



# Havering

LONDON BOROUGH

## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**  
**PLS NOTE START**  
**TIME**

**Tuesday**  
**7 June 2016**

**Council Chamber -**  
**Town Hall**

Members 11: Quorum 4

**COUNCILLORS:**

**Conservative**  
**(4)**

Frederick Thompson  
(Vice-Chair)  
Robert Benham  
Joshua Chapman  
John Crowder

**Residents'**  
**(2)**

Barry Mugglestone  
John Mylod

**East Havering**  
**Residents'(2)**

Darren Wise (Chairman)  
Brian Eagling

**UKIP**

**(1)**

Vacant

**Independent Residents'**

**(1)**

David Durant

**Labour**

**(1)**

Denis O'Flynn

**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 THE COMMITTEE TO NOTE NEW MEMBERS OF THE HIGHWAYS ADVISORY COMMITTEE**

### **3 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

(if any) - receive.

### **4 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.*

### **5 MINUTES (Pages 1 - 16)**

To approve as a correct record the minutes of the meeting of the Committee held on 26 April 2016, and to authorise the Chairman to sign them.

### **6 PROPOSED 20 MPH ZONES (Pages 17 - 40)**

### **7 TPC 558 CLYDESDALE ROAD AND SOUTH STREET (Pages 41 - 50)**

- 8 **REDRIFF ROAD - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS** (Pages 51 - 56)
- 9 **TPC731 DAVID DRIVE - REMOVAL OF RESIDENT BAY** (Pages 57 - 62)
- 10 **TPC822 - EASTERN ROAD, PROPOSED PAY AND DISPLAY PARKING BAYS** (Pages 63 - 68)
- 11 **TPC734 - STATION LANE, PROPOSED EXTENSION OF SECTOR HX1** (Pages 69 - 74)
- 12 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 75 - 82)

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

- 13 **TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 83 - 88)

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

- 14 **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  
26 April 2016 (7.10 - 9.00 pm)**

**Present:**

**COUNCILLORS**

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

An apology was received for the absence of Councillor Joshua Chapman.

+Substitute members: Councillor Robby Misir (for Joshua Chapman).

Councillor Ray Best was present for parts of the meeting.

Unless shown all decisions were taken with no votes against.

There were about twenty-five members of the public present at the meeting.

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

**115 DISCLOSURE OF INTERESTS**

Councillor Darren Wise disclosed a personal interest on the matter relating to Agenda Item 9 TPC813/4 – Wednesbury Road and Cambourne Avenue area as he was a local resident in the consulted area.

**116 MINUTES**

The minutes of the meeting held on 29 March 2016 were agreed as a correct record and signed by the Chairman.

117 **BERTHER ROAD - PROPOSED WAITING RESTRICTIONS**

The report before Members outlined responses received to the proposals to introduce 'At Any Time' waiting restrictions and free parking bays in Berther Road and recommended a further course of action.

The report detailed that 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, the Committee agreed in principle for officers to undertake an informal consultation in the area, to gauge residents' feelings about the parking situation.

The Committee noted that based on the responses received to the informal consultation, a formal consultation was undertaken. Following this, a further consultation was carried out directly with residents' representatives with consideration given to alternative proposals.

The proposals had been designed to prevent loading and unloading immediately at the junction of Butts Green Road and to keep the access to the flats clear, whilst retaining an area fronting the restaurant where loading and unloading could take place. Free parking bays had been snaked along the road to ensure access for larger vehicles so vehicles would not obstruct residential driveways. The restricted period would also allow for trades to service the residential properties in the morning and overall the proposals would limit any displacement into adjoining roads.

In officers' view, given the positive responses received to the proposals, it was recommended to the Committee that all of the proposals be implemented as advertised.

In accordance with the public speaking arrangements the Committee was addressed by a resident who was in favour of the proposed scheme.

The resident stated that he had resided in the area for 14 years and that local residents had been enduring an increased level of parking and accessibility issues caused by individuals parking indiscriminately in the area. The Committee was also informed of other issues including noise from car traffic; the inability of emergency vehicles to access the road; and damage to the road.

During the debate Members commended residents and officers on reaching agreement on the design of a suitable scheme.

A Member sought clarification as to the number of parking bays which would be available for customers of a local restaurant. The Committee was informed that free parking bays had been provided within the scheme to meet the needs of customers of the restaurant.

In response to a comment that this scheme would just displace the parking problems to other roads, officers stated that all options had been considered

and that the proposal before the Committee was the most appropriate option for the road.

Having considered the report and the representations made it was **RESOLVED** to recommend to the Cabinet Member for Environment that;

- (a) the proposals to introduce waiting and loading restrictions and free parking bays, be implemented as advertised; and
- (b) the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £1500, which would be met from the 2016/17 Minor Parking Schemes budget.

#### 118 **TPC 744 LOWSHOE LANE - CONTROLLED PARKING ZONE**

The report before Members outlined responses received to the informal parking consultation of the Lowshoe Lane Area controlled parking zone and recommended a further course of action.

The proposals to introduce a controlled parking zone or waiting restrictions in Lowshoe Lane and the surrounding roads followed a petition from local residents and requests from Councillors for action to be taken regarding inconsiderate or obstructive parking in the area.

The proposal was 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.

In accordance with the public speaking arrangements the Committee was addressed by a resident who was objecting to the scheme with a response given by officers.

The resident stated that he had resided in the area for 40 years and that there were no parking issues in Rodney Way. The resident informed the Committee that the responses received in favour of the proposal related to the areas with the parking problem. The resident accepted that there were parking and accessibility issues caused by the increased amount of traffic drawn to the area in the morning and afternoon due to parents dropping and picking up children at St Patrick's Catholic Primary school, and at weekends by people who attended Corpus Christi Catholic Church.

With its agreement Councillor Ray Best addressed the Committee.

Councillor Best commented that there had always been a major problem with parking and traffic along Lowshoe Lane. Councillor Best questioned whether it would be best for the road to be converted to operate 'one way'

traffic. Councillor Best stated that much of the available parking in the road was being utilised by a local car dealership.

During the debate Members noted that there had been parking and accessibility issues caused by the increased amount of traffic drawn to the area and the activities of a car dealership.

A Member stated that the figures in the consultation did not indicate that local residents were in favour of a controlled parking zone; it was suggested that the questions in the survey were misleading.

Members of the Committee noted that ward councillors were in favour of the proposed scheme and that if the scheme were to be implemented it would be monitored.

Following a motion to extend the consultation to include proposals for the implementation of an all day waiting restriction and split waiting restrictions covering periods in the morning and afternoon it was **RESOLVED** to recommend to the Cabinet Member for Environment that:

- a) The area identified on the drawing titled Lowshoe Lane CPZ (reference: CPZ Option 3) detailed in Appendix D to the report be formally consulted re the introduction of a residents' parking scheme and the introduction of pay and display parking in suitable locations;
- b) The consultation provides residents with the option of an all day restriction and split restrictions covering periods in the morning and afternoon;
- c) Following the formal consultation a further report detailing the responses received be reported back to the Committee to agree a further course of action.

Members noted that the estimated cost of the scheme was £1000 which would be funded from the 2016/17 Capital budget for Minor Traffic and Parking.

119 **PROPOSED ROAD CLOSURE IN PARK END ROAD BY ROMFORD LIBRARY**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the following measures be 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 of the report



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 an 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).

Members noted that the estimated cost for implementation was £1,000 and would be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

120 **MILL PARK AVENUE - PROPOSED ADDITIONAL RESIDENTS PARKING AREA AND 'AT ANY TIME' WAITING RESTRICTIONS**

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

- a. To recommend to the Cabinet Member for Environment that 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, be implemented as advertised;
- b. That the effect of any agreed proposals be monitored.

Members noted that the estimated cost for the proposals, as set out in this report was £800, and would be met from the 2016/17 Minor Parking Schemes budget.

121 **TPC813/4 - WEDNESBURY ROAD AREA AND CAMBOURNE AVENUE**

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

1. To recommend 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 of the report) be commenced and for the proposals to go out to formal consultation as soon as possible.

Members noted that the estimated cost for the current proposal - detailed consultation in the Wednesbury Road area as set out in the report was £10000, which would be met from the Capital Parking Strategy Investment Allocation.

**122 TPC815 - ORCHIS WAY, 'AT ANY TIME' WAITING RESTRICTIONS'**

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

1. To recommend to the Cabinet Member for Environment that:
  - a. The proposed 'At Any Time' waiting restrictions, as shown on the plan appended to the report as Appendix B, be implemented in Orchis Way and at its junction with Petersfield Avenue.

Members noted that the estimated cost for the proposals in Orchis Way as set out in the report was £900, which would be met from the 2016/17 Minor Parking Schemes budget.

**123 TPC 816 ST. ANDREWS AVENUE AREA**

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

- 1 To recommend to the Cabinet Member for Environment that the detailed design for the St Andrews Avenue parking zone (as shown on the drawing at Appendix D of the report) be commenced and for the proposals to proceed to a formal consultation as soon as possible thereafter.

Members noted that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should a scheme be implemented was £3000 which would be funded from the Capital Parking Strategy Investment Allocation.

**124 TPC 818 WOODLANDS ROAD (UNMADE PART) & REGINALD ROAD - ADDITIONAL RESIDENT PARKING**

The Committee considered the report noting the representations made and **RESOLVED** to recommend to the Cabinet Member for Environment that the proposed scheme be abandoned.

