



Haverling

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
29 March 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 Haverling
Residents'(2)**

Darren Wise (Vice-Chair)
Linda Hawthorn

UKIP

(1)

John Glanville

Independent Residents'

(1)

David Durant

**For information about the meeting please contact:
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Protocol for members of the public wishing to report on meetings of the London Borough of Havering

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

Reporting means:-

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

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

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

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2015. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include an organisation or individual that prepares or modifies a design for any part of a construction project, including the design of temporary works, or arranges or instructs someone else to do it.

While the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

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

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

4 MINUTES (Pages 1 - 20)

To approve as a correct record the minutes of the meeting of the Committee held on 1 March 2016, and to authorise the Chairman to sign them.

5 TPC510 PETERSFIELD AVENUE - PAY AND DISPLAY PARKING BAYS & 'AT ANY TIME' WAITING RESTRICTIONS (Pages 21 - 30)

6 UPMINSTER PARKING REVIEW - RESULTS OF INFORMAL CONSULTATION (Pages 31 - 52)

- 7 **COURT GARDENS AND HALL TERRACE - INCLUSION INTO THE HAROLD WOOD CPZ** (Pages 53 - 68)
- 8 **TPC728 - KINGS ROAD - PROPOSED PAY & DISPLAY PARKING BAYS** (Pages 69 - 74)
- 9 **TPC776 HELEN ROAD - PROPOSED PAY & DISPLAY PARKING BAYS** (Pages 75 - 80)
- 10 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 81 - 88)

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

- 11 **TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 89 - 96)

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

- 12 **URGENT BUSINESS**

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

Andrew Beesley
Committee Administration Manager

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
1 March 2016 (7.00 - 8.15 pm)**

Present:

COUNCILLORS

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

All decisions were taken with no votes against.

93 CHAIRMAN'S ANNOUNCEMENTS

The Chairman gave details of arrangements in the event of fire or other event that may require the evacuation of the meeting room.

The Committee was also informed that Agenda Item 8 TPC510 – Petersfield Avenue – Pay and Display Parking Bays had been withdrawn in order for Ward Councillors and Officers to give further consideration to the detail of the proposed scheme.

94 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

An apology was received from Councillor Joshua Chapman (Councillor Wendy Brice-Thompson substituting).

95 DISCLOSURE OF INTERESTS

There were no disclosures of interest.

96 **MINUTES**

The minutes of the meeting held on 2 February 2016 were agreed, subject to the an amendment to the title of Minute Number 85 to read Rainham and not Elm Park, as a correct record and signed by the Chairman.

97 **ANGEL WAY, ROMFORD - PROPOSED TRAFFIC IMPROVEMENTS**

The report before Members set out responses to a consultation on the proposals to improve traffic flow and upgrading the existing cycle facilities in Angel Way, Romford.

The report informed the Committee of the following measures to improve traffic in the area:

- Proposal for 'At Any time' Waiting and Loading restrictions - At present there were temporary 'At Any time' waiting and loading restrictions in Angel Way between High Street and the Trinity Methodist Church, Romford. These were mainly to keep the road clear from inconsiderate parking. Temporary restrictions were only valid for up to eighteen months. The temporary measures would soon expire and it was proposed to make the restrictions permanent.
- Proposal for freight loading bays in Angel Way, Romford - There were loading bays at the back of the shops in High Street, Romford between property nos. 18 to 46. However, there were no loading bays for businesses in Angel Way by the multi-storey car park. The lack of on-street loading facilities had been raised by local shopkeepers and businesses in Angel Way and High Street that received deliveries throughout the day. At present, delivery vehicles parked at various locations in the road, which obstructed the general flow of traffic.

The proposed loading bays would allow free parking for maximum 30 minutes with no return within 1 hour. The loading bays would operate from 06:00am to 09:00pm, Mondays to Saturdays inclusive; the same as other loading bays in the close vicinity.

- Proposal to upgrade the existing cycle route - Following the various developments in the Town Centre, it was considered necessary to view the direction of travel of the traffic in relation to upgrading the existing cycle route in the area.
- Proposal for a speed table; to raise the carriage level of Angel Way (between the High Street, Romford and the entrance to the car park of Trinity Methodist Church) to be level with the existing footway which will have a similar effect to a speed table.

At the close of consultation, 5 responses were received. The Metropolitan Police, Salvation Army and Havering branch of the London Cycle Campaign

were in support of the proposed measures. A resident of Leyland Court had objected to the proposals stating lack of parking for the residents of Leyland Court, and the Trinity Methodist Church had objected to making the temporary restrictions permanent, between High Street, Romford and the private car park owned by the Church.

The Committee was informed of representations made by the Cabinet Member for Environment asking for consideration to be given to a relaxation of the operational times of the parking restrictions. In response to Members questions officers confirmed that it was not currently financially viable to open the Angel Way multi-storey car park on Sundays, but that this would be kept under review.

During a brief debate, Members discussed the operational times of the traffic restrictions, use of the loading bays and received information on future development in the vicinity of Angel way which would effect future highway use. A member raised the possibility of a designated drop off area behind the Golden Lion public house. Officers confirmed that consideration could be given to such a proposal following completion of the new development.

The Committee noted that the proposed operational times for the loading bays of 06:00am to 09:00pm, Mondays to Saturdays are the standard times for other loading bays in the vicinity of Angel Way.

Following the debate it was **RESOLVED**;

To recommend to the Cabinet Member for Environment that the following measures be implemented:

1. Upgrading existing cycling facilities

Upgrade of the existing cycle facilities in Angel Way between the eastern boundary wall of the Trinity Methodist Church and High Street, Romford as detailed on drawing no. QO 008AW_001 of the report.

2. Changes to vehicular movements in Angel Way, Romford between High Street and St. Edwards Way

Proposed vehicular movements in the entire length of Angel Way be agreed as shown on drawing no. AGW/01/01 of the report.

3. Construction of Speed table in Angel Way, Romford

Angel Way between the entrance to the multi-storey car park of Trinity Methodist Church and High Street, Romford and extending on both sides of the Multi-storey car park approximately 10 metres as shown on drawing no. QO 008AW_001of the report

4. Construction of Freight loading bays: to be operative between 6.00

a.m. and 9.00 p.m. on Monday to Saturdays inclusive, where vehicles may wait for the purpose of loading or unloading for a maximum period of 30 minutes with a prohibition on vehicles returning within 1 hour.

Angel Way, the south-westernmost south-east to north-west arm

- (a) the north-east side, from a point 21.2 metres north-west of the north-western kerb-line of High Street, Romford extending north-westward for a distance of 12.4 metres.
 - (b) the south-west side, from a point 6.4 metres south-east of the south-eastern boundary wall of Trinity Methodist Church car park extending south-eastward for a distance of 12.5 metres.
5. Implementation of waiting and loading restrictions: Waiting & Loading Restrictions operative 'At Any time' in Angel Way; the whole street, excluding the lengths which were marked, signed and designated as parking places (inclusive of disabled parking bays) or loading places as shown on drawing no. AGW/01/01 of the report.
 6. That it be noted that the estimated cost for implementation was £49,000 which would be met by Transport for London through the 2015/16 Local Implementation Plan allocations for improving cycle facilities in Romford package.

98 TAXI RANK REVIEW - HILLDENE SHOPPING CENTRE

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

1. To recommend to the Cabinet Member for Environment that the proposals for the taxi ranks set detailed in the report and shown on the following drawing Q013/08/01.A Hilldene Shopping Centre be implemented;
2. That it be noted that the estimated cost of £8,500 for implementation would be met by Transport for London through the 2016/17 Taxi Rank Provision Review.

99 SNOWDON COURT S106 - PEDESTRIAN IMPROVEMENTS ON SQUIRRELS HEATH LANE, GIDEA PARK & HORNCHURCH

The report before the Committee detailed responses to a consultation for improvements to the highway for pedestrians on Squirrels Heath Lane.

The Committee noted that the following improvements were proposed:

- Pedestrian refuge - east of Dreywood Court (including road widening),
- Hardley Crescent junction reduction,

- Elvet Avenue junction reduction,
- Northumberland Avenue junction reduction,
- Westmoreland Avenue junction reduction,
- Pedestrian refuge at the mini roundabout (including removal of pedestrian guardrail around the roundabout).
- Double yellow line restrictions at the above locations except near the roundabout.

The proposal intended that all arms of the roundabout would have a form of pedestrian crossing in order to encourage pedestrians to cross where appropriate.

A Member sought clarification as to whether the refuge island on Squirrels Heath Lane, by the mini-roundabout, could be set back as it presented a hazard in its current position. Officers confirmed that the new refuge island was being set further back than the existing island.

A Member asked if the new refuge would an issue for cyclists if vehicles attempted to pass near the refuge. Officers explained that in general it meant that cyclist had to 'take the lane' but cyclists on Squirrels Heath Lane were presently coping with such conditions.

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

1. To recommend to the Cabinet Member for Environment that the proposals for the Squirrels Heath Lane set out in the report and shown on the following drawings be implemented as advertised.
 - Proposed Pedestrian Refuge at Brentwood Road and Junction Reduction - QO027/01.B
 - Refuge at mini roundabout
 - Junction reductions at Westmoreland Avenue, Elvet Avenue and Northumberland Avenue
 - Proposed Pedestrian Refuge at Dreywood Court and Junction Reduction - QO027/02.B
 - Refuge outside Dreywood Court and junction reduction at Hardley Crescent
 - Double yellow lines at Dreywood Court
2. That it be noted the scheme would be phased. The Pedestrian refuges, Hardley Crescent and Westmoreland Avenue would form Phase I and Elvet Avenue and Northumberland Avenue would form Phase II. Phase II would be entirely dependent on the final cost of Phase I and may not be completed at all or only in part. The double yellow line restrictions would be installed regardless, as the cost was insignificant.
3. That it be noted that the estimated costs, including contingencies, for implementation of Phase I was £45,500 and Phase II was £18,300.

The works undertaken would be met from the S106 contribution of £49,128.44 connected with Planning Consent Reference P0086.11. Therefore, final costs were subject to change but would not exceed the S106 Contribution of £49,128.

100 **TPC510 PETERSFIELD AVENUE - PAY AND DISPLAY PARKING BAYS & 'AT ANY TIME' WAITING RESTRICTIONS**

As earlier stated; the item had been withdrawn in order for Ward Councillors and Officers to give further consideration to the detail of the proposed scheme.

101 **TPC508 WHITCHURCH ROAD - PROPOSED PAY & DISPLAY PARKING BAYS**

The report before the Committee detailed responses to a consultation to introduce Pay & Display parking bays in Whitchurch Road.

The Committee noted that the Pay & Display parking bays were designed to help with parking provisions for local businesses, while preventing long term non-residential parking and ensuring a turnover of parking spaces.

Following a consultation, all six responses received raised objections to the proposals. Due to the negative response to the consultation, a site visit was arranged by Streetcare officers, Ward Councillors and business owners.

At the meeting, officers were able gauge the business owners views and the reasons for the opinions that nature of their work would be detrimental to their businesses if the Pay & Display parking provisions were installed.

Members also noted that a 511 signature petition was received from several businesses within this shopping parade, which also reinforced the strong views the businesses and their customers had against the proposals.

Officers clarified that the scheme was proposed for Monday to Saturday, 8:30am to 6:30pm.

A Member requested that any further review of the area be undertaken in consultation with Ward Councillors.

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

To recommend to the Cabinet Member for Environment that:

- a. the proposals to introduce Pay & Display parking bays fronting the shops in Whitchurch be abandoned

102 **TPC792 MARGARET, LAWRENCE AND CLIVE ROADS AREA -
RESIDENT PARKING SCHEME**

The report before Members set out responses to an informal parking consultation undertaken in the Margaret, Lawrence and Clive Road Area.

Following reports from local residents regarding inconsiderate and obstructive parking in the area, the Committee at its meeting in November 2015 recommended the implementation of 'At Any Time' waiting restrictions on junctions and apexes of the bends in the area. As a result of the introduction of the scheme, it was also agreed for an informal consultation to be undertaken as residents had commented on the reduction of parking space and commuter parking in the area.

The Committee noted that an informal consultation was undertaken between 18 December 2015 and 15 January 2016, to gauge the views of residents on the current parking situation in the area.

At the close of the consultation, from the 281 properties that were consulted, 100 responses were received. There were higher responses from the following four roads: - Catherine Road, Hamilton Road, Margaret Road & Margaret Close. Within the area, the general consensus were that there was a need for parking controls, with the majority of respondents electing for a resident parking scheme operational Monday to Friday 8am - 6.30pm.

The Committee noted that it was clear from the responses to the consultation that there was non-residential parking taking place in the area, this was due to the close proximity to Gidea Park Station and the ease of access to the Station via the alleyway at the end of Balmoral Road.

During a brief debate, a Member stated the responses to the consultation were not overwhelmingly in favour of the implementation of all day restrictions and a limited time restriction would be more appropriate.

A Member suggested that the proposal to consult should include the implementation of a one hour restriction.

Another member suggested the implementation of two one hour restrictions at different times of the day. Officers suggested that such a restriction would be difficult to enforce.

A member stated that clear signage would assist with the self-policing of the restriction.

Following a motion to extend the consultation to include proposals for the implementation of limited time restrictions (to include a one hour restriction and a two hour split restriction) it was **RESOLVED**:

- To recommend to the Cabinet Member for Environment that the proposals to introduce a residents parking scheme operational between Monday to Friday 8am and 6.30pm inclusive with the related

'At Any Time' waiting restrictions and the proposal to introduce limited time restrictions (to include a one hour restriction and a two hour split restriction) be publicly advertised with a further report on the responses received to the formal consultation be reported back to the Committee to agree a further course of action.

- That it be noted that the estimated cost for the current proposal for the detailed consultation in the Margaret, Lawrence and Clive Road area, was £5000, and this would be met from the 2016/17 Revenue budget for Minor Traffic and Parking.

103 TPC748 KENILWORTH GARDENS - PROPOSED WAITING RESTRICTIONS

The report before Members detailed responses to a formal consultation to extend the boundary of the Hornchurch Controlled Parking Zone to the end of Kenilworth Gardens.

The Committee noted that following reports of excessive commuter parking in the unrestricted area of Kenilworth Gardens, these proposals have been designed with the intention of preventing obstructive parking, improving traffic flow and limiting commuter parking.

