



Havering

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
26 April 2016**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

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

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Havering
Residents'(2)**

Darren Wise (Vice-Chair)
Linda Hawthorn

UKIP

(1)

John Glanville

Independent Residents'

(1)

David Durant

**For information about the meeting please contact:
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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 - 14)

To approve as a correct record the minutes of the meeting of the Committee held on 29 March 2016, and to authorise the Chairman to sign them.

5 PROPOSED ROAD CLOSURE IN PARK END ROAD BY ROMFORD LIBRARY (Pages 15 - 30)

6 BERTHER ROAD - PROPOSED WAITING RESTRICTIONS (Pages 31 - 46)

7 MILL PARK AVENUE - PROPOSED ADDITIONAL RESIDENTS PARKING AREA AND 'AT ANY TIME' WAITING RESTRICTIONS (Pages 47 - 52)

- 8 **TPC 744 LOWSHOE LANE - CONTROLLED PARKING ZONE** (Pages 53 - 62)
- 9 **TPC813/4 - WEDNESBURY ROAD AREA AND CAMBOURNE AVENUE** (Pages 63 - 80)
- 10 **TPC815 - ORCHIS WAY, 'AT ANY TIME' WAITING RESTRICTIONS'** (Pages 81 - 86)
- 11 **TPC 816 ST. ANDREWS AVENUE AREA** (Pages 87 - 98)
- 12 **TPC 818 WOODLANDS ROAD (UNMADE PART) & REGINALD ROAD - ADDITIONAL RESIDENT PARKING** (Pages 99 - 106)
- 13 **TPC817 - WILLOW STREET, PROPOSED LIMITED WAITING BAY** (Pages 107 - 112)
- 14 **TPC702 FITZILIAN AVENUE, RONALD ROAD & ETHELBURGA ROAD - PROPOSED WAITING RESTRICTIONS** (Pages 113 - 122)
- 15 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 123 - 130)

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

- 16 **TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 131 - 136)

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

- 17 **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
29 March 2016 (7.00 - 9.10 pm)**

Present:

COUNCILLORS

Conservative Group Jason Frost (Chairman), Joshua Chapman, Dilip Patel, Frederick Thompson and Ray Best

Residents' Group Barry Mugglestone and John Mylod

East Havering Residents' Group Darren Wise (Vice-Chair) and Linda Hawthorn

John Glanville

UKIP

Apologies were received for the absence of Councillors John Crowder and David Durant.

+Substitute member: Councillor Ray Best (for John Crowder).

Unless shown all decisions were taken with no votes against.

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

107 MINUTES

The minutes of the meeting held on 1 March 2016 were agreed as a correct record and signed by the Chairman.

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

The report before Members outlined 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 recommended a further course of action.

In accordance with the public speaking arrangements the Committee was addressed by an objector.

The objector commented that Petersfield Avenue had become a rat run for motorists wishing to gain access to the A12. The objector also commented that Stagecoach had been requesting the re-introduction of the previous yellow lines to assist their buses in negotiating the two pedestrian refuges outside the shopping parade. The objector also raised concerns over the loss of parking bays and perceived defects in the public consultation exercise.

With its agreement Councillors Patricia Rumble and David Johnson addressed the Committee.

Councillor Rumble commented that residents and shopkeepers wanted re-assurances that the proposed scheme was the only scheme suitable for the area and suggested that the land at the rear of the shops could be considered for additional parking at a later date.

Councillor Johnson commented that he had been advised that shopkeepers had only received the consultation letters a day or so before the committee meeting and had not had time to consider the proposals.

During a brief debate members noted the suggestion that some of the public consultation letters had been received late. Members also discussed the advantages and disadvantages of the traffic islands.

The report recommended that the proposals be recommended to the Cabinet Member for Environment for implementation however it was **RESOLVED** that consideration of the report be deferred to the next meeting to allow for an extension to the consultation period.

The vote for the resolution to defer the consideration of the report was carried by 8 votes to 1.

Councillor Thompson voted against the resolution.

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

109 **UPMINSTER PARKING REVIEW - RESULTS OF INFORMAL CONSULTATION**

The report before Members outlined the responses received to the informal consultation undertaken in the Upminster Ward area of the Upminster Controlled Parking Zone and its periphery and recommended a further course of action.

In accordance with the public speaking arrangements the Committee was addressed by an objector with a response given by officers.

The objector commented that the local residents were suffering from parking dis-placement across the ward and that previous schemes implemented had not cured the problem but had just pushed it out to surrounding areas. The objector also commented that greater use of parking permits should be encouraged.

During the debate members agreed that there had been a good response to the initial consultation and discussed the possible introduction of residents parking permits.

Members also discussed the issue of commuter parking and discussed the merits of timed restricted parking in some areas.

Having considered the report and the representations made it was **RESOLVED** to recommend 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.

Members noted that the estimated cost for the current proposals, as set out in the report, was £70,000 which would be met from the Capital Parking Strategy Investment allocation.

110 **COURT GARDENS AND HALL TERRACE - INCLUSION INTO THE HAROLD WOOD CPZ**

The report before Members outlined 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 recommended a further course of action.

In accordance with the public speaking arrangements and with the agreement of the Chairman the Committee was addressed by two objectors with a response given by officers.

The first objector commented that Court Avenue and Davids Drive were being used by commuters at one end and residents of Court Gardens and Hall Terrace, at the other end, who parked in the roads as they had no parking provision of their own. This led to some residents installing crossovers as they had previously been unable to park near their properties. The objector commented that the roads were not wide but were also being used by vehicles accessing the industrial estate.

The second objector commented that the proposed scheme needed to be reviewed as it would inconvenience all residents. The objector stated that visitors and emergency services often struggled to access the roads. The

objector suggested that the only option to solve the issue was for the installation of crossover over the grassed area fronting Court Gardens and Hall Terrace.

During the debate Members discussed whether a previous planning restriction had prevented the roads from previously being included the CPZ and the possibility of adding vehicle crossovers to the grassed area fronting Court Gardens and Hall Terrace.

Officers advised that the verge along the front of the properties was the property of TfL and that TfL would not consider the installation of crossovers off of a road where cars were travelling at significant speeds as it would be unsafe and also cost prohibitive.

Members discussed the possibility of issuing residents parking permits however it was felt that this could set a precedent that would have to be followed elsewhere in the borough. Members also discussed the possibility of providing parking off the service road to the rear of Court Gardens and Hall Terrace. This was discounted owing to the fact that that the land in question was not public highway.

A number of members voiced their concern over the effect that the proposals would have on the residents of Court Avenue and Davids Drive.

Having considered the report and the representations made, it was **RESOLVED** to recommend 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.

Members noted that the advertised proposals for the installation of a Disabled Parking Bay along the flank wall of No. 21 Hall Terrace would be dealt with under the Head of StreetCare's delegated powers of authority in the event that agreement could not be reached with Transport for London on the installation of a vehicle crossover in Colchester Road.

Members noted that the estimated cost for the current proposals in Court Gardens and Hall Terrace, as set out in the report was £500, and would be met from the 2016/17 Minor Parking Schemes budget.

The vote for the resolution to recommend the proposals was carried by 5 votes to 3 with 2 abstentions.

Councillors Mugglestone, Mylod and Thompson voted against the resolution.

Councillors Hawthorn and Wise abstained from voting

111 **TPC728 - KINGS ROAD - PROPOSED PAY AND DISPLAY PARKING BAYS**

The Committee considered the report noting the representations made and **RESOLVED** to recommend 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 the 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.

Members noted that the estimated cost of the scheme as set out in the report was £4000, of which £3500 could be funded from the revenue allocation and the remaining £500 would be met from the 2016/17 Minor Parking Schemes budget.

112 **TPC776 HELEN ROAD - PROPOSED PAY AND DISPLAY PARKING BAYS**

The Committee having considered the report and noting the representations made **RESOLVED** to recommend 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 the 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.

Members noted that the estimated cost of the scheme as set out in the report was £4000, of which £3500 could be funded from the revenue allocation and the remaining £500 would be met from the 2016/17 Minor Parking Schemes budget.

113 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.

114 TRAFFIC AND PARKING SCHEMES REQUEST

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

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

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

Chairman

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

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals without funding available				
None to be reported this month				
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)				
B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	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 8	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	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.

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	Noted
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	Noted

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**London Borough of Havering
Traffic & Parking Control - StreetCare
Parking Schemes Applications Schedule – 29 March 2016**

Item Ref	Location	Comments/Description	Decision
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	Agreed
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.	Agreed

TPC836	Park Crescent	Request to extend the 'At any time' waiting restrictions on one side of the road, up to the first property.	Agreed
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.	Agreed
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	Agreed
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	Rejected

TPC840	Whitchurch Shops	Request from WARD Councillors to individually make off the parking spaces around the shopping area, to maximise the parking provision.	Agreed
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	Agreed
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	Agreed

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Chairman

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HIGHWAYS ADVISORY COMMITTEE

26 April 2016

Subject Heading:

Proposed road closure in Park End Road by Romford Library - Outcome of public consultation.

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

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

Policy context:

Havering Local Development Framework (2008).
Havering Local Implementation Plan 2014/15 – 2016/17 Three year delivery plan (2013).

Financial summary:

The estimated cost of £1,000 for the improvements would be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

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

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

SUMMARY

This report sets out the responses to a consultation for the removal of existing metal gates at the southern end of Park End Road, Romford and replacing it with lockable bollards which will allow the passage for emergency services, cyclists and pedestrians. It further seeks a recommendation that the proposals be implemented.

The scheme is within **Romford Town** ward.

RECOMMENDATIONS

That the Committee having considered the report and the representations made, recommends to the Cabinet Member for Environment that the following measures are implemented:

1. **Proposed location of road closure**

Park End Road, Romford, southern end – the proposed road closure situated at a point 59 metres south-east of the south-eastern kerb line of Church Lane as shown on drawing nos. QL040-045-04 and QL040-045-05.

2. For clarification purposes the following vehicular categories would be exempted from the prohibition:
- i) Pedal cycles to gain access to the cycle parking outside the library, maintain through journey etc.
 - ii) Fire Brigade, Police and ambulance vehicles being used in emergency;
 - iii) A vehicle being used in service of a local authority whilst undertaking a statutory power of duty such as highway maintenance, street cleansing etc.
 - iv) Any vehicle for the purpose of loading or unloading goods from premises in or adjacent to the prescribed length of street (essentially Romford Library).
3. That it be noted that the estimated cost for implementation is £1,000 which would be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

REPORT DETAIL

1.0 **Background**

- 1.1 The existing metal gate was installed at the southern end of Park End Road to stop vehicular traffic by the Romford Central Library. The gate was installed in an area with high pedestrian movements which mainly consists of school children, local residents, shoppers, council staff etc. Some drivers were seen reversing their vehicles and this was considered to be dangerous especially in the close vicinity of the Romford Central library where people of all ages frequently visit.
- 1.2 The existing metal gate was installed in haste on safety grounds without any Traffic Orders to close a section of the public highway. The narrow area on both sides of the gate has resulted in restrained access for wheel chair users, cyclists etc.

2. **Proposals to remove the existing metal gate and replacing it with removable bollards**

It is proposed to remove the existing metal gate and replacing it with removable bollards. The excess would be controlled by lockable bollards which will allow access for the emergency vehicles, pedestrians, mobility scooters etc. Emergency services have a standard key to unlock the bollards during emergency periods. The proposals are shown on attached drawing nos. QL040-045-04 and QL040-045-05.

3. **Outcome of the Public Consultation**

- 3.1 A draft traffic order was advertised in the local press (Romford Recorder and London Gazette) and the emergency services were consulted. Being relatively a minor scheme public notices were displayed on site thus giving opportunity to anyone living in the local area to provide their comments.
- 3.2 The proposals were advertised in the local press and notices were placed on site. The closing date for receipt of representations was 26th February 2016. By the close of consultation, 93 responses were received. The responses are summarised in Appendix 1 of this report.
- 3.3 The results of the consultation shows that majority of the respondents ie 93.5% have objected the road closure. Majority of the respondents are parishioners attending St. Edward the Confessor Catholic Church in Romford had used identical letters provided by the church. After discussion with the church it became clear that it was perceived by the respondents that the closure was proposed between Church Lane and the Romford library which would affect the

main entrance of the church, whereas the proposals are limited to the area by the library.

- 3.4 The consultation drawing clearly shows the location of the closure is at the existing metal gate by the library which was installed on safety grounds to protect pedestrians in that immediate area. The current proposal relates to maintain the same area being closed to traffic, but it would be supported by a traffic management order which would legally justify it's installation. In addition, the bollards will allow better access for mobility scooter users, pedestrians and cyclists.
- 3.5 It is, therefore, recommended that the proposals to remove the existing metal gate and replacing it with lockable bollards are agreed. It is anticipated that the new measure will enhance safety in an area with high pedestrian movements, wheel chair users, cyclists etc.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost for implementation is £1,000, which will be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards 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 incorporated into the financial estimate. In the unlikely event of an over spend, the balance would need to be contained within the overall Streetcare Revenue budget.

Legal implications and risks:

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

Human Resources implications and risks:

None.

Equalities Implications and risks:

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

BACKGROUND PAPERS

Project file: QL40 - 045 – Park End Road, proposed road closure.

Appendix 1

Summary of Consultation Responses

**Park End Road, Romford
Results of the Public Consultation**

No	Property No	Road Name	Agree Closure	Disagree Closure	Identical letter	Comments	
1	7	Beechfield Gardens		1	Y	Most contents similar to identical letter. Cannot imagine walking with a coffin and seeing a bride walking to the Church in rain.	
2	15	Burnside Court South Street, Romford		1	Y		
3	32	Carlton Road		1	Y		
4	29	Cedar Road		1	Y		
5	4	Western Court, Chandlers Way		1	Y		
6	22	Crossways, Gidea Park		1	Y		
7	74	Dee Way, Rise Park		1	Y		
8	9	Devent Court, Riverside Cl		2	Y		2 responses received from same address
9	16	Dorset Avenue		2	Y		2 responses received from same address.
10	41	Eastern Avenue East		1	Y		
11	95A	Eastern Road		1	Y		
12	162	Eastbrook Drive, Rush Grn.		2	Y		2 responses received from same address

13	4	Erroll Road		1	Y	
14	11	Glenwood Drive		1	Y	
15	46	Heath Drive		1	Y	
16	1	Hill Grove		2	Y	2 responses received from same address

No	Property No.	Road Name	Agree Closure	Disagree Closure	Identical letter	Comments
17	17A	Kingston Road		1		The Church is visited throughout the day by many parishioners at various times of the day. The respondent delivers flowers to the Church which are heavy to carry, so direct access is required. In addition, the tax payers money has not been in updating the parking facilities at this section of the road.
18	17B	Kingston Road		1	Y	
19	83	Lake Rise		1	Y	
20	97	Lake Rise		1	Y	
21	72	Links Avenue		1	Y	
22	79	Links Avenue		1	Y	

23	171	Lodge Avenue		1	Y	
24	152-182	London Road		2	Y	Apartment No. 17
25	342	London Road		1	Y	
26	83	Main Road		1	Y	(Flat no 1)
27	21	Mashiters Walk		1	Y	
28	27	Mashiters Walk		1	Y	
29	30	Mashiters Walk		1	Y	
30	35	Mashiters Walk		3	Y	3 responses received from same address
31	45	Mashiters Walk		1	Y	
32	66	Mashiters Walk		1	Y	
33	75	Mashiters Walk		3	Y	3 responses received from same address
34	15	Maple Street		1	Y	
35	51	McIntosh Road		1		Partly identical letter and the respondent wants to see the withdrawal of the proposals

No	Property No	Road Name	Agree Closure	Disagree Closure	Identical letter	Comments
36	25	Oaklands Avenue		1		Although the church has access at the rear via Church Lane, the road closure would cause inconvenience to funerals & weddings and others requiring direct access

						to front side of the church. Church Lane permits one way traffic which means that drivers will have to negotiate the Ring Road to access the rear entrance.
37	17	Parkside Avenue		1		The road closure order would be extremely difficult for funerals, weddings, baptisms or veryday Masses . The Parish Priest is often upon at late night visits of hospitals or the sick in response to emergency calls.
38	39	Parkside Avenue		1	Y	
39	44	Parkside Avenue		1	Y	
40	52	Parkway		1	Y	
41	5	Park End Road St Edward the Confessor Catholic Parish, Romford		1		The Catholic Community have been visiting the Church since 1856. This applies at the weekends and other Church services. The only entrance to the Church is vai Park End Road. The Church receives deliveries via Park End Road and closure would mean considerable loss to the Church and the community.
42	37	Park End Road		2	Y	2 responses received from ssame address
43	68	Park End Road		1	Y	
44	52	Parkway		1	Y	
45	304	Pettits Lane North		1	Y	
46	32	Richards Avenue		1	Y	
47	61	Rose Lane, Marks Gate		2	Y	2 responses received from same address
48	8	Rosemary Avenue		2	Y	2 responses received from ssame address
49	45	Rushden Close		1	Y	

