



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
5 January 2016**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

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

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Havering
Residents'(2)**

Darren Wise (Vice-Chair)
Linda Hawthorn

UKIP

(1)

John Glanville

Independent Residents'

(1)

David Durant

**For information about the meeting please contact:
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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 - 16)

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

5 UPMINSTER ROAD AND ST MARY'S LANE ACCIDENT REDUCTION PROGRAMME (Pages 17 - 36)

6 BRENTWOOD ROAD/THE DRILL - 'PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS, CHANGES TO SCHOOL KEEP CLEAR AND LOADING BAY
(Pages 37 - 46)

7 HILL GROVE - WAITING RESTRICTIONS (Pages 47 - 54)

8 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 55 - 62)

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

9 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 63 - 70)

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

10 URGENT BUSINESS

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

Andrew Beesley
Committee Administration Manager

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
8 December 2015 (7.00 - 9.20 pm)**

Present:

COUNCILLORS

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

Apologies for absence were received for the absence of Councillors Joshua Chapman and Linda Hawthorn.

+Substitute members: Councillor Garry Pain (for Joshua Chapman) and Councillor Ron Ower (for Linda Hawthorn).

Unless otherwise indicated all decisions were taken with no votes against

There were about twenty members of the public present for parts of the meeting.

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

56 MINUTES

The minutes of the meeting held on 10 November 2015 were agreed as a correct record and signed by the Chairman.

57 TPC481 - MILL PARK AVENUE & MAVIS GROVE (PROPOSED RESIDENTS PARKING, PAY AND DISPLAY SCHEME)

The report before Members set out the responses to the public consultation on the proposals to introduce a residents parking scheme in Mill Park

Avenue and Pay & Display parking bays in Mavis Grove and associated waiting restrictions in both roads.

The report informed the Committee that the provision of Pay & Display parking bays in the area was more user friendly and accessible to the public and the introduction of residents parking would deter long term parking and provide more parking for residents living in the area.

The Committee noted that approximately 174 letters were delivered in the area with twenty-five responses received, a 14.4% return. All of the responses were summarised with staff comments in the appendix to the report.

Officers indicated that, from the responses received, it seemed clear that there were parking problems in both these roads, which needed to be addressed. The proposed Pay and Display parking provisions in Mavis Grove would provide parking spaces for the restaurants and businesses in Station Lane and help to reduce shorter term parking in Mill Park Avenue. The proposed residents parking provision would limit the longer term parking in Mill Park Avenue and give residents and their visitors somewhere to park within the restricted period.

In accordance with the public participation arrangements the Committee was addressed by a member of the public who was in support of the proposals. The speaker informed the Committee that the introduction of parking charges in the area had led to an associated rise in commuter parking. The speaker described instances of obstructive parking including the regular blocking of driveways. The speaker stated that residents only parking permits were required and that four of the eleven objections to the scheme were all from one local business.

During a brief debate, a Member sought clarification as to whether business users in the area would benefit from the proposed permits. Members of the Committee were of the view that only residents should be entitled to the permits. Officers confirmed that businesses would not be allowed to apply for the permits.

A Member argued that the introduction of parking permits was not the solution to the issues in the area. The Member suggested that if commuter parking was the issue, a one hour parking restriction would resolve the matter.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment;
 - (a) that the proposals shown on the drawing (Ref: TPC481, Mill Park Avenue & Mavis Grove) of the report be implemented;

- (b) the extension of the residents parking scheme to include those residents of No's 5 to 19, 6 & 8 Mavis Grove; all residents of Mill Park Avenue and No. 25 Ravenscourt Grove;
 - (c) the extension of the residents parking scheme in Mill Park Avenue along the side wall of No. 25 Ravenscourt Grove;
 - (d) that the effects of any implemented proposals be monitored.
2. To note that the estimated cost of the scheme was £7000, which would be funded from the capital allocation and the remaining £2000 met from the 2015/16 Minor Parking Schemes Budget.

Councillor Mugglestone was absent during part of the presentation of the Item and did not take part in the vote.

58 **BUS STOP ACCESSIBILITY - AVELON ROAD AREA**

The report before Members set out the responses to a consultation for the provision of fully accessible bus stops on Avelon Road, Highfield Road and Gobions Avenue and sought a recommendation that the proposals be implemented.

The report stated that officers had developed these proposals for accessibility improvements for various bus stops as set out in the report.

The Committee noted that 39 letters had been delivered to those potentially affected and in addition key stakeholders were consulted such as London Buses, the emergency services and Ward Councillors. Comments from eight respondents, seven objecting and one in support of various parts of the schemes, were summarised in the appendix of the report.

In accordance with the public participation arrangements the Committee was addressed by a member of the public who spoke against the proposals for Avelon Road as shown on drawing QO001-OF-A252-A. Speaking in favour of the bus stop being moved completely from its current location the speaker raised safety concerns over access and egress from his drive way and over the noise, rubbish and anti social behaviour that the bus stop attracted.

A Member commented that he was familiar with the location and had witnessed the issues raised by the speaker. The Member was of the view that the stop should be relocated southward to a location just outside the care home. In response, officers stated the suggestion could be consulted on but it could elicit objections from other residents.

Following the debate, a motion was put forward and seconded to recommend approval of the proposals as set out in the report save for those as outlined on drawing QO001-OF-A252-A which should be rejected to enable further consultation on the location of the bus stop

It was **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Avelon Road, Highfield Road and Gobions Avenue set out in the report and shown on the following drawings be implemented;
 - QO001-OF-A251-A
 - QO001-OF-A253-A
 - QO001-OF-A254-/2-A (Option 2)
 - QO001-OF-A255-A
2. To note that the estimated cost of £20,000 for implementation of the proposals (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

59 **BUS STOP ACCESSIBILITY - WINGLETYE LANE (NEW STOP OPTIONS)**

The report before the Committee detailed responses to a consultation for the provision of a new, fully accessible, northbound bus stop on Wingletye Lane in three possible locations and sought a recommendation that one proposal be implemented from the options consulted on.

The Committee noted that seventeen letters were delivered to those potentially affected by the scheme and in addition to key stakeholders were consulted including London Buses, the emergency services and Ward Councillors., The thirteen responses received at the close of the consultation were summarised in the appendix of the report.

In accordance with the public participation arrangements the Committee was addressed by a member of the public who spoke against the proposals listed as Option 2 and detailed on drawing number QN008-OF-A257.2 A. The speaker raised various safety concerns stating that he had witnessed major crashes on Wingletye Lane resulting from speeding vehicles. The speaker also raised concerns over congestion; the impact on the zebra crossing and anti-social behaviour and gave these as reasons not to provide the stop at the location. It was also suggested that a hail and ride bus service would be better on the route.

A Member raised similar safety issues to the speaker. The Member stated that the road can be extremely busy and the implementation of Option 2

would likely result in traffic queuing through the zebra crossing and mini-roundabout. The Member also raised concerns over the curve in the road and the ability of drivers to safely overtake a stationary bus.

A Member stated that Option 1 was previously rejected because of safety issues. The Member stated that people currently stayed on the bus which loops at the County Park Estate and then alight at the existing southbound stop opposite number 213. The Member proposed that all three options should be recommended for rejection but the proposed dropped kerbs opposite and outside nos. 213/215 should be installed to assist passengers.

A Member questioned whether the proposals would have any practical benefit for school children as they would have left the bus at the previous stop.

A Member sought clarification on the frequency of the buses in the area.

Following the debate a motion was put forward and seconded that the recommendations in the report be recommended for rejection save for the installation of the dropped kerbs outside and opposite No 213/215. Officers were asked to investigate the possibility of the introduction of a hail and ride service with Transport for London.

By a vote of 10 in favour to 1 against the Committee **RESOLVED:**

To recommend to the Cabinet Member for Environment that the proposals in the report be rejected save for the installation of dropped kerbs outside and opposite No 213/215 which should be implemented.

60 **PROVISION FOR CYCLISTS AT EXISTING CLOSURE IN QUEENS PARK ROAD, HAROLD WOOD**

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

- To recommend to the Cabinet Member for Environment that the provision of a cycle bypass at the existing emergency access in Queens Park Road to provide access for pedal cycles.
- To note that the proposal would prohibit all vehicles, except pedal cycles and emergency vehicles (fire brigade, police and ambulance being used in an emergency) from proceeding through the existing road closure in Queens Park Road.
- To note that the estimated cost for implementation was £3,500 which would be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

61 BUS STOP ACCESSIBILITY - MUNGO PARK ROAD

The report before Members set out the responses to the re-consultation for the relocation of a bus stop on Mungo Park Road and sought a recommendation that the proposals be implemented.

The report detailed that one resident had objected to the proposals stating that parking should be prevented in the location more generally with double yellow lines or that residents should have off street parking. The resident also stated that the scheme would not deal with congestion in the area and that the bus route should be made "hail and ride".

A Member commended the scheme and suggested it be recommended for approval.

Having considered the report and representations it was **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the bus stop on Mungo Park Road, adjacent to 40A Wood Lane, be moved approximately 5 metres north, together with bus stop accessibility improvements as set out in the report and shown on drawing QO001-OF-A183-B ;
2. To note that the estimated cost of £2,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

62 BUS STOP ACCESSIBILITY - STRAIGHT ROAD (RE-CONSULTATION)

The report before Members set out responses to a re-consultation for the provision of fully accessible bus stops on Straight Road and sought a recommendation that the proposals be implemented.

During a brief debate Members discussed the re-location of the bus stop to the front of the dentist practice along Straight Road. A Member was of the opinion that the new location for the northbound stop would be dangerous and asked why it needed to be relocated. Officers clarified that the current site could not be made accessible for the 2-door bus operation.

A Member commented that the relocation of the stop would make it difficult to manoeuvre a vehicle on and off the forecourt of the dental surgery. Officers confirmed that it may be possible to widen the vehicle crossing (subject to investigation).

A Member added that he used the dental surgery and had some concerns about the bus shelter which would need to be set back and not have end panels otherwise visibility would be an issue at the premises driveway.