**125 TPC817 - WILLOW STREET, PROPOSED LIMITED WAITING BAY**

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

1. To recommend 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 the report be implemented as advertised;
  - b. The effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £1000, which would be funded from 2016/17 Minor Parking Schemes Budget.

126 **TPC702 FITZILIAN AVENUE, RONALD ROAD & ETHELBURGA ROAD - PROPOSED WAITING RESTRICTIONS**

The report before Members outlined the responses received to the formal consultation to introduce further 'residents' parking' bays in Fitzilian Avenue, Ronald Road & Ethelburga Road.

The report detailed that following a request from a ward councillor for additional residents' parking bays in the Fitzilian Avenue area, the proposals had been designed with the intention to provide further parking spaces and also to limit potential commuter parking.

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 on Woodlands Road outside 1-3 and extending the existing bay in Ronald Road along the side wall of 36 Fitzilian Avenue. The proposals also would replace the existing Monday to Friday, 10:30am to 11:30am waiting restrictions.

At the close of public consultation on 26 February 2016, 9 responses had been received, 2 responses in favour of the proposal, 2 responses partly in favour of the scheme and 5 responses against the proposals.

A Member questioned whether the parking bays would be free spaces. In response officers confirmed that the proposal was to make the parking bays resident parking only in order to limit the potential of commuter and business parking.

The Committee noted that Ward Councillors were in support of the proposals.

Having considered the report and the representations made it was **RESOLVED** to recommend to the Cabinet Member for Environment that:

- a. the proposals to introduce new residents bays as shown on the plan appended to the report as Appendix B, be implemented as advertised; and
- b. the effect of any agreed proposals be monitored.

Members noted that the estimated cost for the proposals was £900, and would be met from the 2016/17 Minor Parking Schemes budget.

#### **127 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.

#### **128 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.

#### **129 URGENT BUSINESS**

The following items were raised under urgent business by members of the Committee:

1. A Member requested for a width restriction be installed in Linley Crescent, near Hainault Road like the one at Faircross Avenue. In reply, the Member was advised to approach the Cabinet Member for Environment as was the case with Faircross Avenue. Alternatively, a scheme request made to staff for comment on its practicality.

2. A Member suggested for the Committee's remit be extended to deal with maintenance issues, such as pavements. In reply the Committee was reminded that the committee had been set up to deal with traffic and parking scheme matters, highway maintenance was subject to Environment O&S Committee. Officers added that maintenance work was undertaken on a need basis and any change would leave the council weak in defending its position.
3. A Member sought appropriate action be considered to reduce speeding vehicles on Kingsley Gardens.

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**Chairman**

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

Item Ref	Location	Ward	Description	Decision
<b>SECTION A - Highway scheme proposals without funding available</b>				
A1	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	Moved to C
Page 11 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.	Rejected
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>				

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

Item Ref	Location	Ward	Description	Decision
B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014)
B2	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.
B3	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians.



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

Item Ref	Location	Ward	Description	Decision
B4	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.
Page 33 B5	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded. In the 3- years to July 2014, 2 injury collisions were recorded in the local vicinity. 21/5/12 5 cars involved, 1 slight injury. Junction with Sunnings Lane caused by U-turning driver. 2/9/13 1 car, 1 motorcycle, serious injury to motorcyclist. 50m east of Sunnings Lane caused by U-turning driver failed to see motorcyclist overtaking.
B6	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)

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

<b>Item Ref</b>	<b>Location</b>	<b>Ward</b>	<b>Description</b>	<b>Decision</b>
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.

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Chairman

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

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

TPC843	Lewins Court, 8 East Dene Drive	Request for residents of East Dene Drive to join the existing HH1 residents permit parking scheme	REJECTED
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	AGREED

	Broadway Rainham	Request to install double yellow line around the apex of the bend fronting Cold Blooded Reptile Centre, to prevent obstructive parking.	AGREED
	Upminster Bridge Area	Request to review the Aldborough Road/Granton Road area for a possible residents parking scheme	AGREED
	Mellows Road	Request by way of a petition from residents to introduce residents parking in the new road that was the former Edwin Lambert school site	AGREED

Chairman

# HIGHWAYS ADVISORY COMMITTEE

7 June 2016

**Subject Heading:**

**PROPOSED 20 MPH ZONES**  
Dunningford Close, Gooshays East,  
Harle Way, Harold Wood Hospital site,  
Passive Close, Raven Close, Torrance  
Close and Former Whitworth Centre Site  
Outcome of public consultation

**CMT Lead:**

**Steve Moore**

**Report Author and contact details:**

**Nicola Childs**  
Engineer  
01708 433103  
nicola.childs@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 £6500 for  
implementation will be met from the road  
adoptions revenue budget which includes  
contributions from the relevant developers  
who built the roads set out in the 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 sets out the responses to the consultations for the introduction of 20mph zones at eight new developments at: Dunningford Close (Elm Park ward), Gooshays East (Gooshays and Harold Wood wards), Harle Way (Rainham & Wennington ward), Former Harold Wood Hospital site (Harold Wood ward), Passive Close (South Hornchurch ward), Raven Close (Brooklands ward), Torrance Close (Hylands ward) and Former Whitworth Centre Site (Heaton ward).

## RECOMMENDATIONS

1. That the Committee, having considered the report and representations made, recommends to the Cabinet Member for Environment that the proposals for the 20mph zones set out in this report and shown on the following drawings (contained within Appendix I) are implemented as advertised.
  - Dunningford Close - QO043/04.A
  - Gooshays East - QO043/03.A
  - Harle Way - QO043/06.A
  - Harold Wood Hospital site - QO043/02.A
  - Passive Close - QO043/07.A
  - Raven Close - QO043/08.A
  - Torrance Close - QO043/05.A
  - Former Whitworth Centre Site - QO043/01.A
2. The estimated cost of £6500 for implementation will be met from the road adoptions revenue budget which includes contributions from the relevant developers who built the roads set out in the report.

## REPORT DETAIL

### 1.0 Background

- 1.1 Residents now occupy these developments with construction work still on going at the former Harold Wood Hospital site and Gooshays East.
- 1.2 All of the developments were designed with the intention of the roads becoming 20mph zones. The layout of the roads are such that driving of vehicles at speed is not practical, although there will always be some who

continue to drive inappropriately. 20mph is the lowest enforceable speed limit in the UK.

- 1.3 None of the estate highways have formally been adopted yet, and whilst construction continues, some will not be for some time. However, all the highways have been constructed to our standards and adoption will happen in due course. The introduction of 20mph zones can happen in advance of the adoption.
- 1.4 All of the estates have some form of recognised horizontal or vertical traffic calming feature, whether it's a speed hump, flat top table or chicane. Along with the terminal signs at the entrance to these estates, the proposal will provide for the inclusion of 20mph roundels painted on the carriageway. These measures are necessary to make the 20mph zone self-enforcing.
- 1.5 Enforcement is a matter for the police; nevertheless the roads have been designed to accommodate a maximum speed of 20mph. Without the implementation of a 20mph zone it would not be possible to enforce the speed limit for which the roads were designed, greatly undermining safety.
- 1.6 At the Harold Wood Hospital site, some streets are signed with a 9mph limit. This is actually for construction traffic and is unenforceable for the public.

## **2.0 Outcome of Public Consultation**

- 2.1 Seven hundred and eighty one letters and drawings were delivered by post to residents within the estates. Scheme details were also advertised on the Council's website. A summary of the consultation responses is contained in Appendix II.
- 2.2 The draft traffic order was advertised at each estate entrance and in the Romford Recorder and London Gazette.
- 2.3 By the close of consultation on 6<sup>th</sup> May, nine responses were received.
- 2.4 Four respondents agreed, two objected and three neither agreed nor disagreed or made other comments. General comments were expressed as follows:
  - Questioning why the limit is proposed.
  - At the former Harold Wood Hospital site, changing the speed limit from 9mph to 20mph is in effect doubling the speed limit. A 20mph limit will encourage drivers to exceed this.
  - Further traffic management and parking restrictions are required at Dunningford Close (Egbert Close).

- At Torrance Close (Bridgefields Close) vehicles drive too fast and there is ambiguity over who has priority.

### **3.0 Staff Comments**

- 3.1 It was always the Council's intention to make these estates 20mph and without them, the default speed limit is 30mph. To not implement them is not in the residents' best interest; as none of the estates are through-routes.
- 3.2 Parking restrictions can only be considered once the streets are formally adopted.

## **IMPLICATIONS AND RISKS**

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

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

The estimated cost of £6500 for implementation will be met from the road adoptions revenue budget which includes contributions from the relevant developers who built the roads set out in the report.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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

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

The provision of a 20mph zone requires advertisement and consultation before a decision on implementation can be taken.