50	38	Seymer Road		1	Y	
51	148	Stanley Avenue		1	Y	

No	Property No	Road Name	Agree Closure	Disagree Closure	Identical letter	Comments
52	10	St Edwards Way, Romford		1		The respondent was very upset to hear about the proposed closure of section of Park End Road. The church needs a clear access for Mass, weddings and funerals.
53	5	The Avenue		1		Has been a member of congregation of St Edwards Catholic Church for 60 years. He has used the access for 6 weddings, 6 christenings and many funerals. The closure isolate the Catholic community & church.
54	32	The Chase		1	Y	
55	22	The Ridgeway		2	Y	2 responses received from ssame address
56	594	Upper Brentwood Road		1	Y	
57	13	Coope Court, Union Rd.		1	Y	Has requested to reconsider the proposal.
58	2	Victoria Court, Romford		1		Identical response including additional information As a disabled person it is hard enough to get around so please think about the elderly old age pensioners.
59	55	Willow Street		4	Y	4 responses received from same address
60		Metropolitan Police, Roads & Transport Policing	1			

		Command Unit.				
61		London Fire Brigade	1			
62		London Cycle Campaign, Havering branch	1			
63		London Taxi and Private Hire, part of Transport for London	1			
		<u>No addresses</u>				
64		Respondent 1		3	Y	3 responses from same address.
65		2		1	Y	
66		3		1	Y	
67		4		1	Y	
68		5		1	Y	

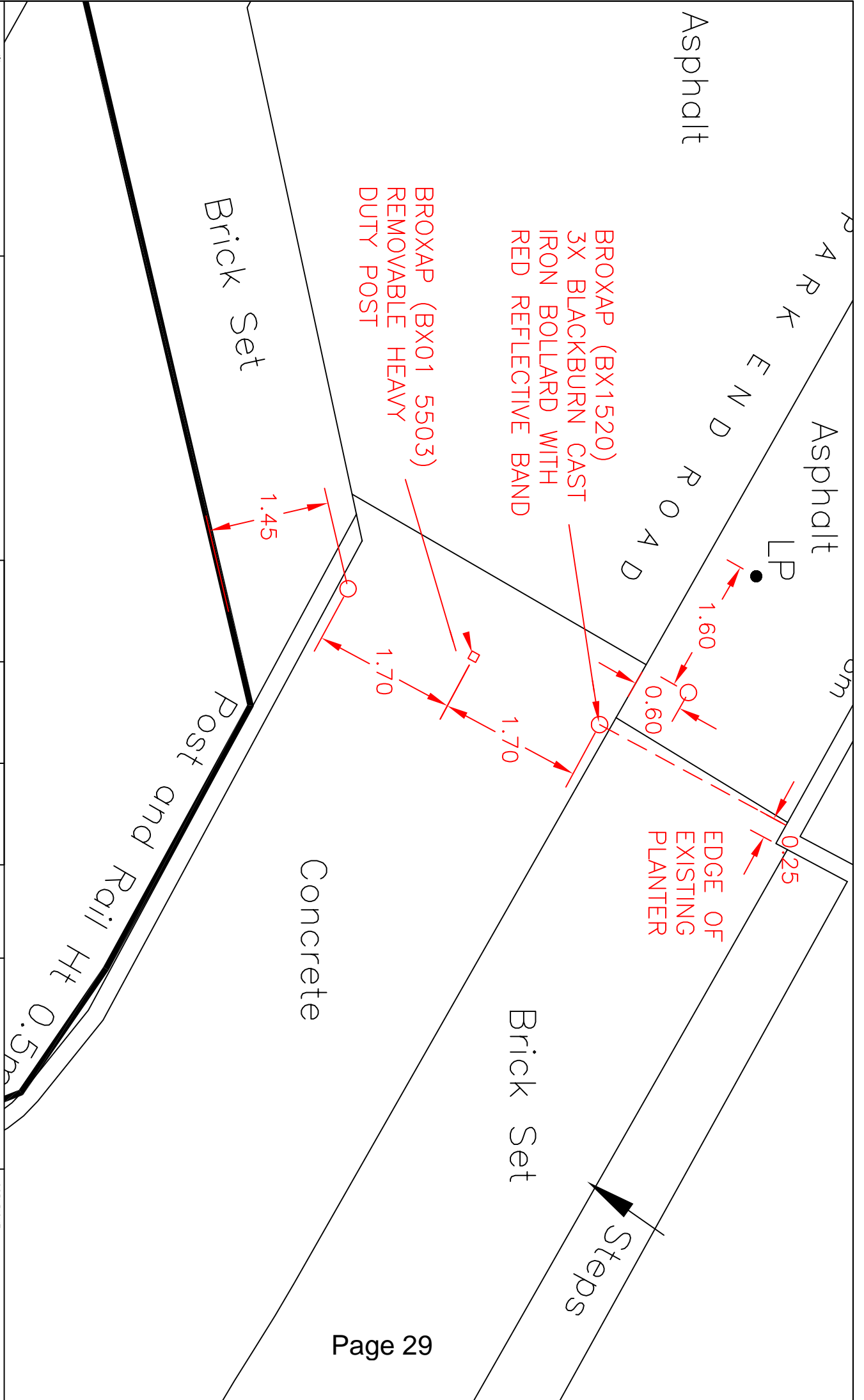
No	Property No	Road Name	Agree Closure	Disagree Closure	Identical letter	Comments
69		6		1	Y	Dolphin Approach, Romford The proposals will not prevent access to the church Fully supports the road closure. Prior to closure it was a potential danger to the pedestrians.
70		7		1	Y	
71		8		1	Y	
72		9		1	Y	
73		10	1			
74		11	1			
75		12		1	Y	

Total	6	87	
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Summary of Responses	
No of responses received	93
% of objections	93.5
% of agreement	6.5

Appendix 2

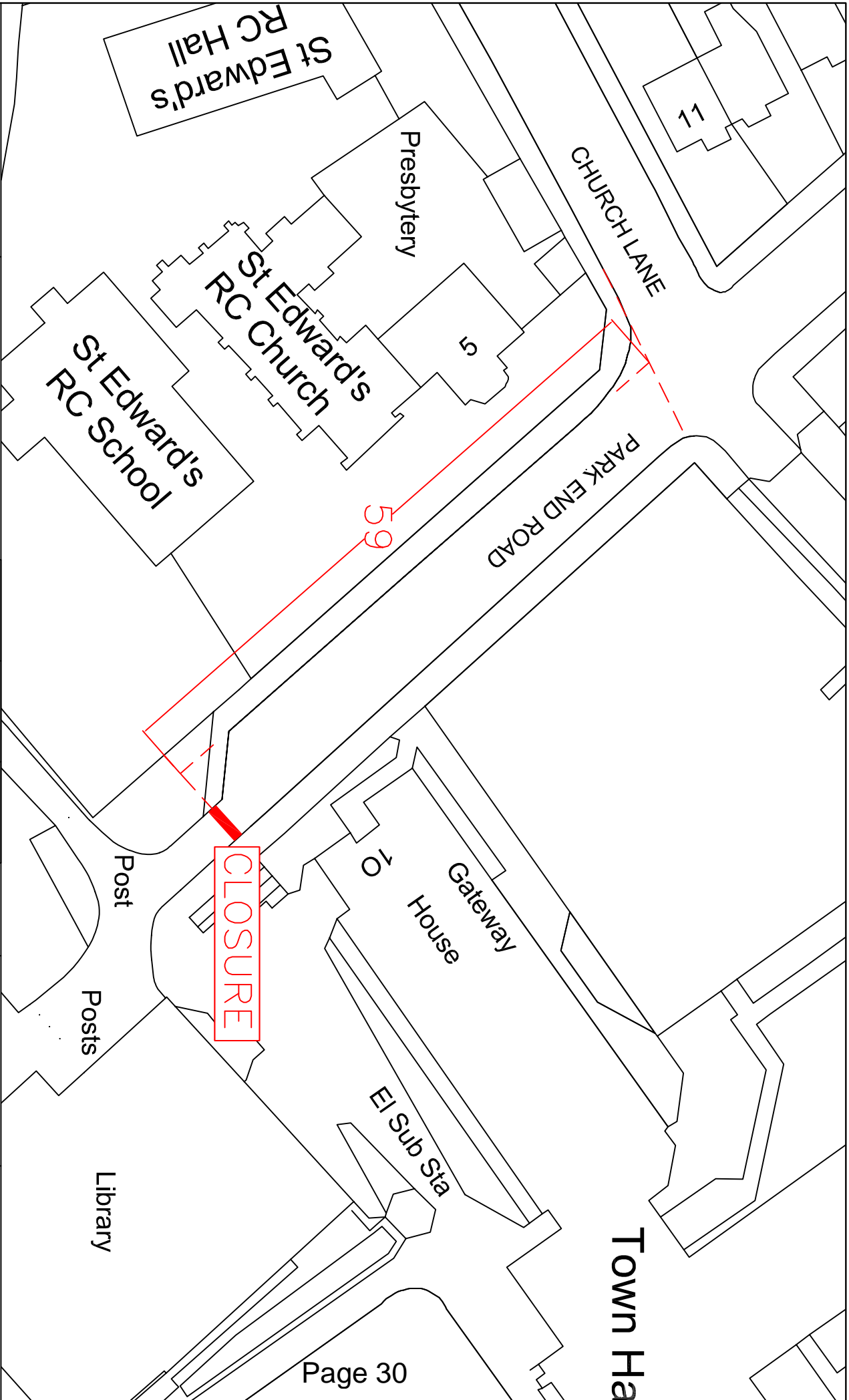
Plan showing details of
proposed road closure




BROXAP (BX01 5503)
 REMOVABLE HEAVY
 DUTY POST

BROXAP (BX1520)
 3X BLACKBURN CAST
 IRON BOLLARD WITH
 RED REFLECTIVE BAND

<p>Haverling <small>TRAFFIC & ENGINEERING</small> STREETCARE COMMUNITIES & RESOURCES 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.co.uk</p>		<p>JOB TITLE ROMFORD LIBRARY OPEN SPACE VEHICLE MANAGEMENT</p>		<p>DRAWN BY MLP</p>		<p>CHECKED BY MLP</p>		<p>APPROVED BY MLP</p>		<p>PURPOSE PROPOSED</p>	
<p>DRAWING TITLE PROPOSED ROAD CLOSURE GENERAL ARRANGEMENT</p>		<p>SCALE (AT A4 SIZE) NTS</p>		<p>DATE JAN '16</p>		<p>ISSUE DRAFT</p>		<p>REVISION</p>		<p>AMENDMENT</p>	
<p>ACAD REF: Sheet Size: A4 (297x210)</p>		<p>DRAWING No Q1040-45-04</p>		<p>REVISION</p>		<p>REVISION</p>		<p>REVISION</p>		<p>DATE</p>	
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 Haivering PLANNING SOLUTIONS STREETCARE COMMUNITIES & RESOURCES TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 EMAIL: streetcare@haivering.co.uk		JOB TITLE ROMFORD LIBRARY OPEN SPACE VEHICLE MANAGEMENT		DRAWN BY MLP SCALE (AT A4 SIZE) NTS ACAD REF:		CHECKED BY MLP DATE JAN '16		APPROVED BY MLP <input checked="" type="checkbox"/> DRAFT <input type="checkbox"/> ISSUE REVISION		PURPOSE PROPOSED		REVISION AMENDMENT		DATE	
DRAWING TITLE POSITION OF PROPOSED ROAD CLOSURE		Sheet Size: A4 (297x210)		DRAWING No Q1040-45-05		REVISION		AMENDMENT		DATE		©COPYRIGHT This drawing belongs to Streetcare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100023527			

HIGHWAYS ADVISORY COMMITTEE

26 April 2016

Subject Heading:	Proposed Waiting Restrictions – comments to advertised proposals TPC595– Berther Road
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 £1,500 for implementation will be met from the 2016/17 for Minor Traffic and Parking 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	[]

SUMMARY

This report outlines the responses received to the advertised proposals to introduce 'At Any Time' waiting restrictions and free parking bays in Berther Road and recommends a further course of action.

The scheme is within Emerson Park Ward.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that:
 - (a) the proposals to introduce waiting and loading restrictions and free parking bays, as outlined on the plan Appended to this report as Appendix C, be implemented as advertised; and
 - (b) 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 £1500, which will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background & Outcome of public consultation

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

could be undertaken directly with resident's representatives with consideration given to alternative proposals.

- 1.5 Officers subsequently met with residents representatives and a number of design principles were agreed. The road was resurveyed and further proposals were designed, which are considered to better reflect resident's wishes and still deal with the parking issues in the road.
- 1.6 At its meeting in February 2016, this Committee agreed in principle further proposals for consultation with residents on a redesigned parking scheme for Berther Road. These proposals are shown on the plan appended to this report as Appendix C.
- 1.7 This report outlines the responses to the current proposals that are tabled and appended to this report as Appendix B and recommends a further course of action.

2.0 Design principles

- 2.1 The new proposals have been designed to prevent loading and unloading immediately at the junction of Butts Green Road and keep the access to the flats clear, while retaining an area fronting the restaurant where loading and unloading can take place. The free parking bays have been snaked along the road to ensure access for larger vehicles, while acting as a traffic calming measure and being clearly marked so the vehicles should not obstruct residential driveways. The restricted period will allow trades to service the residential properties in the morning and overall the proposals should limit any displacement in to adjoining roads. The new proposals are shown on the plan appended to this report as Appendix C.
- 2.2 On 12th February 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.

3.0 Responses received

- 3.1 By the close of the consultation on the 4th March 2016, from the 51 letters sent to residents and businesses, there were 21 responses received to the advertised proposals, of which 16 were in favour of the scheme, 1 against the scheme and 4 in favour of part of the scheme. All of the responses are summarised and appended to this report as Appendix B.

3.0 Staff Comments

- 3.1 Given that the responses received to the latest proposals are much more positive than the previous consultation and are felt to better deal with the majority of the parking issues in the road, it is recommended to the Committee that all of the proposals be implemented as advertised.

IMPLICATIONS AND RISKS.

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1,500 including advertising costs. This cost can be met from the 2016/17 Minor Parking Schemes revenue budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

The proposals included in the report have been publicly advertised and subject to public consultation. All residents perceived to be affected by the proposals have

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

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

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

BACKGROUND PAPERS

Appendix A
Appendix B
Appendix C

HIGHWAYS ADVISORY COMMITTEE

7th July 2015

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

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

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

SUMMARY

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

The scheme is within Emerson Park Ward.

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background & Outcome of Public consultation

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

advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location. A plan of the proposals is appended to this report as **Appendix B**.

2.0 Responses received

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

3.0 Staff Comments

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

IMPLICATIONS AND RISKS.

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1,500 including advertising costs. This cost can be met from the 2015/16 Minor Parking Schemes revenue budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

The Council undertook a consultation with residents and businesses in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received 8 responses to the consultation including a petition signed by 38 residents of Berther Road, which are outlined in Appendix B. However, no negative issues relating to protected characteristics were raised in the objections.