Following debate it was **RESOLVED;**

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Straight Road shown on drawing QN008-OF-A225-A227-A be implemented subject to the widening of the vehicle crossing at the dental surgery (where possible).
2. To note that the estimated cost of £10,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

63 BUS STOP ACCESSIBILITY - COLLIER ROW LANE

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

1. To Recommend to the Cabinet Member for Environment that the bus stop currently near 255 Collier Row Lane be relocated to a position approximately 106 metres north, together with making the bus stop fully accessible in the proposed location and with the relocation of a pedestrian refuge, as detailed on drawing QO001-OF-A10-A be implemented;
2. To note that the estimated cost of £10,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

64 TPC460/3 - SCOTT'S PRIMARY SCHOOL (PROPOSED SCHOOL KEEP CLEAR MARKINGS)

The report before Members set out the responses to a consultation to introduce 'At Any Time' waiting restrictions around the junctions and apexes of bends around the Scott's School site and to change the hours of the existing School Keep Clear marking to operate from 8am to 5 pm Monday to Friday inclusive and sought a recommendation that the proposals be implemented.

During debate Members sought clarification as to whether the restriction applied during term time only and if there had been parking issues in the area as the proposal would reduce parking spaces.

In response officers clarified that the school was in support of the proposal as it improved safety and traffic flow in the area.

The Committee also noted that due to varying school calendars the phrase "term time" was no longer applicable.

Having considered the report and representations it was **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the following proposals be implemented as advertised:
 - a) the operational (term time) hours of the existing School Keep Clear marking in Bonnington Road be changed from 8:15 to 9:15am and 3:00 to 4:15pm Monday to Friday inclusive, to 8:00am to 5:00pm Monday to Friday inclusive;
 - b) the implementation of 'at any time' waiting restrictions in Swanbourne Drive, Veny Crescent and Bonnington Road.
 - c) a review of the parking restrictions be undertaken in roads around the other school entrance in the Maybank Avenue area;
 - d) the effects of any agreed proposals be monitored.
2. To note that the estimated cost of the scheme was £1000, which would be funded from the 2015/16 Minor Parking Schemes budget.

65 **TPC702 - CAMBORNE AVENUE - PROPOSED WAITING RESTRICTIONS**

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

- a) Recommend to the Cabinet Member for Environment the proposals to introduce waiting restrictions in Camborne Avenue operational between 10:30am and 11:30am Monday to Friday be implemented as advertised.
- b) Recommend to the Cabinet Member for Environment that the effect of the scheme be monitored.
- c) Note that the estimated cost of the scheme as set out in the report was £800 and would be funded from the 2015/16 Minor Parking Schemes budget.

66 **BUTTS GREEN ROAD - PROPOSED PAY & DISPLAY PARKING BAYS**

The report before Members set out the responses received to the consultation and the subsequent advertised proposals to introduce Pay & Display parking bays in Butts Green Road and Walden Road.

Following clarification that parking charges were subject to the first thirty minutes free and that two machines would be installed in the area,

it was **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that:
 - (a) the proposals to introduce 'At any time' waiting restrictions in Walden Road and Butts Green Road, be implemented as advertised;
 - (b) the proposals to introduce pay and display parking in Walden Road and Butts Green Road, be implemented as advertised;
 - (c) The effects of any implemented proposals be monitored.
2. To note that the estimated cost of the scheme was £8500, of which £7000 would be funded from the capital allocation and the remaining £1500 be met from the 2015/16 Minor Parking Schemes budget

67 **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.

68 **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.

Chairman

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

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals without funding available				
A1	Noak Hill Road	Gooshays	Review of the pinch point between Kynance Close and Taunton Road as new Broxhill Roundabout has made it harder for southwest-bound drivers to pass.	REJECTED
A2	New Medical Centre, 264 Brentwood Road	Emerson Park & Squirrels Heath	Replace pedestrian refuge with zebra crossing; c1000 signature petition from New Medical Centre. Resubmission after rejection on 14th April 2015.	REJECTED
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)				

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

Item Ref	Location	Ward	Description	Decision
B1	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)
B2	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.
B3	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians.

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

Item Ref	Location	Ward	Description	Decision
B4	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 33 B5	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.
B6	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.	WITHDRAWN

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

Item Ref	Location	Comments/Description	Decision
SECTION A - Parking Scheme Requests			
TPC801	Glenwood Avenue, Rainham	Request to extend the approved dyl restriction from the junction on the doctors surgery side up to the southern boundary of no 1 Glenwood Avenue with the removal of the existing footway parking bay at this location	AGREED
TPC802	Squirrels Heath Lane Gidea Park	Request to extend existing 8am to 10am Monday to Friday parking restrictions in Squirrels Heath Lane, on both sides, to the junctions of Ashlyn Grove and Kingsley Gardens and to address the safety concerns of the School Crossing Patrol Officer and other road users in this location.	AGREED
TPC803	Recreation Avenue, Harold Wood	Request to extend the residents bay outside number 9 Recreation Avenue to create an additional residents parking space	AGREED

TPC804	Ayloffs Walk and Ardleigh Green Road	Request for double yellow lines on the junction of Ayloffs Walk with Ardleigh Green Road, extending along the in the northern side of Ayloffs Walk to the common boundary on Nos. 1 and 1b, to improve road safety and sight lines which will assist in reducing disruption to council and emergency services, especially the refuse lorry accessing The Bowers.	AGREED
TPC805	Osborne Road, Hornchurch	Request to extend existing double yellow line to the vehicle crossover o/s number 221 Osborne Road, opposite Lyndhurst Drive to help vehicles line up for width restriction.	AGREED

SECTION B - Parking Scheme Requests on hold for future discussion or fundi

HIGHWAYS ADVISORY COMMITTEE
5 January 2016

Subject Heading:	UPMINSTER ROAD AND ST MARY'S LANE ACCIDENT REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS (The Outcome of public consultation)
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Velup Siva Senior Engineer 01708 433142 velup.siva@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)
Financial summary:	The estimated cost of £84,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan Allocation for Accident Reduction Programme.

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

Upminster Road and St Mary's Lane – 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 pedestrian refuge, 20mph zone, speed tables, speed table with pelican crossing, speed table with pedestrian refuges, 'Gateway' measures with 20mph and 30mph roundel with red surfacing, road signs and road markings are proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the proposals in the recommendation be approved.

The scheme is within **St Andrews and Upminster** wards.

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) Upminster Road by Glanville Drive
(Plan No: QO006/1)
 - Pedestrian refuge outside property nos: 21 and 23
 - (b) St Mary's Lane between Bridge Avenue and Gridiron Place
(Plan Nos: QO006/2, QO006/3 and QO00/4)
 - Speed table by Bridge Avenue
 - Speed table between Highview Gardens and Boundary Road at the existing pedestrian refuge
 - Speed table outside 'The Sacred Heart of Mary RC School' entrance
 - Speed table by Cranbourne Gardens at the existing pedestrian refuge
 - Speed table by Champion Road at the existing pelican crossing
2. As a result of public consultation, the following proposals will be omitted from the original proposals.
 - 20mph zone along St Mary's Lane between Bridge Avenue and Gridiron Place
 - 20mph and 30mph roundels along St Mary's Lane between Bridge Avenue and Gridiron Place
 - Speed table along Glanville Drive by Upminster Road
3. That, it be noted that the estimated costs of £84,000, 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. Upminster Road and St Mary's Lane – 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 Upminster Road and St Mary's Lane Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1500 vehicles per hour during peak periods along St Mary's Lane.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
St Mary's Lane by outside The Sacred Heart of Mary school	37	38	48	44

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along St Mar's Lane 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, twenty one personal injury accidents (PIAs) were recorded along Upminster Road by Glanville Drive and St Mary's Lane between Bridge Avenue and Gridiron Place. Of the twenty one PIAs in Upminster Road and St Mary's Lane, one was fatal; two were serious; six involved pedestrians and three occurred during the hours of darkness.

Location	Fatal	Serious	Slight	Total PIAs
Upminster Road				
Upminster Road by Glanville Drive	0	0	7 (2-Ped) (2-Dark)	7
St Mary's Lane between Bridge Avenue and Gridiron Place				
St Mary's Lane / Bridge Avenue Junction	0	0	3 (1-Ped)	3
St Mary's Lane between Bridge Avenue and Highview Gardens	0	0	1	1
St Mary's Lane / Highview Gardens Junction	0	1	1 (1-Dark)	2
St Mary's Lane between Boundary Road and Cranborne Gardens	0	0	2	2
St Mary's Lane / Cranborne Gardens Junction	1 (1-Ped)	0	0	1
St Mary's Lane between Granborne Gardens and Champion Road	0	1 (1-Ped)	0	1
St Mary's Lane / Champion Road Junction	0	0	2 (1-Ped)	2
St Mary's Lane / Gridiron Place Junction	0	0	2	2
Total	1	2	18	21

Proposals

1.5 The following safety improvements are proposed along Upminster Road by Glanville Drive and St Mary's Lane between Bridge Avenue and Gridiron Place to reduce vehicle speeds and minimise accidents.

- (a) Upminster Road by Glanville Drive
(Plan No: QO006/1)
 - Pedestrian refuge outside property nos: 21 and 23
 - Speed table along Glanville Road as shown
- (b) St Mary's Lane between Bridge Avenue and Gridiron Place
(Plan Nos: QO006/2, QO006/3 and QO006/4)
 - 20mph zone
 - Speed table with 20/30 mph roundels by Bridge Avenue
 - Speed table between Highview Gardens and Boundary Road at the existing pedestrian refuge
 - Speed table outside 'The Sacred Heart of Mary School' entrance
 - Speed table by Cranborne Gardens at the existing pedestrian refuge

- Speed table by Champion Road at the existing pelican crossing
- 20mph roundels at various locations as shown

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 220 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. Eighteen written responses from Local and HAC Members 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 twenty one personal injury accidents (PIAs) were recorded over five year period along St Mary's Lane and Upminster Road within the study area. Of the twenty one PIAs in Upminster Road by Glanville Drive and St Mary's Lane between Bridge Avenue and Gridiron Place, one was fatal; two were serious; six involved pedestrians and three occurred during the hours of darkness. Speed surveys showed that vehicles are, on average, travelling above the speed limits along St Mary's Lane.