### **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: QO043, 20mph Zones at Developments

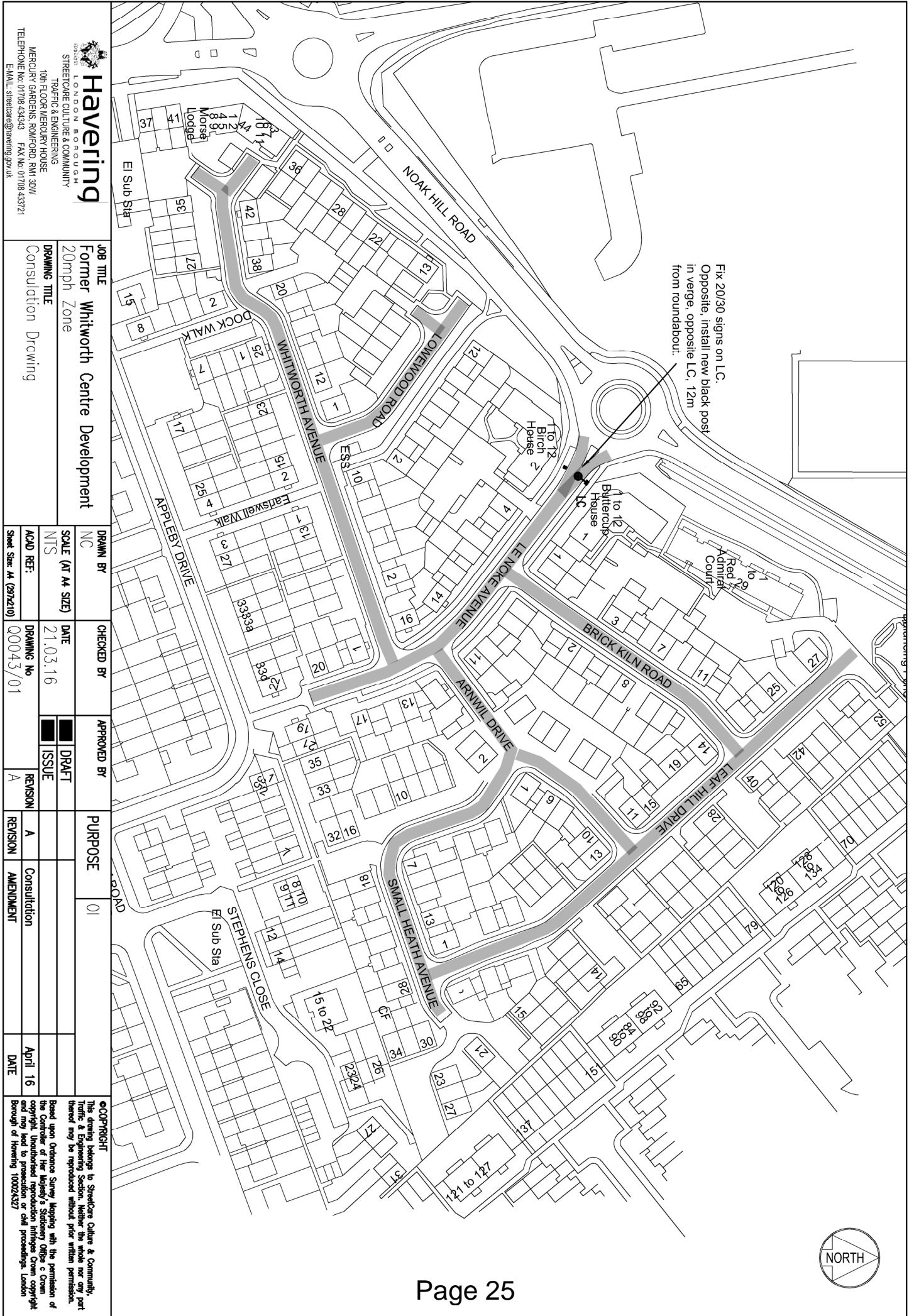
**APPENDIX I  
SCHEME DRAWINGS**

**APPENDIX II  
SUMMARY OF CONSULTATION RESPONSES**

**StreetCare – Culture & Community**  
**20mph Zone at new developments**  
**START DATE: 15.05.16 - CLOSING DATE: 06.05.16**

Response details			Views		?	Comments
	Date	Address	Object	Agree		
1	16.04.16	resident - Whitworth			?	Why is it proposed? Needs DYL and remove obstacles on Noak Hill Road
2	16.04.16	resident - Whitworth		X		Even 20mph is too fast.
3	18.04.16	resident - Harold Wood	X			Strongly objects. Would like to 9mph limit to remain, although this is unenforced. 20mph would mean a double in limit.
4	20.04.16	resident - Harold Wood		X		Fully in favour
5	20.04.16	resident - Harold Wood		X		Heartily supports.
6	19.04.16	Councillor on behalf of resident			?	Will restrictions be enforced.
7	21.04.16	resident - Dunningford			?	Concerned about speeding vehicles damaging property or life. What measures will be installed to prevent speeding.
8	26.04.01	resident - Harold Wood	X			A 20mpg is doubling the current 9mph limit which will encourage people exceeding 20mph.
9	06.05.16	resident - Torrance		X		Agrees but would like road markings to remove ambiguity over who has right of way at Bridgefields junction.
781	LETTERS DELIVERED					

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**London Borough of Havering**  
 STREETCARE CULTURE & COMMUNITY  
 TRAFFIC & ENGINEERING  
 10th FLOOR MERCURY HOUSE  
 MERCURY GARDENS, ROCHFORD, RM1 3DW  
 TELEPHONE No: 01708 434343 FAX No: 01708 433721  
 E-MAIL: streetcare@haverling.gov.uk

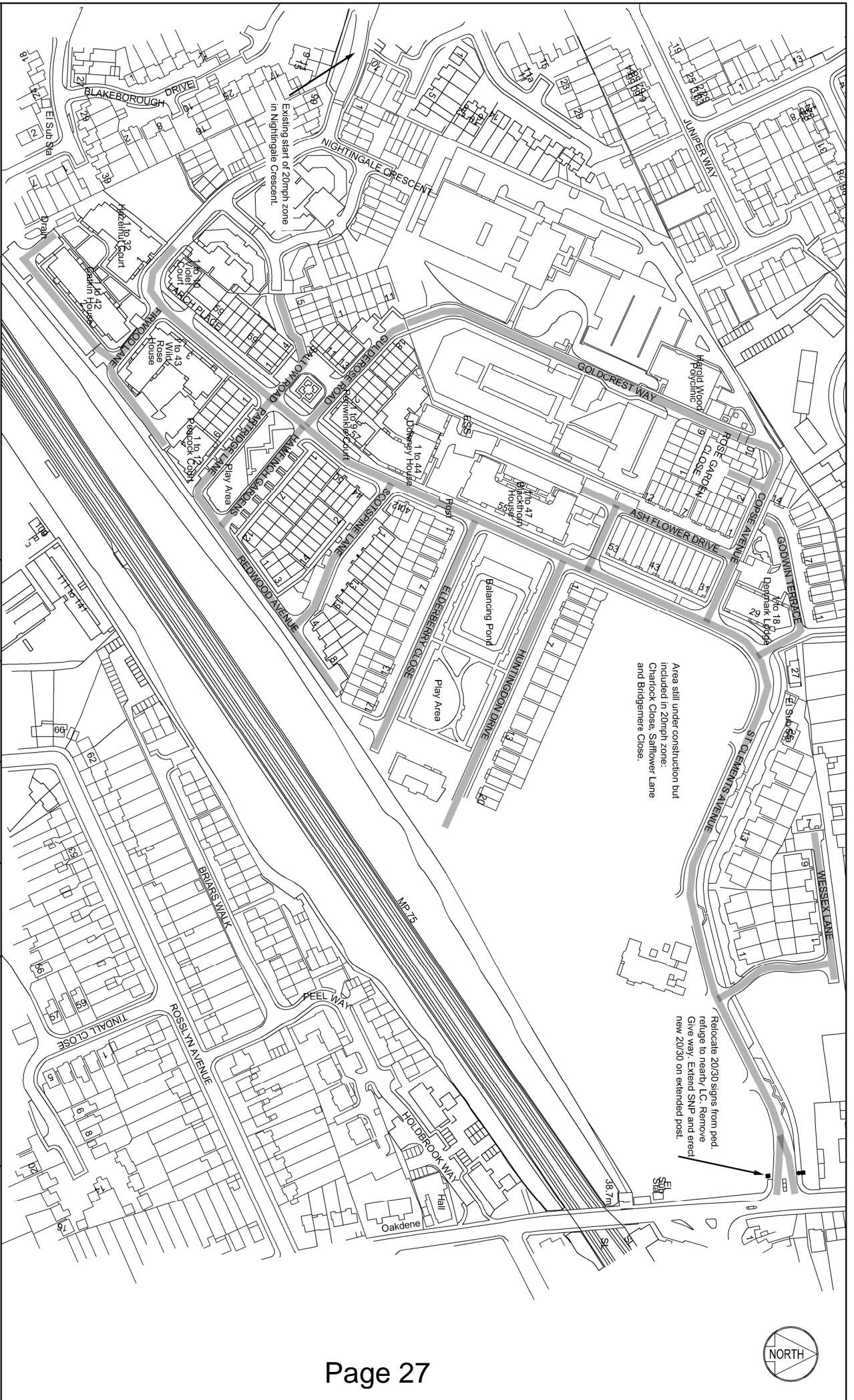
**JOB TITLE**  
 Former Whitworth Centre Development  
 20mph Zone