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

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

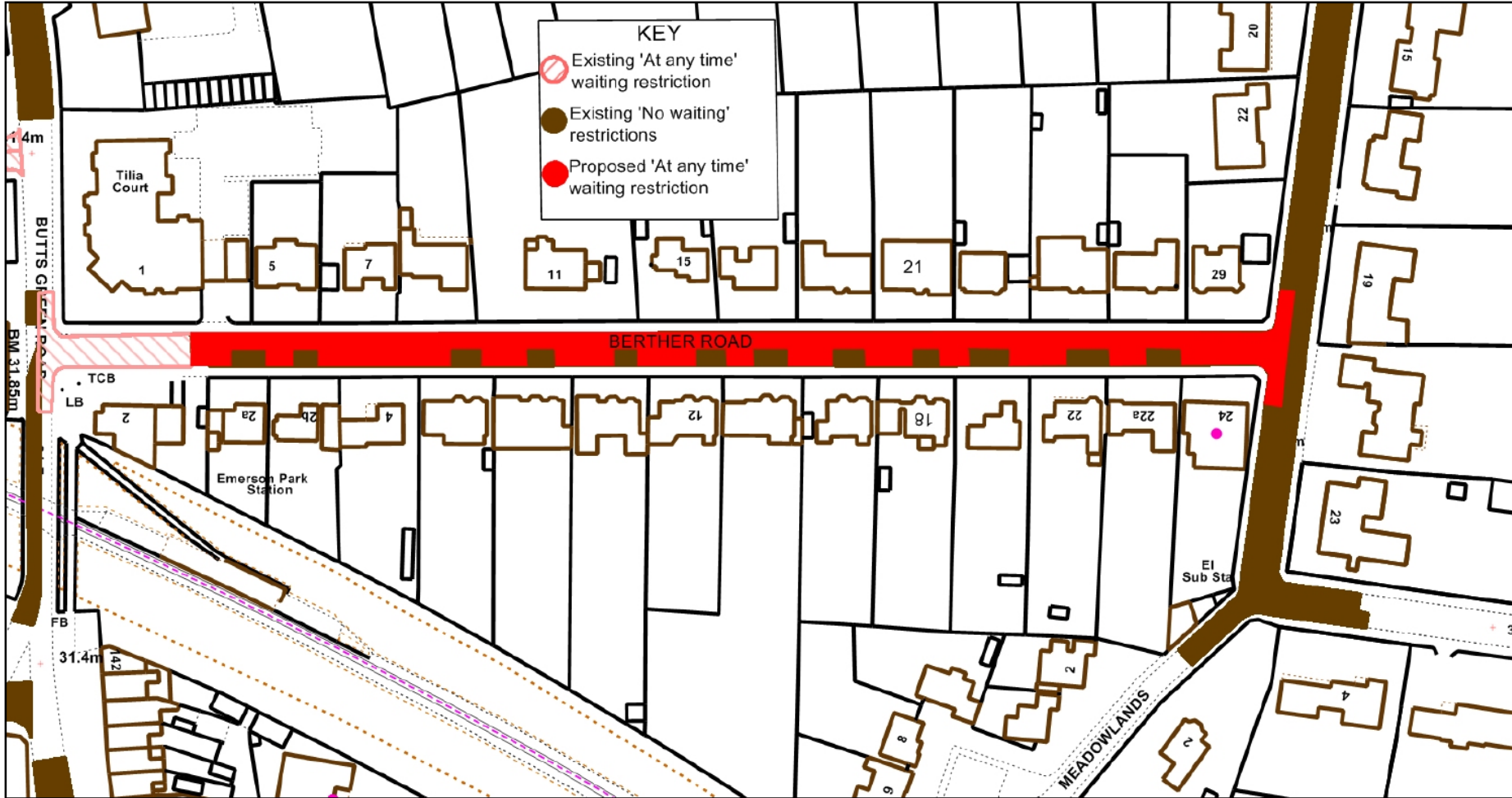
BACKGROUND PAPERS





Appendix A
Appendix B

Appendix A

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

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



Berther Road	N ↑
  	<p>Scale: 1:1250 Date: 21 May 2015 Size: A4</p> 

Appendix B

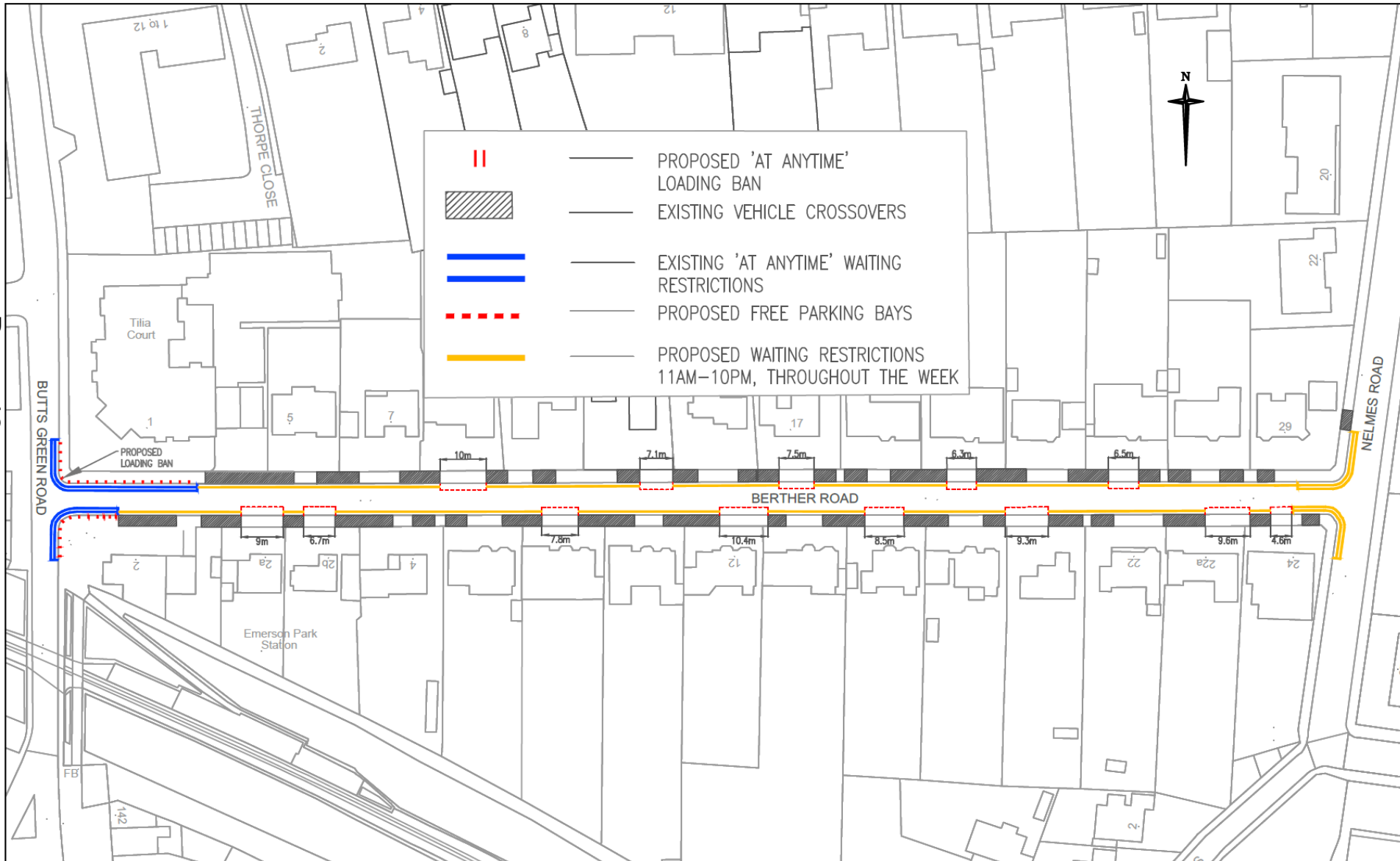
Respondent	Road	Summary of Comments	Staff Comments
Manager of Business	Berther Road	The Manager of the business states that they are in favour of part of the scheme, and states that with this scheme in place Friday and Saturday's, the local residents will take their vehicles out for personal use and park them in the Free Parking Bays. He also says that if this happens it would make it hard for visitors to his business to park.	Residents in Berther Road have facilities for off street parking and most of them do keep their car off the highway. Hopefully with the residents doing this it will keep the free parking bays available for visitors to the restaurant.
Resident	Nelmes Road	The resident is in favour of part of the scheme and states that with fewer cars parked in Berther Road, then vehicles will be parking in Nelmes Road causing more congestion at the junction of Berther Road and Nelmes Road, making it hazardous.	If this scheme is to be implemented, then the Council will monitor the scheme. If it is judged that further restrictions are required in Nelmes Road then the Council will assess the problems.
Resident	Berther Road	The resident is against the scheme and states that the proposals mean that they and their visitors cannot park outside their own home and that this is totally unacceptable to them.	This scheme has been designed to deal with the vast amounts of complaints that the Council has received regarding parking issues in Berther Road. Officers sent the plans to Berther Road representatives who were happy for the proposals to

			be advertised.
Resident	Nelmes Road	The resident is in favour of part of the scheme and states that if this scheme is implemented then it would force cars to park in Nelmes Road making the parking situation worse.	If this scheme is to be implemented, then the Council will monitor the scheme. If it is judged that further restrictions are required in Nelmes Road then the Council will assess the problems.
Resident	Berther Road	The resident is in favour of part of the scheme and states that if this scheme is to work, it will need to be monitored by enforcement, especially during the first few months.	Enforcement action will be targeted at this location and hours of enforcement have now been extended to further deal with the night time economy..
Resident	Berther Road	The resident is in favour of the proposals	None.
Resident	Berther Road	The resident is in favour of the proposals	None.
Resident	Berther Road	The resident is in favour of the proposals	None.
Resident	Berther Road	The resident is in favour of the proposals	None.
Resident	Berther Road	The resident is in favour of the proposals	None.
Resident	Berther Road	The resident is in favour of the proposals	None.
Resident	Berther Road	The resident states that they are completely in favour of the scheme.	None.
Resident	Berther Road	The resident stated that they are fully in favour of the scheme.	None.
Resident	Berther Road	The resident is in favour of the	None.

		proposals	
Resident	Berther Road	The resident is in favour of the proposals	None.
Resident	Berther Road	The resident is in favour of the proposals	None.
Resident	Berther Road	The resident is in favour of the proposals and expresses their full support for the scheme.	None.
Resident	Berther Road	The resident is in favour of the proposals	None.
Resident	Berther Road	The resident is in favour of the proposals	None.
Resident	Berther Road	The resident is in favour of the proposals and says that this scheme will make a massive improvement to to Berther Road.	None.
Resident	Berther Road	The resident is in favour of the proposals	None.

Appendix C.

Page 46



<p>Havering STREETCARE CULTURE & COMMUNITY TRAFFIC & PARKING CONTROL 100 FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3JW TELEPHONE No: 01708 432787 FAX No: 01708 432538 EMAIL: s.chen@havering.gov.uk</p>	<p>JOB TITLE TPC595 BERTHER-ROAD</p>	<p>DRAWN BY DM</p>	<p>CHECKED BY MI</p>	<p>APPROVED BY EH</p>	<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Parking Control. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction without Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 10024337</p>	
	<p>DRAWING TITLE PROPOSED CONTROLLED-PARKING-ZONE</p>	<p>DATE: 05/01/2015</p>	<p>SCALE: SCALE</p>	<p>PURPOSE: PROPOSAL</p>		<p>DATE:</p>
	<p>DWG No: DWG-NO</p>	<p>REVISION: REV</p>	<p>REVISION: AMENDMENT</p>	<p>DATE:</p>		

HIGHWAYS ADVISORY COMMITTEE

26 April 2016

Subject Heading:	Mill Park Avenue, proposed additional residents parking area and 'At Any Time' Waiting Restrictions- 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 £800 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

St Andrews and Hacton Wards

This report outlines the responses received to the formal consultation providing additional residents parking places and 'At Any Time' waiting restrictions along the flank wall of No. 62 Mill Park Avenue and over the vehicle crossover of No. 60 Mill Park Avenue 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 proposed additional residents parking area along the flank wall of No. 62 Mill Park Avenue and the 'At Any Time' waiting restrictions across the vehicular access of No.60 Mill Park Avenue, as shown on the plan appended to this report as Appendix A, be implemented as advertised;
 - b. The effect of any agreed proposals be monitored.
2. Members note that the estimated cost for the proposals, as set out in this report is £800, which will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in December 2015 this Committee agreed in principle to introduce the advertised residents parking scheme for Mavis Grove and Mill Park Avenue. Further to this, it was also agreed that consideration should be given to the provision of a further residents parking provision along the flank wall of No.62 Mill Park Avenue; a small section of double yellow line was also designed to segregate this parking area and prevent obstructive parking over the vehicle crossover to No. 60 Mill Park Avenue. The proposals are shown on the plan appended to this report as Appendix A
- 1.2 The proposals were subsequently designed and publicly advertised on 15th January 2015. All those affected by the proposals were advised of them by letter with the attached plan. Eighteen statutory bodies were also consulted. Site notices were also placed at the location.

2.0 Responses received

- 2.1 At the close of public consultation on Friday 5th February 2016, 7 responses were received, all in favour of the proposals.

3.0 Staff Comment

- 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 and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £800 which can be met from the 2016/17 Minor Parking Schemes budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

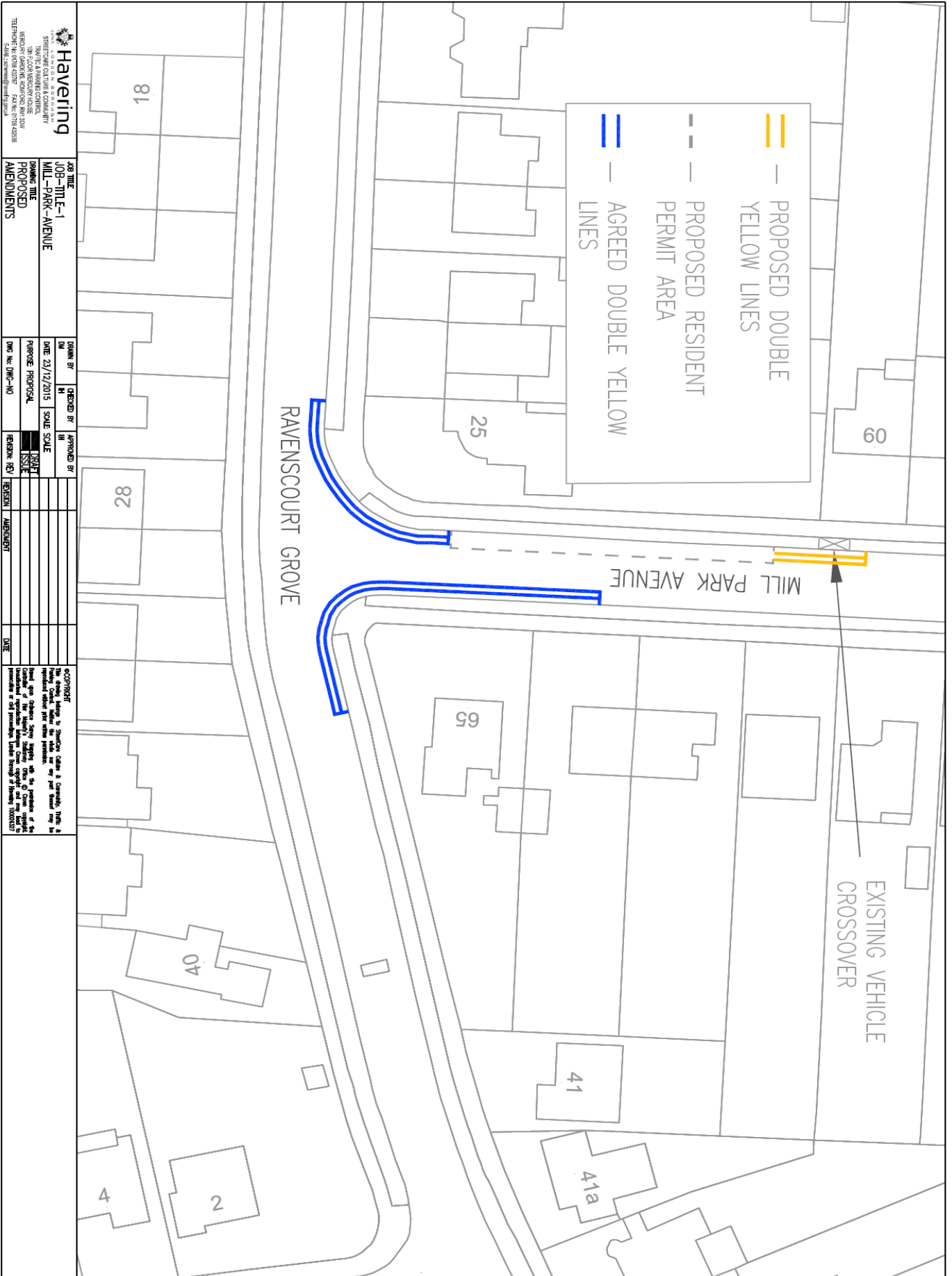
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

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

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

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

BACKGROUND PAPER



<p>Haverling STREETS OF COLOR COMMUNITY DEVELOPMENT 1000 UNIVERSITY BLVD MERCER GARDEN SQUARE, SUITE 200 FLEXVILLE, GA 30501</p>		<p>JOB TITLE-1 MILL-PARK-AVENUE</p>		<p>DATE DATE 2/12/2015</p>		<p>SCALE SCALE SCALE</p>		<p>DATE</p>	
<p>PROPOSED AMENDMENTS</p>		<p>DESIGNED BY DESIGNED BY</p>		<p>APPROVED BY APPROVED BY</p>		<p>DATE</p>		<p>DATE</p>	
<p>PERMITS</p>		<p>PERMITS</p>		<p>PERMITS</p>		<p>PERMITS</p>		<p>PERMITS</p>	
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HIGHWAYS ADVISORY COMMITTEE

26 April 2016

Subject Heading:	Lowshoe Lane Controlled Parking Zone TPC744 – Results of informal consultation
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Danny Cox CPZ Engineer Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £1000 and will be met by the 2016/17 Capital 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 informal parking consultation of the Lowshoe Lane Area controlled parking zone 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 area identified on the drawing entitled Lowshoe Lane CPZ (reference: CPZ Option 3) contained in Appendix D be formally consulted for the introduction of a residents parking scheme and the introduction of pay and display parking in suitable locations.
 - b) Following the formal consultation a further report detailing the responses received be reported back to this Committee to agree a further course of action.
2. That it be noted that the estimated cost of this scheme is £1000 which will be funded from the 2016/17 Capital budget for Minor Traffic and Parking.

REPORT DETAIL

1.0 Background

- 1.1 This Committee agreed in principle to the proposals to introduce a controlled parking zone or waiting restrictions in Lowshoe Lane and the surrounding roads, following a petition from local residents and requests from Councillors regarding inconsiderate or obstructive parking in the area.
- 1.2 The proposal was put forward to install either a controlled parking zone or waiting restrictions with the intention to reduce the amount of non-residential parking and improve the accessibility of the carriageway.
- 1.3 A meeting was held with Ward Councillors on the 4th April 2016 during which agreement was reached on the; boundary for the proposed controlled parking zone (shown on the drawing in Appendix D); and the most suitable times of operation. These would form the basis of the consultation.

2.0 Results of public consultation

- 2.1 From the 222 letters sent out to the Area A, which consists of: Ash Close, Birds Farm, Colliers Row Lane, Hazell Crescent, Hood Walk, Hulse Avenue, Lowshoe Lane, Lynton Avenue, Melville Road, Moorland Close and Rodney Way as shown in Appendix A. 68 responses were received, a 30.6% return. Out of these responses the majority agreed that there was a problem with parking and were in favour of introducing parking restrictions.