3.2 The proposed safety improvements would minimise accidents along Upminster Road and St Mary's Lane within the study area. 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 £84,000 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. QO006/1, QO006/2, QO006/3 and QO006/4.**

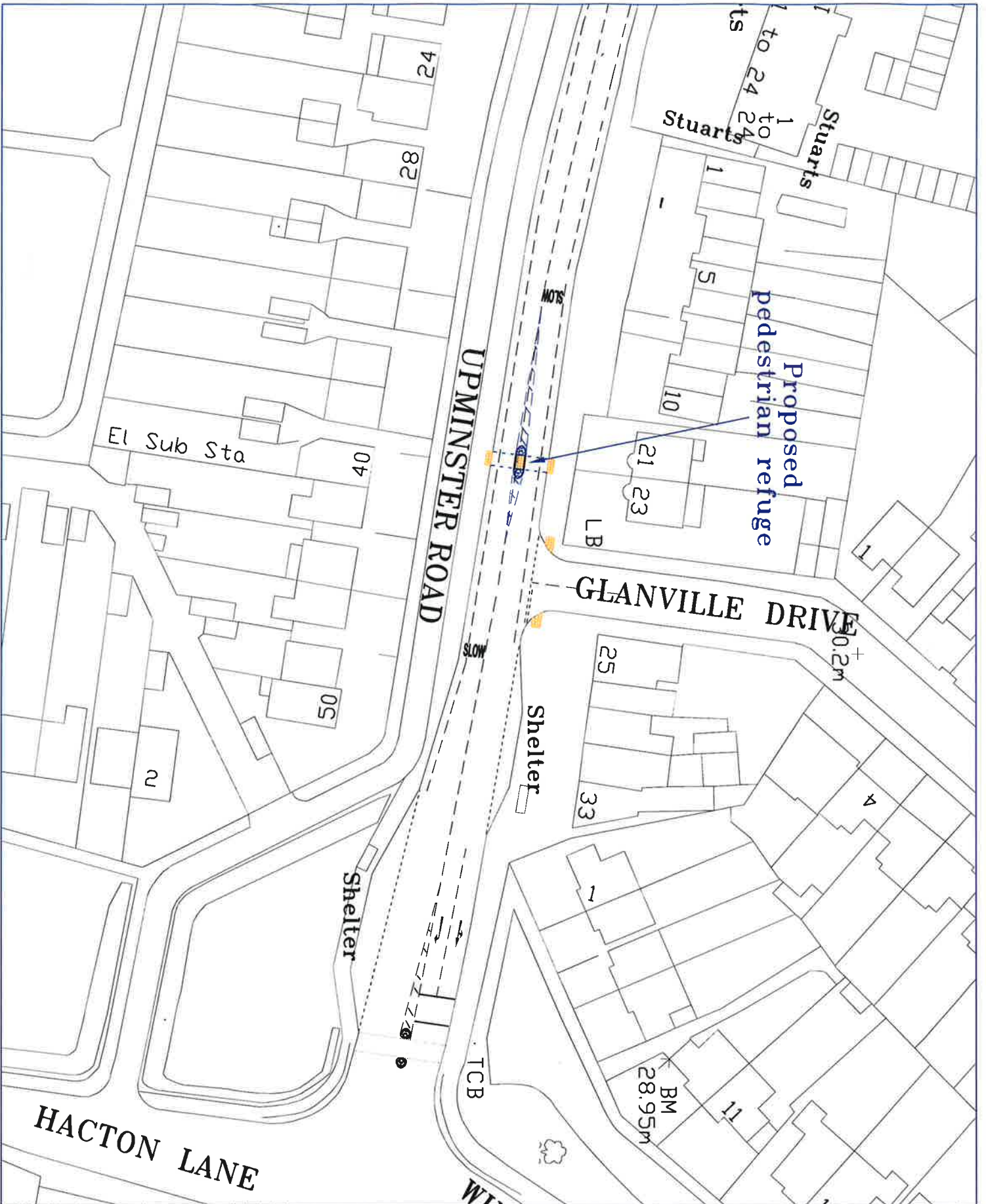
**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QO006/1 (Highways Advisory Committee Member)	I am happy to give my support to this scheme on the grounds of improving public safety.	-
QO006/2 (St Andrews Ward Member 1)	Although I am in favour of accident reduction, I am rather surprised at the proposed site as I am not aware of the carnage you have mentioned. The 20mph zones are unenforceable. Request to improve pedestrian safety in Upminster Road / Wingletye Lane Junction.	The proposed 20mph zone is within Upminster Ward and they are self-enforcing scheme. The 20mph zone will be removed from the proposal. The request will be reported to Highways Advisory Committee.
QO006/3 (St Andrews Ward Member 2)	I think a 20 miles an hour speed limit is a waste of time if it cannot be in force and the waste of money. It should be look at again.	The proposed 20mph zone is within Upminster Ward. The 20mph zone will be self-enforcing scheme. Where ever the Council introduced 20mph zone in the borough, the accidents and vehicle speeds were reduced. These are the primary reasons to introduce 20mph zones.
QO006/4 (St Andrews Ward Member 3)	We do have other areas in the borough that have 20mph limits, ie Hornchurch High Street, but drivers just ignore them because they are never enforced unless of course there are cameras installed as well to monitor the speed and then issue tickets. I cannot see any positive reason for installing this scheme along this road either!	The proposed 20mph zone is within Upminster Ward. With reference to Hornchurch Town Centre 20mph zone, the scheme achieved 45% accident reduction and the vehicle speeds are reduced. If we have any problem with the speeding in Hornchurch Town Centre, we can ask the Metropolitan Police is to monitor them. Where ever the Council introduced 20mph zone in the borough, the accidents and vehicle speeds were reduced. These are the primary reasons to introduce 20mph zones.
QO006/5 (Havering Cyclists 1)	I support 20mph zone. Request to extend the zone beyond Upminster Bridge Station.	Due to lack of funding availability, it is not possible to extend 20mph zone. The request could be considered at later date.

QO006/6 (Havering Cyclists 2)	Request to extend 20mph zone.	Due to lack of funding availability, it is not possible to extend 20mph zone. The request could be considered at later date.
QO006/7 (Havering Cyclists 3)	These measures look sensible to me.	-
QO006/8 (CTC 'Right to Ride' Network)	The 20mph zone is welcome, provided that it can be enforced. Request to provide sinusoidal profile for speed tables.	The 20mph zone is self-enforcing scheme. Staff considered that the sinusoidal profile for speed tables is more appropriate for side roads rather than for main roads.
QO006/9 (7 Glanville Drive)	Request with petition to restrict access from Glanville Drive to Upminster Road.	The request will be reported to Highways Advisory Committee.
QO006/10 (8 Glanville Drive)	<ul style="list-style-type: none"> - 20mph zone in Hornchurch Town Centre caused lengthy queues in the area which lead to rat runs along Westlands Avenue and Glanville Drive - Request to restrict access to either Glanville Drive and Westlands Avenue - In relation to 20mph zone in St Mary's Lane, traffic is already at these speeds due to volume of traffic - Request to look at better separation of pedestrians and road traffic and a pelican crossing near Highview Gardens 	This scheme looked at the safety issues along Upminster Road and St Mary's Lane. Due to lack of funding availability, it is not possible to study wider areas. The requests could be considered at a later date if necessary.
QO006/11	<ul style="list-style-type: none"> - Why not spend the money putting the town centre back to some sort of sensible place where you are not pushing all the traffic through Westlands Avenue and then Glanville Drive. - Request for speed camera 	This scheme looked at the safety issues along Upminster Road and St Mary's Lane. Due to lack of funding availability, it is not possible to study wider areas. London Safety Camera Partnership is responsible for the installation of speed cameras. These sites would not qualify for the speed cameras in accordance with LSCP requirements.
QO006/12	More research needs to be undertaken before install any 20mph zone along St Mary's Lane.	Staff considered that the current study is adequate to identify proposals as proposed.
QO006/13	- While I do agree something needs to be done to slow the traffic down as we have several schools on that busy stretch of road, I do think proposing just a 20mph	Staff considered that the current proposals are sufficient to reduce accidents along St Mary's

	speed limit will not entirely work! - Request for vehicle activated signs along St Mary's Lane	Lane. Further proposals could be considered at a later date if necessary.
QO006/14	Query about feasibility report	The feasibility study results will be reported to Highways Advisory Committee.
QO006/15	- Queries about accident, traffic flow and vehicle speeds data - Request for 20mph speed limit outside school during school times and 30mph other times; speed camera; advisory signs and leave existing arrangements as they currently are.	The feasibility study results will be reported to Highways Advisory Committee. Staff considered that the current proposals are adequate to reduce accidents. Further proposals could be considered at a later date if necessary.
QO006/16	I would like to register my objection to the proposed road obstructions. I have no issues with the signage.	Staff considered that the current proposals are necessary to reduce accidents.
QO006/17	-Most of the time it is extremely difficult to even reach 20mph let alone speeding, so why waste money on this. - Spend the money on the side roads	Staff considered that the current proposals are necessary to reduce accidents along St Mary's Lane.
QO006/18	I think this is a very good idea. Something needs to be done to make it safer for pedestrians and drivers on that very busy stretch of road.	-

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PURPOSE: PURPOSE:
 COPYRIGHT:
 DRAWN BY: VS
 CHECKED BY: VS
 DATE: DEC 15
 REVISION: A
 SPEED LIMIT: 30
 ROAD TYPE: A
 DRAWING TITLE: UPMINSTER ROAD ACCIDENT REDUCTION PROGRAMME
 PROPOSED PEDESTRIAN REFUGES
 Haverling
 TECHNICAL ENGINEERING
 SCALE: 1:500
 DATE: DEC 15
 DRAWN BY: VS
 CHECKED BY: VS
 APPROVED BY: MP
 ISSUE: 1
 DRAWING NO: 000006/1
 REVISION: A



PURPOSE: **PURPOSE:**
 To provide a detailed site plan for the proposed humped pelican crossing and speed tables at the junction of St Mary's Lane and Champion Road. The plan shows the layout of the roads, the location of the proposed crossing and speed tables, and the proposed road markings. The plan also shows the location of the school and other nearby buildings.