**DRAWING TITLE**  
 Consultation Drawing

<b>DRAWN BY</b>	NC	<b>CHECKED BY</b>		<b>APPROVED BY</b>		<b>PURPOSE</b>	01
<b>SCALE (AT A4 SIZE)</b>	NC	<b>DATE</b>	21.03.16	<b>DRAFT</b>	<input checked="" type="checkbox"/>		
<b>ACAD REF:</b>	NIS	<b>DRAWING No</b>	00043/01	<b>ISSUE</b>	<input type="checkbox"/>		
<b>Sheet Size:</b>	A4 (297x210)	<b>REVISION</b>	A	<b>REVISION</b>	A	<b>Consultation</b>	<b>April 16</b>
		<b>REVISION</b>		<b>REVISION</b>		<b>AMENDMENT</b>	<b>DATE</b>

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**Haivering**  
 A NATIONAL SPECIALIST  
 STREETCARE CULTURE & COMMUNITY  
 TRAFFIC & ENGINEERING  
 10th FLOOR MERCURY HOUSE  
 MERCURY GARDENS, ROCHFORD, RM1 3DW  
 TELEPHONE No: 01708 434343 FAX No: 01708 433721  
 E-MAIL: streetcare@haivering.gov.uk

**JOB TITLE**  
 Former Harold Wood Hospital Site  
 20mph Zone

**DRAWING TITLE**  
 Consultation Drawing

<b>DRAWN BY</b>	NC	<b>CHECKED BY</b>		<b>APPROVED BY</b>		<b>PURPOSE</b>	01
<b>SCALE (AT A4 SIZE)</b>	NIS	<b>DATE</b>	22.03.16	<b>DRAFT</b>	<input checked="" type="checkbox"/>		
<b>ACAD REF:</b>		<b>DRAWING No</b>	00043/02	<b>ISSUE</b>	A	<b>REVISION</b>	A
<b>Sheet Size:</b>	A4 (297x210)			<b>REVISION</b>	A	<b>REVISION</b>	AMENDMENT
						<b>DATE</b>	April 16

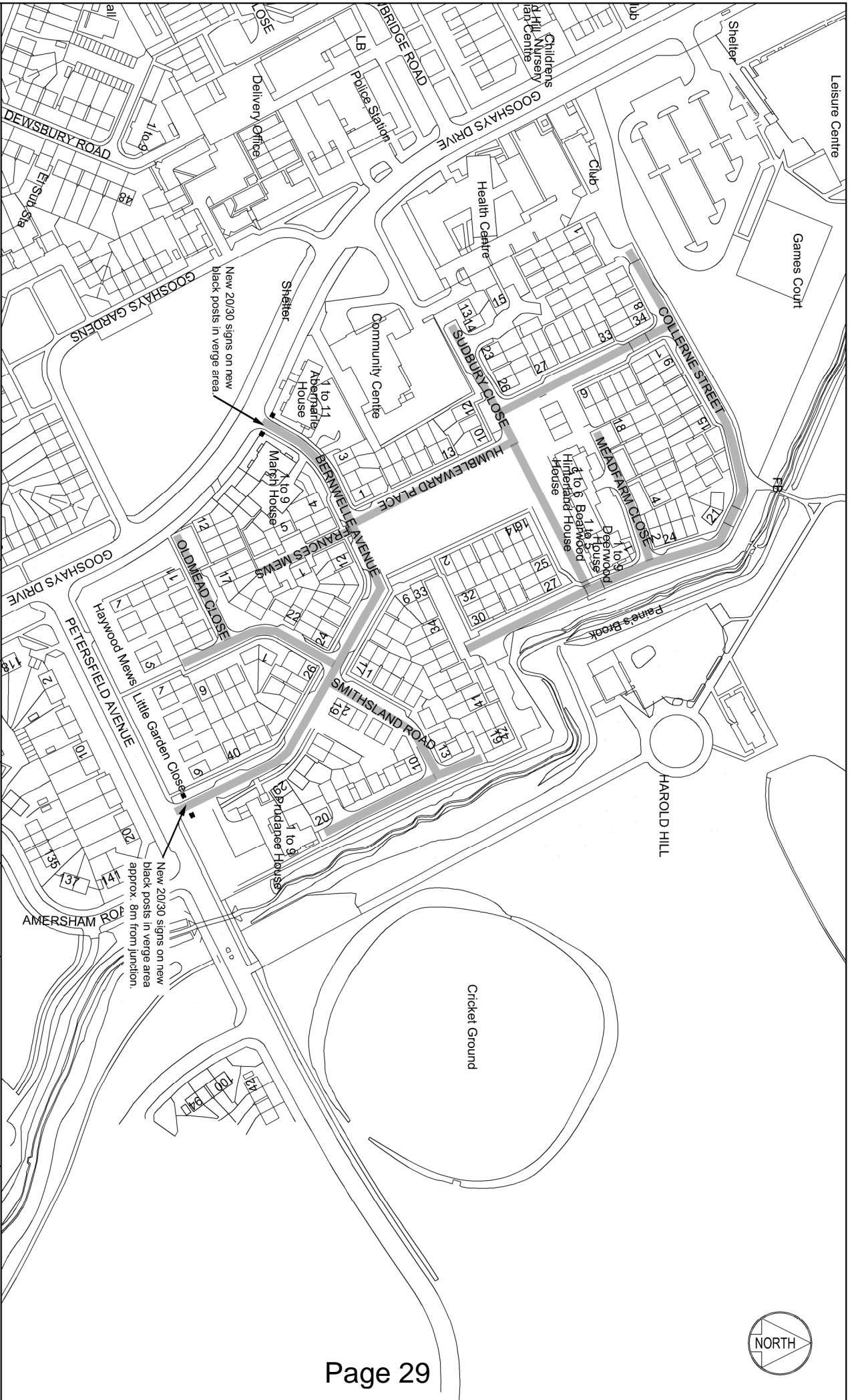
Area still under construction but included in 20mph zone: Charlock Close, Safflower Lane and Bridgerme Close.


Relocate 20/30 signs from ped. refuge to nearby LC. Remove Give way. Extend SNP and erect new 20/30 on extended post.



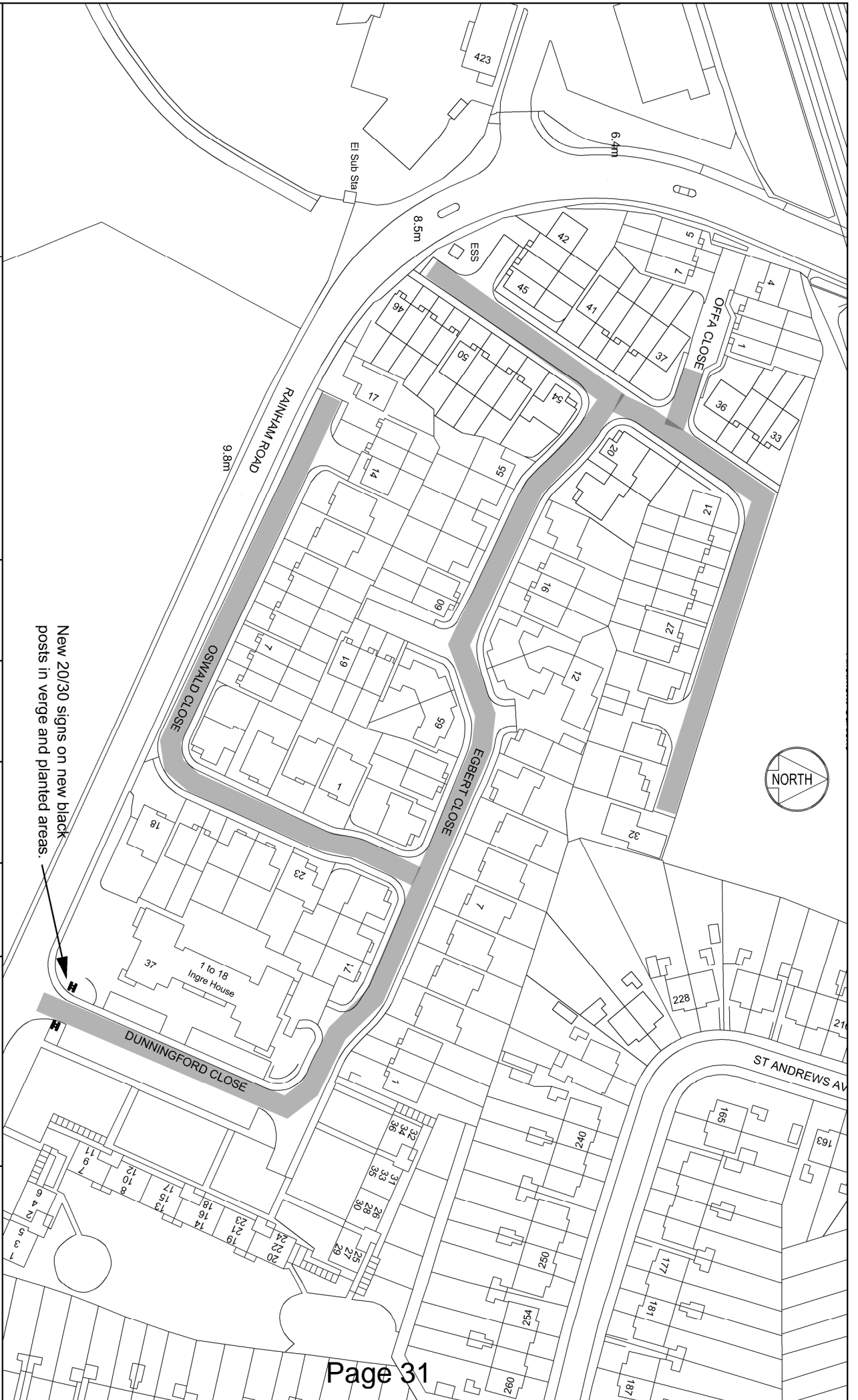
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 <b>Havering</b> LONDON BOROUGH OF STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haring.gov.uk			
<b>JOB TITLE</b>		Gooshays East Development	
<b>SCALE</b>		20mph Zone	
<b>DRAWING TITLE</b>		Consultation Drawing	
<b>DRAWN BY</b>	NC	<b>CHECKED BY</b>	
<b>SCALE (AT A4 SIZE)</b>	1:2500	<b>DATE</b>	22.03.16
<b>ACAD REF:</b>		<b>DRAWING No</b>	00043/03
<b>Shed Size: A4 (297x210)</b>		<b>APPROVED BY</b>	
		<b>DRAFT</b>	<input type="checkbox"/>
		<b>ISSUE</b>	<input type="checkbox"/>
		<b>REVISION</b>	A
<b>PURPOSE</b>	01	<b>REVISION</b>	A
		<b>AMENDMENT</b>	Consultation
		<b>DATE</b>	April 16
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New 20/30 signs on new black posts in verge and planted areas.