The proposals were to extend the existing single yellow lines in Kenilworth Gardens, operational from Monday to Friday 10:30am to 11:30am, to cover the wider section of the road and to restrict the junctions of Belmont Road, Chiltern Gardens and the narrow section of Kenilworth Gardens fronting Nos. 137-149 with 'At Any time' waiting restrictions.

At the close of public consultation on 15 January 2016, 18 responses were received to the proposals, 14 responses being in favour, 2 responses were not in favour whilst 2 were partly in favour of the proposals.

In officers' view the proposals had been designed to ensure that commuter parking in the area was limited, prevent obstructive parking and improve traffic flow. The report also informed the Committee that with the majority of Kenilworth Gardens already restricted from Monday to Friday 10.30 am to 11.30am, the unrestricted area appears to be a magnet for long term non-residential parking.

During a brief debate, a Member noted that the road was not busy and asked for clarification on whether there would be a loss of parking. Officers confirmed that the scheme would result in a loss of parking. Another member questioned the need for implementation of an all-day parking restriction. Members questioned the extent of the junction protection receiving clarification that 10 meters was the recommended minimum standard.

Following a motion to replace the proposed 'At Any Time' parking restriction with a limited restriction operational Monday to Friday 10:30am to 11:30am and limit all junction protection to 10 meters it was **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the proposals to extend the boundary of the Hornchurch Controlled Parking Zone in Kenilworth Gardens, single yellow line Monday to Friday 10.30 am to 11.30am waiting restrictions with associated 10 meter junction protection be implemented;
 - a. That the effect of any agreed proposals be monitored.
2. That it be noted that the estimated cost for the proposals in Kenilworth Gardens, was £1350, which would be met from the 2015/16 Minor Parking Schemes budget.

104 **TPC743 EASTERN ROAD - PROPOSED WAITING RESTRICTIONS**

The report before the Committee detailed responses received to the formal consultation to introduce 'At Any Time' waiting restrictions in Eastern Road, which were designed to improving road safety, traffic flow and prevent obstructive parking.

The proposals were to extend the existing double yellow lines in Eastern Road, from its junction with Chandlers Way to the existing 'At Any Time' waiting restrictions at the junction of Mercury Gardens, excluding the loading and Disabled parking bays in the area. The proposals would replace the existing Monday to Saturday, 8:30am to 6:30pm waiting restrictions.

The proposals were subsequently designed and publicly advertised. At the close of public consultation on 6 November 2015, 24 responses had been received, 1 response in favour of the proposals and 23 responses against. Out of the 23 responses against the proposals 22 responses were in relation to the Romford Synagogue.

The Committee noted that having received many responses in relation to the Romford Synagogue; all expressing concerns at the potential impact the proposed scheme might have on the synagogue, a meeting was held between representatives of the Council and the Synagogue. It was decided that the proposed 'At Any Time' waiting restrictions should be reduced at the western boundary of 23 Eastern Road. The revised scheme was shown on the drawing in the report. It was agreed that the remainder of the north-western side of the road should be considered for Pay and Display parking provision to help visitors of the Synagogue and that this provision should be dealt with as a separate item.

During the debate members received confirmation that there were existing restrictions in the road and that the proposals were aimed at preventing obstructive parking and improve traffic flow.

A Member noted that the synagogue was now in support of the proposals following the meeting and revision of the scheme.

Following the debate it was **RESOLVED**;

To recommend to the Cabinet Member for Environment that the amended proposals to extend the existing double yellow lines in Eastern Road, from its junction with Chandlers Way to the existing 'At Any Time' waiting restrictions at the junction of Mercury Gardens, excluding the loading and Disabled parking bays in the area as shown on the plan in appendix B to be implemented

- That the effect of the proposals be monitored.
- That it be noted the estimated cost for the proposals in Eastern Road was £700, which would be met from the 2015/16 Minor Parking Schemes budget.

The vote was carried by 10 votes with 1 abstention.

105 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.

106 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

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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	St Mary's Lane	Upminster	Reduce speed limit from National to 40mph for non classified section from the junction with Warley Street to borough boundary	Moved to Section B 10-1
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.	NOTED
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.	NOTED

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

Item Ref	Location	Ward	Description	Decision
B3 Page 12	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	NOTED
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	NOTED

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

Item Ref	Location	Ward	Description	Decision
B5	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	NOTED
B6	Bird Lane, adjacent to A127 Southend Arterial Road	Cranham	Ban of left turns from A127 into Bird Lane to prevent rat-running at peak times or when A127 is congested	Feasible, but not funded. Scheme would require physical works to prevent left turns. [was agreed to hold on reserve list at June 2015 HAC)

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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			
TPC827	Lamson Road	Request by a business to extend the double yellow lines across the whole F. H Brundle site, due to sight line issues and the area being a reported accident hot spot. A review of the area may be required.	AGREED
TPC828	Heaton Way	Request to extend the existing double yellow lines in Heaton Way	AGREED

TPC829	Juliette Mews	Request to introduce parking restrictions in the area	AGREED
TPC830	Gabriel Close	Request to consult with residents with a view to introduce junction protection and also introduce Double Yellow Lines to aid emergency vehicle access at the turning head of the close.	AGREED
TPC831	Woodbridge Close	Request to individually mark off the parking spaces within the parking areas in the close to maximise parking in the road	AGREED
TPC832	Lodge Lane junction with Collier Row Road	Request to to review the existing parking restrictions on the junction of Lodge Lane and Collier Row Road and the other junctions in this location.	AGREED

TPC833	Station Parade	Request to change the agreed hatched area at the end of Station Parade to a Double Yellow Line	AGREED
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SECTION B - Parking Scheme Requests on hold for future discussion or funding issues

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**HIGHWAYS ADVISORY COMMITTEE
29 MARCH 2016**

Subject Heading:	TPC510 Petersfield Avenue – Pay and Display Parking Bays & ‘At Any Time’ Waiting Restrictions
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Gurch Durhailay Project Manager schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost for the current proposals as set out in this report is £1500 which will be funded from the 2016/17 Minor Parking Schemes budget.

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

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

SUMMARY

This report outlines the responses received to the formal consultation to introduce Pay and Display Parking Bays and ‘At Any Time’ Waiting Restrictions in Petersfield Avenue, fronting the shopping parade and recommends a further course of action.

RECOMMENDATIONS

- 1 That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:
 - a. the proposals to introduce 'At Any Time' Waiting Restrictions fronting the shops in Petersfield Avenue Parade, as shown on the plan in **Appendix A**, be implemented as advertised; and
 - b. that the proposals to introduce Pay & Display parking bays fronting the shops in Petersfield Avenue, as shown on the plan in **Appendix A**, be abandoned;
 - c. to formally mark out the four unrestricted parking bays at either end of the shops in Petersfield Avenue Parade, as shown on the plan in Appendix A, to maximise the use of available parking space;
 - d. the effect of any agreed proposals to be monitored.
2. Members note that the estimated cost for the current proposals in Petersfield Avenue as set out in this report is £1500 which will be funded from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 **Background**

- 1.1 At its meeting in April 2014, this Committee agreed in principle to the proposals to introduce 'At Any Time' waiting restrictions, fronting the shops in Petersfield Avenue.
- 1.2 At its meeting in October 2014, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in Petersfield Avenue, fronting the shops.
- 1.3 The proposals were subsequently designed and publicly advertised. A plan outlining the proposals is appended to this report in **Appendix A**.
- 1.4 The 'At Any Time' waiting restrictions related to the scheme were designed to remove the access issues local busses and heavy goods vehicles are having when negotiating the pedestrian refuges fronting the shops. Inconsiderate parking in these areas forces larger vehicles to use the opposite carriageway and this is causing safety concerns. By installing 'At

Any Time' waiting restrictions adjacent to the pedestrian islands, this should ensure the free and safe flow of traffic in either direction.

- 1.5 The Pay & Display parking bays were designed to help with parking provisions for local businesses, while preventing long term non-residential parking and ensuring a turnover of parking spaces. It is now generally considered that the provision of Pay & Display parking bays is user friendly and accessible to the public.
- 1.6 Due to the level of objections received to the consultation from members of the public and ward Councillors it is recommended that proposal to introduce Pay and Display parking bays be abandoned.
- 1.7 On 8th January 2016, residents and businesses that were affected by the proposals were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.8 By the close of public consultation on 29th January 2016, 15 responses were received. A table summarising these responses is appended to this report as **Appendix B**.

2.0 Results of public consultation

- 2.1 From the 15 responses received, 1 was in favour and 14 objected to the proposals. Due to the negative response received from businesses, a site visit was arranged with Streetcare Staff, Councillors and Business owners. At this meeting, the business owners outlined concerns they have regarding the installation of Pay & Display parking provision. They felt that their businesses would suffer and customers would avoid parking at the Parade and would rather use Hildene shops, which is a much larger shopping area.
- 2.2 Residents who responded to the consultation were concerned that there were only 10 proposed parking bays to accommodate 22 flats above the shops. Residents who were at home during the day were not happy to pay to park their vehicles during the proposed hours of operation, which are Monday to Saturday, 8:30am to 6:30pm.
- 2.3 The proposed 'At Any Time' waiting restrictions fronting the pedestrian islands were supported by businesses, residents and by London Transport Busses.

3.0 Staff Comments

- 3.1 Having considered the proposals, Officers have identified and assessed the potential negative impact that the parking scheme poses to residents and businesses, and recommends to the Committee that all the proposed 'At Any Time' waiting restrictions are implemented and that the proposed Pay and Display bays be abandoned.

IMPLICATIONS AND RISKS

Financial implications:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1500 which will be met from the 2016/17 Minor Parking Schemes budget.

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

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

Human Resources implications and risks:

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

All proposals included in the report (pay & display and waiting restrictions) have been publicly advertised and subject to public consultation.

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,

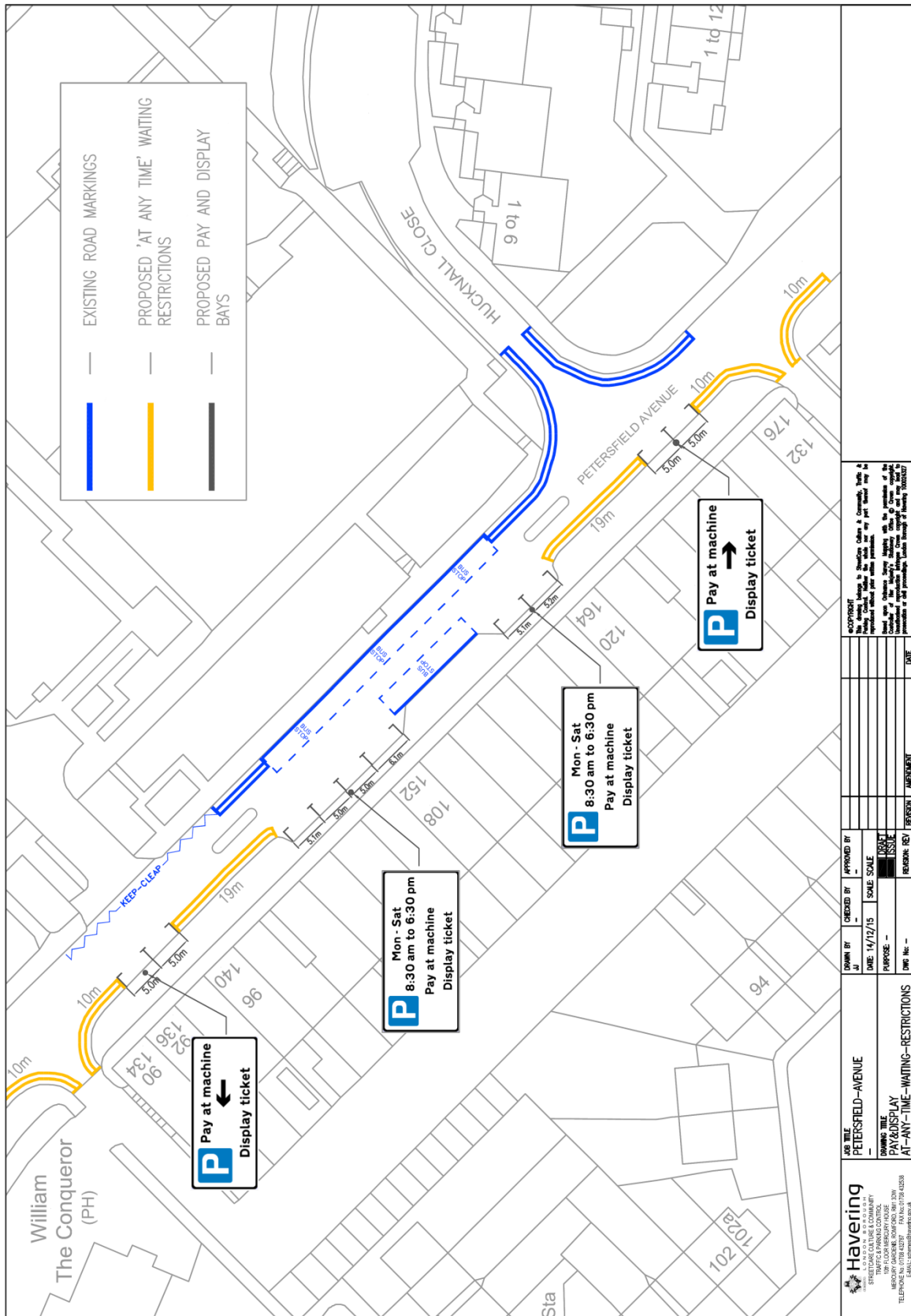
children, young people and older people), this will assist the Council in meeting its duty under the act.

The proposal to install 'At Any Time' waiting restrictions have been publicly advertised and are subject to formal consultation.

Consultation responses have been carefully considered to inform the final proposals.

Officers carried out an analysis of the on and off-street parking provision for residents including the amount of available kerb space which showed that there is sufficient space available for the residents who live above the businesses in Petersfield Avenue can park in adjacent roads. .