NOTES:	
1. The proposed humped pelican crossing and speed tables are shown in red on the plan.	
2. The proposed road markings are shown in blue on the plan.	
3. The location of the school and other nearby buildings are shown in black on the plan.	
4. The plan is based on the latest available information.	
5. The plan is subject to the approval of the relevant authorities.	
6. The plan is for information only and does not constitute an offer of any services.	
7. The plan is the property of the client and should be kept confidential.	
8. The plan is valid for 12 months from the date of issue.	
9. The plan is subject to change without notice.	
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REVISION / AMENDMENT		DATE
A	Issue and amend existing drawing	DEC 15
JOB TITLE ST MARY'S LANE ACCIDENT REDUCTION PROGRAMME		
DRAWING TITLE PROPOSED HUMPED PELICAN CROSSING AND SPEED TABLES		
SCALE NTS DATE DEC 15		
DRAWN BY VS CHECKED BY VS APPROVED BY MP		
SCALE NTS DATE DEC 15		
DRAWING No Q0006/2		
Sheet Size A3 (297x420)		



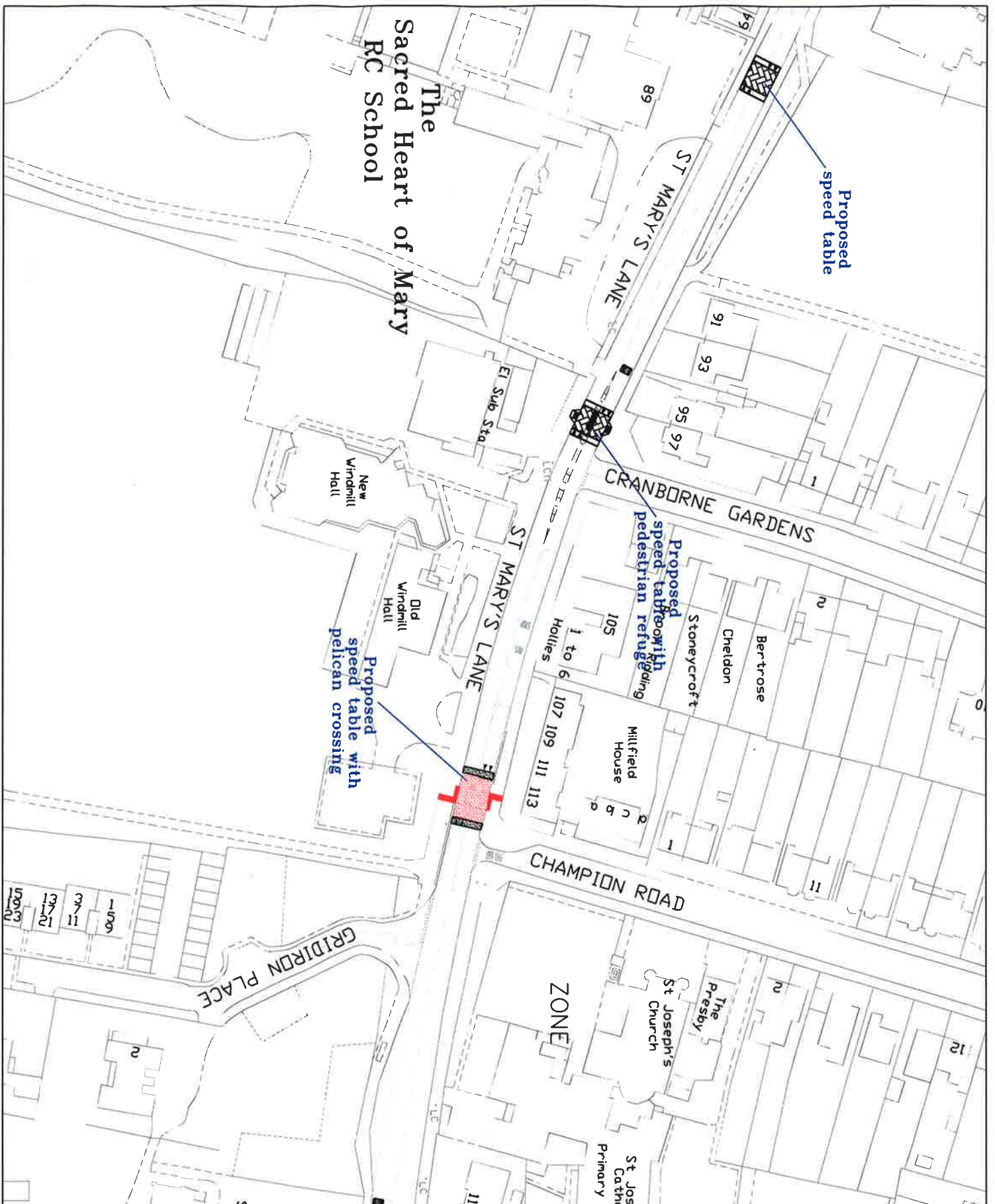
PURPOSE

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NOTES

A		Speed table and speed table with pedestrian refuge	Dec 15
JOB TITLE		ST MARY'S LANE ACCIDENT REDUCTION PROGRAMME	
DRAWING TITLE		PROPOSED HUMPED PELICAN CROSSING AND SPEED TABLES	
DRAWN BY		VS	CHECKED BY
SCALE		NTS	DATE
ACAD REF:		AS (237420)	DRAWING No
Sheet		AS (237420)	Q0006/3
A			



PURPOSE | PURPOSE

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NOTES

NO. 1000, WINDMILL HOUSE WINDMILL LANE, ST MARY'S TELEPHONE: 01204 731111 FAX: 01204 731112 E-MAIL: info@haverling.co.uk	Haverling ENGINEERS CONSULTANTS & SURVEYORS TRAFFIC & ENGINEERING	DATE: 15 Dec 15
ST MARY'S LANE ACCIDENT REDUCTION PROGRAMME PROPOSED HUMPED PELICAN CROSSING AND SPEED TABLES		JOB TITLE: ST MARY'S LANE DRAWING TITLE: ACCIDENT REDUCTION PROGRAMME PROPOSED HUMPED PELICAN CROSSING AND SPEED TABLES
DESIGN BY: VS CHECKED BY: VS SCALE: NTS DATE: DEC15 ROAD REF: A40 Sheet No: A3 (23/1420)	DRAWN BY: VS CHECKED BY: VS DATE: DEC15 SCALE: NTS DATE: DEC15	APPROVED BY: MP DATE: DEC15 DRAWING NO: 400008/4



Our Ref : QO006
Your Ref :

Residents/Occupiers
Upminster Road (part), Glanville Road (part)
and St Mary's Lane (part)

Culture, Community & Economic Development
Engineering Services
London Borough of Havering
Mercury House
Mercury Gardens
Romford RM1 3DW

Please Call : Mr Siva
Telephone: 01708 433142
Fax : 01708 433719
Email: velup.siva@havering.gov.uk
Date : 12th November 2015

Dear Sir/Madam,

REF:UPMINSTER ROAD AND ST MARYS LANE ACCIDENT REDUCTION PROGRAMME
PROPOSED 20MPH ZONE AND SAFETY IMPROVEMENTS

In October 2014, Transport for London approved funding for a number of accident reduction schemes as part of Havering Borough Spending Plan settlement. Upminster Road and St Mary's Lane – Accident Reduction Programme was one of the schemes approved by TfL. Following the TfL's funding approval, a feasibility study has been carried out to identify safety improvements along Upminster Road by Glanville Drive and St Mary's Lane between Bridge Avenue and Gridiron Place. The study found that up to 1500 vehicles per hour use St Mary's Lane and speeds up to 47 mph were recorded. There have been a total of twenty one personal injury accidents at the above locations over a five year period. Of this total, two were serious; six involved pedestrians and three occurred during the hours of darkness.

The proposed safety improvements are shown on the attached plans.

- Upminster Road by Glanville Drive
(Plan No:QO006/1)
 - Pedestrian refuge outside property Nos: 21 and 23
 - Speed table along Glanville Road as shown

- St Mary's Lane between Bridge Avenue and Gridiron Place
(Plan Nos:QO006/2, QO006/3 and QO006/4)
 - 20mph zone
 - Speed table with 20/30mph roundels by Bridge Avenue
 - Speed table between Highview Gardens and Boundary Road at the existing pedestrian refuge
 - Speed table outside The Sacred Heart of Mary RC School entrance
 - Speed table by Cranborne Gardens at the exiting pedestrian refuge
 - Speed table by Champion Road at the existing pelican crossing
 - 20mph roundels at various locations as shown

Large scale plans can be viewed by appointment at the Mercury House, Mercury Gardens, Romford, RM1 3DW during normal office hours on Mondays to Fridays between 09.30am and 4.30pm.

If you wish to comments on the proposals, you may do so,

By writing to: The Principal Engineer, Streetcare, Mercury House, Mercury Gardens, Romford, RM1 3DW.

OR

By email to: velup.siva@haverling.gov.uk

Comments should reach us by **Friday 4th December 2015**.

Because of the large number of responses expected it is not be possible to give individual replies. However, the results of the public consultation will be reported to the Highways Advisory Committee.

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 5th January 2016 at 7:00pm in Havering Town Hall, Main Road, Romford. The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals. Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee, please contact Taiwo Adeoye on 01708 433079 at least two days prior to the meeting.

The committee will seek to review all of the issues connected with the proposals and make a recommendation to the Cabinet Member for Community Empowerment, who will make the final decision on the scheme. There are usually a number of schemes to be discussed by the committee and it may be late in the evening before the scheme is considered.

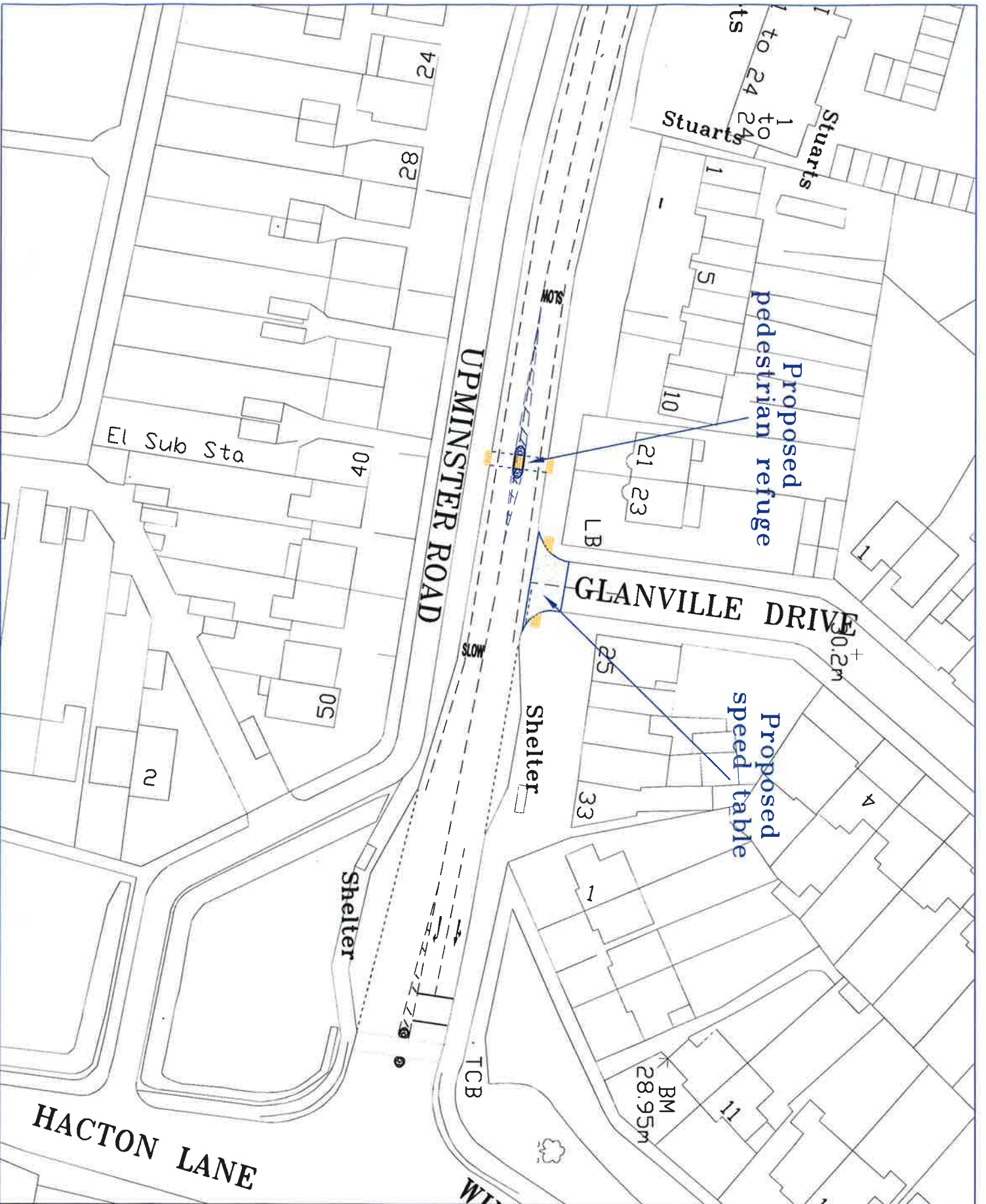
If you require any further information on the proposals, please contact Mr Siva, the Senior Engineer dealing with the scheme.