**London Borough of Havering**  
 STREETCARE CULTURE & COMMUNITY  
 TRAFFIC & ENGINEERING  
 10th FLOOR MERCURY HOUSE  
 MERCURY GARDENS, ROMFORD, RM1 3DW  
 TELEPHONE No: 01708 434343 FAX No: 01708 433721  
 E-MAIL: streetcare@haverling.gov.uk

<b>JOB TITLE</b>	Dunningford Close Development
<b>DRAWING TITLE</b>	20mph Zone Consultation Drawing

<b>DRAWN BY</b>	NC	<b>CHECKED BY</b>	
<b>SCALE (AT A4 SIZE)</b>	1:1250	<b>DATE</b>	22.03.16
<b>ACAD REF:</b>		<b>DRAWING No</b>	00043/04
<b>Sheet Size:</b>	A4 (297x210)	<b>ISSUE</b>	<input checked="" type="checkbox"/> DRAFT

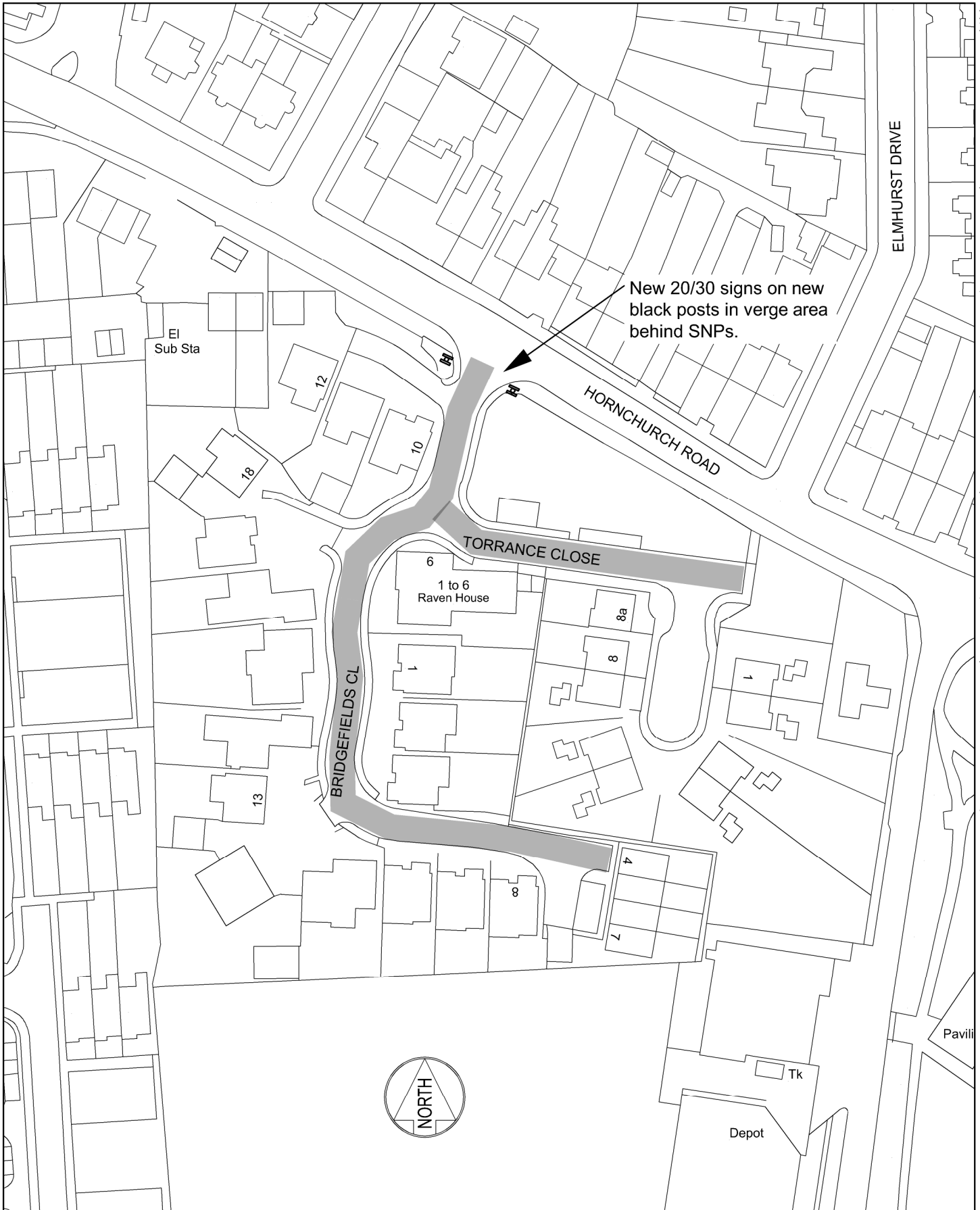
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<b>PURPOSE</b>	01	<b>REVISION</b>	A

<b>PURPOSE</b>	01	<b>REVISION</b>	A
<b>PURPOSE</b>	01	<b>AMENDMENT</b>	Consultation

<b>DATE</b>	April 16
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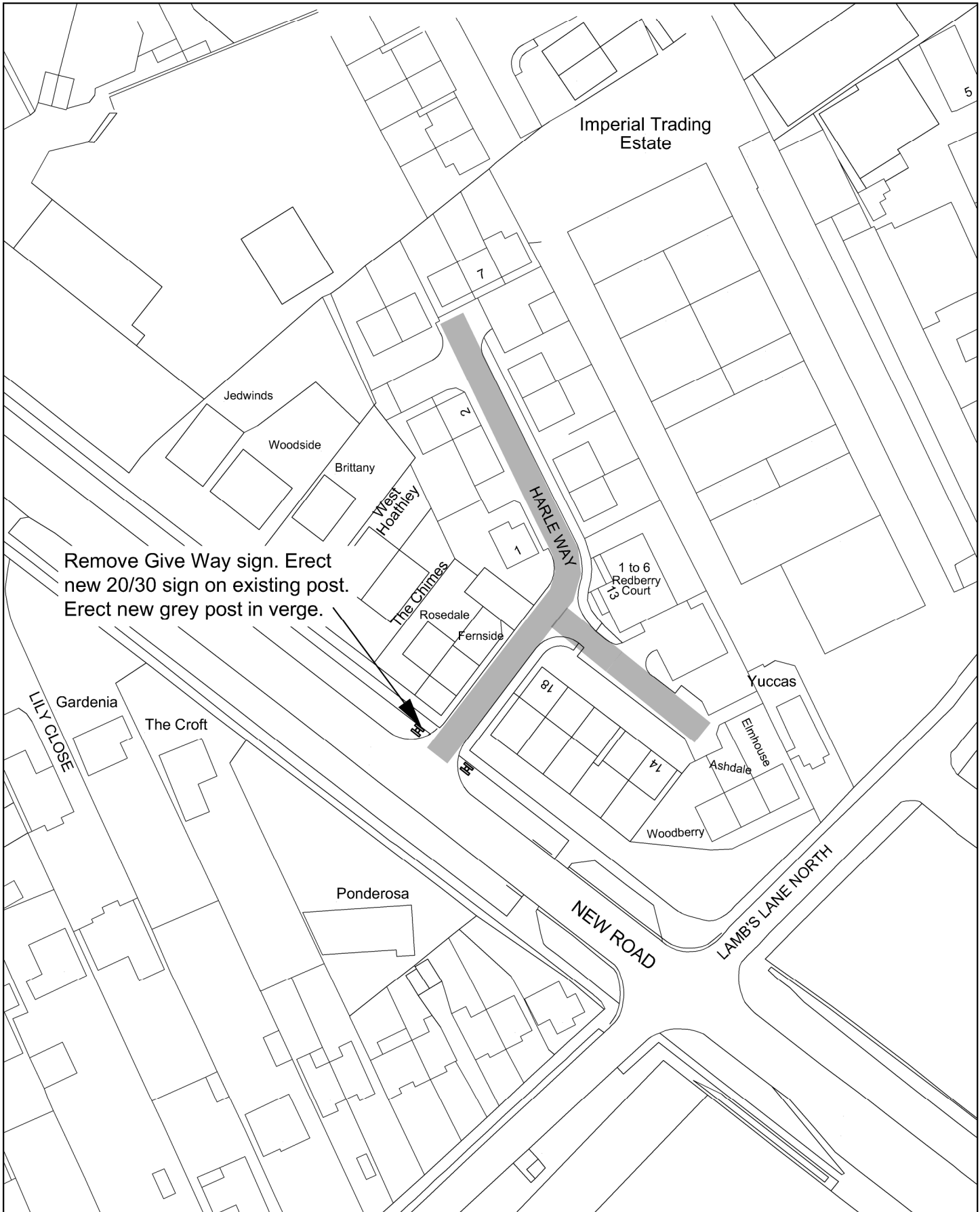
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W:\data03\ENGINEER\T&T\Schemes (Active)\Q0 043 20mph Zones at Developments\05 Torrance.dwg, 13/04/2016 10:17:03, childsn, 1:1