BACKGROUND PAPERS



HAVERING TRAFFIC & PARKING CONTROL METROPOLITAN POLICE TELEPHONE: 01473 700100 E-MAIL: htc@havering.gov.uk		JOB TITLE PETERSFIELD-AVENUE	APPROVED BY [Signature]	DATE 14/12/15	SCALE SCALE
DRAWING TITLE PAY&DISPLAY AT-ANY-TIME-WAITING-RESTRICTIONS		DATE: 14/12/15	SCALE: SCALE	ISSUE []	REVISION: REVISION
DATE: --	REVISION: REVISION	DATE: --	REVISION: REVISION	DATE: --	REVISION: REVISION

Appendix B

	Resident/Businesses	Summary of Comments	Staff Comments
1	A resident of Petersfield Avenue.	In favour of part of the scheme. This resident is in favour if the tenants living above the shops are provided with parking permits to park their vehicles. They have explained that they do not want to park in the surrounding streets as they have young children and they will be put at risk with the high volumes of traffic passing through Petersfield Avenue.	The pay and display proposals are no longer being recommended.
2	A resident of Petersfield Avenue.	Not in favour of the proposals. This resident vehemently disagrees with the pay and display parking bays, as they feel it is adding to their costs on top of the increase in council taxes and housing rent.	Pay and display parking provisions are implemented around shopping parades to turnover longer term parking, so that potential customers can park in the vicinity of where they wish to visit.
3	A resident of Petersfield Avenue.	Not in favour of the proposals.	None
4	A resident of Petersfield Avenue.	In favour of part of the scheme. This resident is in favour as long as the residents above the shops are provided with allocated parking spaces or parking permits. They have explained that they find it hard to park outside the shops and are not happy to park in the surrounding streets as they believe it will be dangerous for themselves and their children.	If permits were to be considered for this area, it is suggested that any parking provision for residents would be provided to the rear of the shops, where long term residential parking would have no effect on the parking provision for the shops.
5	A resident of Petersfield Avenue.	Not in favour of the proposals. This resident has explained they are at home during the day and will have to pay to park their car in front of their home. This will force them to park at the rear of the shops. Due to the amount of youths that gather there, they feel it is unsafe and their vehicle will be at risk of vandalism. They have said that it is well documented that paid parking can massively affect local businesses and they would much rather live above thriving businesses as opposed to run-down units.	The issues raised by this resident will be passed on to Homes and Housing

6	A Business owner in Petersfield Avenue.	Not in favour of the proposals. As a business owner of two shops within the Petersfield Avenue parade, they have explained that Pay and Display parking bays will cause more problems than they will solve. They have explained that the double yellow lines in front of the islands were originally removed when the road outside the shops in Petersfield Avenue was resurfaced. They feel that reinstalling the double yellow lines will remove all access issues along Petersfield Avenue. They have also explained that they have clients during the day that will need to park for longer than the 3 hour maximum stay period in the Pay and Display bays. This will lead to people parking elsewhere, which will cause congestion in the nearby streets.	The double yellow line element of the scheme, that is felt essential to ensure that the buses no longer experience difficulties negotiating the two pedestrian refuges fronting the shops. As there is long term parking taking place fronting the shops the introduction of pay and display in this location can only be of benefit to the parade overall.
7	Stagecoach London.	In favour of the proposals. The rationale behind their support is that they believe the proposals will have a positive impact on their ability to provide a regular service to their passengers and the residents in the surrounding areas which have been impacted by the parking issues around the section of road outside Petersfield Avenue parade of shops.	The main part of the scheme that Stagecoach are interested in is the double yellow line element of the scheme, that is felt essential to ensure that the buses no longer experience difficulties negotiating the two pedestrian refuges fronting the shops.
8	A Business Owner in Petersfield Avenue.	Not in favour of the proposals. They have explained that they have spent years building up a reputation, which will be ruined by the Pay and Display parking bays. Due to the nature of their work, clients will need to park for longer than the maximum 3 hour stay period, which they feel will force their clients to go elsewhere.	As it would appear that the residents who live above the shops are parking in the prime places where customers would like to park and it is felt that Pay and Display would help the parade overall
9	A resident of Petersfield Avenue.	Not in favour of the proposals. They feel that the local shops, Businesses and residents will suffer from the implementation of this scheme. This resident has to park close to their property due to personal matters and the 3 hour maximum stay with no return in 2 hours will stop them.	Residents that park outside shops are taking away potential parking space for those shops and making less attractive to passing trade. If the resident has a disability they can apply

			for a disabled parking facility
10	A Business Owner in Petersfield Avenue.	Not in favour of the proposals.	None
11	A Business Owner in Petersfield Avenue.	Not in favour of the proposals.	None
12	A Business Owner in Petersfield Avenue.	Not in favour of the proposals.	None
13	A Business Owner in Petersfield Avenue.	Not in favour of the proposals. They have explained that their customers drop off and pick up regularly so the 3 hour maximum stay and no return within 2 hours will have a detrimental effect on their business. They feel that people will avoid the Petersfield Avenue Parade of shops if they are made to pay and display.	As it would appear that the residents who live above the shops are parking in the prime places where customers would like to park and it is felt that Pay and Display would help the parade overall
14	A Business Owner in Petersfield Avenue.	Not in favour of the proposals.	None
15	A Business Owner in Petersfield Avenue.	Not in favour of the proposals.	None

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**HIGHWAYS ADVISORY COMMITTEE
29 March 2016**

Subject Heading:	Upminster Parking Review - Results of informal consultation
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Omar Tingling Project Engineer omar.tingling@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of any implementation will be met by the Capital Parking Strategy Investment allocation

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

Upminster Ward

This report outlines the responses received to the informal consultation undertaken in the Upminster Ward area of the Upminster Controlled parking Zone and its periphery and recommends a further course of action.

RECOMMENDATIONS

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

(a) Area A and Area B as shown on the plans in Appendix 3 be formally consulted for inclusion within a Controlled parking zone;

(b) Area C and D as shown on the plans in Appendix 3 be assessed for the introduction of waiting restrictions at junctions and bends.

That members note that the estimated cost for the current proposals, as set out in this report, is £70,000 which will be met from the Capital Parking Strategy Investment allocation.

REPORT DETAIL

1.0 Background

- 1.1 A request for all day parking restrictions in Brookdale Avenue and Brookdale Close and surrounding roads, to prevent commuter parking all day, was agreed in principle by HAC at its meeting in September 2014 (TPC480).
- 1.2 Further requests to review Ashburnham Gardens, Engayne Gardens and Waldergrave Gardens for a possible residents parking scheme (TPC755) and a request to review the whole Upminster Controlled Parking Zone for a residents parking scheme (TPC756) were both agreed in principle by this Committee at its meeting in August 2015.

A questionnaire including a covering letter was posted to all residents and businesses within the review areas A and B of the Upminster Ward, giving those residents and businesses 21 days in which to respond. A high volume of responses was received, the results of which are summarised in the table appended to this report in Appendix 2. A meeting was held with Ward Councillors to discuss the results and agree a recommendation to this Committee. It was considered that roads in areas A and B as shown on the plans in Appendix 3 should be progressed to a detailed design of a Controlled Parking Zone operational Monday to Saturday 8:30am to 6:30pm, with a residents and business parking provision, along with associated single and double yellow lines and that the designed scheme after being approved by Ward Councillors be publicly advertised with the results of the formal consultation being reported back to this Committee to agree a further course of action.

It was also agreed to recommend to this Committee that Areas C and D as shown on the plans in Appendix 3 should be assessed for 'At any time' waiting restrictions around junctions and apexes of bend and that these proposals would be approved by Ward Councillors and be progressed under the Head of StreetCare's delegated powers.

All of the consultation responses to the consultation are outlined in the table appended to this report in Appendix 2.

2.0 Design Principles

- 2.1 The principles are to design a resident and businesses parking scheme in the review areas A and B, with operational restrictions Monday to Saturday 8.30am to 6.30 pm , which will limit non-resident parking and increase the parking provision for residents, businesses and their visitors.
- 2.2 To design 'At any time' waiting restrictions on all junctions, bends and multi-vehicle accesses to facilitate unhindered access and improve safety for all road users.
- 2.3 All of the proposed consultation areas have been designed in conjunction with the Ward Councillors.

IMPLICATIONS AND RISKS

Financial implications and risks:

The cost of the implementing the proposals as described above and shown on the attached plans is estimated to be £70,000. This cost can be met from the Capital Parking Strategy Investment allocation.

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

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

Related costs to the Permit Parking areas:

Resident & Business permits charges	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £200 each
Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

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 who were perceived to be affected by the proposals have been consulted formally and informally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

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

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

Appendix 1



**Traffic & Parking Control
Schemes
London Borough of Havering
Town Hall
Main Road
Romford,
RM1 3BB**

Address

Please call: Traffic & Parking Control
Telephone: 01708 432787

Email: schemes@havering.gov.uk

Date: 8th December 2015

Dear Sir/ Madam

Review of parking in Upminster area A

I am writing to advise you that the Council are proposing a review of the parking situation in the Upminster area.

Within this area, there are some parts of the roads that are restricted at various times and some roads or parts of roads that are currently unrestricted.

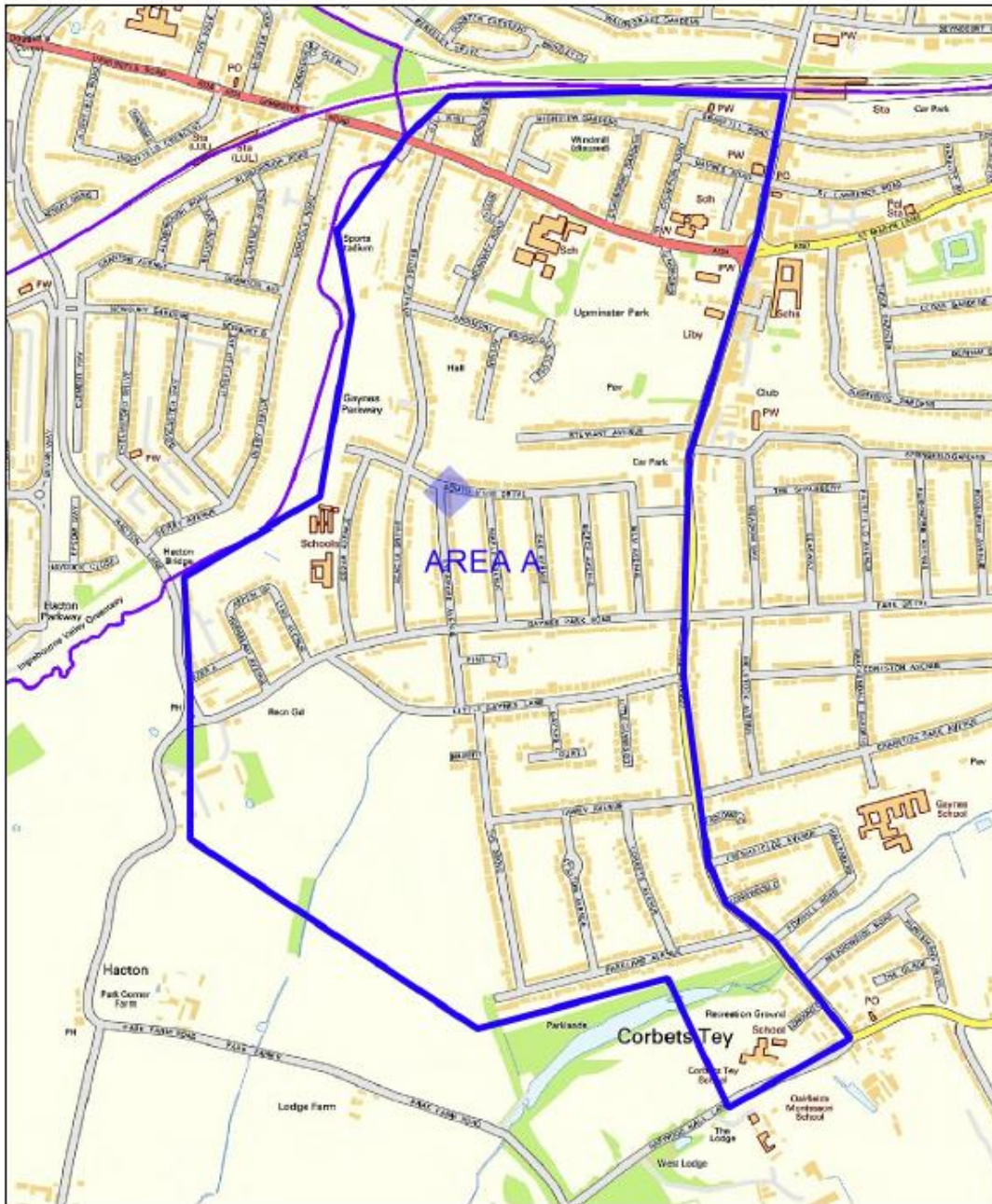
The aim of this review is to look at the Upminster area and address the various parking issues and consider the possibility of a residents parking scheme to improve the facilities for residents.



I have attached a plan showing the review area and a questionnaire that you are requested to complete and return to us by **Friday 8th January 2015**. All responses to the questionnaire will be reported to The Highway Advisory Committee, who will decide on a further course of action.

Yours faithfully

Iain Hardy

**Iain Hardy
Technical Officer
Schemes**



<p>Upminster Area A</p>	
	<p>Scale: 1:10000</p> <p>Date: 04 December 2015</p> 
 <p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p>	<p>© Crown copyright and database rights 2015 Ordnance Survey 100024327</p>

**PARKING REVIEW QUESTIONNAIRE
Upminster area A**

Name:

Please call: Traffic & Parking Control

Telephone: 01708 432787

Address:

Email: schemes@havering.gov.uk

All responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by **Friday 8th January 2016**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council
- Yes
 No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having parking restriction placed upon it to limit long term non-residential parking?
- Yes
 No
3. If Yes - over what days of the week would you like any restrictions to operate?
- Mon- Fri
 Mon - Sat
4. If yes - over what hours of the day would you like any restrictions to operate? These hours are in keeping with the existing restrictions in the area.
- 10:30am - 11:30am
 8:00am - 6:30pm
5. If yes - what type of restriction would you prefer?
- Yellow Lines
 Residents Parking

For your information:

Yellow lines would prevent residents from parking on the lines in the same way as they would non-residents.

Residents Parking scheme will permit residents and their visitor to park in the allocated areas, with a valid permit for the area



Traffic & Parking Control
Schemes
London Borough of Havering
Town Hall
Main Road
Romford,
RM1 3BB

Address

Please call: Traffic & Parking Control
Telephone: 01708 432787

Email: schemes@havering.gov.uk

Date: 8th December 2015

Dear Sir/ Madam

Review of parking in Upminster area B

I am writing to advise you that the Council are proposing a review of the parking situation in the Upminster area.