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

Yours sincerely,

v. siva

VELUP SIVA
SENIOR ENGINEER
TRAFFIC AND ENGINEERING
STREETCARE



PURPOSE | **PURPOSE**

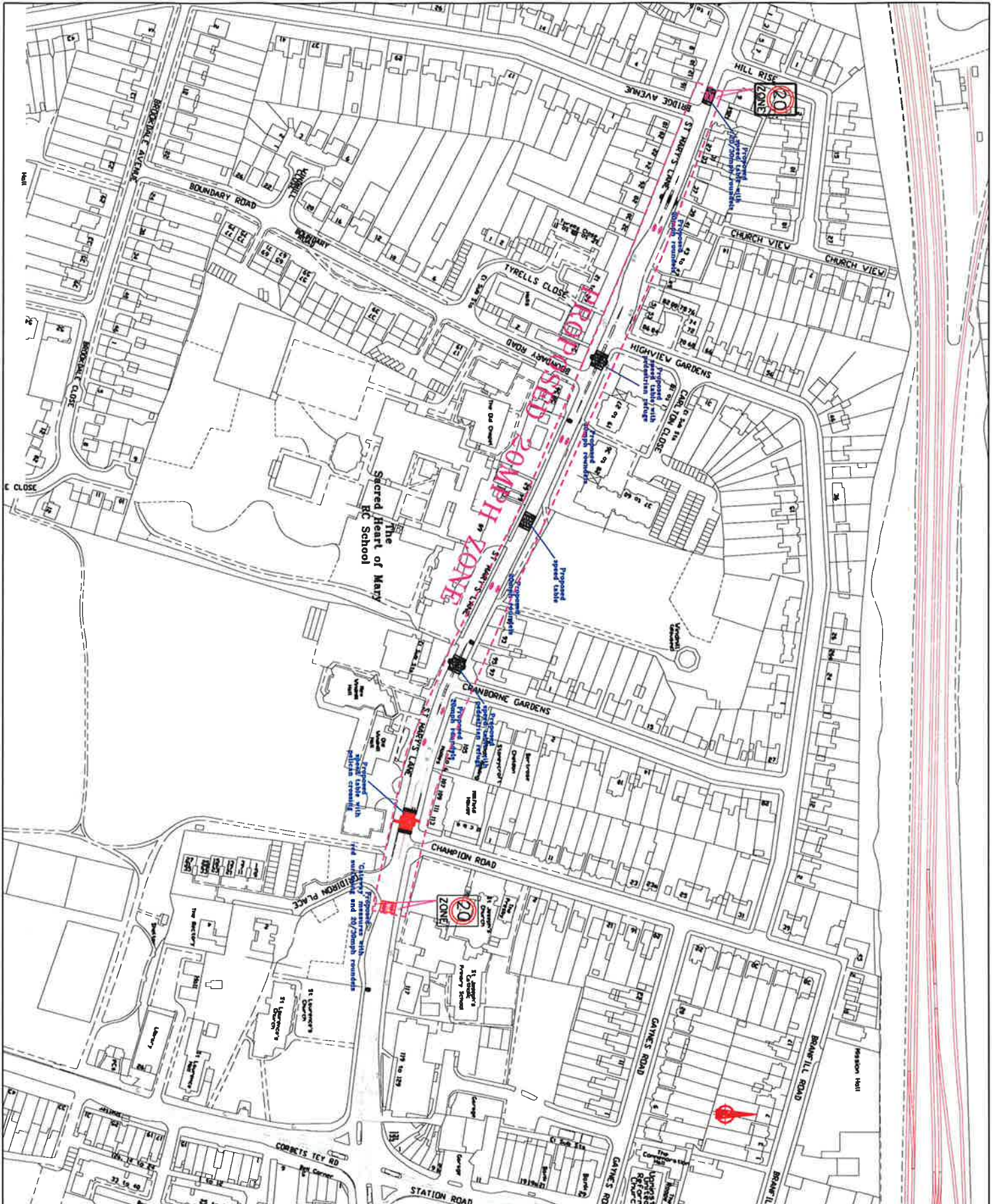
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NOTES

NO.	REVISION	DATE
1	UPMINSTER ROAD ACCIDENT REDUCTION PROGRAMME	
2	PROPOSED PEDESTRIAN REFUGES AND SPEED TABLE	

Author	Checked	Approved
VS	VS	MP
Scale	Date	Draft
NTS	OCT15	ISSUE
ACAD REF:	Project No:	Revision:
Shed No: 21 (27/10/0)	90006/1	-

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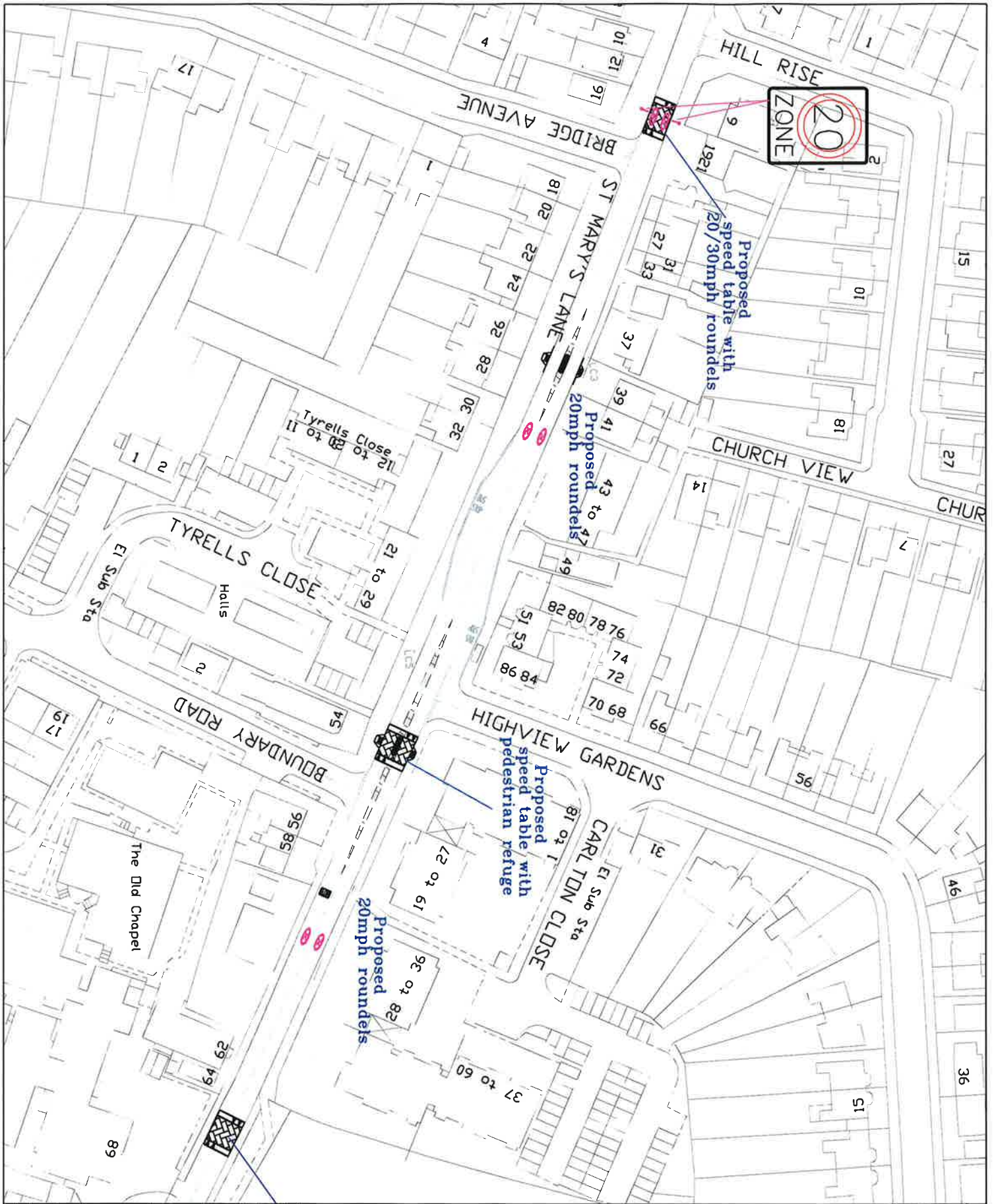


PURPOSE PURPOSE

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NOTES Read other drawings, Survey Methods and the provisions of the Contract of Appointment, Standard Conditions of Contract and the provisions of the Contract of Appointment. All dimensions are in millimetres unless otherwise stated.