<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROXFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE: 01</p>	
<p>JOB TITLE <b>Torrance Close Development 20mph Zone</b></p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>	
<p>DRAWING TITLE <b>Consultation Drawing</b></p>		<p>DRAWN BY NC</p>	<p>CHECKED BY</p>	<p>APPROVED BY</p>	
<p>SCALE (AT A4 SIZE) 1:1000</p>	<p>DATE 22.03.16</p>	<p>DRAFT</p>	<p>ACAD REF:</p>	<p>DRAWING No Q0043/05</p>	<p>REV A</p>
		<p>ISSUE</p>	<p>Sheet Size: A4 (210x297)</p>	<p>Page 30</p>	
				<p>REVISION A</p>	<p>AMENDMENT Consultation</p>
				<p>April .16 DATE</p>	

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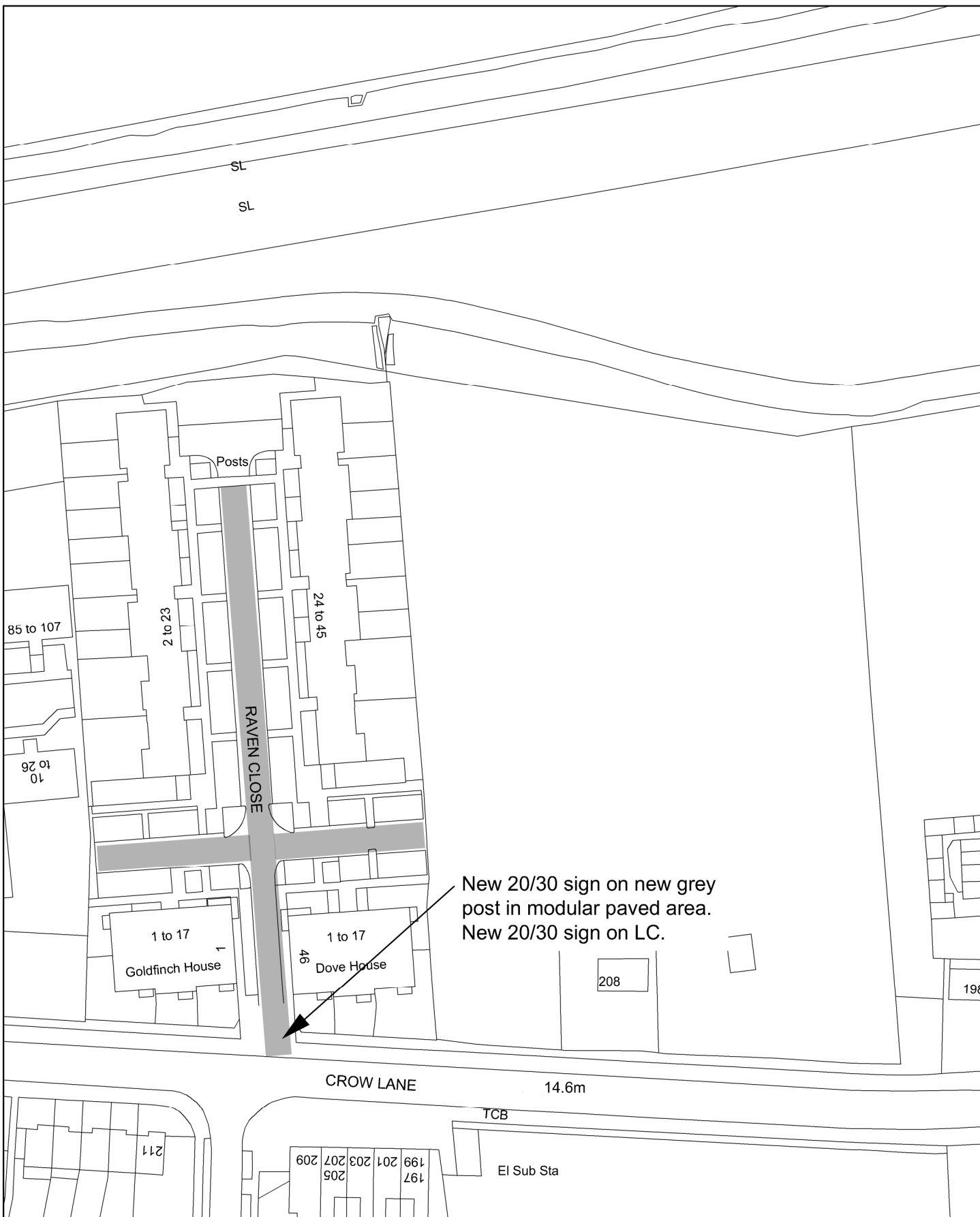
<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@haverling.gov.uk</p>		<p>PURPOSE: 01</p>			
<p>JOB TITLE <b>Harle Way Development 20mph Zone</b></p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>DRAWING TITLE <b>Consultation Drawing</b></p>		<p>DRAWN BY NC</p>	<p>CHECKED BY</p>	<p>APPROVED BY</p>			
<p>SCALE (AT A4 SIZE) 1:1000</p>	<p>DATE 21.03.16</p>	<p><input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE</p>	<p>ACAD REF:</p>	<p>DRAWING No Q0043/06</p>	<p>REV A</p>	<p>A Consultation</p>	<p>April .16</p>
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<p><b>Havering</b> LONDON BOROUGH STREETCARE - CULTURE &amp; COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</p>		<p>PURPOSE: 01</p>			
<p>JOB TITLE <b>Raven Close 20mph Zone</b></p>		<p>©COPYRIGHT This drawing belongs to StreetCare Culture &amp; Community, Traffic &amp; Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>			
<p>DRAWING TITLE <b>Consultation Drawing</b></p>		<p>DRAWN BY: NC</p>		<p>CHECKED BY:</p>		<p>APPROVED BY:</p>	
<p>SCALE (AT A4 SIZE) 1:1000</p>		<p>DATE 22.03.16</p>		<p>ACAD REF:</p>		<p>DRAWING No: Q0043/08</p>	
<p>DRAFT</p>		<p>ISSUE</p>		<p>REVISION: A</p>		<p>AMENDMENT: Consultation</p>	
						<p>April .16 DATE</p>	

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**HIGHWAYS ADVISORY COMMITTEE**

7 June 2016

<b>Subject Heading:</b>	TPC 558 Clydesdale Road and South Street area informal consultation
<b>CMT Lead:</b>	Steve Moore
<b>Report Author and contact details:</b>	Matt Jeary Engineering Technician <a href="mailto:Matthew.jeary@Havering.gov.uk">Matthew.jeary@Havering.gov.uk</a>
<b>Policy context:</b>	Traffic & Parking Control
<b>Financial summary:</b>	The estimated cost of £3000 for implementation will be met by Capital Parking Strategy Investment Allocation 2016/2017

**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 undertaken in the Clydesdale Road & South Street area and recommends a further course of action.

**Ward**

Romford Town & Hylands

## RECOMMENDATIONS

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

- a. Melton Gardens and Frazer Close will not form part of the proposed extension to controlled parking zone RO1;
- b. South Street, Romford south of 281-305 South Street to its junction with Rom Valley Way, is included in the extension to controlled zone RO1;
- c. all properties in South Street Romford, save for those in Vickers House, South Street, are added to the CRM permit system;
- d. the effects of the agreed scheme be monitored.
- e. Members note that the estimated cost for this current proposal for the detailed consultation in the area as set out in this report is £3000 and will be met from the Capital Parking Strategy Investment Allocation.

## REPORT DETAIL

### 1.0 Background

1.1 Following a request from a resident of South Street to be included in the existing RO1 controlled parking zone as they had no parking provision due to the parking restrictions in South Street, local Ward Councillors requested that an review should be undertaken of parking problems in the area and perceived commuter displacement.

1.2 The 'Clydesdale Road & South Street informal consultation' (complete with Questionnaire) and appended in 'Appendix A' were distributed to 191 residents perceived to be affected by the proposals on the 15<sup>th</sup> April 2016. See appended 'Appendix B' for the addresses capture. The consultation concluded on the 6<sup>th</sup> May 2016.

### 2.0 Responses Received

2.1 At the close of the Clydesdale Road and South Street area Consultation on Friday 6<sup>th</sup> May 2016, from a total of 191 properties consulted 23 correctly returned questionnaires were received making overall a 12% response rate. Of those responses only 57% were in favour of joining the RO1 zone. There was no clear and/or positive response from all the roads that were consulted: - Frazer Close, Melton Gardens & South Street, and the general consensus was there was no need to join the existing RO1 zone. The results are appended as 'Appendix C'.