- 2.2 From the 398 letters sent out to the Area B, which consists of: Argus Close, Clovelly Gardens, Elizabeth Close, Hood Walk, Hulse Avenue, Lowshoe Lane, Lynton Avenue, Nelson Close, Raider Close, Renown Close, Repulse Close, Rodney Way, Victory Way and White Hart Lane as shown in Appendix A. 61 responses were received, a 15.3% return. Out of these responses 37.7% agreed that there was a parking problem and 29.5% were in favour of a residents parking scheme, 62.3% disagreed that there was a parking problem in the area.
- 2.3 8 responses received did not give an address, 4 were in favour of the proposals and 4 against.
- 2.4 All of the responses are summarised, appended to this report as Appendix B

3.0 Staff Comments

- 3.1 From the responses received, it would seem clear that there are parking problems in the area being caused by vehicles from local businesses reducing the amount of available parking spaces for residents. Some of the longer term parking may also be related to the employees of the local shops and businesses.
- 3.2 It has been noted that there have also been parking and accessibility issues caused by the increased amount of traffic drawn to the area in the morning and afternoon due to parents picking up and dropping of children at St Patrick's Catholic Primary school, and at weekends whilst people visit Corpus Christi Catholic Church.

IMPLICATIONS AND RISKS

Financial implications and risks:

The cost of implementing the proposals as described above is estimated at £1000 and can be funded from the Capital budget for Minor Traffic and Parking.

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 a 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 £200.00 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 and parking bays require public consultation and the advertisement of proposals, before a decision can be taken on their introduction.

Human Resources implications and risks:

The collection of cash from pay and display machines and enforcement of Controlled Parking Zones 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:

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.

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

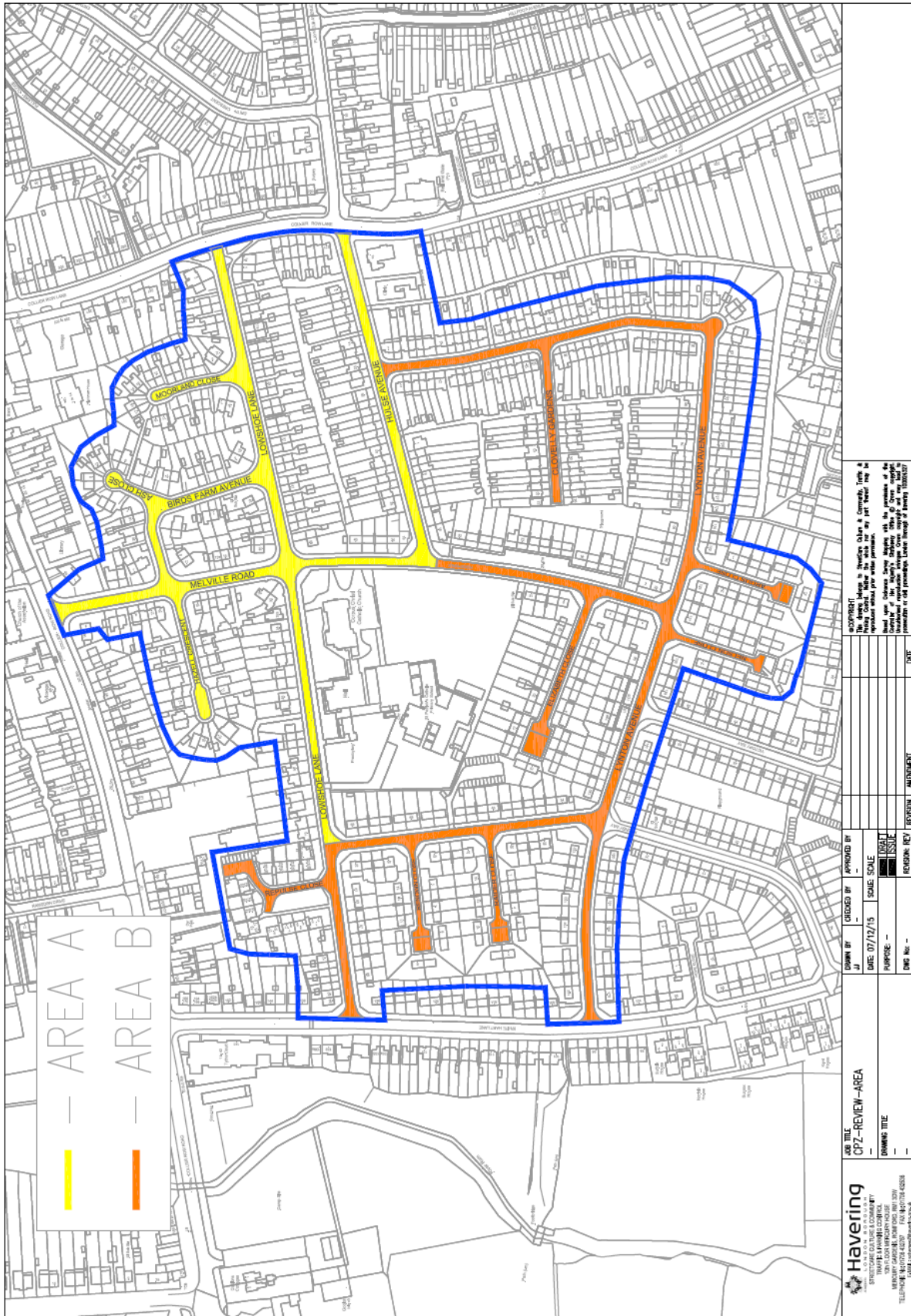
BACKGROUND PAPERS

Appendix A
Appendix B
Appendix C
Appendix D

Appendix A

Map of Lowshoe Lane Area

Appendix B

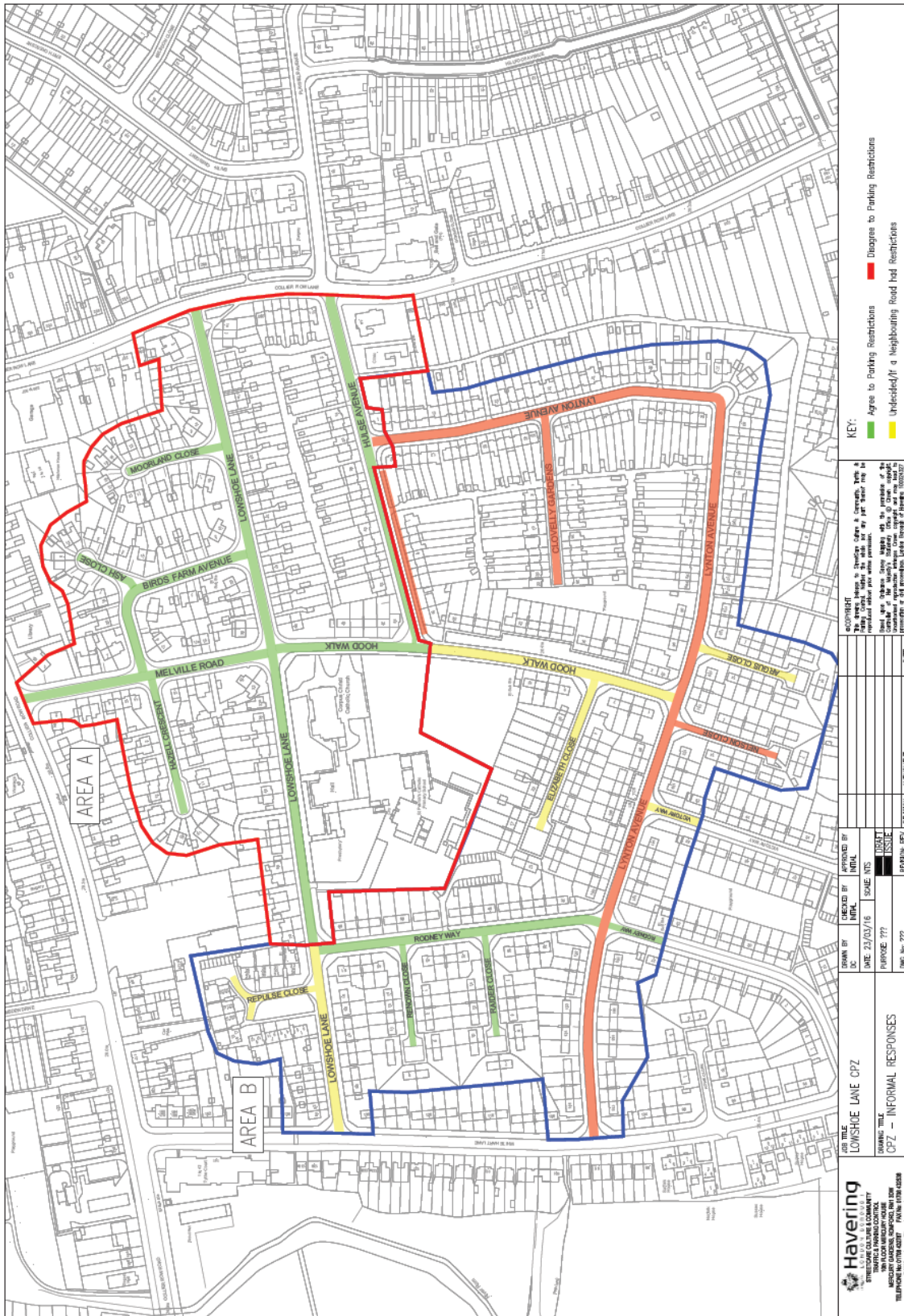


Consultation Results

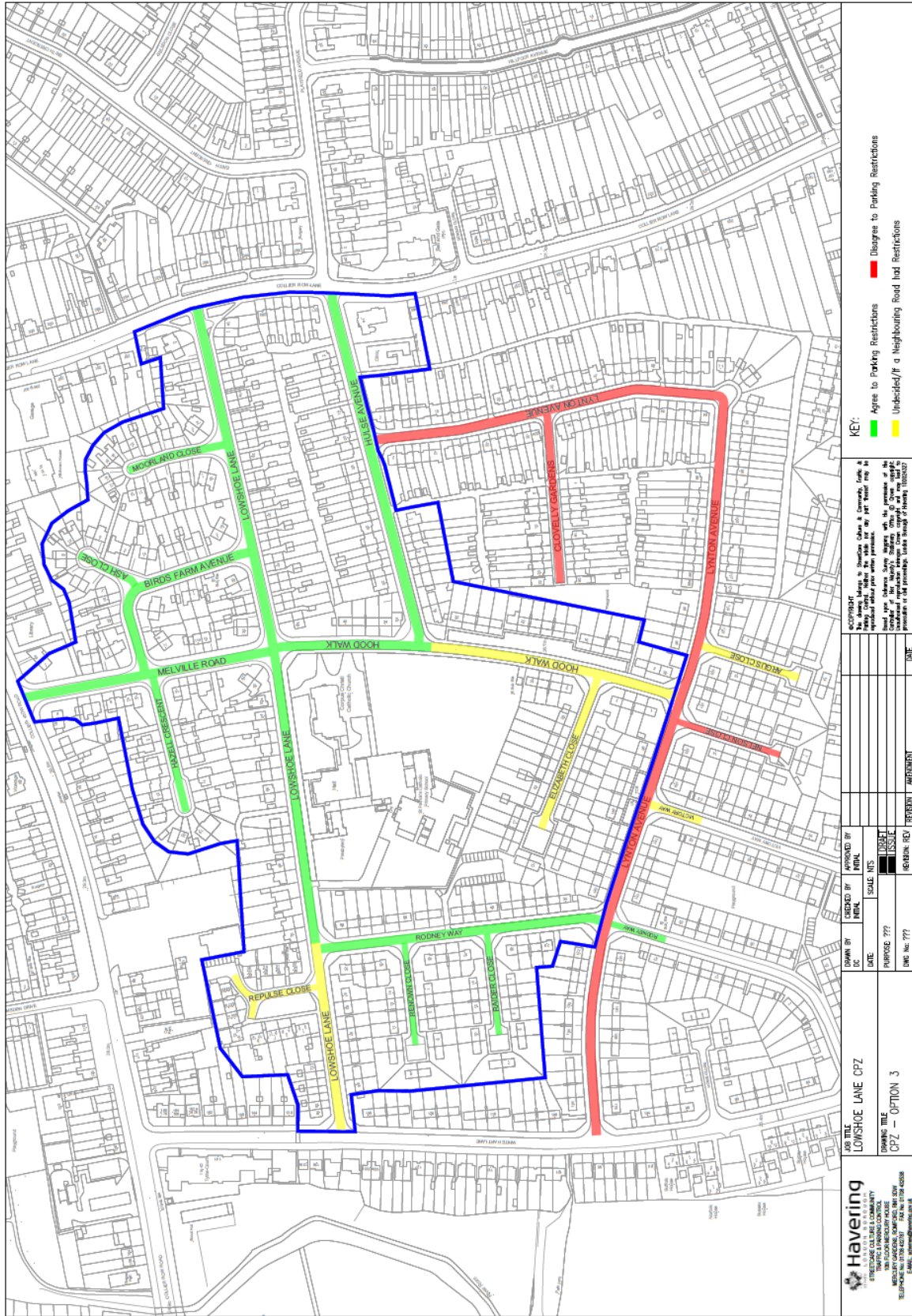
Area A - Lowshoe Lane & Surrounding Roads									
ROAD	No. of properties consulted	No. of Individual Responses received	% Return	Is there a problem?		Parking Restrictions		If a Neighbouring Road had restrictions	
				No	Yes	No	Yes	No	Yes
Ash Close	11	3	27.3%	1	2		2		
Birds Farm	15	8	53.3%	1	7		7		
Collier Row Lane	13	0	0.0%						
Hazell Crescent	20	9	45.0%	4	5	1	5	3	1
Hood Walk	5	1	20.0%		1		1		
Hulse Avenue	40	10	25.0%	3	7	1	7	1	1
Lowshoe Lane	77	26	33.8%	5	21	3	20	3	1
Lynton Avenue	2	0	0.0%						
Melville Road	20	5	25.0%	1	4	1	4	1	
Moorland Close	18	6	33.3%		6		6		
Rodney Way	1	0	0.0%						
Totals	222	68	30.6%	15	53	6	52	8	3

Area B - Lowshoe Lane & Surrounding Roads									
ROAD	No. of properties consulted	No. of Individual Responses received	% Return	Is there a problem?		Parking Restrictions		If a Neighbouring Road had restrictions	
				No	Yes	No	Yes	No	Yes
Argus Close	14	2	14.3%	1	1		1	1	
Clovelly Gardens	25	1	4.0%		1	1			1
Elizabeth Close	26	3	11.5%	3		2	1	1	1
Hood Walk	26	4	15.4%	2	2		2	2	
Hulse Avenue	10	1	10.0%	1					
Lowshoe Lane	16	4	25.0%	2	2	1	1	2	
Lynton Avenue	164	30	18.3%	24	6	8	3	8	1
Nelson Close	14	1	7.1%	1					
Raider Close	14	4	28.6%	1	3	1	3	1	
Renown Close	14	3	21.4%	1	2		2	1	
Repulse Close	36	2	5.6%		2	1	1	1	1
Rodney Way	33	4	12.1%	1	3	1	3	1	1
Victory Way	2	2	100.0%	1	1	1	1	1	
White Hart Lane	4	0	0.0%						
Totals	398	61	15.3%	38	23	16	18	19	5
Unknown		8				4	4		
Overall Total	620	137	22.1%	53	76	26	74	27	8

Map of Consultation Responses



Proposed Controlled Parking Zone Boundary



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**HIGHWAYS ADVISORY COMMITTEE
26 April 2016**

Subject Heading:	TPC813/4 Wednesbury Road area and Cambourne Avenue Area informal consultations
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Matt Jeary Engineering Technician Matthew.jeary@Havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £10000 for implementation will be met by 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

This report outlines the responses received to the informal parking consultations undertaken in the Wednesbury Road Area and Cambourne Avenue area and recommends a further course of action.

Ward

Harold Wood Ward

RECOMMENDATIONS

- 1 That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:
 - a. the detailed design for the Wednesbury Gardens and the revised Cambourne Avenue area parking zone (as shown on the drawing in Appendix H) be commenced and for the proposals to go out to formal consultation as soon as possible thereafter.
 - b. Members note that the estimated cost for this current proposal for the detailed consultation in the Wednesbury Road area as set out in this report is £10000, and will be met from the Capital Parking Strategy Investment Allocation.

REPORT DETAIL

1.0 Background

- 1.1 Following reports from local residents regarding adverse parking on junctions which led to the introduction of 'At Any Time' waiting restrictions on junctions earlier in 2015, this Committee agreed that an informal consultation should be undertaken in January/February 2016 to deal with the perceived 'Non-Commuter' parking related issues and gauge the views from the residents on the current parking situation in their road.
- 1.2 The 'Wednesbury Road Informal Consultation', complete with Questionnaire, and appended in Appendix C, were distributed to the 181 residents on the 15th January and concluded on the 5th February 2016. A copy of the distribution area is appended to this report as 'Appendix A'. All those addresses affected by problems in the area were consulted.
- 1.3 Concurrently, the 'Cambourne Avenue Informal Consultation', complete with Questionnaire, and appended in Appendix D, were distributed to the 203 residents on the 15th January and concluded on the 5th February 2016. A copy of the distribution area is appended to this report as 'Appendix B'. All those addresses affected by problems in the area were consulted.