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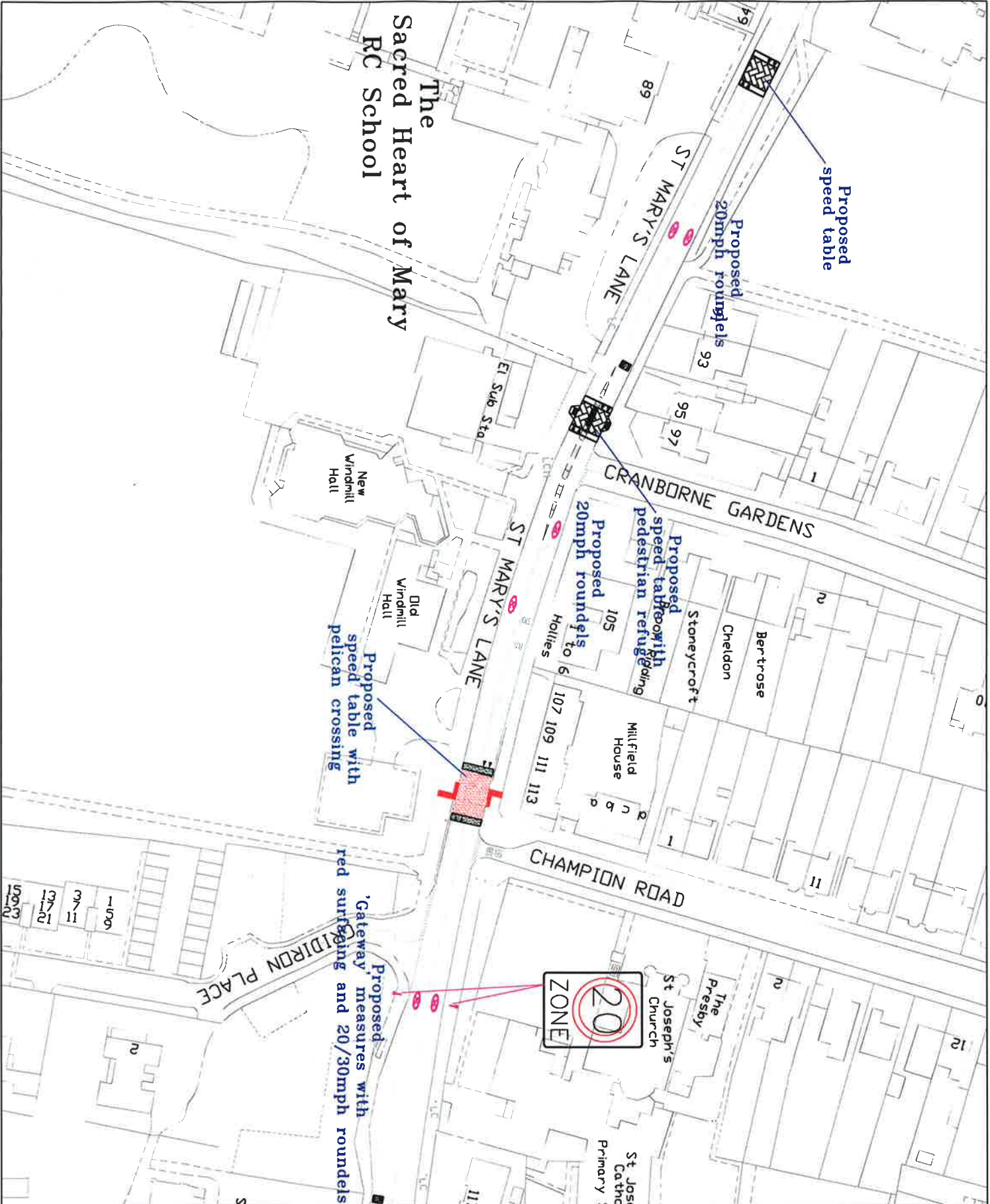


PURPOSE | **PURPOSE**

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 The author is not responsible for any errors or omissions in the drawings or for any consequences arising from their use.
 The author is not responsible for any damage or loss of any kind arising from the use of the drawings or for any consequences arising from their use.

NOTES

REVISION		DATE
1	ST MARY'S LANE ACCIDENT REDUCTION PROGRAMME	
DRAWING TITLE PROPOSED HUMPHED PELICAN CROSSING AND SPEED TABLES 20MPH ZONE		
DRAWING No 400006/3		
SCALE 1:500		
DRAWN BY VS	CHECKED BY VS	APPROVED BY NP
DATE OCT15	DATE OCT15	DATE OCT15
NTS	DRWT	ISSUE
ACAD REF	DRAWING No	DATE
Sheet Size: A3 (297x420)	400006/3	



PURPOSE

DISCLAIMER

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REVISION/ AMENDMENT	DATE
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PROPOSED	
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AND SPEED TABLES	
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SCALE: NTS DATE: OCT15 DRAWING No: 40006/4	

HIGHWAYS ADVISORY COMMITTEE

5 January 2016

Subject Heading:

BRENTWOOD ROAD/THE DRILL
(Second Phase) – Proposed ‘At Any Time’ waiting restrictions, changes to School Keep Clear and loading bay - comments to advertised proposals

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

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

Policy context:

Traffic & Parking Control

Financial summary:

The estimated cost of £1,000 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.

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

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

SUMMARY

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

The scheme is within Squirrels Heath 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 proposed 'At Any Time' waiting restrictions in Brentwood Road, as shown on the drawing appended as Appendix A, be implemented as advertised.
 - b. the operational hours of the School Keep Clear marking in Brentwood Road, as shown on the drawing appended as Appendix A, be changed to operate Monday to Friday 8am to 5pm inclusive.
 - c. the proposals to implement a loading bay restriction operational Monday to Saturday 8am to 6pm with a 30 minute stay with no return within 1 hour in the lay-by area fronting the Tesco site, as shown on the drawing appended as Appendix A, be implemented as advertised.
 - d. the effect of any agreed proposals be monitored
2. Members note that the estimated cost for the current proposals in Brentwood Road, as set out in this report is £1000, will be met from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following reports of obstructive parking taking place in Brentwood Road around The Drill Public House, Tesco and Ginger Spice, at its meeting in April 2015, this Committee agreed in principle to introduce 'At Any Time' waiting restrictions in the area to prevent obstructive parking and improve traffic flow.
- 1.2 The proposals were subsequently designed and publicly advertised on 24th April 2015. The outcome of the public consultation was reported to this Committee on 14th July 2015, where this Committee agreed to recommend to the Cabinet Member for Environment that the proposals be implemented as advertised, that further proposals be advertised to extend the proposed 'At Any Time' waiting restrictions on the north-western side of Brentwood Road, from the north-eastern boundary of No.393 to the common boundary

of Nos.369 and 371, to make the layby outside Tesco a loading bay operational 8:00am to 5:00pm Monday to Saturday and that further proposals be designed to implement short term parking facilities for the shops on the south-western side of Brentwood Road be designed.

- 1.3 Proposals to extend the agreed first phase of restrictions, by extending the At any time waiting restrictions on the north-western side of Brentwood Road up to the common boundary of Nos. 369 and 371 Brentwood Road and restricting the layby area outside Tesco were subsequently designed, along with a proposals to update the School Keep Clear marking, which is located on Brentwood Road within the area of the proposed waiting restrictions. The proposals to look at further short term parking for the shops were not progressed, due to the very limited raised kerb space in the area and the restricted period of the loading bay was extended by 1 hour, to 6pm after Tesco staff indicated that their deliveries are received up to 6pm.
- 1.4 These proposals were subsequently publicly advertised on 19th November 2015. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised of them by a letter and copy of the plan. Eighteen statutory bodies were also consulted and site notices were placed at the location
- 1.5 At the close of the consultation on Friday 11th December 2015, 3 responses were received, to proposals. Out of these responses, 1 was from a resident within the area of the proposed restrictions, who was in favour of the proposals, while the 2 further responses were from resident outside the proposed restricted area, who agreed that something needed to be done and were both concerned about displaced parking. All the responses are summarised in the table appended to this report as Appendix B.

2.0 Staff Comment

- 2.1 Now that the first phase of the restrictions in this area has been implemented, there seems to be an improvement in parking outside the previously restricted hours and traffic flow seems to have been improved. There will always be concerns about displaced parking when any new restrictions are implemented. However, all new restrictions are monitored, as is feedback from residents and if it is felt necessary, further restrictions can be considered by this Committee.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals, including physical and advertising costs, as described above and shown on the attached plans is £1000. These costs can be funded from the 2015/16 Minor Parking Schemes budget.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

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

Legal implications and risks:

Waiting restrictions requires consultation, the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

Human Resources implications and risks:

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

Equalities implications and risks:

The proposals are to extend the agreed 'At any time' waiting restrictions in the area of Brentwood Road, mainly fronting the Tesco and Ginger Spice site, to cover the existing School Keep Clear marking which will be changed to operate 8am to 5pm Monday to Friday inclusive and to make the layby area fronting the Tesco site into a loading bay.

The Council undertook a consultation with residents and businesses in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received 3 responses to the consultation, which are outlined in Appendix B. However, no negative issues relating to protected characteristics were raised in the objections.