Within this area, there are some parts of the roads that are restricted at various times and some roads that are currently unrestricted.

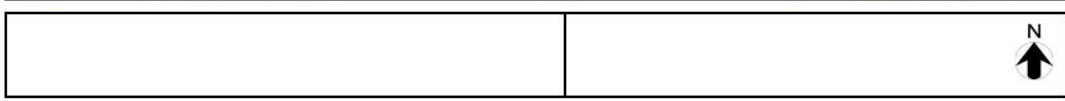
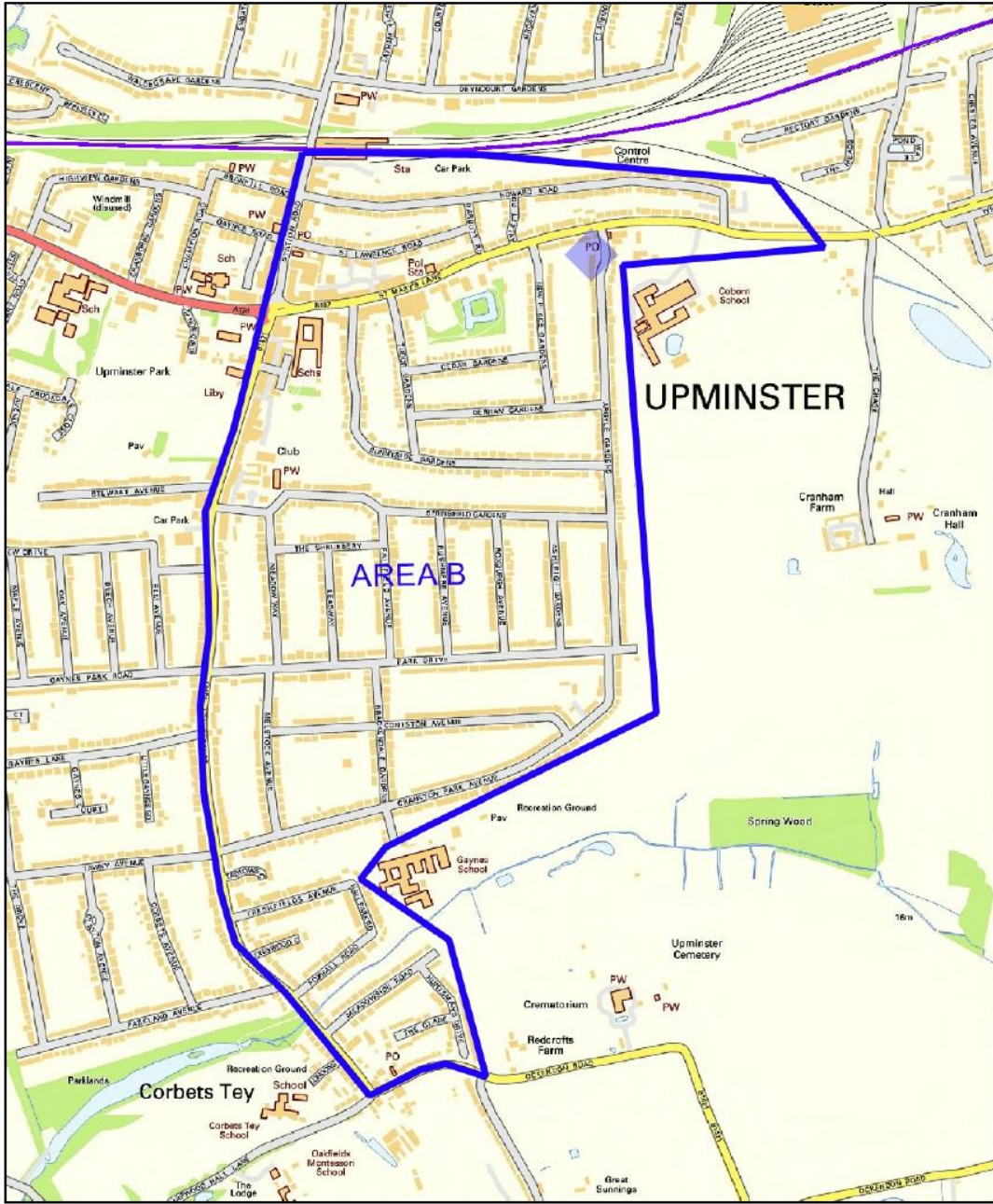
The aim of this review is to look at the Upminster area and address the various parking issues and consider the possibility of a residents parking scheme to improve the facilities for residents.

I have attached a plan showing the review area and a questionnaire that you are requested to complete and return to us by **Friday 8th January 2016**. All responses to the questionnaire will be reported to The Highway Advisory Committee, who will decide on a further course of action.

Yours faithfully

Iain Hardy

Iain Hardy
Technical Officer
Schemes



Scale: 1:10000
 Date: 04 December 2015

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

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**PARKING REVIEW QUESTIONNAIRE
Upminster Area B**

Name:

Please call: Traffic & Parking Control

Address:

Telephone: 01708 432787

Email: schemes@havering.gov.uk

All responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by **Friday 8th January 2016**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council
- Yes
 No

If your answer is YES to the above question above, please proceed to the questions below:

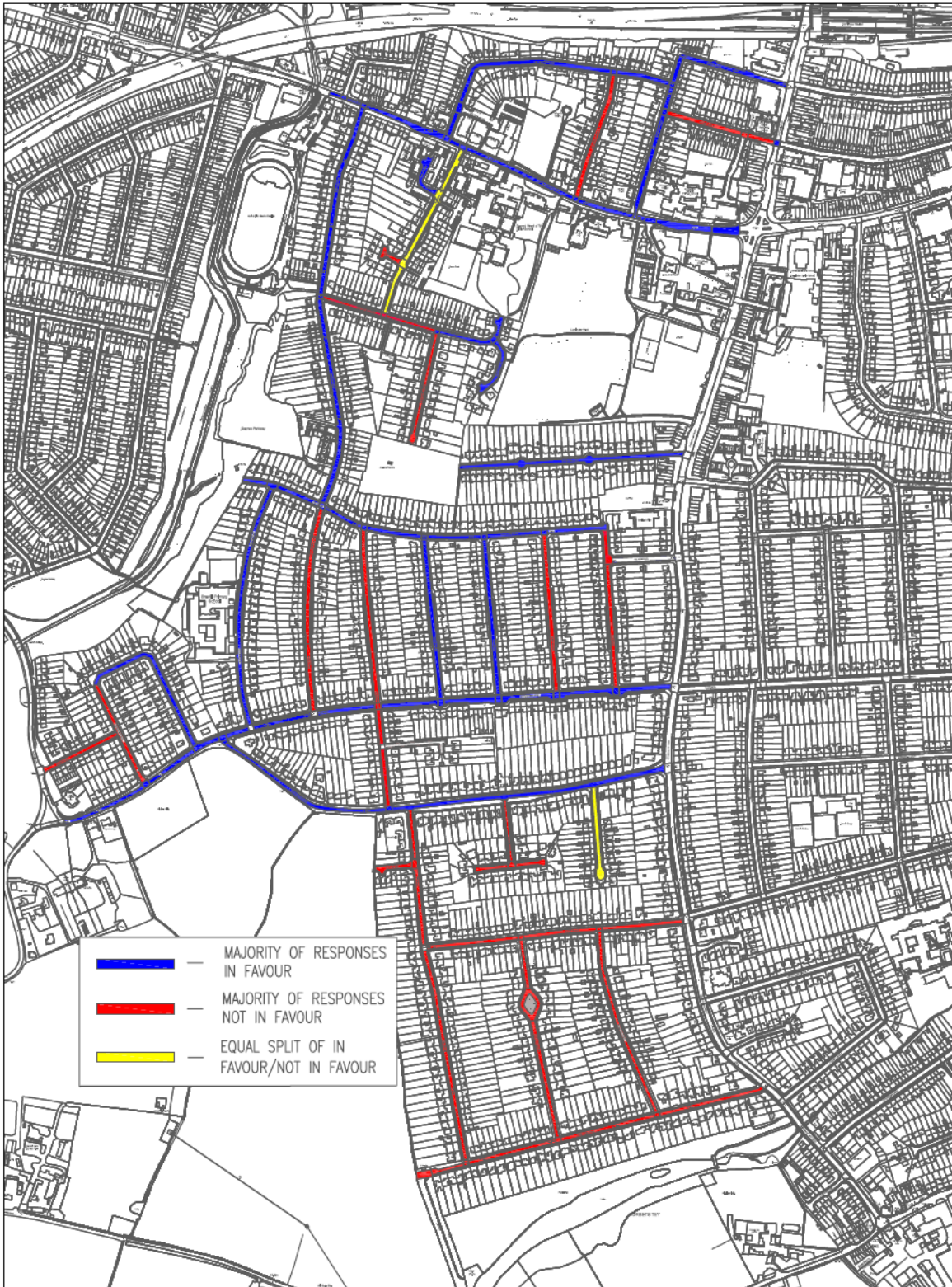
2. Are you in favour of your road having parking restriction placed upon it to limit long term non-residential parking?
- Yes
 No
3. If Yes - over what days of the week would you like any restrictions to operate?
- Mon- Fri
 Mon - Sat
4. If yes - over what hours of the day would you like any restrictions to operate? These hours are in keeping with the existing restrictions in the area.
- 10:30am - 11:30am
 8:00am - 6:30pm
5. If yes - what type of restriction would you prefer?
- Yellow Lines
 Residents Parking

For your information:

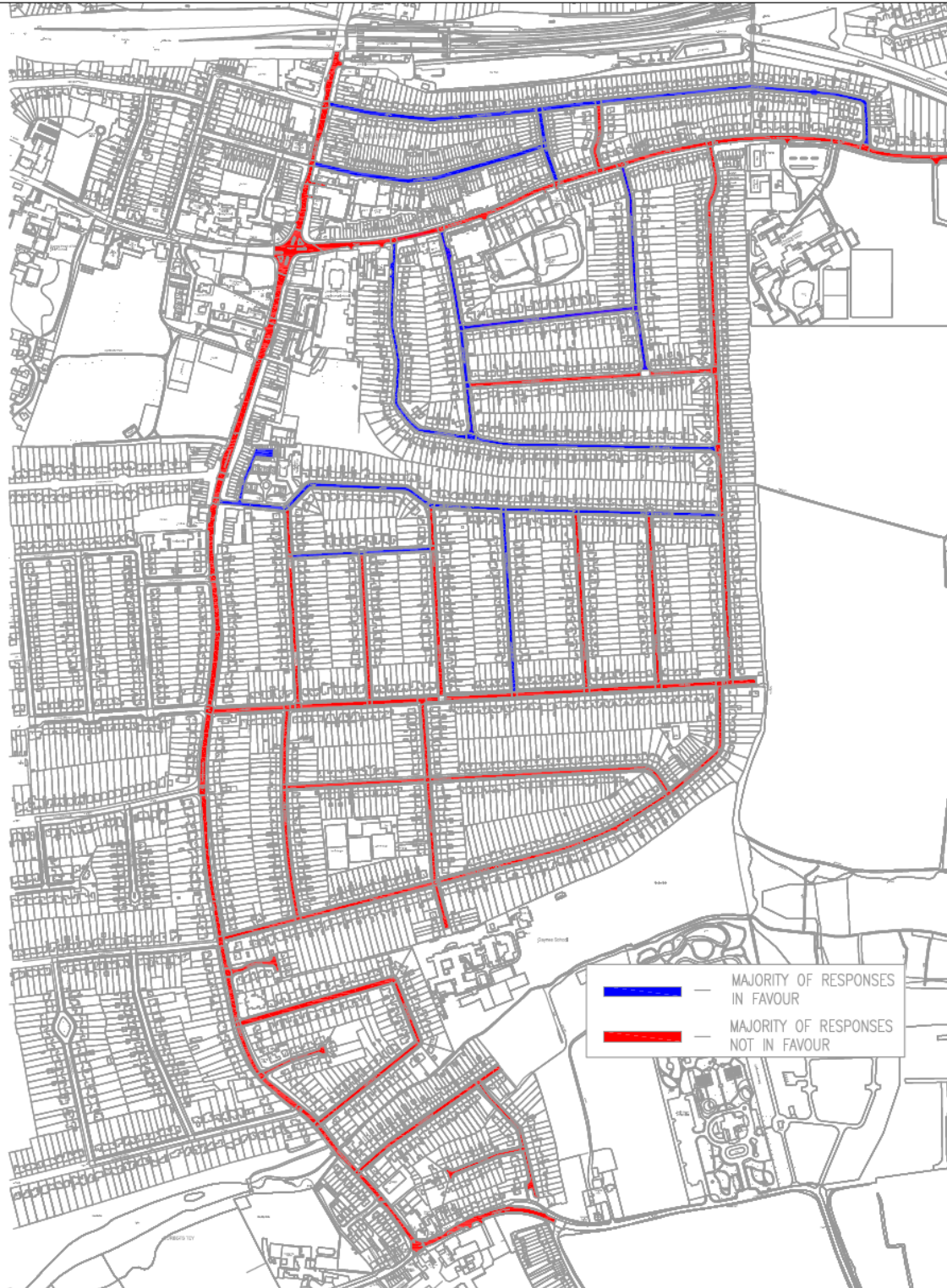
Yellow lines would prevent residents from parking on the lines in the same way as they would non-residents.