2.0 Responses received

At the close of the Wednesbury Road Consultation on Friday 5th February 2016, a total of 181 properties were consulted, with 60 respondents. There was a clear and positive response from all roads: - Barnsley Road, Gooshays Drive, Harlesden Walk St. Ives Close, St. Neots Road, Wednesbury Gardens, Wednesbury Green & Wednesbury Road (which form a clear geographically isolated area) whereby the general consensus was a need for parking controls, with the majority electing for a further detailed design, Consultation for Residents parking and is recommended for Mon – Fri, 9am – 5pm, to coincide with the working day, and the results of which are referred to in 'Appendix E', appended to this report.

At the close of the Camborne Avenue Consultation, on Friday 5th February 2016, a total of 203 properties were consulted, with 30 respondents. There was a clearly positive response from five of the consulted roads, Cambourne Way, Cambourne Avenue and Melksham Close, Melksham Drive & Melksham Green, for measures to be introduced, although this was not the overall general consensus of the whole area. The results of this Consultation are referred to in 'Appendix F', appended to this report.

When removing the roads that either showed limited support or no response, there is a clear and positive response from the eastern part of the consultation area, as highlighted in Appendix G, and illustrated on the plan in Appendix H. This revised area was discussed with local ward members and agreed to progress to detailed consultation on the 7th April 2016, with the findings of this consultation to be presented to HAC.

3.0 Staff Comment

- 3.1 It has been noted that there is some non-residential parking, due to the close proximity of Harold Wood Station, whereby the Commuters are parking in the affected area and within an estimated walking time of 10-15 minutes to Harold Wood Station, via Gubbins Lane, or by using the 256 or 294 bus routes.
- 3.2 Numerous residents have requested that there be extra provision for 'green spaces' to be converted into 'hard standing' to assist in provision for residents cars. Some of the locations that were requested were to extend roads, which could potentially be a vast capital expenditure, but may be requested for investigation in another report to be submitted to the Committee. Where possible, any green spaces adjacent to roads, that will increase parking capacity (rather reduce kerbside capacity), will be considered for integration into any detailed design, subject to approval for the design and the cost from the Committee, and will only be converted as part of any CPZ introduction.

- 3.3 It was noted that in some of the roads of the Wednesbury Road area, that there is insufficient road width and pavement width to allow footway parking, to clearly allow access to Emergency and Refuse Vehicles. Should the designs for either area be progressed, it is recommended to submit a 'Permit parking past this point' design to allow residents to regulate their own parking without impeding access for larger vehicles.
- 3.4 The results were presented to the local ward Councillors on the 17th February 2016, where after close consultation with local ward Councillors, it was supported and agreed on the 7th April 2016, to progress Wednesbury Road area and a partial area of the Cambourne Avenue area (as highlighted in Appendix H).

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend that this scheme is progressed to detailed design stage, for the Wednesbury Road area, and a partial area of the Cambourne Avenue area as laid out in Appendix H only.

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £10000 (not including any verge reduction measures). These costs can be funded from the Capital Parking Strategy Investment Allocation.

The estimated cost of the conversion of the 'green spaces' to 'hard standing' is yet to be quantified and will be reviewed should the scheme be recommended for implementation separately.

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:

Controlled Parking Zones (CPZs) require consultation, with the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

Human Resources implications and risks:

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

Equalities implications and risks:

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

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

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

BACKGROUND PAPERS




Wednesbury Road Area Plan



Wednesbury Road Area Consultation		N ↑	
		Scale: 1:3000 Date: 07 January 2016 Size: A4	
	London Borough of Havering Town Hall, Main Road, Romford, RM1 3BD Tel: 01708 434343	© Crown copyright and database rights 2015 Ordnance Survey 100024327	

Cambourne Avenue Area Plan



Cambourne Avenue Consultation Area		N ↑
		Scale: 1:3500 Date: 07 January 2016 Size: A4 
	London Borough of Havering Town Hall, Main Road, Romford, RM1 3BD Tel: 01708 434342	© Crown copyright and database rights 2015 Ordnance Survey 100024327

Wednesbury Road Area Consultation Documentation



Traffic and Parking Control Schemes

London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

Please call: Traffic & Parking Control
Telephone: (01708) 431056/433464

Email: schemes@havering.gov.uk

Date: 15th January 2016

The Occupier

Dear Sir/ Madam

Review of parking in Wednesbury Road area

In late 2015, residents raised concerns about the reportedly high level of non-residential parking taking place in the Wednesbury Road area, which is reducing available parking space for residents. As this is the case, and after a meeting between residents and Council Staff, it has been agreed to review the parking situation in the Wednesbury Road area, which is located between Gooshays Drive and Amersham Road, and St. Neots Road and the Colchester Road (A12).

Within this area, most of the junctions are already restricted, with some parts of the roads having footway parking bays installed. The remainder of the roads are currently unrestricted.

This review is to ascertain your views on the current situation and help the Council address the various parking issues in your area. The review will also give residents the opportunity of having a Residents Parking Scheme, which will reduce the longer term non-residential parking and improve the facilities for residents.

Attached you will find the questionnaire and a plan showing the extent of the review area. You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 5th February 2016**.

Unfortunately, the Council is unable to reply to individual points raised at this stage. However, all fully completed responses to the questionnaire and your comments will be noted, and taken into consideration when presenting the final report to the Highways Advisory Committee. The Committee will decide on a further course of action and any issues will be addressed at that time.

Yours faithfully

Matt Jeary

Matt Jeary
Parking Design Engineer
Schemes

Clean • Safe • Proud





PARKING REVIEW QUESTIONNAIRE Wednesbury Road area

Name:

Address (essential):

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

All responses received will provide the Council with local knowledge, and 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 5th February 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 question below:

2. Are you in favour of your road having parking restrictions placed upon it to limit long term 'non-residential' parking?
- Yes
 No
3. If a neighbouring road were in favour of having parking restrictions placed upon it to limit long term 'non-residential' parking, would you reconsider?
- Yes
 No

Please turn over

Comments Section (please limit to 100 words)

DECLARATION

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post or by email, that you complete your full name and address along with this declaration and return the form to the postal or email address found at the top.

Signature:.....
Date:.....

Cambourne Avenue Area Consultation Documentation



Traffic and Parking Control Schemes

London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

Please call: Traffic & Parking Control
Telephone: (01708) 431056/433464

Email: schemes@havering.gov.uk

Date: 15th January 2016

The Occupier

Dear Sir/ Madam

Review of potential parking issues in the Camborne Avenue area

In late 2015, Residents raised concerns about the high level of perceived 'non-resident' parking in the Wednesbury Road area, which is reducing available parking places for Residents to park. After a subsequent meeting with those residents, Havering Council has agreed to review the parking within the area Northwest of Gooshays Drive from St. Neots Road to the Colchester Road (A12).

If this area shows support for inclusion into a Controlled Parking Zone (CPZ), this may have an effect on parking in your road, and as a result, Havering Council has agreed in addition to consult the area of Gooshays Drive as far as Percy Close, and from Camborne Avenue to the Colchester Road (A12).

Within this area, most of the junctions are already restricted, with some parts of the roads having footway parking bays installed. The remainder of the roads are currently unrestricted.

This review is to ascertain your views on the current situation and help the Council address the various parking issues in your area. The review will also give residents the opportunity of having a Residents Parking Scheme, which will reduce the longer term non-residential parking and improve the facilities for residents.

Attached you will find the questionnaire and a plan showing the extent of the review area. You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 5th February 2016**.

Unfortunately, the Council is unable to reply to individual points raised at this stage. However, all fully completed responses to the questionnaire and your comments will be noted, and taken into consideration when presenting the final report to the Highways Advisory Committee. The Committee will decide on a further course of action and any issues will be addressed at that time.

Yours faithfully

Matt Jeary

Matt Jeary
Parking Design Engineer
Schemes

Clean • Safe • Proud





PARKING REVIEW QUESTIONNAIRE

Wednesbury Road area

Traffic & Parking Control Schemes

Town Hall
Main Road
Romford
RM1 3BB

Name:

Please call: Traffic & Parking Control

Address (essential):

Telephone: (01708) 431056 / 433464

Email: schemes@havering.gov.uk

All responses received will provide the Council with local knowledge, and 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 5th February 2016**.

4. 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 question below:

5. Are you in favour of your road having parking restrictions placed upon it to limit long term 'non-residential' parking?

Yes

No

6. If a neighbouring road were in favour of having parking restrictions placed upon it to limit long term 'non-residential' parking, would you reconsider?

Yes

No

Please turn over

Comments Section (please limit to 100 words)

DECLARATION

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post or by email, that you complete your full name and address along with this declaration and return the form to the postal or email address found at the top.

Signature:.....

Date:.....

Wednesbury Road Area Results

Wednesbury 'In-Principle' Parking Consultation

05/02/2016

Road Name	Address	% Returns	Returns total	Problem?		Controls?		OVERALL SUPPORT?		Parking Controls		% Support	
				Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
BARNESLEY ROAD	15	67%	10	8	2	8	2	8	2	80%	20%	80%	20%
GOOSHAYS DRIVE	12	17%	2	1	1	1	1	1	1	50%	50%	50%	50%
HARLESDEN WALK	15	53%	8	4	4	4	4	4	4	50%	50%	50%	50%
ST IVES CLOSE	34	6%	2	2	0	2	0	2	0	100%	0%	100%	0%
ST NEOTS ROAD	36	17%	6	4	2	4	2	4	2	67%	33%	67%	33%
WEDNESBURY GARDENS	24	42%	10	9	1	9	1	9	1	90%	10%	90%	10%
WEDNESBURY GREEN	16	56%	9	7	2	5	4	5	0	56%	44%	56%	44%
WEDNESBURY ROAD	29	45%	13	12	1	12	1	12	0	92%	8%	92%	8%
Total	181	33%	60	47	13	45	15	45	15	75%	22%	75%	25%
INCOMPLETE	6	3%	6	5	1	4	2	4	1	67%	33%	67%	17%

Camborne Avenue Area Results

Camborne 'In-Principle' Parking Consultation

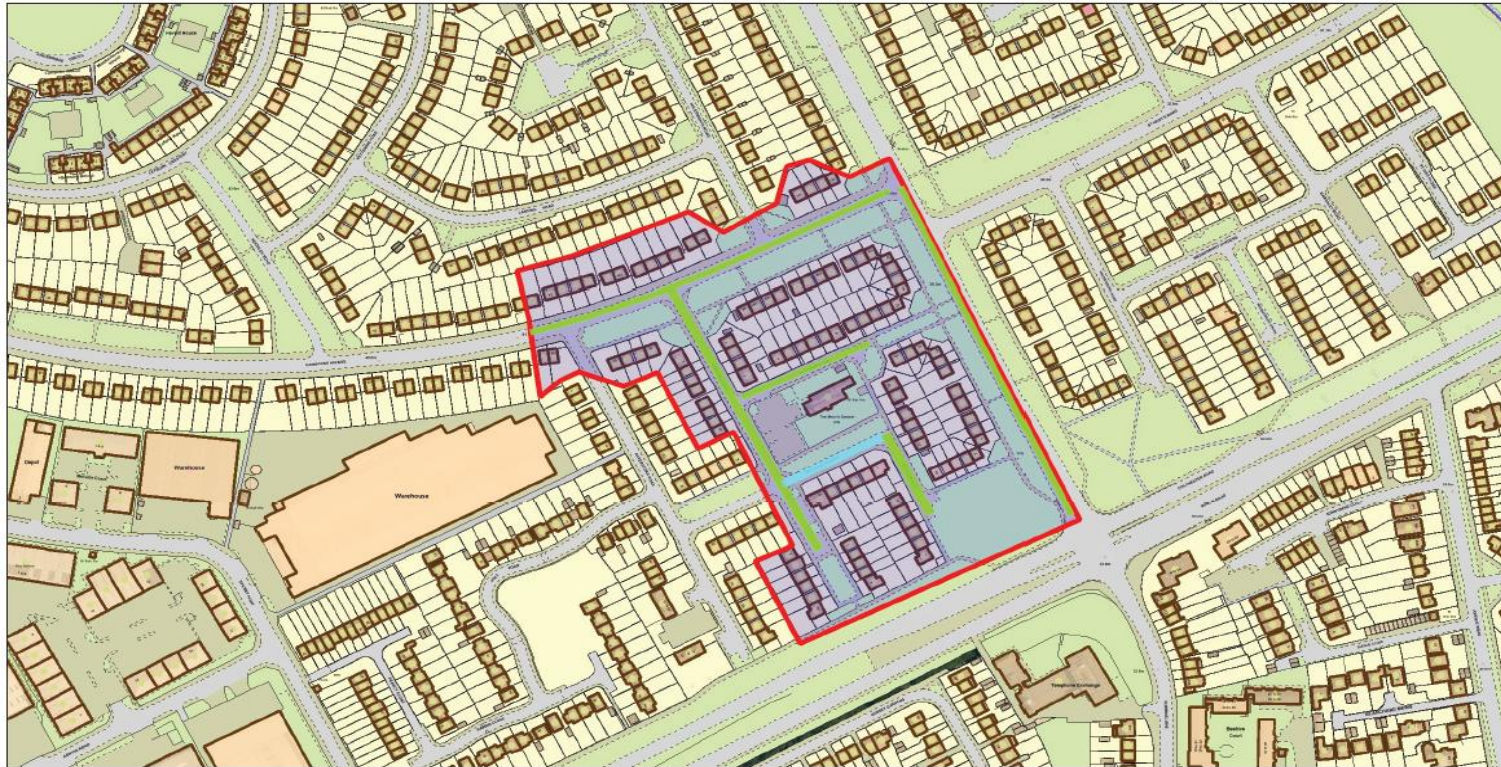
17/02/2016

Road Name	Address	% Returns	Returns	Returns	Problem?		Problem from?			Controls?		Reconsider?		OVERALL SUPPORT?		Parking Controls		% Reconsidered		% Support	
			total	total	Yes	No	Comm	Ind Est	Edu	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
ALVERSTOKE ROAD	36	11%	4	0	2	2	2	0	0	2	2	1	1	3	1	50%	50%	25%	25%	75%	25%
CAMBORNE AVENUE	34	24%	8	0	8	0	8	1	1	8	0	0	0	8	0	100%	0%	0%	0%	100%	0%
CAMBORNE WAY	12	25%	3	0	2	1	2	0	0	2	1	0	0	2	1	67%	33%	0%	0%	67%	33%
GOOSHAYS DRIVE	12	8%	1	0	1	0	1	0	0	1	0	0	0	1	0	100%	0%	0%	0%	100%	0%
HARRIS CLOSE	13	8%	1	0	0	1	0	0	0	0	1	0	0	0	1	0%	100%	0%	0%	0%	100%
HOLT ROAD	24	13%	3	0	1	2	0	0	0	0	3	0	2	0	3	0%	100%	0%	67%	0%	100%
MELKSHAM CLOSE	14	14%	2	0	2	0	2	1	1	2	0	0	1	2	0	100%	0%	0%	50%	100%	0%
MELKSHAM DRIVE	17	24%	4	0	4	0	4	0	0	3	1	0	0	4	0	75%	25%	0%	0%	100%	0%
MELKSHAM GARDENS	18	11%	2	0	0	2	0	0	0	0	2	0	1	0	2	0%	100%	0%	50%	0%	100%
MELKSHAM GREEN	11	18%	2	0	2	0	2	0	0	2	0	0	0	2	0	100%	0%	0%	0%	100%	0%
PERCY CLOSE	12	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
Total	203	15%	30	0	22	8	21	30	0	20	10	1	5	22	8	67%	33%	70%	17%	73%	27%
INCOMPLETE	3	1%	3	0	0	1	1	1	1	1	1	1	0	2	1						

Camborne Avenue Area Results – Revised Area

Camborne 'In-Principle' Parking Consultation																					
04/04/2016																					
Road Name	Address	% Returns	Returns	Returns	Problem?		Problem from?			Controls?		Reconsider?		OVERALL SUPPORT?		Parking Controls		% Reconsidered		% Support	
			total	total	Yes	No	Comm	Ind Est	Edu	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
CAMBORNE AVENUE	34	24%	8	0	8	0	8	1	1	8	0	0	0	8	0	100%	0%	0%	0%	100%	0%
CAMBORNE WAY	12	25%	3	0	2	1	2	0	0	2	1	0	0	2	1	67%	33%	0%	0%	67%	33%
GOOSHAYS DRIVE	12	8%	1	0	1	0	1	0	0	1	0	0	0	1	0	100%	0%	0%	0%	100%	0%
MELKSHAM CLOSE	14	14%	2	0	2	0	2	1	1	2	0	0	1	2	0	100%	0%	0%	50%	100%	0%
MELKSHAM DRIVE	17	24%	4	0	4	0	4	0	0	3	1	1	0	4	0	75%	25%	25%	0%	100%	0%
MELKSHAM GARDENS	6	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
MELKSHAM GREEN	11	18%	2	0	2	0	2	0	0	2	0	0	0	2	0	100%	0%	0%	0%	100%	0%
Total	106	19%	20	0	19	1	19	2	2	18	2	1	1	19	1	90%	10%	5%	5%	95%	5%
INCOMPLETE	3	3%	3	0	0	1	1	1	1	1	1	1	0	2	1						

Revised Cambourne Avenue Detailed Consultation area



Revised Cambourne Avenue Area Results Map	N ↑
	Scale: 1:2000 Date: 04 April 2016 0 50 100 150 metres
 London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343	© Crown copyright and database rights 2016 Ordnance Survey 100024327

HIGHWAYS ADVISORY COMMITTEE
26 April 2016

Subject Heading:	TPC815 Orchis Way, 'At Any Time' Waiting Restrictions- comments to advertised proposals
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	John-Paul Micallef Engineering Technician John-paul.micallef@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £900 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 formal consultation to introduce 'At Any Time' waiting restrictions in Orchis Way, which are designed to improving road safety and traffic flow and prevent obstructive parking.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:
 - a. The proposed 'At any time' waiting restrictions, as shown on the plan appended to this report as Appendix B, be implemented in Orchis Way and at its junction with Peterfield Avenue.
2. Members note that the estimated cost for the proposals in Orchis Way as set out in this report is £900, will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following persistent reports from local residents and council officers of general access issues caused by vehicles being parked on both sides of the road, the parking in Orchis Way has been reviewed with the intention to improve traffic flow, prevent obstructive parking and prevent the current issues.
- 1.2 The item was approved by the Highways Advisory Committee at their meeting in January 2016.
- 1.3 The proposals were subsequently designed and publicly advertised on 19th February 2016. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised of them by site notices with the attached plan. Eighteen statutory bodies were also consulted.
- 1.4 The proposals are to introduce 'At Any Time' waiting restrictions on the south-east side, south-west of that kerb-line and between its south-western extremity and the north-east of that kerb-line. Also, north-west side, between its south-western extremity and south-east of the common boundary of Nos 9 and 1- Orchis Way. 'At Any Time' waiting restrictions are also proposed around the junctions of Orchis Way and Peterfield Avenue.