### 3.0 Staff Comment

3.1 It has been noted that there is some perceived non-residential parking, due to the close proximity of Romford Town Centre, the Station, the Hospital and possibly from the industrial estate in Lyon Road, whereby non-resident parking is occurring in the affected area and within an estimated walking time of 10-15 minutes to all locations, or by using bus routes to access the aforementioned.

Due to the level of response from residents and lack of support for the inclusion of Melton Gardens and Frazer Close into the RO1 zone, we would not recommend that these roads are included in an extension of the zone.

3.2 It should be noted that South Street is recommended to be included in the RO1 zone, as it is already controlled by waiting restrictions that match the times of the existing RO1 zone and give the residents in the remaining part

of South Street and particularly 359/361 South Street an opportunity to apply for Resident Permits.

## IMPLICATIONS AND RISKS

### **Financial Implications and Risks:**

This report is asking the Highway Advisory Committee to recommend that this scheme is progressed to the detailed design stage, for the Clydesdale Road & South Street area.

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £3000. 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.

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**

## Appendix A

### Clydesdale Road & South Street Area Letter and Questionnaire



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

Address

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

**Email:** [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Dear Sir/ Madam

**Review of parking in Clydesdale Road and South Street area** Date: 8<sup>th</sup> April 2016

In January 2015, the Highways Advisory Committee (HAC) agreed to review the parking in the South Street and Clydesdale Road area, including the currently unrestricted roads Frazer Close and Melton Gardens, 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, with a view to make any minor changes, 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 and or residents parking bays installed. The remainder of the roads that are currently un-restricted, and we will be asking you if you would like to be included in the current 'RO3' Controlled Parking Zone.

This review is to ascertain your views on the current situation in your road 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. You will also be able to park anywhere in the existing 'RO3' Controlled Parking Zone.

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 6<sup>th</sup> May 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

A handwritten signature in blue ink, appearing to read 'Matt Jeary'.

**Matt Jeary**  
Parking Design Engineer  
Schemes

Clean • Safe • Proud





**Traffic & Parking Control  
Schemes**  
Town Hall  
Main Road  
Romford  
RM1 3BB

**PARKING REVIEW QUESTIONNAIRE**  
**Clydesdale Road and South Street Area**

**Name:**

Please call: Traffic & Parking Control

**Address (essential):**

Telephone: (01708) 431056 / 433464

Email: [schemes@havering.gov.uk](mailto: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 6<sup>th</sup> May 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 question 2:

2. Are you in favour of your road having parking restrictions placed upon it to limit long term 'non-residential' parking and becoming part of the 'RO3' parking zone?
- 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:**.....

# Appendix B

## Clydesdale Road & South Street Area Plan



## Appendix C

Clydesdale Road and South Street results

<b>Clydesdale Road 'In-Principle' Parking Consultation</b>													
<b>16/05/2016</b>													
Road Name	Address	% Returns	Returns total	Problem?		Controls?		OVERALL SUPPORT?		Parking Controls		% Support	
				Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Melton Gardens	42	33%	14	6	8	6	8	6	8	43%	57%	43%	57%
South Street	33	0%	0	0	0	0	0	0	0	0%	0%	0%	0%
Frazer Close	116	8%	9	7	2	7	2	7	2	78%	22%	78%	22%
<b>Total</b>	<b>191</b>	<b>12%</b>	<b>23</b>	<b>13</b>	<b>10</b>	<b>13</b>	<b>10</b>	<b>13</b>	<b>10</b>	<b>57%</b>	<b>43%</b>	<b>57%</b>	<b>43%</b>
INCOMPLETE	4	2%	4	0	2	2	0	0	2				

## HIGHWAYS ADVISORY COMMITTEE

7 June 2016

<b>Subject Heading:</b>	<b>Redriff Road – Proposed ‘At Any Time’ waiting restrictions - comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Policy Context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Report Author and contact details:</b>	<b>Dean R Martin Technical Support Assistant <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a></b>
<b>Financial Summary:</b>	<b>The estimated cost of £900 for implementation will be met by 2016/17 revenue budget for Minor Traffic and Parking.</b>

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

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

**SUMMARY**

This report outlines the responses received to the advertised proposals to introduce ‘At any time’ waiting restrictions in Redriff Road outside the church 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 'At Any Time' waiting restrictions in Redriff Road, as shown on the drawing at Appendix A, be implemented as advertised;
  - b) the effect of the scheme be monitored.
2. Members note that the estimated cost for the proposals , 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 reports of obstructive parking taking place outside the church in Redriff Road, at its meeting in January 2016, this Committee agreed in principle to introduce 'At Any Time' waiting restrictions in the area, to prevent obstructive parking and improve traffic flow.
- 1.2 The proposals were subsequently designed and publicly advertised on 18<sup>th</sup> March 2016. A copy of the plan outlining the proposals is appended to this report at Appendix A. All those affected by the proposals were advised of them by a letter and copy of the plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

### 2.0 Responses received

- 2.1 At the close of the consultation on 8<sup>th</sup> April 2016 one response was received in favour of the scheme.

### 3.0 Staff Comment

- 3.1 The proposals are designed to prevent parking outside the church which obstructs picking up and dropping off for the church when vehicles are parked there. Officers recommend that the proposals should 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 £900 which will be met from the 2016/17 Minor Traffic and 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 Neighbourhood 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 Neighbourhood 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

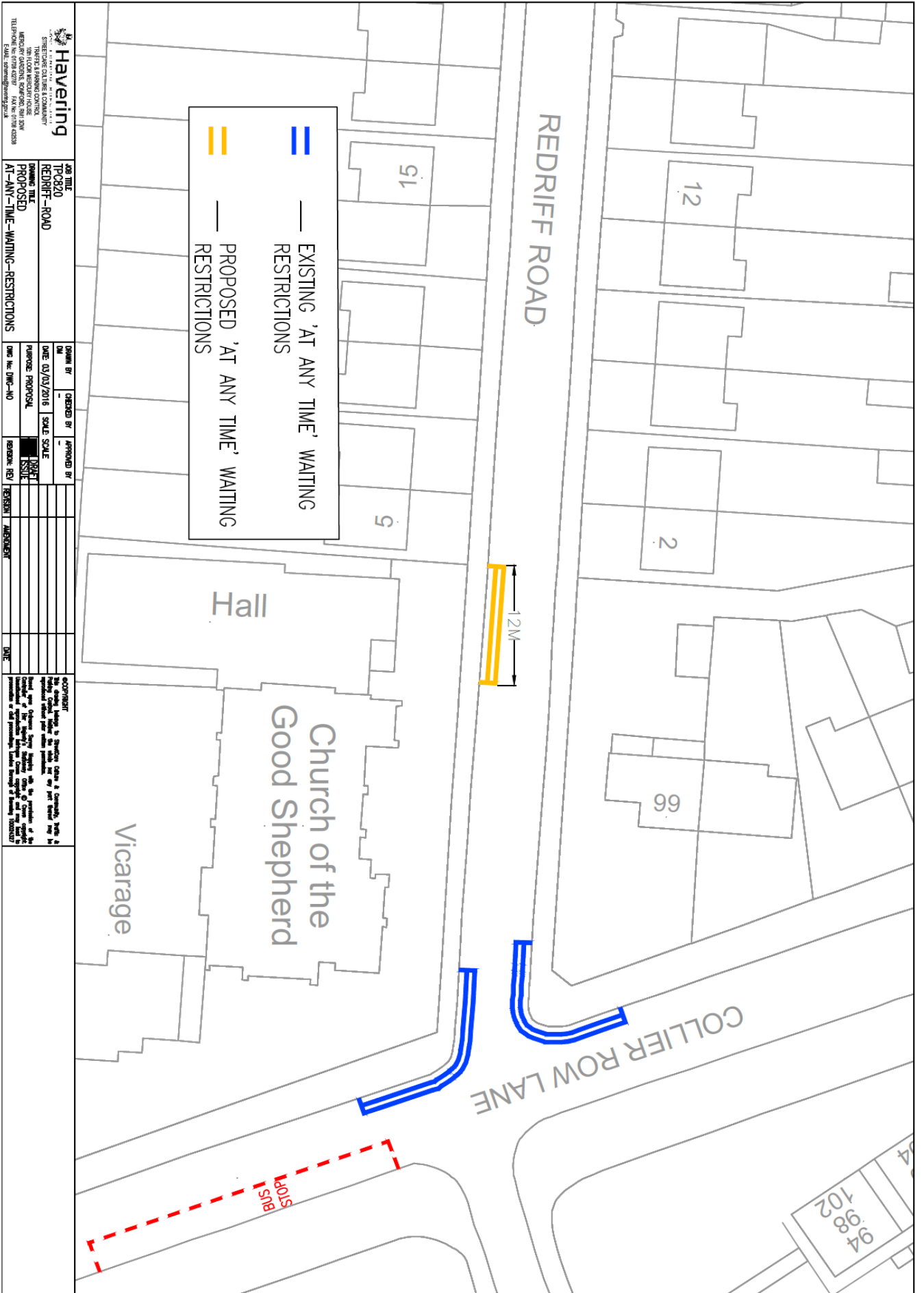
will be reported back to this Committee so that a further course of action can be agreed.

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.