Residents Parking scheme will permit residents and their visitor to park in the allocated areas, with a valid permit for the area


Appendix 2



JOB TITLE UPMINSTER-CONSULTATION AREA-A DRAWING TITLE DRAWING-TITLE-1 DRAWING-TITLE-2 DRAWING-TITLE-3	PURPOSE		PURPOSE		©COPYRIGHT This drawing is the property of the City of London. It is not to be reproduced without the prior written permission of the City of London. Based upon Ordnance Survey Mapping with the permission of the Controller of the Stationery Office © Crown copyright. Unauthorised reproduction is prohibited. London Borough of Tower Hamlets 110024307
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 <p> Havering LONDON BOROUGH STREETS, CULTURE & COMMUNITY 15th FLOOR MERCURY HOUSE MERIDIAN CENTRAL, ROYAL FORD, HA11 2JH TELEPHONE: 01783 432787 FAX: 01783 432690 E: h.c@harington.gov.uk </p>	JOB TITLE UPMINSTER-CONSULTATION	PURPOSE DRAWN BY GN	PURPOSE CHECKED BY ---	APPROVED BY ---	DATE ---	SCALE (AT A3 SIZE) ---	SCALE ---	ACAD REF: ---	DRAWING NO. ---	REVISION ---	AMENDMENT ---	DATE ---	©COPYRIGHT This drawing is the property of Havering Council & is not to 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 without Crown copyright and may lead to prosecution in the proceedings London Borough of Havering 2008/07
	AREA- B	CHECKED-BY ---	APPROVED-BY ---	DATE ---	SCALE ---	ACAD REF: ---	DRAWING NO. ---	REVISION ---	AMENDMENT ---	DATE ---			
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DRAWING-TITLE-3 ---													



SUMMARY

Street name	For parking controls	Against parking controls	Number of properties
Cedar Avenue	13 35%	3 8%	37
Stewarts Avenue	15 24%	5 8%	61
Cobets Tey	10 7%	9 6%	131
Little Gaynes	19 19%	8 8%	100
Gaynes Park Rd	17 16%	15 11%	103
Oak Avenue	17 37%	6 11%	45
Carlton Close	9 14%	1	63
Bridge Avenue	18 15%	10 8%	113
Champion Road	14 27%	1	51
South View Drive	16 21%	8 10	75
Aspen Grove	3 15%	2 10%	20
Lime Avenue	3 12%	1 4%	25
Tyrells Close	4 13%	2 6%	29
Argyle Gardens	3 1%	1	153
St Lawrence Road	11 11%	4 4%	94
Highview Gardens	14 22%	10 15%	66
Maple Avenue	15 33%	10 22%	45
Brookdale Close	3 13%	1	22

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Street name	For parking controls	Against parking controls	Number of properties
Brookside Avenue	1 100%	0	
Time Tees	1	0	
Station Rd	3 3%	1	86
Church view	0	1	14
Banfil Road	0	1	30

Street name	For parking controls	Against parking controls	Number of properties
Tawney Ave	3	17 28%	60
The Grove	0	22 23%	94
Beech Avenue	7 16%	8 19%	42
Gaynes Court	2 8%	6 25%	24
Brookdale Avenue	1	14 22%	63
Gaynes Road	3 13%	4 17%	23
Sycamore Avenue	9 12%	19 26%	72
Acacia Drive	3 5%	15 28%	52
Cobets Tey	0	11 8%	131
Windmill Close	0	1 16%	6
Parkland Avenue	4 5%	15 20%	73
Cranborne Gardens	3 11	5 18%	27
Tadlow Close	0	1 9%	11
Coniston Avenue	0	1	99

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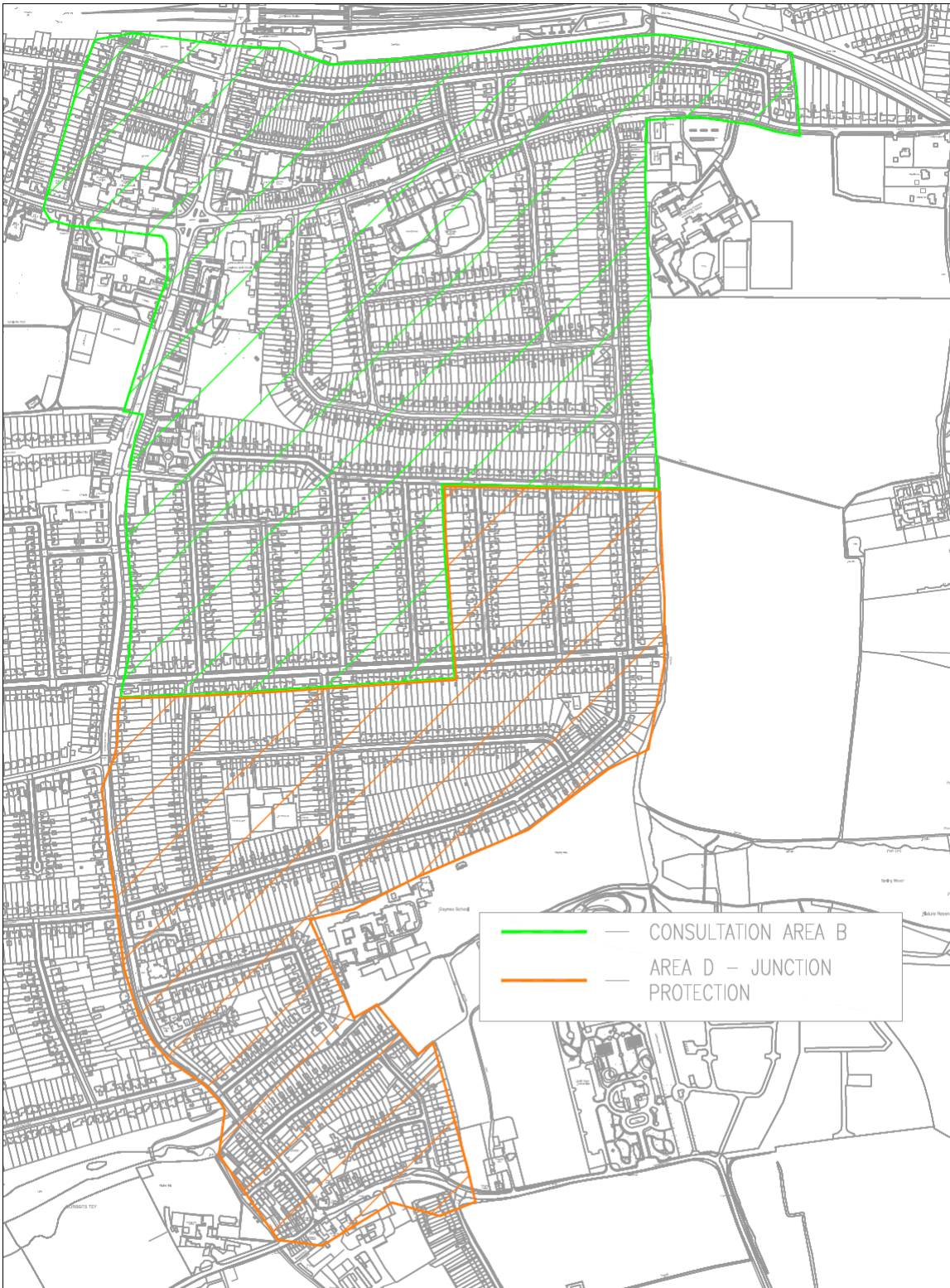
Street name	For parking controls	Against parking controls	Number of properties
Church View	0	1	14
Foxhall Road	0	1	27
Ashleigh Gardens	0	1	34
Elm Avenue	4 8%	9 18%	48
Pine Court	0	1	8
Hornbeam Avenue	0	5 20%	24
Murfitt Way	0	1	4
Clayton Ave	1	6 16%	37

Street name	For parking controls	Against parking controls	Number of properties
Park Drive	2 1%	2 1%	127
Springfield Gardens	1	1	148
Derham Gardens	1	1	78
Hill Rise	2 8%	2 8%	24
Little Gaynes	3 12%	3 12%	24
London Close	1	1	8

Street name	For parking controls	Against parking controls	Number of properties
Sunnyside Gardens	10 6%	6 4%	149
Howard Road	28 16%	12 7%	167
The Shruberry	2 22%	1 11%	9
Springfield Gardens	26 17%	19 12%	148
Rushmere Avenue	13 34%	9 23%	38
Cedar Gardens			39

Street name	For parking controls	Against parking controls	Number of properties
Meadow way	3 6%	7 14%	50
Freshfield Way	3 8%	11 31%	35
Ashleigh Gardens	0	5 14%	34
Hall Park Rd	4 20%	6 30%	20
Foxhall Rd	3 11	9 33%	27
Cobets Tey Rd	5 1%	9 3%	265
Brackendale Rd	2 3%	10 16%	59
Coniston Ave	11 11%	14 14%	99
Meadowside Avenue	5 9%	8 15%	53
Roxburgh Ave	4 12%	7 21	33
Fairfield Ave	6 12%	10 21%	47
Cranston Park Ave	0	6 4%	146
The Glade		10 41%	24

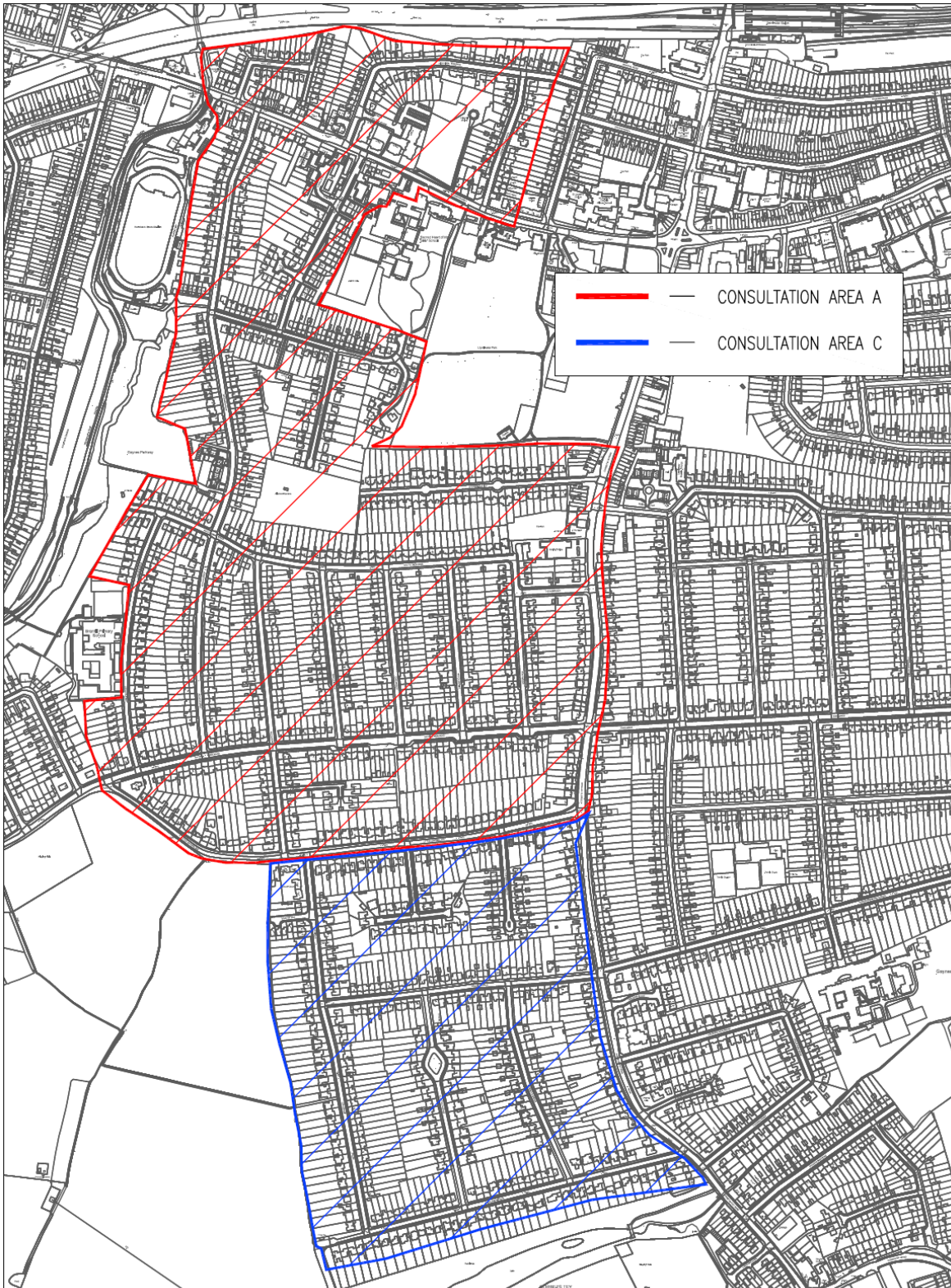
Appendix 3



— — CONSULTATION AREA B
— — AREA D - JUNCTION PROTECTION

<p>Havering LONDON BOROUGH STREET CARE CULTURE & COMMUNITY TRADING & PARTNERSHIPS 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 1DN TELEPHONE: 01708 432787 FAX: 01708 432055 E-MAIL: shereen@haring.gov.uk</p>	<p>JOB TITLE UPMINSTER-CONSULTATION AREA-B&D</p>	<p>PURPOSE</p>	<p>PURPOSE</p>	<p>APPROVED BY</p>	<p>DATE</p>	<p>REVISION</p>	<p>AMENDMENT</p>	<p>DATE</p>
	<p>DRAWING TITLE</p>	<p>DRAWN BY JJ</p>	<p>CHECKED BY</p>	<p>ISSUE</p>	<p>REVISION</p>	<p>AMENDMENT</p>	<p>DATE</p>	<p>DATE</p>
	<p>SCALE (AT A3 SIZE)</p>	<p>DATE</p>	<p>ISSUE</p>	<p>REVISION</p>	<p>AMENDMENT</p>	<p>DATE</p>	<p>DATE</p>	
	<p>ACAD REF.</p>	<p>DRAWING No</p>	<p>REVISION</p>	<p>AMENDMENT</p>	<p>DATE</p>	<p>DATE</p>	<p>DATE</p>	

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— — CONSULTATION AREA A
— — CONSULTATION AREA C

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HIGHWAYS ADVISORY COMMITTEE
Tuesday 29 March 2016

Subject Heading:	Court Gardens and Hall Terrace – Inclusion into the Harold Wood CPZ - comments to advertised proposals
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Iain Hardy Technical Officer iain.Hardy@Havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £500 for implementation will be met by 2016/17 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	[x]

SUMMARY

This report outlines the responses received to the advertised proposals to include the residents of Court Gardens and Hall Terrace in to the Harold Wood Controlled Parking Zone (Sector HWE) and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that;
 - a. The proposals to include all residents of Court Gardens and Hall Terrace in the Harold Wood Controlled Parking Zone (Sector HWE) (as shown on the plan contained in Appendix A), be implemented as advertised;
 - b. the effect of any agreed proposals be monitored.
2. Members note that the advertised proposals for the installation of a Disabled Parking Bay along the flank wall of No. 21 Hall Terrace will be dealt with under the Head of StreetCare's delegated powers of authority in the event that agreement cannot be reached with Transport for London on the installation of a vehicle crossover in Colchester Road.
3. Members note that the estimated cost for the current proposals in Court Gardens and Hall Terrace, as set out in this report is £500, will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following the extension of the Harold Wood Controlled Parking Zone in February 2015 residents of Court Gardens submitted representations to also be included in the residents parking scheme.
- 1.2 The proposals to include Court Gardens in the residents parking scheme were agreed in principle by this Committee in May 2015 and were subsequently publicly advertised on 16th October 2015, with the closing date for responses being 6th November 2015. All of the properties within the HWE residents parking area, some 197 address were advised of these proposals. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.3 At the same time as the proposals were advertised for Court Gardens to be included in the HWE Residents Parking Scheme, a proposal to introduce a disabled parking bay at the Colchester Road end of Court Avenue was also advertised and will be progressed under the Head of Service delegated powers should approval for the installation of a vehicle crossover in Colchester Road be refused by Transport For London.