2.0 Responses received

2.1 At the close of public consultation on Friday 11th March 2016, one response was received. The only response was partly in favour with the scheme. The resident sent in a response with a suggested amendment to the initial design, which is reflected on the plan appended to this report as Appendix B and is recommended for implementation.

3.0 Staff Comment

3.1 The proposals have been designed to ensure that parking in this area will not lead to problems with access to the road for people trying to access their garage and general vehicles. Whilst it is appreciated that removing potential parking places of the highway is not ideal, we are obliged to ensure that parking restrictions keep the highway free from obstruction. The existing parking situation in Orchis Way causes potential danger where emergency vehicles cannot safely access, the general access to drivers who are unable or struggle to access/egress the road or designated parking areas.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £900.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

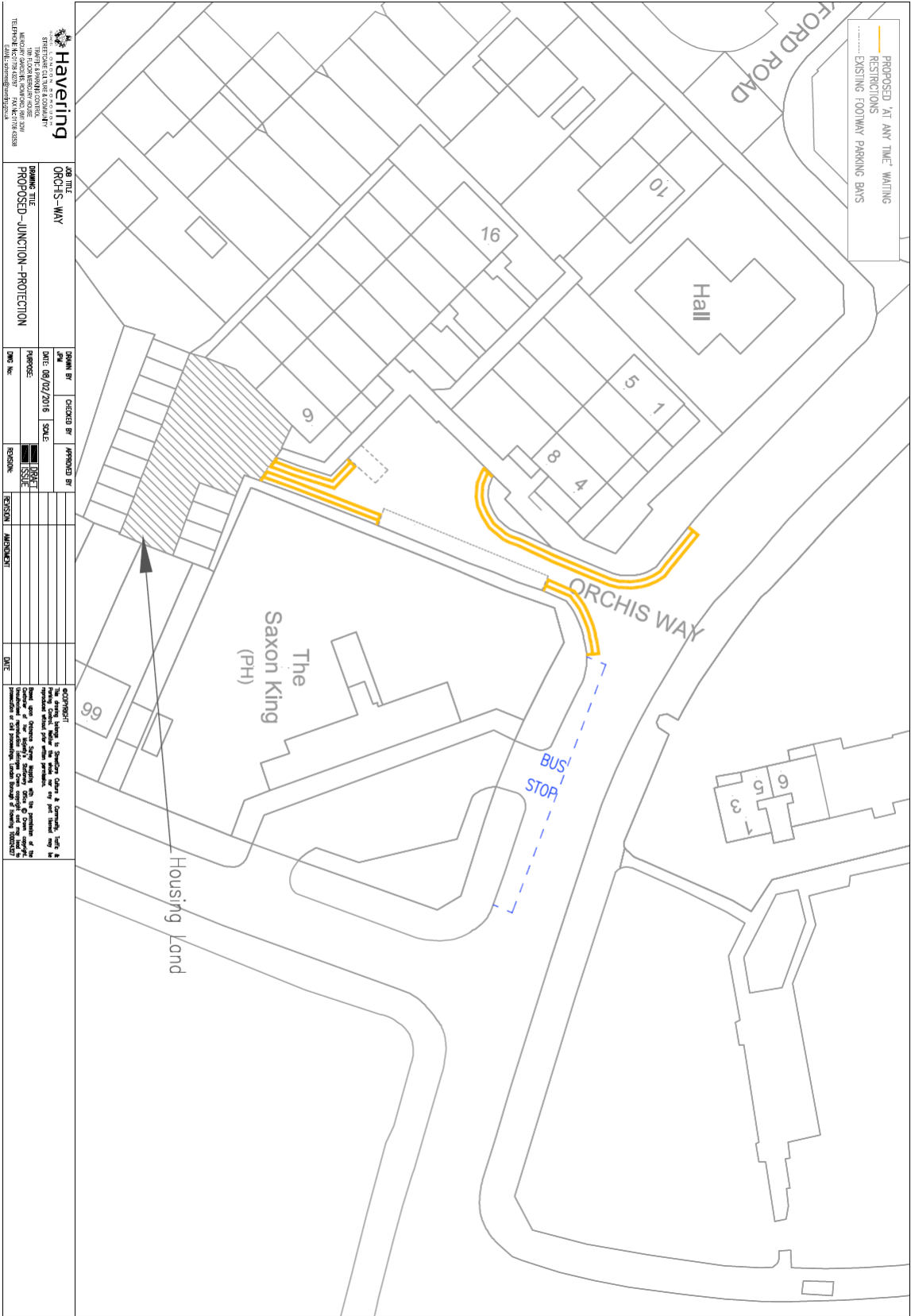
The proposals included in the report have been publicly advertised and subject to public consultation. All residents perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at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

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

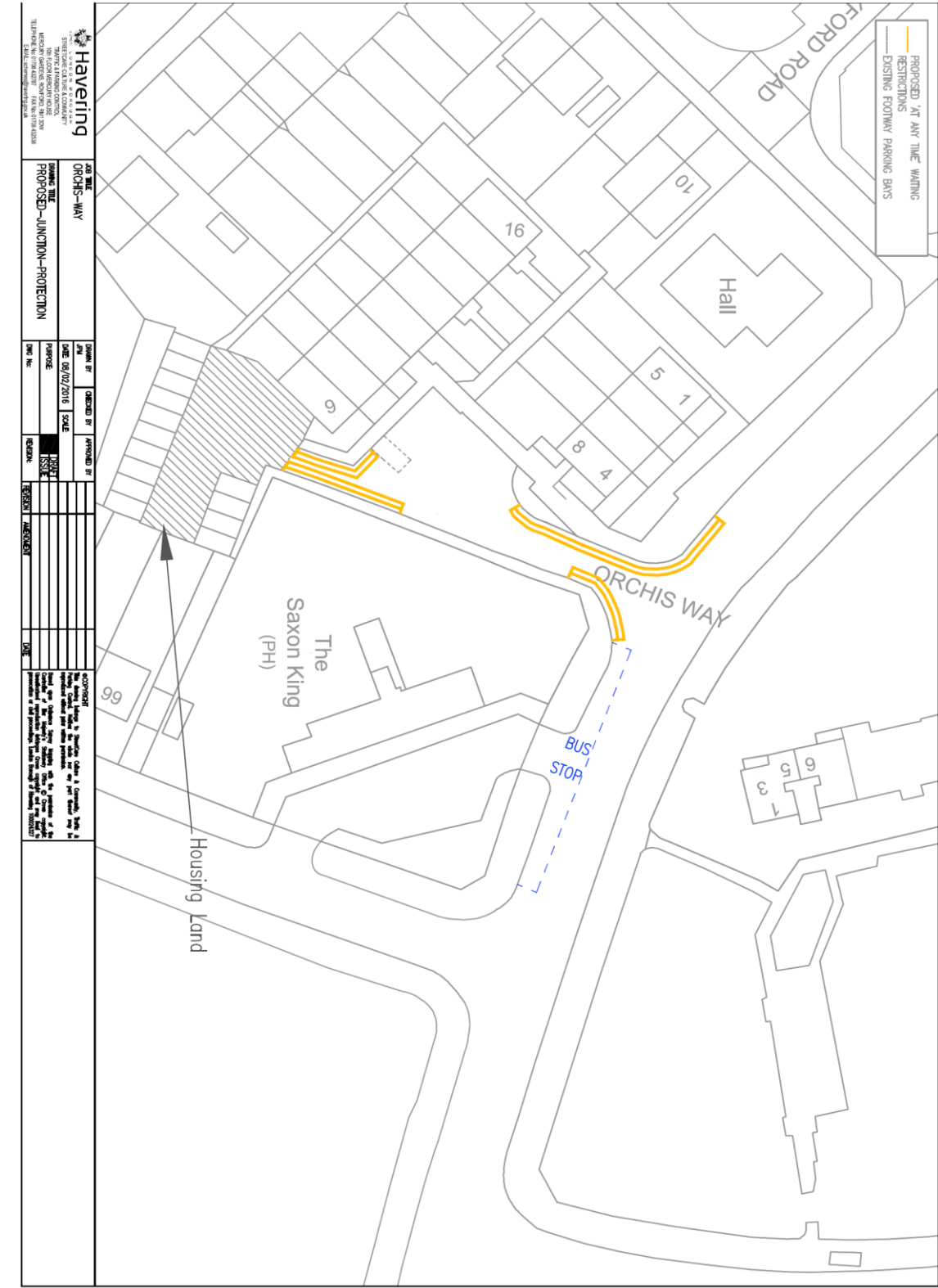
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

BACKGROUND PAPERS

Appendix A



Appendix B



<p>Haverling TRAFFIC ENGINEERING CONSULTANTS & CONTRACTORS HENDERSON ROAD, SOUTHAMPTON, HANTS TEL: 01493 531111 WWW.HAVERLING.CO.UK</p>		<p>ORCHARD WAY</p>
<p>PROPOSED - JUNCTION - PROTECTION</p>	<p>DATE: 06/02/2016</p>	<p>SCALE: 1:500</p>
<p>DESIGNED BY: [Name]</p>	<p>CHECKED BY: [Name]</p>	<p>APPROVED BY: [Name]</p>
<p>REVISION: [Table]</p>	<p>REVISION: [Table]</p>	<p>REVISION: [Table]</p>
<p>NOTES: 1. This plan shows the proposed junction protection for the junction of Orchard Way and Ford Road. The plan shows the proposed 'at any time' waiting restrictions and existing footway parking bays. The plan also shows the proposed bus stop location. The plan is for information only and should not be used for any other purpose. The plan is subject to the approval of the relevant authorities. The plan is not to be used for any other purpose. The plan is subject to the approval of the relevant authorities.</p>		

HIGHWAYS ADVISORY COMMITTEE
26 April 2016

Subject Heading:	TPC816 St. Andrews Avenue area informal consultation
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Matt Jeary Engineering Technician Matthew.jeary@Havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £30000 for 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

This report outlines the responses received to the informal parking consultations undertaken in the St. Andrews Avenue area and recommends a further course of action.

Ward

Elm Park Ward

RECOMMENDATIONS

- 1 That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that the detailed design for the St Andrews Avenue parking zone (as shown on the drawing in Appendix D) be commenced and for the proposals to go to formal consultation as soon as possible thereafter.
- 2 Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should a scheme be implemented is £30000 which can be funded from the Capital Parking Strategy Investment Allocation

REPORT DETAIL

1.0 Background

- 1.1 Following reports from local residents regarding adverse parking on junctions which led to the introduction of 'At Any Time' waiting restrictions on junctions earlier in 2016, this Committee agreed that an informal consultation should be undertaken in January/February 2016 to deal with the perceived 'Non-Commuter' parking related issues and gauge the views from the residents on the current parking situation in their road.
- 1.2 The 'St. Andrews Avenue Informal Consultation', complete with questionnaire, as appended in Appendix A, were distributed to the 349 residents on the 22nd January and concluded on the 19th February 2016. A copy of the distribution area, which was agreed by local Ward Councillors in October 2015, is appended to this report as 'Appendix B'. All those addresses affected by problems in the area were consulted.

2.0 Responses received

At the close of the St. Andrews Avenue area Consultation on Friday 19th February 2016, a total of 349 properties were consulted, with 69 respondents and 10 incomplete responses. There was a clear and positive response from most of the roads: - Ambleside Avenue (partial) , Carnforth Gardens (partial), Derwent Way, Easdale Drive (partial), Langdale Gardens (partial), Rosewood Avenue (partial), Silverdale Drive (partial), St. Andrews Avenue (partial) and Windermere Avenue whereby overall the general consensus was a need for parking controls, with the majority electing for a further detailed design, Consultation for Residents parking and the results of which are referred to in 'Appendix C', appended to this report.

3.0 Staff Comment

- 3.1 It was noted that there is some non-residential parking, due to the close proximity of Elm Park Station, whereby the Commuters are parking in the affected area and within an estimated maximum walking time of 10-15 minutes to Elm Park Station, via The Broadway.
- 3.2 The results were presented to the local ward Councillors on the 4th March 2016, and subsequently a meeting was held on 22nd March 2016 to discuss the results of the Consultation.
- 3.3 It was agreed will local Ward Councillors that the detailed consultation could be progressed if the following options were included in the design: -
- a) An option for the residents in the questionnaire of 9.30am to 10.30am and 2.30pm to 4pm to complement the 8am to 6.30pm option.
 - b) Permit pricing information is included.
 - c) The area immediately in front the St. Alban RC church in Aldingham Gardens should be included in the detailed consultation area to address any parking issues.
- 3.4 It is recommended that any scheme that is implemented should have Mon – Sat, 8.30am – 6.30pm as its times of operation, to coincide with parking controls that are adjacent to the area north of the train line and with the working day.
- 3.5 It was noted that in some of the roads of the St. Andrews Avenue area, that there is footway parking, to clearly allow access to Emergency and Refuse Vehicles. Should this area have any scheme implemented, care will be taken to maximise available on-street parking while maintaining traffic flow.
- 3.6 While there was negative response from Easdale Drive and Rosewood Avenue, the overall response rate (appended in Appendix C) was sufficient to progress the scheme to a detailed design stage, as to omit these roads would increase a chance of parking displacement should a detailed design consultation show a favourable response. It should be noted that there was only one respondent from Easdale Drive out of 24 properties, and only 5 respondents from 45 properties.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend that this scheme is progressed to detailed design stage consultation, for the St. Andrews Avenue area, as laid out in 'Appendix D'.

The estimated cost of implementing any proposals, including all physical measures and advertising costs, should a scheme be implemented is £30000. These costs can be funded from the Capital Parking Strategy Investment Allocation.

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:

Controlled Parking Zones (CPZs) require consultation, with the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

Human Resources implications and risks:

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

Equalities implications and risks:

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

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

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

BACKGROUND PAPERS

St. Andrews Avenue Area Consultation letter and Questionnaire



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

Please call: Traffic & Parking Control
Telephone: (01708) 431056/433464

Email: schemes@havering.gov.uk

Date: 22nd January 2016

x AMBLESIDE AVENUE
HORNCHURCH
RM12 5ES

Dear Sir/ Madam

Review of parking in St. Andrews Avenue Area

As you may be aware, new parking restrictions are about to be introduced in February 2016 in Tadworth and Station Parades, and as a result, the Highways Advisory Committee (HAC) agreed in August 2015, that the parking in St. Andrews Avenue and the surrounding roads west of Coronation Drive, should be reviewed, with a view to consult residents if they have any issues with Parking and if they would like the Council to investigate the problems and further consult the Residents with proposals.

Within this area, most of the junctions may be already restricted, with some parts possibly having footway parking bays installed. The remainder of the roads are currently unrestricted.

This review is to ascertain your views on the current situation and help the Council to address the various parking issues in your area. The review will also give Residents an opportunity to reduce the longer term non-residential parking and improve the facilities for residents.

Attached you will find the questionnaire and a plan showing the extent of the review area. You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 19th February 2016**.

Unfortunately, the Council is unable to reply to individual points raised at this stage. However, all fully completed responses to the questionnaire and your comments will be noted, and taken into consideration when presenting the final report to the Highways Advisory Committee. The Committee will decide on a further course of action and any issues will be addressed at that time.

Yours faithfully

Matt Jeary

Matt Jeary
Parking Design Engineer
Schemes

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ST. ANDREWS AVENUE AREA PARKING REVIEW QUESTIONNAIRE

Name:
Address:

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

Please call: Schemes
01708 431056 or 01708 433464
Email: schemes@havering.gov.uk

22nd January 2016

All responses received will provide the Council with local knowledge, and 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 19th February 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 restrictions placed upon it to limit long term 'non-residential' parking?
- Yes
 No

If your answer is YES to the above question above, you do not need to answer the Question below.