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

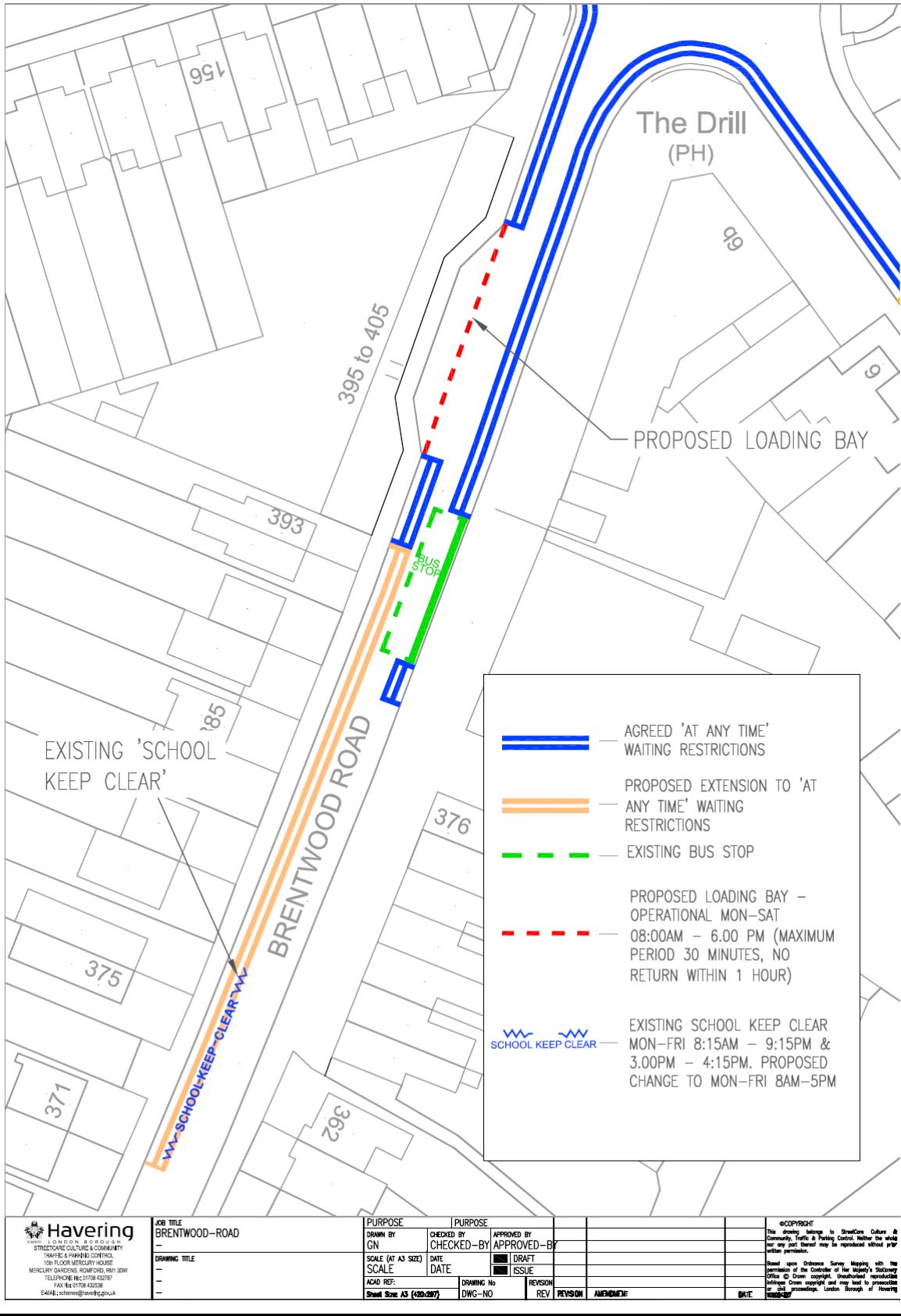
Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, Children and young people, older people), this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

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

BACKGROUND PAPERS

Appendix A
Appendix B

Appendix A



<p>Havering LONDON BOROUGH STREETSCAPE CULTURE & COMMUNITY TRAFFIC & PARKING CONTROL 100 FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, SUFFOLK TELEPHONE: 01708 432287 FAX: 01708 432258 E-MAIL: scott@havering.gov.uk</p>	JOB TITLE BRENTWOOD-ROAD	PURPOSE DRAWN BY GN	PURPOSE CHECKED BY	APPROVED BY	DATE	SCALE (AT A3 SIZE) SCALE	DATE	<input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ROAD REF: Street Size A3 (420x297)	DRAWING No DWG-NO	REVISION	REVISION	AMENDMENT	DATE	©CJPRISHT The drawings belong to StreetCure Culture & Community, Traffic & Parking Control. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering
	DRAWING TITLE														

Appendix B

Respondent	Road	Summary of Comments	Staff Comments
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1	Resident	Brentwood Road	<p>Who is fully in favour of the proposals</p> <p>They are very pleased to see that you the first phase of restrictions were agreed in Brentwood Road, but would comment that if the second phase restrictions are not passed, this you will cause far larger congestion than the continuing problems we are experiencing.</p> <p>The 'Ginger Spice', Indian Restaurant (395-397 Brentwood Road), continue to keep their parking spaces closed with their bollards up. They have diners parking for long periods in the road from Tesco's to the School entrance.</p> <p>The delivery drivers from the three take-away shops 'Kervansary' & 'China Town' & 'Number One' (368-374 Brentwood Road) reportedly continue to park outside their shops, which stops customers parking outside there and they then park outside residents properties. The delivery drivers in the evening are constantly coming and going, and making three point turns outside our their property, which stops the traffic.</p> <p>If the new proposed flats are built opposite 393 Brentwood Road, they will have insufficient parking and add further congestion to this short section of road.</p> <p>I can tell you the residents in this section of Brentwood Road are extremely frustrated with the parking and with the road being blocked, as well as drives being used as turning points.</p> <p>They also would like the Committee to ensure that the proposed extensions 'At Any Time Restriction are passed</p>	<p>This will be dealt with in the Planning permission process</p> <p>The first phase restrictions appear to have improved traffic flow and parking in the area</p>
2	Resident	Brentwood Road	<p>They are in favour of part of the scheme.</p>	

			<p>The traffic chaos in Brentwood Road in the vicinity of the Drill has been horrendous since the opening of the Tesco store, but this store should never have been given the go ahead without adequate parking provision, for which they feel the council is at fault.</p> <p>They agree that something needs to be done before a serious accident occurs, but it is their fear that these plans will just push the traffic chaos further down the road.</p> <p>There needs to be very regular monitoring of the parking and also (dangerous) driving that occurs around the store, with cars pulling out suddenly and manoeuvring in the path of oncoming traffic, for any of these measures to have an effect. They suggest CCTV cameras to catch the worst offenders.</p> <p>They are very disappointed at the council's disregard for the residents and for road safety in allowing this store to be opened in such an unsuitable position.</p>	<p>Any agreed restriction will be monitored to measure their effects</p> <p>The Council have considered the issues and have decided to extend hours of enforcement operations where our enforcement officers will undertake specific late evening patrols</p>
3	Resident	Brentwood Road	<p>They live in Brentwood Road and these proposed waiting restrictions, School Keep Clear and loading bay in Brentwood Road will affect their drive way.</p> <p>They feel that ever since the new Indian opened it has been terrible in Brentwood Road and outside our house the buses struggle to get through. The double yellow lines need to continue further. Perhaps to pedestrian traffic lights, where the road gets wider.</p> <p>I know the house owners where the changes are happening have made massive complaints and we have been part of it but this proposal will now just affect the houses past the proposal</p>	<p>The proposals should go a long way to further improve traffic flow in the area and limit obstructive parking.</p>

			<p>plus make it worse for the buses.</p> <p>They request their response be taken seriously to extend the double yellow lines as previously said, otherwise more complaints will happen and the situation will never be resolved.</p> <p>The resident is fearful that if the restrictions are not extended, they will continue to have their driveway obstructed.</p>	
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HIGHWAYS ADVISORY COMMITTEE

5 January 2016

Subject Heading:	Hill Grove – Waiting Restrictions
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Jack Jerrom Engineering Technician Jack.jerrom@onesource.co.uk
Policy context:	Traffic & Parking Control

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 advertised proposals to introduce Waiting Restrictions in Hill Grove.

RECOMMENDATIONS

1. 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 following recommendations as shown on the drawing in Appendix A be implemented as advertised:
 - a) the introduction of a waiting restriction on the even side of Hill Grove, operational between the hours of 8:30am and 6:30pm Monday to Saturday;
 - b) the effect of the scheme be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £500 and can be funded from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following a number of complaints from residents regarding access issues within Hill Grove, the council proposed to install a single yellow line operational between 8:30am and 6:30pm Monday to Saturday inclusive, along the even side of Hill Grove, to deter commuter and obstructive parking. A copy of the plan outlining the proposals is appended to this report as **Appendix A**.
- 1.2 The proposals were subsequently designed and publicly advertised on 6th November 2015. This report outlines the responses received arising from the public consultation and recommends a further course of action.

2.0 Results of public consultation

- 2.1 On 6th November 2015, residents in the area perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location. All proposals were advertised in the Romford Recorder and London Gazette.
- 2.2 At the close of public consultation on 27th November, a total of 31 responses were received. Out of the 31 responses, 29 were in favour of the proposals and 2 were against the proposals. A table summarising these responses is appended to this report as **Appendix B**.

3.0 Staff Comments

By installing a waiting restriction along the even side of Hill Grove, the council and emergency services will have full access to the road at all times.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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 in regards to actual implementation and scheme detail. Therefore, final costs may be subject to change

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, 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, children, young people and older people), this will assist the Council in meeting its duty under the act.

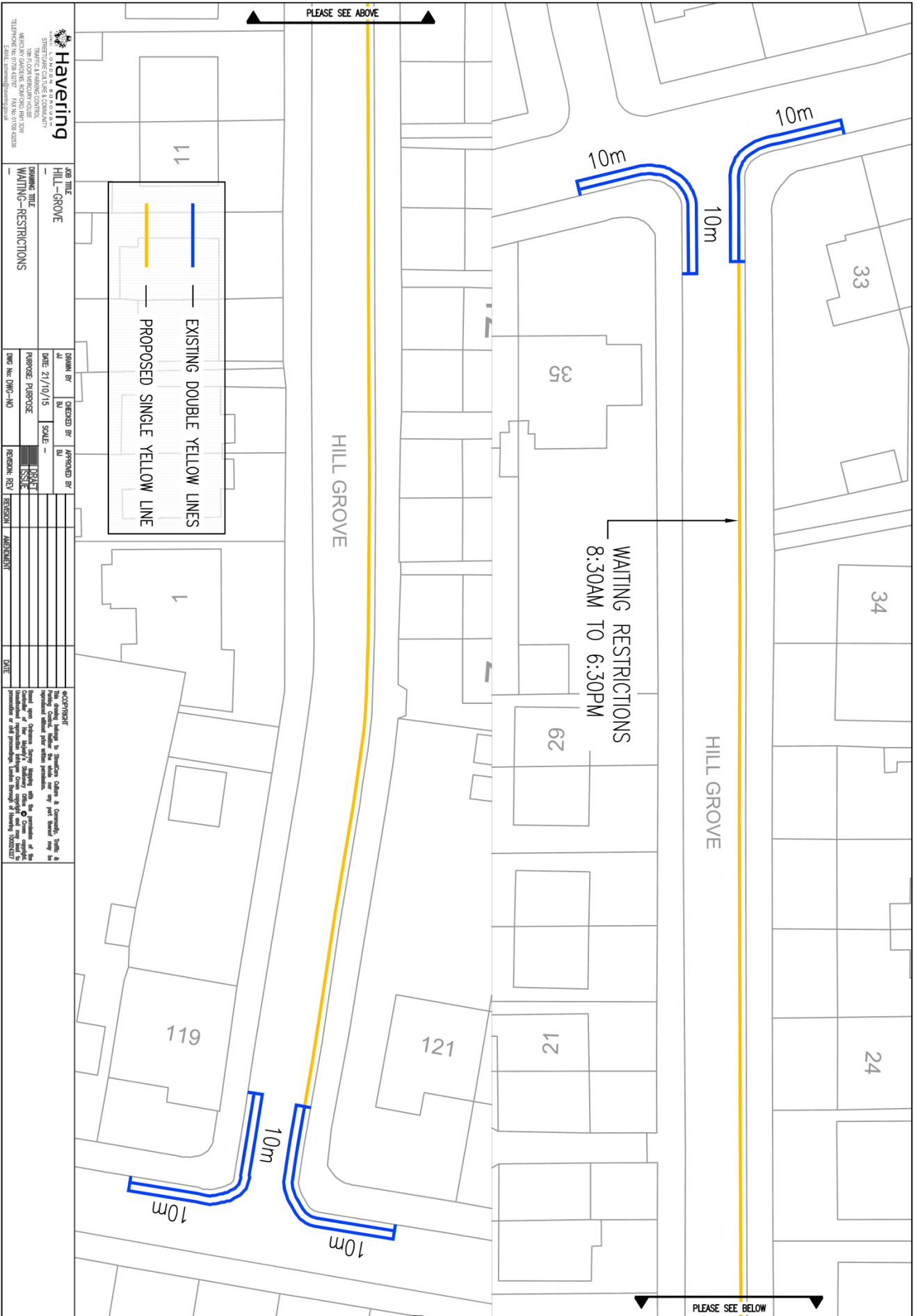
The proposals included in the report have been publicly advertised and subject to public consultation. All residents perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at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

