of double the yellow lines at the junctions and apexes of bend in the area, residents have requested a residents parking scheme to prevent long term non-residential parking.	No	REV	Residents of Margeret Road	Squirrels Heath
TPC793	Hall Terrace, Harold Wood	Requests from a number of residents of Hall Terrace to be included in the Residents Pparking Scheme for the area	No	REV	Residents of Hall Terrace	Harold Wood

**SECTION B - Parking Scheme Requests on hold for future discussion or funding issues**

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