3. If a neighbouring road were in favour of having parking restrictions placed upon it to limit long term 'non-residential' parking, would you reconsider?
- Yes
 No

Please turn over

Comments Section (please limit to 100 words)

DECLARATION

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post or by email, that you complete your full name and address along with this declaration and return the form to the postal or email address found at the top.




Signature:..... Date:.....

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St. Andrews Avenue area informal consultation plan



St. Andrews Avenue Area	N ↑
	Scale: 1:5000 Date: 07 January 2016 Size: A4 
 London Borough of Havering Town Hall, Main Road, Romford, RM1 3BD Tel: 01709 434343	© Crown copyright and database rights 2015 Ordnance Survey 100024327

St. Andrews Avenue results

ST. ANDREWS AVENUE																			
03/03/2016																			
Road Name	Address	% Returns	Returns total	Returns total	Problem?		Controls?		Reconsider?		OVERALL SUPPORT?		Parking Controls		% Reconsidered		% Support		
					Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
AMBLESIDE AVENUE	66	18%	12	0	11	1	12	0	0	0	12	0	100%	0%	0%	0%	100%	0%	
CARNFORTH GARDENS	55	15%	8	0	6	2	6	2	0	1	6	2	75%	25%	0%	13%	75%	25%	
DERWENT WAY	20	25%	5	0	5	0	5	0	0	0	5	0	100%	0%	0%	0%	100%	0%	
EASDALE DRIVE	24	4%	1	0	1	0	0	1	0	0	0	1	0%	100%	0%	0%	0%	100%	
LANGDALE GARDENS	20	10%	2	0	1	1	2	0	0	0	2	0	100%	0%	0%	0%	100%	0%	
ROSEWOOD AVENUE	45	11%	5	0	0	5	0	5	1	1	1	4	0%	100%	20%	20%	20%	80%	
SIVERDALE DRIVE	9	22%	2	0	2	0	1	1	0	1	1	1	50%	50%	0%	50%	50%	50%	
ST ANDREWS AVENUE	99	21%	21	0	13	8	12	9	0	1	12	9	57%	43%	0%	5%	57%	43%	
WINDERMERE AVENUE	54	24%	13	0	11	2	11	2	0	1	11	2	85%	15%	0%	8%	85%	15%	
Total	392	18%	69	0	50	19	49	20	1	5	50	19	71%	29%	1%	7%	72%	28%	
INCOMPLETE	10	3%	10	0	7	3	7	3	0	0	6	2							

St. Andrews Avenue revised area plan with road analysis



St. Andrews Avenue area stage 2 consultation boundary

 Scale: 1:2500
Date: 11 April 2016

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

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HIGHWAYS ADVISORY COMMITTEE

26 April 2016

Subject Heading:	TPC818 Woodlands Road (unmade part) and Reginald Road, additional resident parking - comments to advertised proposals
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Gareth Nunn Engineering Technician schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £800 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 formal consultation to introduce further resident parking provisions in Woodlands Road and Reginald 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 the proposals to introduce further resident parking provisions in Woodlands Road and Reginald Road, as shown on the plan appended to this report at **Appendix A**, be abandoned.

2. Members note that the estimated cost of the proposed scheme, as set out in this report, would have been £800, which would have been met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

1.1 Following a request from a ward councillor for additional resident parking bays in the Woodlands Road area, proposals were designed with the intention to further parking provisions for residents. The proposals would also have simplified the existing restrictions in the roads.

1.2 On 5th February 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.

1.3 By the close of public consultation on 26th February 2016, 6 responses were received to the proposals. All the responses have been summarised in the table appended to this report at **Appendix B**.

2.0 Responses received

2.1 At the close of public consultation on Friday 26th February 2016, 6 responses were received, 1 response was in favour of the proposal and 5 responses were against the proposals. The 5 responses against the proposals are summarised in the table of response appended to this report at Appendix C.

2.2 A 16 signature petition was received from residents of Woodlands Road which also reinforces the strong views the majority of residents have against these proposals.

3.0 Staff Comments

3.1 Having received the responses to the consultation, it is apparent that the vast majority of residents in Woodlands Road and particularly in the unmade

section of the road do not feel there are any parking issues and are not in favour of the scheme. Therefore it is recommended that the proposed scheme be abandoned. The Ward councillor who raised this request is aware of and in agreement that the proposals are abandoned.

IMPLICATIONS AND RISKS

Financial implications:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £800 which will be met from the 2016/17 Minor Parking Schemes budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

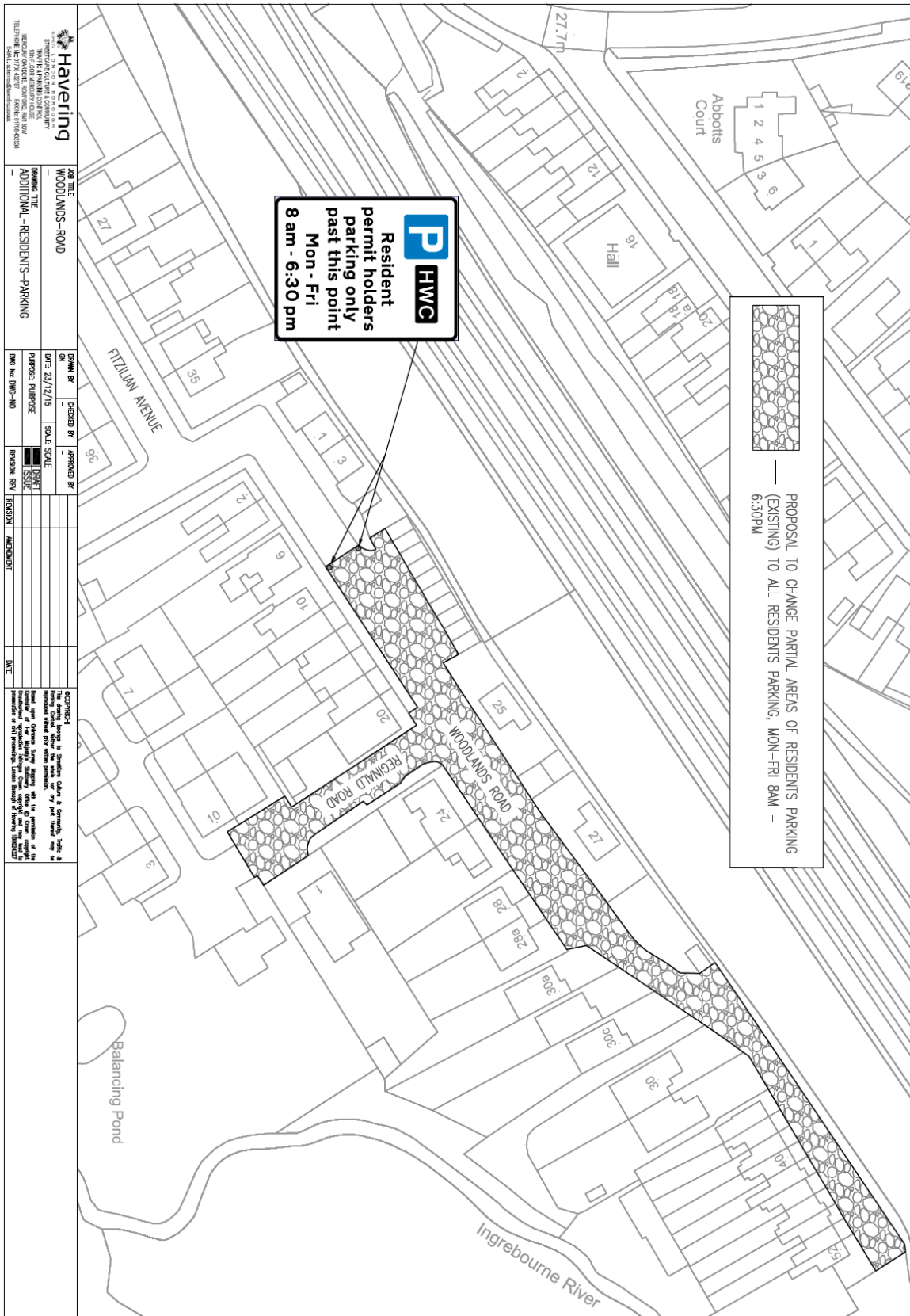
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

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

The recommendation is for the proposal to be abandoned as per the staff comments section within this report. However whatever decision is made, staff will monitor the effects, especially relating to these groups, and if it is considered that further changes are necessary, the issues will be reported back to this Committee so that a further course of action can be agreed.

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

BACKGROUND PAPER



Appendix B

	Respondent	Summary of Comments	Staff Comments
1	A resident of Woodlands Road	Resident explains they have lived in Woodlands Road for 32 years and at no time have felt the need for a Residents Parking Scheme. the explain they have never had a problem with commuter parking and don't anticipate such a problem in the future.	Although the council still feel the proposals would have simplified the existing restrictions and provided further parking for residents. They acknowledge the residents responses and therefore recommend the proposals are abandoned.
2	A resident of Woodlands Road	Resident explains they have no problem with commuter parking and express what appears to be dissatisfaction that the road is unadopted.	Although the council still feel the proposals would have simplified the existing restrictions and provided further parking for residents. They acknowledge the residents responses and therefore recommend the proposals are abandoned. Traffic and Parking control officers are unable to comment on the roads entitlement to be adopted
3	A resident of Woodlands Road	Resident does not explain why they are against the scheme but expresses their dissatisfaction that there is no lighting, road maintenance etc. provided by the council.	Although the council still feel the proposals would have simplified the existing restrictions and provided further parking for residents. They acknowledge the residents responses and therefore recommend the proposals are abandoned. Traffic and Parking control officers are unable to comment on the roads entitlement to be adopted
4	A resident of Woodlands Road	Resident explains they have never had a problem with parking in the road. They also express their dissatisfaction that there are no pavements or lighting in the road despite paying council tax.	Although the council still feel the proposals would have simplified the existing restrictions and provided further parking for residents. They acknowledge the residents responses and therefore recommend the proposals are abandoned. Traffic and Parking control officers are unable to comment on the roads entitlement to be adopted

5	A resident of Woodlands Road	Resident explains they need access to the front of their house as they have carers visit daily. They also explain the road has no lighting, drainage and large potholes.	Although the council still feel the proposals would have simplified the existing restrictions and provided further parking for residents. They acknowledge the residents responses and therefore recommend the proposals are abandoned. Traffic and Parking control officers are unable to comment on the roads entitlement to be adopted
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HIGHWAYS ADVISORY COMMITTEE

26 April 2016

Subject Heading:	TPC817 – Willow Street, Proposed Limited Waiting Bay – 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 £1000 for implementation will be met by 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 public consultation of proposals to convert the existing Disc Parking Bays into Limited Waiting Bay(s) 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 proposal to convert the existing Disc Parking Bays fronting 75A, into Limited Waiting Bay(s) as shown on the drawing (Ref: TPC817, Willow Street) appended to this report at Appendix A, be implemented as advertised; and
 - (b) The effects of any implemented proposals be monitored.
2. That it be noted that the estimated cost of this scheme as set out in this report is £1000, which can be funded from 2016/17 Minor Parking Schemes Budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in January 2016, this Committee agreed in principle to the proposals to convert the existing Disc Parking Bay into a Limited Waiting Bay(s) in Willow Street.
- 1.2 The proposals to introduce a Limited Waiting Bay(s) have been proposed as it is not economical to install a Pay & Display machine to service two parking spaces.
- 1.3 The proposals were subsequently designed and publicly advertised. A plan (Ref: Willow Street TPC817) outlining the proposals is appended to this report at Appendix A.
- 1.4 The proposals were put forward as part of the phasing out of all Disc Parking Bays across the borough, as it is now considered that Disc Parking is not as user friendly compared to other parking facilities.
- 1.5 On 5th February 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.

1.6 By the close of the public consultation on the 26th February 2016, 2 responses were received to the proposals, 1 in favour of part of the scheme and 1 against.

2.0 Results of public consultation

2.1 From the 29 letters sent out during the consultation 2 responses were received, a 6.9% return. Both responses were from residents of Willow Street, with 1 responses being in favour of part of the proposals and 1 being against. Both of the responses are summarised in the table along with staff comments which is appended to this report at **Appendix B**.

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.
- 3.2 Ward Councillors were advised of the proposals when this scheme went out for consultation, but none of them responded.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 can be funded from the 2016/17 Minor Parking Schemes revenue budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

None

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.

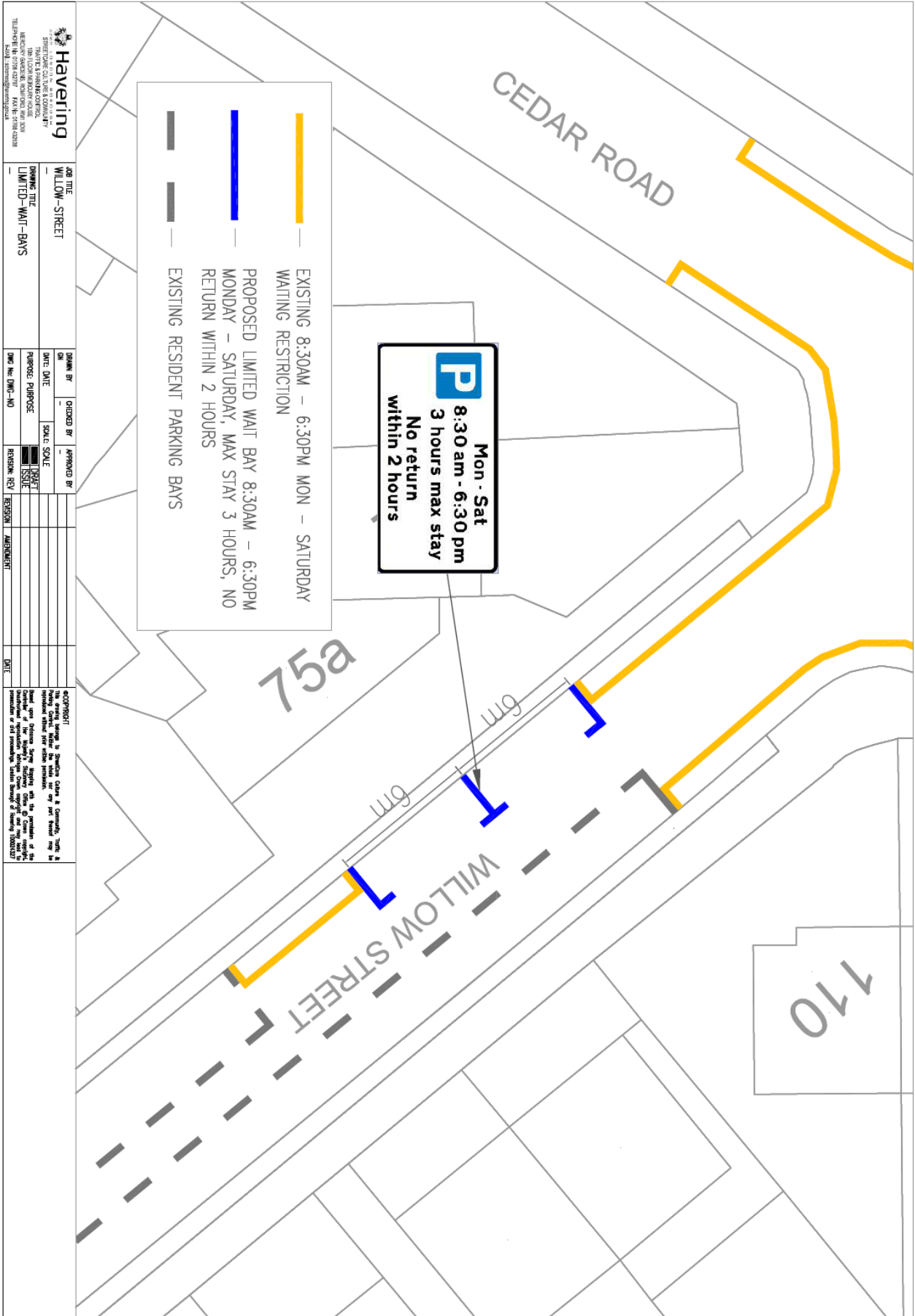
The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

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

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

BACKGROUND PAPERS

Appendix A
Appendix B



Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	Willow Street	The resident is against the proposals and suggests that parking meters would be a better option to stop this being a free for all as the resident thinks that lots of people will use them who may not be using the shop.	The Council are in the process of phasing out all parking meters across the borough and it was felt that a Limited Wait Bay was the best option.
2	Resident	Willow Street	The resident is in favour of the scheme and says it will finally enable the owners of the business and their customers to park legally in the road.	

HIGHWAYS ADVISORY COMMITTEE

Tuesday 26 April 2016

Subject Heading:	TPC702 Fitzilian Avenue, Ronald Road & Ethelburga Road, proposed Waiting Restrictions- comments to advertised proposals
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Gareth Nunn Engineering Technician Gareth.Nunn@Havering.co.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £900 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 formal consultation to introduce further 'residents parking' bays in Fitzilian Avenue, Ronald Road & Ethelburga Road, which are designed to provide further parking provisions for residents. It would also limit and existing or potential commuter parking.