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 so that 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 A



Appendix B

	Respondent	Summary of Comments	Staff Comments
1	A resident of Hill Grove.	In favour of the proposals.	None
2	A resident of Hill Grove.	In favour of the proposals.	None
3	A resident of Hill Grove.	In favour of part of the scheme. They feel that the proposals do not totally resolve the matter of acceptable clearance at each end of the road for access at all times for council vehicles and emergency services. They have suggested extending the double yellow lines on the northern side of the road with free parking on the southern side. They feel this will maximise the use of available space.	All new restrictions that are implemented are monitored to measure their effect. If the council are made aware that parts of the scheme are not working, then further restrictions can be considered and can be referred to the committee to agree a way forward.
4	A resident of Hill Grove.	In favour of the proposals.	None
5	A resident of Hill Grove.	In favour of the proposals.	None
6	A resident of Hill Grove.	Not in favour of the proposals. The resident feels that the Waiting Restrictions, if installed, would have a detrimental effect on their house price. They bought the house 5 years ago on the basis that the road didn't have any parking restrictions. They have explained that they were asked to sign a petition to install parking restrictions along Hill Grove but they categorically refused.	While the residents' concerns are noted, it is considered that a road heavily parked would have more of a detrimental effect on property prices than an easily accessible road with parking controls.
7	A resident of Hill Grove.	In favour of the proposals.	None
8	A resident of Hill Grove.	In favour of the proposals.	None
9	A resident of Hill Grove.	In favour of the proposals.	None
10	A resident of Hill Grove.	In favour of the proposals.	None
11	A resident of Hill Grove.	In favour of the proposals.	None

12	A resident of Hill Grove.	Not in favour of the proposals. They feel that the proposals have been instigated by a couple of residents being territorial about people parking near their houses. They think that the yellow line will unnecessarily penalise other residents and their guests.	It is suggested that from the level of response and the percentage of residents in favour of the proposals that there is a long term non-residential parking problem in this road.
13	A resident of Hill Grove.	In favour of the proposals.	None
14	A resident of Hill Grove.	In favour of part of the proposals. They feel that the proposals will remove 10 parking spots and will not stop non-residents parking in the street. They have suggested introducing footway parking at the north east end of the road to improve access and keep the amount of parking currently within the road. They have also suggested Permit Parking between the hours of 8am to 11am and 15:30pm to 18:30pm to reduce the amount of non-residents parking in the road.	All new restrictions that are implemented are monitored to measure their effect. If the council are made aware that parts of the scheme are not working, then further restrictions can be considered and can be referred to the committee to agree a way forward.
15	A resident of Hill Grove.	In favour of the proposals.	None
16	A resident of Hill Grove.	In favour of the proposals.	None
17	A resident of Hill Grove.	In favour of the proposals.	None
18	A resident of Hill Grove.	In favour of the proposals.	None
19	A resident of Hill Grove.	In favour of the proposals.	None
20	A resident of Hill Grove.	In favour of the proposals.	None

21	A resident of Hill Grove.	In favour of the proposals.	None
22	A resident of Hill Grove.	In favour of the proposals.	None
23	A resident of Hill Grove.	In favour of the proposals.	None
24	A resident of Hill Grove.	In favour of the proposals.	None
25	A resident of Hill Grove.	In favour of the proposals.	None
26	A resident of Hill Grove.	In favour of the proposals.	None
27	A resident of Hill Grove.	In favour of the proposals.	None
28	A resident of Hill Grove.	In favour of the proposals.	None
29	A resident of Hill Grove.	In favour of the proposals.	None
30	A resident of Hill Grove.	In favour of the proposals.	None
31	A resident of Hill Grove.	In favour of the proposals.	None

HIGHWAYS ADVISORY COMMITTEE

5 January 2016

Subject Heading:	HIGHWAY SCHEMES APPLICATIONS January 2016
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	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report presents applications for new highway schemes which are not funded and do not appear on the Council's highways programme. The Committee is requested to decide whether the requests should be rejected or set aside with the aim of securing funding in the future.

RECOMMENDATIONS

1. That the Committee considers the requests set out in Section A and decide either;
 - (a) That the request should be rejected; or
 - (b) That the request should be set aside in Section B with the aim of securing funding in the future
2. That it be noted that any schemes taken forward in the future 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.
3. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule. In the case of Section A - 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 which are not funded or on the Council's highways programme so that a decision will be made on whether the scheme should be set aside for possible future funding or rejected.
- 1.2 The bulk of the highways schemes 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 taken forward to consultation.
- 1.4 In cases such as this, the decision to proceed with the public consultation is delegated to the Head of Streetcare and this will be as a published Staff Decision which will appear on Calendar Brief and be subject to call-in. The outcome of these consultations will be reported to the Committee which will make recommendations to the Cabinet Member for Environment in the usual way.
- 1.5 In order to manage the workload created by unfunded matters, a schedule has been prepared to deal with applications for new schemes and is split as follows;
- (i) Section A - 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 B for future discussion should funding become available in the future.
 - (ii) Section B - 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 and date placed on the schedule.
- 1.7 In the event that funding is made available for a scheme held in Section B, Staff will update the Committee through the schedule at the next available meeting and then the item will be removed thereafter.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of each request or project is set out in the Schedule for the Committee to note.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

Legal implications and risks:

Many aspects of highway schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Where a scheme is selected to proceed, then such advertisement would take place and then be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

Human Resources implications and risks:

None.

Equalities implications and risks:

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

Decisions need to be made which are in accordance with equalities considerations, the details of which will be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment.

BACKGROUND PAPERS

None.

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

5 January 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
SECTION A - Highway scheme proposals without funding available							
None this month							
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)							
B1	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
B2	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

5 January 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
Page 60 33	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
B4	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

5 January 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
Page 61 5	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

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HIGHWAYS ADVISORY COMMITTEE

5 January 2016

Subject Heading:	TRAFFIC AND PARKING SCHEME REQUESTS
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Iain Hardy Iain.Hardy@havering .gov.uk
Policy context:	Traffic and Parking Control
Financial summary:	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

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 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	Highways Advisory Committee
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Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
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SECTION A - Parking Scheme Requests						
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TPC807	158 - 162 Mawney Road	These are the last three properties in Mawney Road, south of the Eastern Avenue, that are not include in the Sector 2B residents parking scheme for the area	No	REV	Staff	Brooklands
TPC808	92A -100 Briscoe Road, Rainham	Request for At Any time Waiting restrictions in Brisco Road, opposite the bus stop, from the common boundary of 92A/94 to the common boundary of 98/100. These proposals are to improve road safety and sight lines, which will assist in reducing disruption to council and emergency services.	No	REV	Resident	Rainham & Wennington

TPC809	84 - 100 Upminster Road South, Rainham	Request from residents to be included in the residents parking scheme for Melville and Cowper Road	No	REV	Resident	Rainham & Wennington
TPC810	83-99 Hainault Road, Romford	Request for At Anytime Waiting restrictions to the front of the business site in Hainault road, to improve access for large delivery vehicles.	No	REV	Business	Mawneys
TPC811	Marshalls Road, Romford	Request to remove the current residents footway parking bays and install them fully on the highway, to improve pedestrian access.	No	REV	Resident	Brooklands
TPC812	The Junction of Rush Green Road and Dagenham Road	The proposals are to introduce an 'At any time' waiting and Loading ban around the junction of Rush Green Road and Dagenham Road To prevent obstructive parking at all times, which will ensure better traffic flow	No	REV	Ward Councillor	Brooklands

TPC813	Melksham's Camborne Way, Alverstoke, Holt Way area	Request to review this area for a possible residents parking scheme	No	REV	Staff	Harold Wood
TPC814	Wednesbury Road/ St Neots Road Area	Request to review this area for a possible residents parking scheme	No	REV	Councillor	Harold Wood
TPC815	Orchis Way	Request to introduce double yellow line at its junction with Petersfield Avenue and at the entrance to the garages at the southern end of the road to ensure access.	No	REV	Resident	Gooshays
TPC816	Rosewood, Langdale, Ullswater, St. Andrews, Winderwere , Coniston Way, Ennerdale, Langdale, Easdale, Derwent Way, Ambleside area	Request to review this area for a possible residents parking scheme	No	REV	Staff	Elm Park

TPC817	Willow Street	To change the previously agreed proposals to changing the existing Disc parking bay outside 75A to a dual use residents that was approved in July 2015, to changing the Disc parking bay to a free limited waiting bay, operational 8:30am to 8:60pm Monday to Saturday with a maximum stay 3 and no return to the bay within 2 hours	Yes	REV	Staff	Brooklands
TPC818	Reginald Road and Woodlands Road	Request to look at the provision of more residents parking spaces	No	REV	Ward Councillor	Harold Wood
SECTION B - Parking Scheme Requests on hold for future discussion or funding issues						