- 1.4 As the signing and lining work to introduce the residents parking scheme in Court Avenue was being undertaken, residents of Hall Terrace also submitted representations to be included in the residents parking scheme.
- 1.5 The proposals to include Hall Terrace in the residents parking scheme were agreed in principle by this Committee at its meeting on 1st October 2015 and were subsequently publicly advertised on 19th November 2015, with the closing date for responses being 11th December 2015. All residents of Court Avenue, Court Gardens, and Hall Terrace, some 84 address were advised of these proposals. Eighteen statutory bodies were also consulted and site notices were placed at the location. A plan of the area is appended to this report as Appendix A.
- 1.6 The agreed residents parking scheme for Court Avenue was scheduled to start on 2nd November 2015, but due to the outstanding consultations for Court Gardens and Hall Terrace, the start date was deferred until this Committee has decided a further course of action in each case.
- 1.7 This report outlines all the responses to the two consultations that are summarised in the table and appended to this report as Appendix A and recommends a further course of action.

2.0 Responses received

- 2.1 From the two consultations to include first Court Gardens and then Hall Terrace into the HWE residents parking scheme, 38 responses were received. All of these responses received are summarised and along with staff comments are tabled and appended to this report as Appendix B. From all the responses it would seem that the majority of residents that responded from Court Gardens were in favour of the proposals, as were those that responded from Hall Terrace. The residents that responded from Court Avenue were not in favour of residents from adjoining roads being able to park in Court Avenue. This is mainly due to fears over parking capacity and vans from any other roads.

3.0 Staff Comment

- 3.1 Most of the residents of Court Avenue have off-street parking and the residents parking scheme is clearly marked out on the road, therefore there will be no restrictions to existing cross overs. The residents of Court Gardens and Hall Terrace have historically parked in Court Avenue, as they and their visitors have limited parking options.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals, including physical and advertising costs, as described above and shown on the attached plans is £500. These costs can be funded from the 2016/17 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 include all residents of Court Gardens and Hall Terrace into the Harold Wood Controlled Parking Zone (Sector HWE).

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

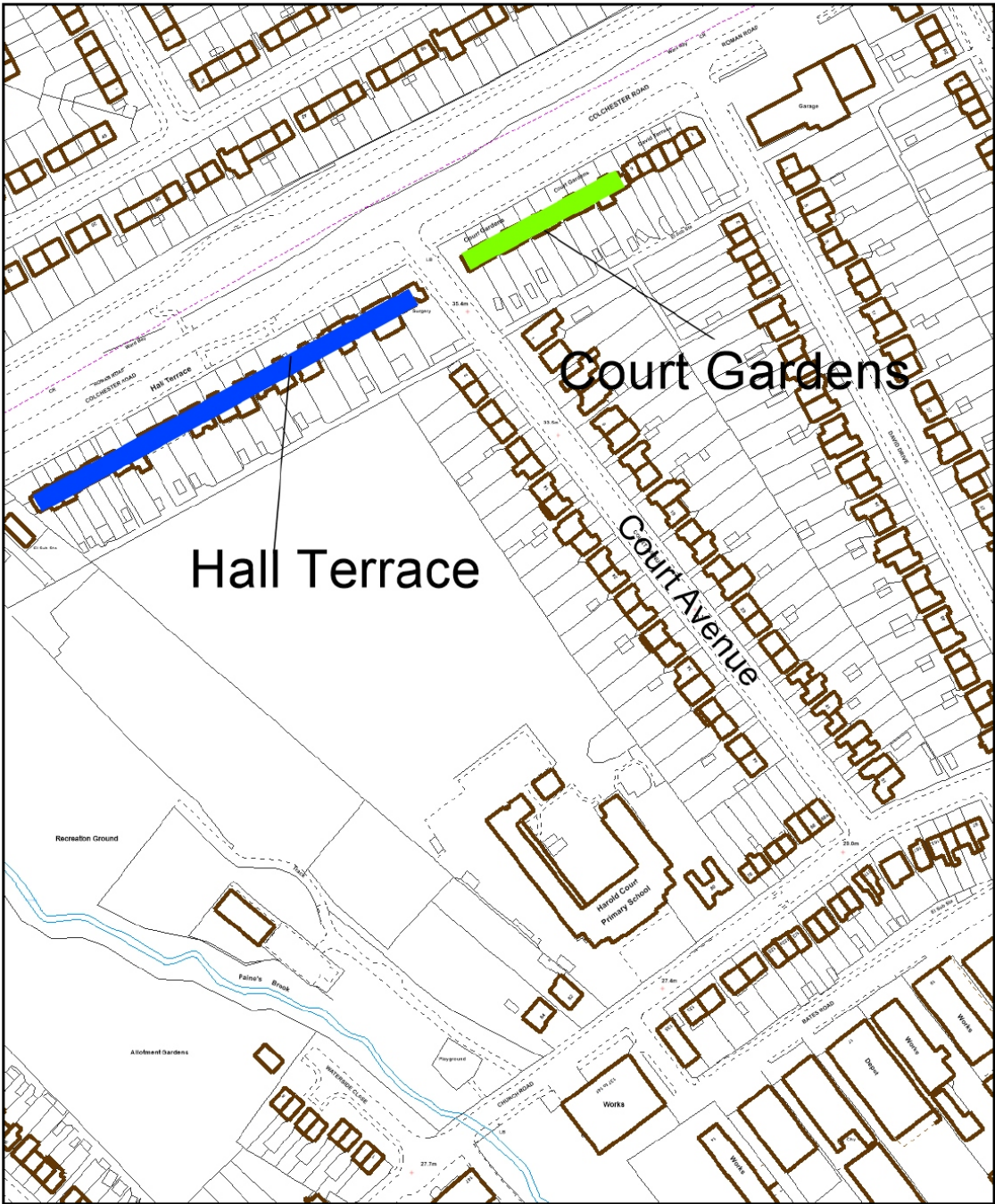
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any negative impact.

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



<p>Court Gardens/ Hall Terrace</p>	
	<p>Scale: 1:2000 Date: 15 March 2016</p>
<p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p>	<p>© Crown copyright and database rights 2016 Ordnance Survey 100024327</p>

Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Cllr Lawrence J Webb as a Resident	Hall Terrace	<p>As a resident of Hall Terrace, he objects to the introduction of the scheme as a whole.</p> <p>Whilst he welcomes the inclusion of the dwellings in Hall Terrace as being allowed to obtain parking permits, the loss of permit free parking in the roads adjacent to the A12 will result in PCNs being unfairly issued.</p> <p>If someone was to visit him parking at the Church Road end of Court Avenue it would take at least 15 minutes for them to walk to his house and return to their car with a visitor permit. More than enough time to issue a PCN. No doubt the reason given would be parking in a controlled bay without displaying the correct permit. The fact that they were returning to the car with the permit would no doubt fall on deaf ears.</p> <p>This like so many other schemes is ill thought out because it fails to fully take into account the impact on surrounding streets.</p>	<p>The proposals to bring Court Gardens and Hall Terrace into the residents parking scheme will mean that there are no residents excluded in the HWE area</p>
2	Resident	Court Gardens	<p>I am a homeowner on Colchester Road (Court Gardens) you have recently written to us about a proposed new residential parking scheme, which will affect Court Ave and David's Drive.</p> <p>I have to express my disapproval for the scheme in its current format as the parking restrictions you are proposing run from Monday to Saturday both days inclusive and from what I could see down Court Ave the only places you can actually park now are all residence boxes as all other areas, which have yellow lines in front of drop kerbs many of which have just been installed this year.</p> <p>I could maybe understand a Monday to Friday restriction but the additional fact that this restriction also runs from 8.30 till 6.30 again seems extreme.</p> <p>I do understand that you may need some sort of control but as this restriction is greater than those in place around Harold Wood Station. We anyone who lives in Hall Terrace or Court Gardens do not have any road</p>	<p>All the residents parking provision in the HWE apply Monday to Saturday and have done so since the parking restrictions in David Drive were implemented</p>

			<p>with any form of parking in front of our homes so any visitors or deliveries have to park in either Court Ave or David's Drive.</p> <p>I would ask consideration for a Monday to Friday parking but have a couple of hours in the morning and then again in the evening. I am aware that we do have several older people who live nearby and your scheme could greatly affect them for their visitors and carers.</p> <p>I am attaching a picture of the front of our home as you can see we have the main road in front we would be happy to pay for a parking permit if you want to put parking in front of our house. As it's a clear route no stopping at any time. (it's the main A12)</p> <p>Our further concern is that we have a private road behind our house, which gives residence access to our garden (garage if lucky). However, with this parking restriction in place we are concerned that we will get people parking in the private road and blocking our access.</p> <p>The block after that Colchester Road Have front Parking and private road with no restrictions and the block the other way going towards Brentwood also have another road out front.</p> <p>You need to review the area again. Can you also advise will the scheme make money or cost the residence extra money.</p> <p>Basically I do not think it has been thought through.</p> <p>I hope you reconsider and I will be happy to meet with any of your planners to discuss further.</p>	<p>Provision Can be made for relatives who are acting as cares and health care professionals have or can get exemptions to visit residents</p> <p>This should not happen as the service road runs between Court Avenue and David Drive, so both end would have to be blocked prevent access, also visitors will be able to have visitors permits to park in the Zone</p> <p>There are only admin costs to include Court Gardens and Hall Terrace into the residents parking</p>
3	A resident of Court Gardens		<p>They are not in favour of the proposals as they will take away parking spaces for the residents of Court Avenue. It seems they feel the whole point of the restrictions were to stop those that front the A12 from parking in Court Avenue</p>	<p>The residents parking scheme is not specifically for the residents of Court Avenue, anyone that has a HWE permit can park in the roads</p>
4	Resident of Court Avenue		<p>They are not in favour of the proposals and state that no one in Court Avenue are.</p>	<p>None.</p>
5	Resident of		<p>Yes I am in favour of the proposal.</p>	<p>None.</p>

	Hall Terrace		<p>Yes I am in favour to be part of the scheme.</p> <p>As a resident of Hall Terrace I feel it imperative that we are part of the CPZ on Court Avenue.</p> <p>We do not have a driveway and therefore parking is extremely difficult for both my husband and I.</p>	
6	Resident of Court Avenue		<p><u>I am not in favour of the proposals.</u></p> <p>When we were asked to vote on the proposed resident parking permits for Court Avenue, there was no mention of Court Gardens or Hall Terrace being included in the scheme. I would have thought that, Court Avenue residents parking permits would and should as the name implies be for the residents of Court Avenue only. I'm also concerned that some of the houses in Court Gardens have been converted to flats, which could increase the parking in Court Avenue considerably. If the landlord supplied adequate parking for his tenants they would be no need to park in Court Avenue.</p> <p>Having received the implementation date of 2nd November I purchased 2 parking permits at a cost of £75. Because of the postponement of the parking scheme these permits are not required; therefore I would like to request a full refund and will purchase new ones when there is a new implementation date.</p>	<p>The residents parking scheme is not specifically for the residents of Court Avenue, anyone that has a HWE permit can park in the roads</p> <p>All residents that have paid for permits to park in Court Avenue will get a full year from when the residents parking scheme becomes operational.</p>
7	Resident of Court Avenue		<p>As a resident of Court Avenue they are <u>not in favour of proposals</u></p>	None
8	Resident of Court Avenue		<p>The resident does not object to the proposed Disabled Parking Bay, but is not in favour of permits for Court Gardens and Hall Terrace as they have garages or parking bays to the rear of their properties.</p>	<p>Residents of both Court Gardens and Hall Terrace may want the convenience of parking on the road</p>
9	Resident of Court Avenue		<p>The resident does not object to the proposed Disabled Parking Bay, but is not in favour of permits for Court Gardens and Hall Terrace as they have garages or parking bays to the rear of their properties and they have told the</p>	<p>Residents of both Court Gardens and Hall Terrace may want the convenience of parking on the road</p>

			Council this several times before. The don't want Court Avenue turned into a car park	
10	Resident of Court Avenue		The resident does not object to the proposed Disabled Parking Bay, but is not in favour of permits for Court Gardens and Hall Terrace as they have a service road to the rear with garages or parking bays to the rear of their properties. It would also take away parking space from the residents of Court Avenue.	Residents of both Court Gardens and Hall Terrace may want the convenience of parking on the road. The majority of residents of Court Avenue have off-street parking, with some having Garages to the properties
11	A resident of Hall Terrace		The elderly resident states that they are concerned that the friend, visitors, helpers will have to park two streets away and that the residents of Court Gardens are in the same position. They feel that they pay their road tax and council tax and should be allowed permits for the Zone.	It is recommended that both Court Gardens and Hall Terrace are included in the residents parking scheme.
12	Resident of Court Avenue		The resident does not object to the proposed Disabled Parking Bay, but they feel that Court Gardens resident's should not have permits and that the council should enforce as it is their cars and vans that cause the problems. They state that there is no point for having permits if this is allowed.	All the parking spaces in Court Avenue are clearly marked out, so there should not be any problems with obstructive parking.
13	Resident of Court Avenue		The resident states that they are in favour of part of the scheme, but do not state what part of the scheme.	None
14	Resident of Court Avenue		The resident does not object to the proposed Disabled Parking Bay but is not in favour of Court Gardens being included in the Zone.	None
15	Resident of Court Ave		The resident states that they are not in favour of any part of the proposals.	None
16	Resident of Court Avenue		The resident does not object to the proposed Disabled Parking Bay, but is not in favour of Court Gardens and Hall Terrace being included in the Zone, as some of them have large vans, which resident do not want parked outside there bungalows	All the parking spaces in Court Avenue are clearly marked out, so there should not be any problems with obstructive parking
17	A resident of Hall Terrace		The residents at this address are not in favour to the proposed parking scheme, as there are four adults live at this	It is recommended that both Court Gardens and Hall