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 new residents bays as shown on the plan appended to this report as Appendix B, be implemented as advertised; and
 - b. the effect of any agreed proposals be monitored.
2. Members note that the estimated cost for the proposals for the scheme as set out in this report is £900, will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following a request from a ward councillor for additional resident parking bays in the Fitzilian Avenue area, proposals have been designed with the intention to provide further parking provisions for residents. It would also limit any existing or potential commuter parking.
- 1.2 The item was approved in principle by the Highways Advisory Committee at its meeting in April 2015.
- 1.3 The proposals were subsequently designed and publicly advertised on 05/02/2016. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those affected by the proposals were advised by letter with the attached plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.4 The proposals were to install 7 new resident parking bays. One in Ethelburga Road along the side wall of 16 Fitzilian Avenue, four in Fitzilian Avenue outside numbers 20-22, 24-26, 23-25 and 28-36, one in the made part of Woodlands Road outside 1-3 as well as extending the existing bay in Ronald Road along the side wall of 36 Fitzilian Avenue. The proposals would replace the existing Monday to Friday, 10:30am to 11:30am waiting

restrictions.

2.0 Responses received

At the close of public consultation on Friday 26th February 2016, 9 responses were received, 2 responses in favour of the proposal, 2 responses partly in favour of the scheme and 5 responses against the proposals. The 5 responses against the proposals and the responses partly in favour are summarised in the table of response appended to this report as Appendix C.

3.0 Staff Comment

- 3.1 The proposals have been designed to provide further parking provisions for residents, whilst allowing for the safe passage of vehicles along the carriageway.
- 3.2 Having received the responses to the consultation, the Council recommend that further resident parking bays are introduced but fewer than originally proposed. The recommendation would see one additional bay in Fitzilian Avenue, one additional bay in the made part of Woodlands Road and an extension of an existing bay in Ronald Road. The amended proposals can be seen in Appendix B.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £900 which can be met from the 2016/17 Minor Parking Schemes budget.

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

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

Legal implications and risks:

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

Human Resources implications and risks:

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

Equalities implications and risks:

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

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

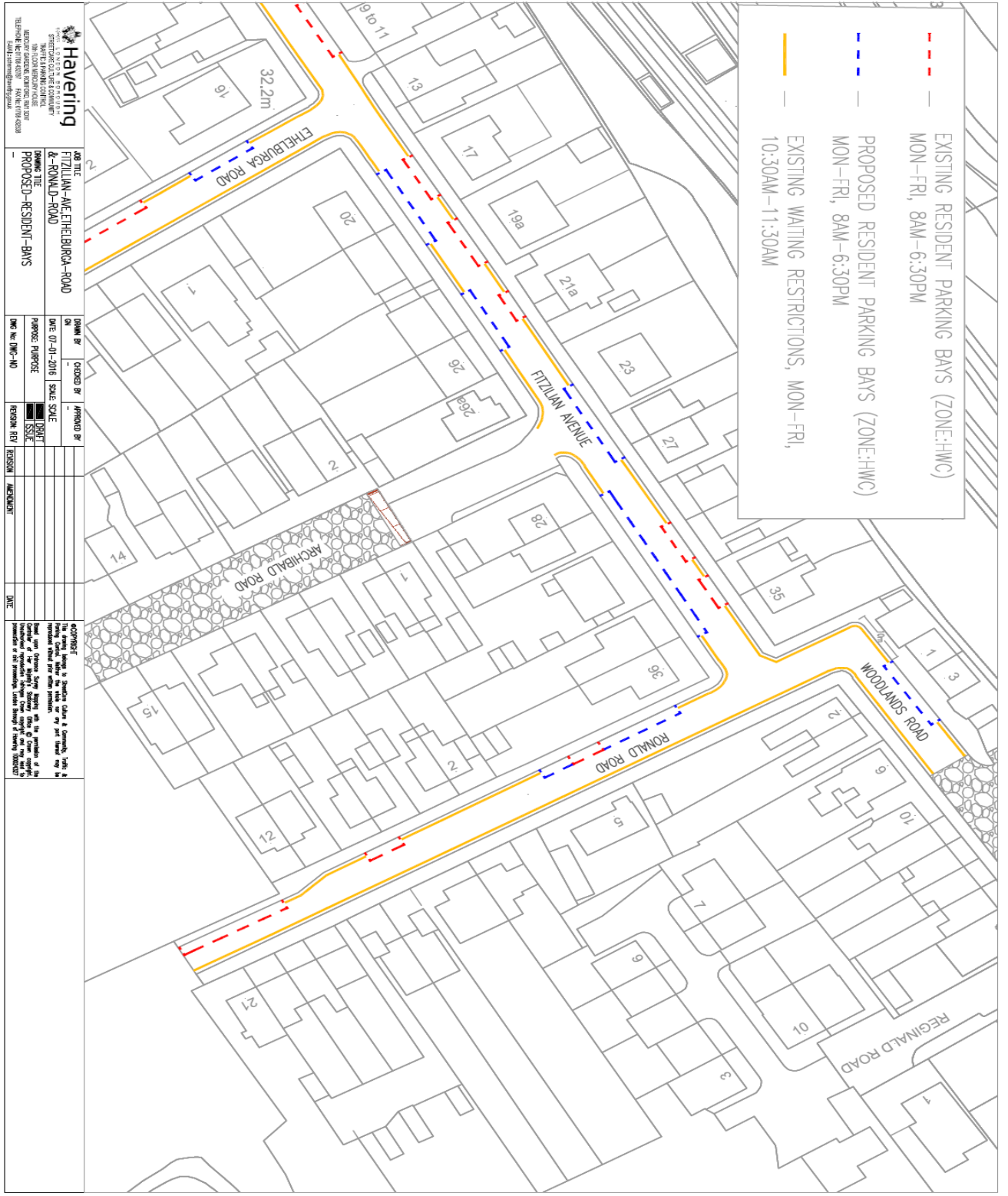
The recommendation is for the proposal to be implemented as per the revised design below and the effects be monitored on a regular basis to ensure any equality negative impacts are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered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

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

BACKGROUND PAPERS

Appendix A

Original Proposal



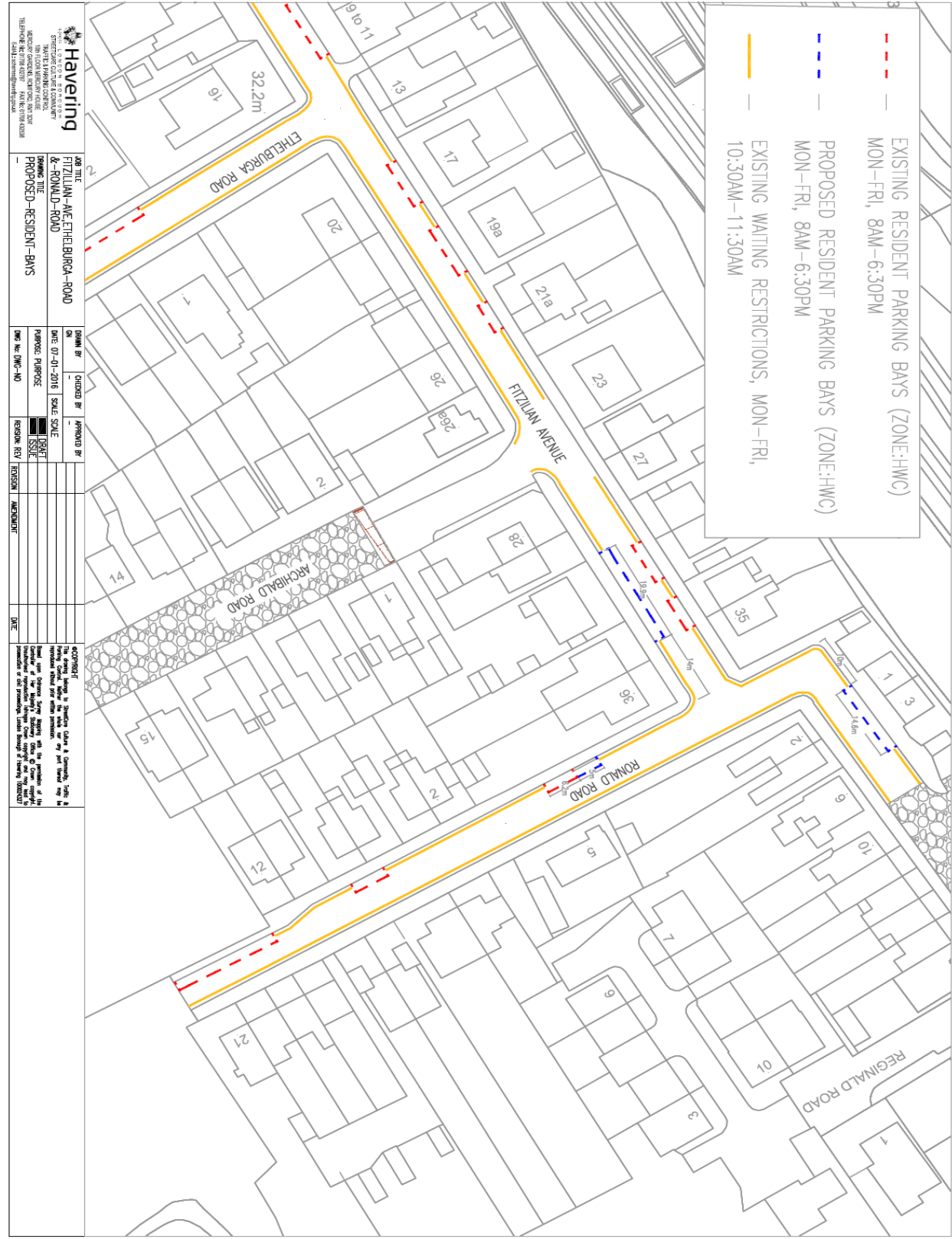
HaVerling
 THE HAVERLING CONSULTANTS
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JOB TITLE	DRAWN BY	CHECKED BY	APPROVED BY
FITZILIAN-AV-ETHELBURGA-ROAD & RONALD-ROAD	DATE: 07-01-2016	SCALE: AS SHOWN	
PROPOSED RESIDENT BAYS	DATE:	SCALE:	DATE:

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Appendix B

Revised design



<p>Haverling LONDON 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200</p>		
<p>JOB TITLE: FITZALAN-AVE-ETHELBURGA-ROAD &-RONALD-ROAD</p>		
<p>PROPOSED-TITLE: PROPOSED-RESIDENT-BAYS</p>		
<p>DATE: 07-01-2018</p>	<p>SCALE: SCALE</p>	<p>APPROVED BY: [Signature]</p>
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<p>DATE: 07-01-2018</p>	<p>SCALE: SCALE</p>	<p>APPROVED BY: [Signature]</p>

Appendix C

respondent	summary of contents	staff comments
a resident of Fitzilian Avenue	<p>I strongly am not in favour of any further residents parking. • The flats addressed as 16 Fitzilian renovated an area around the property to allow residents parking. Two of the parking areas would now have restricted access if your proposal was as per your drawing • The bin storage area is to the side of the flats in Ethelburga and access is required for bins to be removed and for the bin lorry to collect . With residents parking access could be more difficult • As a local resident most people that park in the areas designated are short term users and are visitors to the flats /houses or users of the local shops/doctors/opticians. If you make the majority of bays resident parking where will people park - in particular the elderly and infirmed who use the shops/doctors/hairdressers and opticians</p>	<p>The proposed residents parking bays are not placed over any drop crossings and will be a minimum of 1.5m away from them as is standard procedure. Resident parking bays would provide further parking provision for residents and their guests during the current times of restriction. The roads would still maintain some single yellow line (mon-fri, 10:30am - 11:30am) as well as the nearby parking provisions on station road for users of the local amenities</p>
a resident of Fitzilian Avenue	<p>Not in favour 1. The existing bays and yellow line parking restrictions between 10.30 and 11.30 are effective. 2. There is no requirement for further restrictions in our part of Fitzilian Avenue. Together with other neighbours we have not been consulted on this Issue. 3. We do not want any further financial outlay, especially as we provide music tuition during the proposed restricted parking hours. New bays would severely impede client andvisitor parking. 4. The north end of Archibald Road could be utilised for further parking.</p>	<p>resident bays would allow residents and their guests to park at any time where as nobody is permitted to park on the single yellow line during its time of operation. The North end of Archibald Road is unadopted highway and unmade road.</p>

<p>a resident of Fitzilian Avenue</p>	<p>I am not in favour of the proposals • No evidence of commuter parking problem due to existing restriction 10-30-11.30 weekdays</p> <ul style="list-style-type: none"> • Leaves no yellow line parking for residents to accept deliveries/engineer visits during weekdays except across driveways • Expects residents to buy visitor parking permits• Bay outside 28-36 too large when 1 property has considerable parking at rear • Bay outside 23-27 opposite junction unsuitable. Collisions occur with parked vehicles in this area due to road being used frequently for turning. • No consideration for elderly residents who rely on yellow line parking outside their properties with no charge outside current restriction times. 	<p>loading and unloading is permitted in a residents parking bays. Visitors parking permits allow visitors/work men to attend any time of the day rather than avoid the current times of restriction.</p>
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<p>a resident of Fitzilian Avenue</p>	<p>We are strongly not in favour of the above proposal. 1. There is not a requirement for further permit bays in Fitzilian Avenue. In the sixteen years we have lived here, we have never had a problem with commuter parking or a need for further permit bays. The current 10.30 – 11.30 am yellow line parking restrictions already successfully prevent that from happening. 2. Have already purchased two parking permits for our adult children living at home, we do not feel that we should have to pay the extortionate charges for further permits. We do not have a driveway or off street parking to park our cars when at home. 3. By using all available space for permit parking, visitors, including elderly relatives, will have nowhere to park. Likewise, before we go to work and when we come home from work, where are we supposed to park with the bay restrictions running from 8am to 6.30pm. Where is the evidence that there is a problem with commuter parking and a need for further bays?</p>	<p>visitors parking permits are available for vistors and guests that require to use them. However the reduction of proposed bays is to be recommended</p>
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<p>a resident of Fitzilian Avenue</p>	<p>I am not in favour of the proposals</p> <p>As the owner of (a property) of Fitzilian Avenue, I am writing to say that I am very strongly against the planned parking proposals.</p> <ol style="list-style-type: none"> 1. All residents of the block of flats currently using our designated parking area would have difficulty turning in and out of our driveway. As would people using the garages at the back. 2. It would create restricted viewing of traffic coming down the road when turning out of the driveway. 3. It will block access for our weekly bin collection. 4. There will be nowhere left for our visitors and local shoppers to park 5. There is available residents parking which is not used. 	<p>The proposed residents parking bays are not placed over any drop crossings and will be a minimum of 1.5m away from them as is standard procedure. Resident parking bays would provide further parking provision for residents and their guests during the current times of restriction. the roads would still maintain some single yellow line (mon-fri, 10:30am - 11:30am) as well as the nearby parking provisions on station road for users of the local amenities</p>
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<p>a resident of Fitzilian Avenue</p>	<p>In favour of part of the scheme, SUMMARISED: resident discusses individual properties and the residents of those properties parking needs. Ultimately happy with some of the proposed bays but not all of them. Highlights the one opposite a junction.</p>	<p>Reduction of proposed bays is to be recommended</p>
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<p>a resident of Fitzilian Avenue</p>	<p>In favour of part of the scheme, SUMMARISED: resident would like the amount of parking bays reduced. Particularly the one outside their property as she feels the existing parking there is beneficial to their partner who is unwell.</p>	<p>Reduction of proposed bays is to be recommended</p>
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HIGHWAYS ADVISORY COMMITTEE

26 April 2016

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
26th April 2016**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

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

Policy context:

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

Financial summary:

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

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

Havering will be clean and its environment will be cared for	[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

26th April 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
SECTION A - Highway scheme proposals without funding available							
A1	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014.	None.	c£25k	Cllr Van den Hende
Page 127 A2	Stanley Road South	South Hornchurch	Reduce length of bus stop clearway for stop adjacent to 95 Cheery Tree Lane/ 1 Stanley Road South. Resident unhappy with scheme which was installed as consulted in that clearway extends over vehicle crossing. Resident states they did not receive consultation letter.	Stop was rearranged to move away from junction with Cherry Tree Lane and is fully accessible. A reduced clearway would request stop being moved back towards junction. Consultation information was hand-delivered. Reduction in clearway would require consultation and HAC report.	TfL LIP	£1,000	Resident
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)							

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

26th April 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
B1 Page 128	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

26th April 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
B3 Page 129	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
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26th April 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
Page 130 B5	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded. In the 3-years to July 2014, 2 injury collisions were recorded in the local vicinity. 21/5/12 5 cars involved, 1 slight injury. Junction with Sunnings Lane caused by U-turning driver. 2/9/13 1 car, 1 motorcycle, serious injury to motorcyclist. 50m east of Sunnings Lane caused by U-turning driver failed to see motorcyclist overtaking.	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

HIGHWAYS ADVISORY COMMITTEE

26 April 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	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report presents applications for 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 re-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.

Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
SECTION A - Parking Scheme Requests						
TPC843	Lewins Court, 8 East Dene Drive	Request for residents of East Dene Drive to join the existing HH1 residents permit parking scheme	No	Rev	Resident	Gooshays
TPC844	Chandlers Way	Request to join up the 'At any time' waiting restrictions to the rear of the Missoula and Weatherspoons buildings to prevent vehicles blocking fire exits	No	Rev	Businesses	Romford Town