			<p>address and park in Court Avenue, as Hall Terrace is on a Red Route. Additionally, they are a foster family and many council and social workers visit our home and now have nowhere to park. It is felt that there was never a parking problem at the north end Court Avenue. They felt incredulous to hear what the council was doing based on residents of Court Avenue whom all have own drive ways, without consulting with Hall Terrace residents.</p> <p>They complain that they are only allow us 100 words to respond and full letter is being drafted, setting out in detail the sheer incompetence and waste of council tax payers money already spent on these proposals. The response will also be sent by registered post to Andrew Rosindell and to 10 Downing Street</p> <p>They especially make a point of mentioning that at the latest cabinet meeting of having council on the 4/11/15 detailing of how the council are trying to save money, raise council tax etc.</p>	<p>Terrace are included in the residents parking scheme.</p>
18	A resident of Hall Terrace		<p>I am in favour of part of the scheme. Being a resident in Hall Terrace, a lot of us park on Court Avenue, as there is insufficient or no parking space on Hall Terrace. We are situated on the A12 Colchester Road, some residents have drop kerb parking and are allowed to park outside their homes. Residents on Hall Terrace have applied for drop kerb parking outside their homes and they have all been denied by TFL.</p> <p>They would be happy if residents on Hall Terrace be part of the scheme and permits issued to park in the Sector HWE</p>	<p>It is recommended that both Court Gardens and Hall Terrace are included in the residents parking scheme.</p>
19	Resident of Court Avenue		<p>They are not in favour of the proposals, as there is a potential of an extra 10 vehicles to be added to the already limited number of parking spaces available for Court Avenue residents and due to extra drop kerbs that had been purchased.</p>	<p>There were many new vehicle crossover installed prior to the residents parking scheme being marked out and with the existing off-street parking</p>

			They feel that a new survey is required as there is a great deal of residents dissatisfied with the scheme as they now realise the extent of the parking restrictions on their families, social activities and visitors. Reference the hours of the restrictions and school drop and pick up.	provisions residents already have and the fact that parking spaces in Court Avenue are clearly marked out, there should not be cause for any problems with obstructive parking.
20	Harold Court Primary School		Harold Court School Head Teacher does not state which proposals they are in favour in but does state that with 420 children, parking is already very difficult.	Parking provisions can be looked at in the future after the pilot of the Public Space protection orders around school sites has been undertaken.
21	A resident of Hall Terrace		They are not in favour of parts of the scheme. They live Hall Terrace and have a disabled family member. They are aware the proposed disabled bay is progressed mainly for their use, Hall Terrace residents need to be included in the parking Permits as a family member requires visits from many agencies, They state that they have been fighting for a dropped kerb for years and still no further on with it, even though this would solve all off my problems.	Access to the front of the property is with TFL It is recommended that both Court Gardens and Hall Terrace are included in the residents parking scheme.
22	Resident of Court Avenue		I am in favour of part of the scheme and do not have any objection to the disabled bay. However, I object strongly that the residents of Court Gardens should be included in this scheme.	None.
23	Resident of Court Avenue		The resident states that they are not in favour of the proposals for to allow Hall Terrace into the scheme	None.
24	Resident of Court Avenue		They object to large vans and pickup trucks parking in the road restricting the view of cars exiting the rear access road. They feel that this is an accident waiting to happen.	There are currents no restrictions to prevent vans parking in residential street
25	Resident of Court Avenue		They are not in favour of this scheme. They disagree with issuing parking permits to the residents Hall Terrace allowing them to park in Court Avenue.	There are a small handful of residents that do not have off-street parking

			<p>Most houses in Court Ave do not have a garage as residents have to decide if they want an extension to their house or a garage unlike Hall Terrace where the houses have garages at the end of their gardens, which are accessed by a private road and some houses even have direct access to A12 allowing them to park in their front gardens. This means that they can extend their homes without having to choose between an extension to their home or a garage. This makes a mockery of those residents of Court Avenue who have paid a not inconsiderable sum for a crossovers and forgone their front gardens to provide parking for their cars. If it is deemed too dangerous to have direct access from A12 would it not be better for the council were to allow vehicular access to Hall Terrace via the path that runs parallel with A12 allowing the residents safer access to their gardens and option of parking their cars in front of their houses?</p> <p>If the Council is prepared to offer parking spaces to non-residents of Court Avenue will the council guarantee that there will be enough spaces for the residents Court Avenue to park in their street so they won't have to drive around looking for a parking space?</p> <p>And finally is the council looking at this as another money making enterprise; selling more parking passes than there are spaces to park in a zone whilst forcing residents to buy a crossover so that they can be guaranteed a parking space in the area where they live?</p> <p>I may have exceeded your 100 word limit but I feel that this an important matter and affects our quality of life and thus cannot be limited to 100 words and this letter cover the 4 residents of voting age who live at this address.</p>	<p>provisions to the front of the property, but some of these have garages to the side or rear of the property.</p> <p>Parking on the public highway is on a first come first served basis, even in a residents parking scheme</p> <p>Residents parking schemes are a provision to protect residents from longer term non-residential parking and these are a provision over and above what the majority of residents of the borough have.</p>
26	A Resident of Court Avenue		<p>They are not in favour of this scheme, They disagree with issuing parking permits to the residents Hall Terrace allowing them to park in Court Avenue. Most houses in Court Ave do not have a garage as residents have to decide if they want an extension to their house or</p>	<p>Parking on the public highway is on a first come first served basis, even in a residents parking scheme</p>

			<p>a garage unlike Hall Terrace where the houses have garages at the end of their gardens which are accessed by a private road and some houses even have direct access to A12 allowing them to park in their front gardens. This means that they can extend their homes without having to choose between an extension to their home or a garage. This makes a mockery of those residents of Court Avenue who have paid a not inconsiderable sum for a crossovers and forgone their front gardens to provide parking for their cars. If it is deemed too dangerous to have direct access from A12 would it not be better for the council were to allow vehicular access to Hall Terrace via the path that runs parallel with A12 allowing the residents safer access to their gardens and option of parking their cars in front of their houses?</p> <p>If the Council is prepared to offer parking spaces to non-residents of Court Avenue will the council guarantee that there will be enough spaces for the residents Court Avenue to park in their street so they won't have to drive around looking for a parking space?</p> <p>And finally is the council looking at this as another money making enterprise; selling more parking passes than there are spaces to park in a zone whilst forcing residents to buy a crossover so that they can be guaranteed a parking space in the area where they live?</p> <p>I may have exceeded your 100 word limit but I feel that this an important matter and affects our quality of life and thus cannot be limited to 100 words and this letter cover the 4 residents of voting age who live at this address.</p>	<p>Residents that chose to provide off street parking to the front of their property make their lives easier, add value to their property and limit the parking strain on the public Highway and it is their choice.</p> <p>This option would be cost prohibitive.</p> <p>Parking on the public highway is on a first come first served basis, even in a residents parking scheme</p> <p>Residents parking schemes are a provision to protect residents from longer term non-residential parking and these are a provision over and above what the majority of residents of the borough have.</p>
27	A Resident		The resident is very much in favour of the proposal.	None.
28	Resident of Court Avenue		There are already too many cars from Church Road parking in Court Avenue for long periods of time. They feel the	Parking on the public highway is on a first come first served

			parking situation is a farce.	basis, even in a residents parking scheme
29	A Resident		The resident is concerned how the permit operates and how it works for unexpected visitors. They ask if they have to wait in the road for them and ask what happens in the case of an emergency and relatives having to stay	All parking requirements can be dealt with by visitors permits Visitors on seeing a signed restrictions would telephone the person they are visiting for guidance.
30	Resident of Colchester Road (Court Gardens)		The resident has expressed their disapproval for the scheme as the current parking restrictions that we are proposing run from Monday to Saturdays both days inclusive and from the design, Court Ave is the only places you can actually park now all residence boxes as all other areas which have yellow lines are in front of drop kerbs many of which have just been installed this year. Resident does understand why they we need some parking control in and around Harold Wood station.	The all the residents parking provision in the HWE apply Monday to Saturday and have done so since the parking restrictions in David Drive were implemented Due to existing parking problems and CrossRail
31	Resident of Court Avenue		The resident is not in favour of the proposals. They are not in favour as there is a potential of an extra 10 vehicles to be added to the already limited number of parking spaces available for Court Avenue residents due to drop kerbs that had been purchased.	Parking on the public highway is on a first come first served basis, even in a residents parking scheme
32	Resident of Court Gardens		Resident is in favour of the proposals to include Court Gardens in the parking scheme that will be operational in Court Avenue. Resident is also in favour of the proposed disabled bay.	None
33	Resident of Court Gardens		Resident is not in favour of the resident parking being put in place; however they are in favour of Court Gardens being able to apply for permits for this road.	None
34	Resident of Hall Terrace		The resident is in favour of the proposal for the disabled bay. Resident does not state if they are in favour in the Court Garden extension. Although, resident does say they have nowhere to park other than Court Avenue.	None
35	Resident of Court		The resident is in favour of the proposals. Resident also adds on that	None

	Gardens		due to the red route restrictions in force on the A12 Colchester road, (Court Ave) is the only place available for their guests and themselves to park.	
36	Aardvark Preschool / Nursery		The school state they are not in favour of the proposals for the permits as they say it will make our day to day running very difficult for all those who access they're service. They are in favour of the disabled bay. The school say they have nowhere for their staff nor visitors or parents to park.	Parking provisions can be looked at in the future after the pilot of the Public Space protection orders around school sites has been undertaken.
37	Resident of Court Avenue		Resident is in favour of the disabled parking bay but not the Court Avenue Extension.	None.
38	Resident of Court Avenue		Resident is in favour for the disabled parking bay only, not for the extension of Court Gardens.	None.

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HIGHWAYS ADVISORY COMMITTEE

29 March 2016

Subject Heading:	TPC728 – Kings Road, Proposed Pay & Display Parking Bays – comments to advertised proposals
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Dean R Martin Technical Support Assistant Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £4000 for implementation will be met by 2016/17 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 | [x] |

SUMMARY

This report outlines the responses received to the advertised proposals to introduce Pay & Display parking bays in Kings Road and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that:
 - (a) the proposals to introduce Pay and Display parking bays on the north-western side of Kings Road, fronting St Albans Church operational Monday to Saturday 8.30am to 6.30pm, as shown on the plan (ref: Kings Road TPC 728) Appended to this report as Appendix A, be implemented as advertised; and
 - (b) the proposed 'At Any Time' waiting restrictions proposed for all eight arms of Princes Road and Kings Road junction, as shown on the plan (ref: Kings Road TPC 728) be implemented as advertised; and
 - (c) the effects of any implemented proposals be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £4000, of which £3500 can be funded from the revenue allocation and the remaining £500 will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in July 2015, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in Kings Road, fronting the Church.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan (Ref: Kings Road TPC728) outlining the proposals is appended to this report as **Appendix A**.
- 1.3 The proposals were put forward as part of the phasing out of all Disc Parking Bays across the borough, as it now considered that Disc Parking is not as user friendly as Pay and Display parking facilities.
- 1.4 On 15th January 2016 residents and businesses that were affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

1.5 By the close of the public consultation on the 5th February 2016, 5 responses were received to the proposals, 2 in favour, 2 against and 1 in favour of part of the scheme.

2.0 Results of public consultation

2.1 From the 27 letters sent out to the area, 5 responses were received, an 18.5% return.

3.0 Staff Comments

3.1 Having considered the representations received Officers have identified and assessed the concerns raised by residents and businesses, and it is recommended that the proposals be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000, of which £3500 can be funded from the revenue allocation and the remaining £500 will be met from the 2016/17 Minor Parking Schemes budget.

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

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

Human Resources implications and risks:

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees

within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

All proposals included in the report (pay & display and waiting restrictions) have been publicly advertised and subject to public consultation.

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

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.

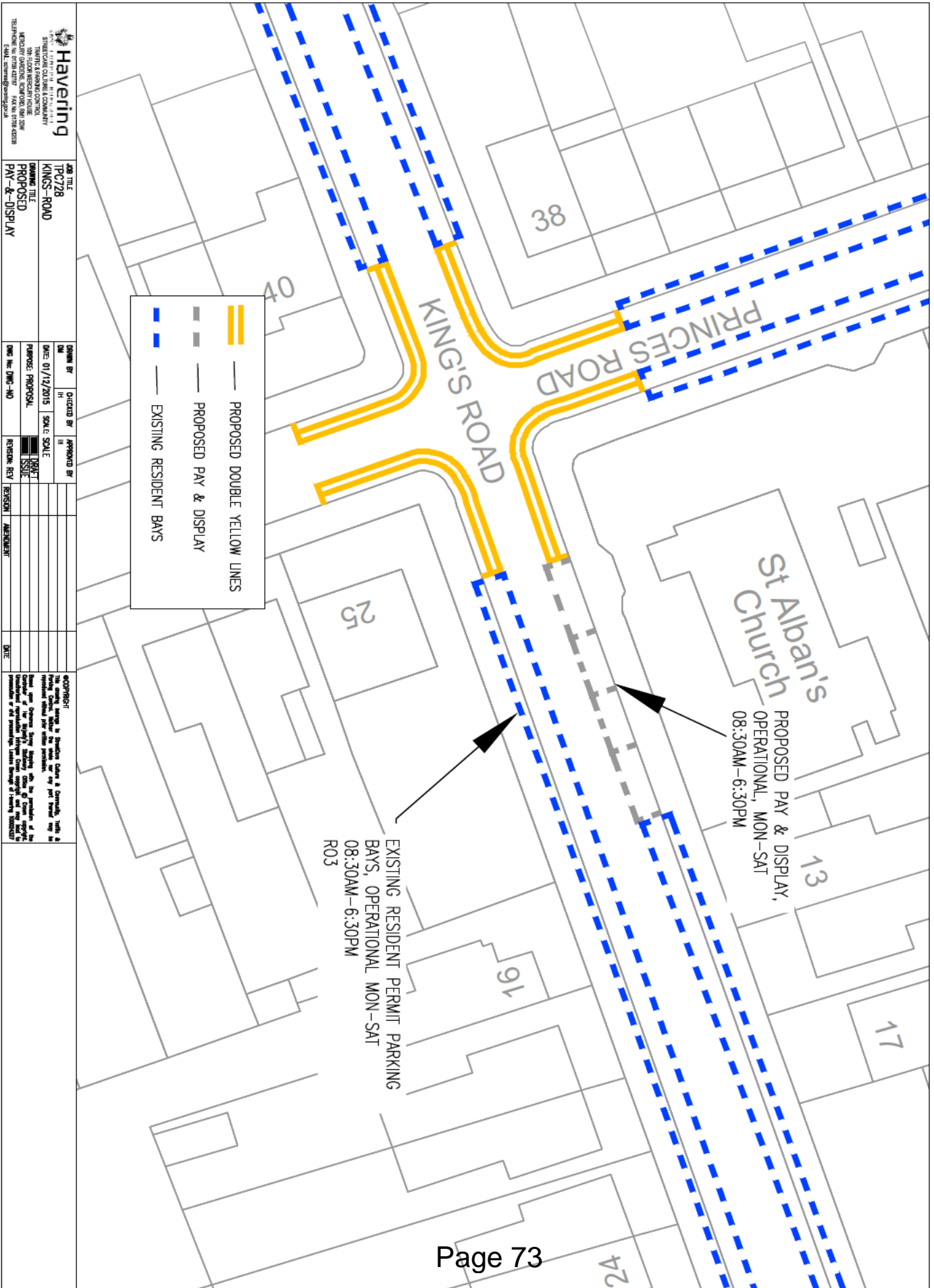
The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions have been publicly advertised and subject to formal consultation.

Consultation responses have been carefully considered to inform the final proposals.

There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 2 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit business rather than be a detriment.

BACKGROUND PAPERS

Appendix A



Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	Kings Road	The resident is in favour of the proposals.	
2	Resident	Kings Road	The resident is against the proposals as he says that there is already residents' parking in place, which he says is not properly enforced. He goes onto say that this is a further imposition on the residents of Kings Road.	If the Pay & Display parking provisions are to be approved and implemented then the council will take action and make sure that the area is properly enforced.
3	Resident	Princes Road	The resident is in favour of the scheme, but says that cars do not park on the single yellow line currently in place.	There are proposed double yellow lines on all arms of the junction adjacent to the church
4	Resident	Kings Road	The resident is in favour of part of the scheme, and has concerns about the operational time of the proposed Pay & Display which will be 8:30am-6:30pm, when many areas closer to the station only endure morning restrictions.	The operational times of the Pay & Display parking bays is the same tariff as all other Pay & Display provisions across the borough and applies 30 minutes less than the existing Disc Parking facilities
5	Resident	Kings Road	The resident is against the proposals and states do not put Pay & Display parking in Kings Road. The resident goes onto say that the bays will probably be unused for the majority of the time. He also states that the double yellow lines are essential.	There are proposed double yellow lines on all arms of the junction adjacent to the church

HIGHWAYS ADVISORY COMMITTEE

29 March 2016

Subject Heading:	TPC776 Helen Road, Proposed Pay & Display Parking Bays – comments to advertised proposals
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Dean R Martin Technical Support Assistant Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £4000, of which £3500 can be funded from the revenue allocation and the remaining £500 will be met from the 2016/17 Minor Parking Schemes budget.

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 Pay & Display parking bays in Helen Road and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that:
 - (a) the proposals to introduce Pay and Display parking bays on the south - eastern side of Helen Road, opposite Ardleigh Green Junior School, operational Monday to Saturday 8.00am to 6.30pm, as shown on the plan (ref: Helen Road TPC776) Appended to this report as Appendix A, be implemented as advertised; and
 - (b) the proposed extension of the existing 'At Any Time' waiting restrictions in Helen Road as shown on the plan (ref: Helen Road TPC776) be implemented as advertised; and
 - (c) the effects of any implemented proposals be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £4000, of which £3500 can be funded from the revenue allocation and the remaining £500 will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in September 2015, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in Helen Road, opposite Ardleigh Green Junior School.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan (Ref: Helen Road TPC776) outlining the proposals is appended to this report as **Appendix A**.
- 1.3 The proposals were put forward to help with parking provisions for local businesses, while preventing long-term non-residential parking and ensuring a turnover of parking spaces. It is now generally considered that the provision of Pay & Display parking bays is more user friendly and accessible to the public.

1.4 On 15th January 2016 residents and businesses that were affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

1.5 By the close of the public consultation on the 5th February 2016, 6 responses were received to the proposals, 1 in favour, 4 against the proposals and 1 in favour of part of the scheme.

2.0 Results of public consultation

2.1 From the 19 letters sent out to the area, 6 responses were received, with two responses being from one address and being virtually the same in content. The response was 31.5% return.

3.0 Staff Comments

3.1 Having considered the proposals, Officers have identified and assessed the potential negative impact that the parking scheme poses to residents and businesses, and recommends to the Committee that all of the proposals be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000, of which £3500 can be funded from the revenue allocation and the remaining £500 will be met from the 2016/17 Minor Parking Schemes budget.

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

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

Human Resources implications and risks:

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

All proposals included in the report (pay & display and waiting restrictions) have been publicly advertised and subject to public consultation.

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

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.

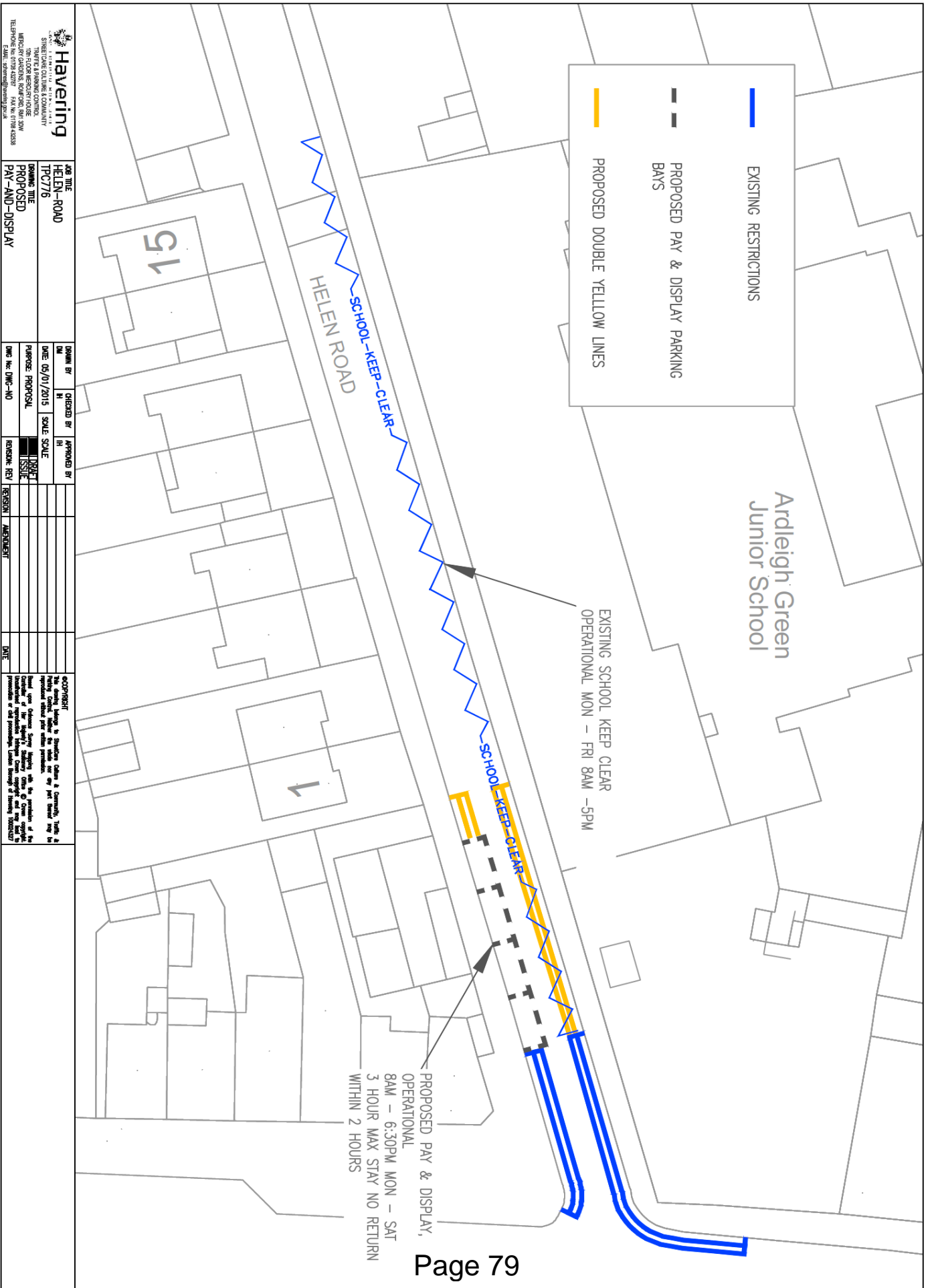
The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions have been publicly advertised and subject to formal consultation.

Consultation responses have been carefully considered to inform the final proposals.

There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 2 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit business rather than be a detriment.

BACKGROUND PAPERS

Appendix A



Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	Helen Road	The resident is against the proposals and states that they don't have enough room to allow for off street parking and therefore have to park in the bays where the proposals are. She goes onto say that she doesn't want to have to pay to put a ticket on her car everyday if she was park there.	All properties in Helen Road have the capacity to allow residents to have off-street parking.
2	Head Teachers of Ardleigh Green Infant and Junior School	Helen Road	The Head Teachers of both Infant and Junior Schools are in favour of the proposals, and state that if the proposals were implemented then this may discourage pick up and drop off to the school which is inconvenient and a danger to residents.	
3	Resident	Helen Road	The resident is not in favour of the scheme and strongly disagrees because the residents' family and friends won't be able to park when they visit.	Further down Helen Road there are footway parking bays for visitors to park.
4	Resident	Ardleigh Green Road	The resident is against the proposals and says that the proposals will have a detrimental effect on the local shops as passing trade will not wish to pay for parking. The resident goes onto say that they feel this is an unnecessary use of public funds.	Pay and display parking facilities do turn over the parking spaces that may otherwise be parked in for long periods
5	Shop Owner	Ardleigh Green Road	The shop owner is in favour of part of the scheme and states that he thinks that if there is a three hour waiting time, then it would be of no use to the local shops. It would be more sensible to give 30 minutes or at the very most, one hour, which for most people, is plenty of time to shop. It would mean that more people would have a chance to park.	The current Pay & Display parking tariff is to allow up to 30 minutes free parking.
6	Resident	Ardleigh Green Road	The resident is against the proposals and says that the proposals will have a detrimental effect on the local shops as passing trade will not wish to pay for parking. The resident goes onto say that they feel this is an unnecessary use of public funds.	Pay and display parking facilities do turn over the parking spaces that may otherwise be parked in for long periods

HIGHWAYS ADVISORY COMMITTEE

29 March 2016

Subject Heading:

HIGHWAY SCHEMES APPLICATIONS

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

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

Policy context:

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

Financial summary:

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

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

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

SUMMARY

This report presents applications for new highway schemes 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

ways Advisory Comm
29th March 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 to be reported this month							
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)							
Page 85 of 101	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

ways Advisory Comm
29th March 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
Page 86 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.	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

Highways Advisory Comm
29th March 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
B5 Page 87	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
B6	Bird Lane, adjacent to A127 Southend Arterial Road	Cranham	Ban of left turns from A127 into Bird Lane to prevent rat-running at peak times or when A127 is congested	Feasible, but not funded. Scheme would require physical works to prevent left turns. [was agreed to hold on reserve list at June 2015 HAC)	None	£25k	Cllr Barrett
B7	St Mary's Lane	Upminster	Reduce speed limit from National to 40mph for non classified section from the junction with Warley Street to borough boundary	40mph would be an appropriate speed limit for a rural lane of this nature.	None	c£8k	Resident via Cllr Ower

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HIGHWAYS ADVISORY COMMITTEE

Tuesday 29 March 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 2016/17 revenue budget for Minor Traffic and Parking

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

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

SUMMARY

This report 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 29 March 2016
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Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
SECTION A - Parking Scheme Requests						
TPC834	Neptune Close	Request for 'At any time' waiting restrictions in the access road due to vehicles parking causing obstructions and concerns over access for all vehicles especially emergency vehicles	Dec 2010 and April 2014	Rev	All Ward Councillors	South Hornchurch
TPC835	Abbs Cross Gardens	Request for 'At any time' waiting restrictions to cover the apex of the bend and the access road to the car park and bin sheds fronting 122 to 134 Abbs Cross Gardens, as the waste collection lorry cannot manouver due to vehicles parking close to and opposite this access.	No	Rev	Serco	St Andrews

TPC836	Park Crescent	Request to extend the 'At any time' waiting restrictions on one side of the road, up to the first property.	No	Rev	Serco	Hylands
TPC837	Witham Road	Request to review the double yellow lines and parking restrictions to ensure access to Wilding Apartments and Heatherlands, making parking provisions where possible.	Nov 2010 / Sept 2011 / Nov 2011	Rev	Highways / Officer	Squirrels Heath
TPC838	Glanville Drive Bellevue Road Maywin Drive, Wingletye Lane Service Road, Upminster Road Service Road	Requests for a residents permit scheme in the Wingletye Lane Service Road, which will have a knock on effect on the other listed roads	No	Rev	Residents of the Wingletye Lane Service Road	St Andrews
TPC839	Glanville Drive	Suggestion out of the consultation for the proposed Pay and Display parking facility in the Wingletye Lane Service Road, for further Pay and Display parking facilities in Glanville Drive	No	Rev	Suggestion from a residents of the Wingletye Lane Service Road	St Andrews

TPC840	Whitchurch Shops	Request from WARD Councillors to individually make off the parking spaces around the shopping area, to maximise the parking provision.	All Ward Councillors	Rev	All Ward Councillors	Gooshays
TPC841	108 Chippenham Road	Request to remove the footway parking bay and replace it with At any time waiting restrictions. The property have recently changed hands	No	Rev	The new resident	Gooshays
TPC842	Park Lane off Cavendish Avenue	Request for 'At any time' waiting restrictions on the junctions of Park Lane and on both sides of the road to ensure access to emergency vehicles and dial a ride buses for the elderly residents on the Hanover Estate	June 2013 / January 2014	Rev	Estate Manager	Elm Park

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

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