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## **BACKGROUND PAPERS**

### **Appendix A**



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## HIGHWAYS ADVISORY COMMITTEE

7 June 2016

<b>Subject Heading:</b>	<b>TPC731 David Drive - Removal of resident bay – comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>Dean R Martin Technical Support Assistant <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial Summary:</b>	<b>The estimated cost of this scheme as set out in this report is £600, which can be funded from 2016/17 Minor Parking Schemes Budget.</b>

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

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

### SUMMARY

This report outlines the responses received to the public consultation of proposals to remove the existing resident parking bay across a dropped kerb and extend the existing Single Yellow Line 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 existing resident parking bay crossing the dropped kerb outside No.20 David Drive, as shown on the drawing in Appendix A (Ref: TPC731, David Drive) be removed and the single yellow line restriction in David Drive be extended in this area to prevent obstructive parking (as advertised);
  - (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 £600, which can be funded from 2016/17 Minor Parking Schemes Budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in July 2015, this Committee agreed in principle to the proposals to remove the existing resident parking bay crossing the dropped kerb outside No.20 David Drive, as shown on the drawing in Appendix A, and extend the existing Single Yellow Line restriction in David Drive across the dropped kerb to prevent obstructive parking. The proposed extension to the Single Yellow Line restriction would be operational between Mon-Sat, 8:30am-6:30pm.
- 1.2 On 18<sup>th</sup> December 2015, 16 residents who were affected by the proposals were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

### 2.0 Results of public consultation

- 2.1 By the close of the public consultation on 15th January 2015, out of the 16 letters sent to residents, there were no responses received to the advertised proposals.

### **3.0 Staff Comments**

The proposals are intended to remove obstructive parking. There were no responses received to the advertised proposals. It is recommended that 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 £600 can be funded 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 – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for Neighbourhood 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 Neighbourhood 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.

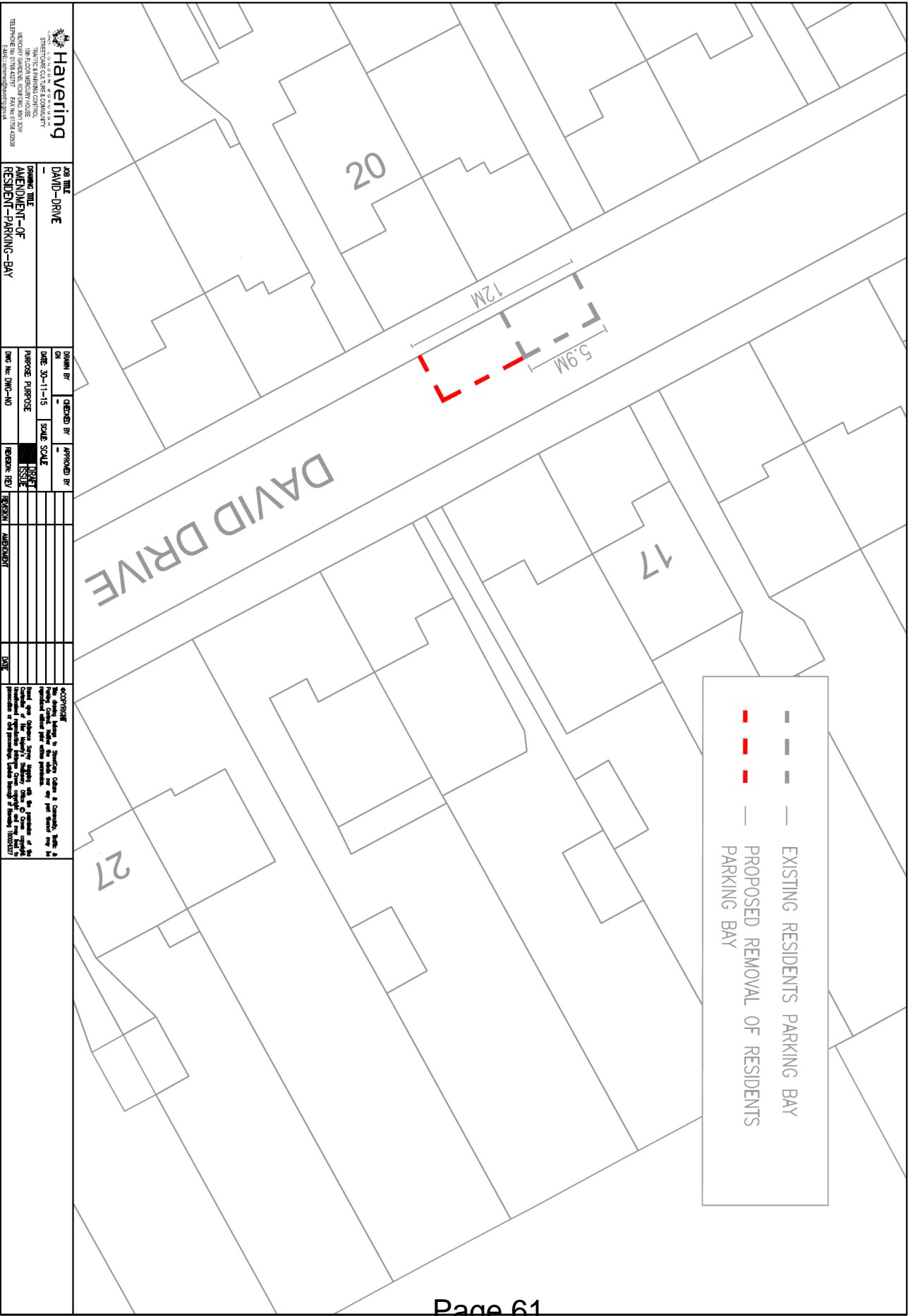
The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes 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.**





<p><b>Haverling</b>          SPECIALIST IN THE DESIGN AND DELIVERY OF          TRAFFIC &amp; PARKING CONTROL          SOLUTIONS FOR RESIDENTIAL DEVELOPMENTS          HEAD OFFICE: 100, NEWTON ROAD, BARNET, LONDON, N4 9AN          TELEPHONE: 01709 421277 FAX: 01709 425288          EMAIL: info@haverling.co.uk</p>	
<b>JOB TITLE</b>	DAVID-DRIVE
<b>PROPOSED TITLE</b>	AMENDMENT-OF-RESIDENT-PARKING-BAY
<b>DRAWN BY</b>	DN
<b>CHECKED BY</b>	
<b>DATE</b>	30-11-15
<b>SCALE</b>	SCALE
<b>REASON FOR</b>	REVISION
<b>REVISION</b>	
<b>DATE</b>	
<p><b>DISCLAIMER:</b>          This drawing belongs to Haverling Urban &amp; Community. While it may contain information that is confidential to you, it is not intended to be confidential. It is provided to you for your information only. It is not intended to be used for any other purpose. It is not intended to be used as a basis for any legal proceedings. It is not intended to be used as a basis for any other legal proceedings. It is not intended to be used as a basis for any other legal proceedings.</p>	

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## HIGHWAYS ADVISORY COMMITTEE

7 June 2016

<b>Subject Heading:</b>	TPC822 – Eastern Road, Proposed Pay & Display Parking Bays – comments to advertised proposals
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Gareth Nunn Engineering Technician <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a>
<b>Policy context:</b>	Traffic & Parking Control
<b>Financial summary:</b>	The estimated cost of £4200 for implementation will be met by 2016/17 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 advertised proposals to introduce Pay & Display parking bays in Eastern Road and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that:
  - (a) the proposals to introduce a Pay and Display parking bay on the north-western side of Eastern Road, fronting St James's House and the Romford and District Synagogue, Monday to Saturday 8.30am to 6.30pm, as shown on the plan appended to this report as Appendix A, be implemented as advertised; and
  - (b) the proposed 'At Any Time' waiting restrictions proposed for Eastern Road, be implemented as advertised; and
  - (c) the effects of any implemented proposals be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £4200, which can be funded from the 2016/17 Capital Parking Strategy Investment allocation.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in February 2016, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in Eastern Road, fronting St James's House and the Romford and District Synagogue.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan outlining the proposals is appended to this report as **Appendix A**.
- 1.3 The proposals were put forward to help with parking provisions for local businesses and organizations, while preventing long term parking and ensuring a turnover of parking spaces. It is now generally considered that the provision of Pay & Display parking bays is user friendly and accessible to the public.
- 1.4 On 7<sup>th</sup> October 2015 residents and businesses that were affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.5 By the close of the public consultation on the 29<sup>th</sup> April 2016, 2 responses were received who were both partly in favour of the scheme.

## **2.0 Results of Public Consultation**

- 2.1 One response was partly in favour of the scheme because they would have preferred a 3 hour maximum stay rather than the 2 hour maximum stay as proposed. The 2 hour maximum stay is part of the On-Street Parking Meters and Pay and Display Tariff for Romford Town Centre. The idea of the maximum stay is to ensure a regular turnover of vehicles and prevent long term parking. Disabled Badge holders can park in on street pay and display bays with no time limit.
- 2.2 The other response that was partly in favour of the scheme but they would have liked to see the loading bay remain. However loading and unloading is permitted on single yellow lines, double yellow lines and in pay and display bays.

## **3.0 Staff Comments**

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

## **IMPLICATIONS AND RISKS**

### **Financial Implications:**

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4200, which will be met from the 2016/17 Capital Parking Strategy Investment allocation.

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

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

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

### **Equalities Implications and Risks:**

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

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

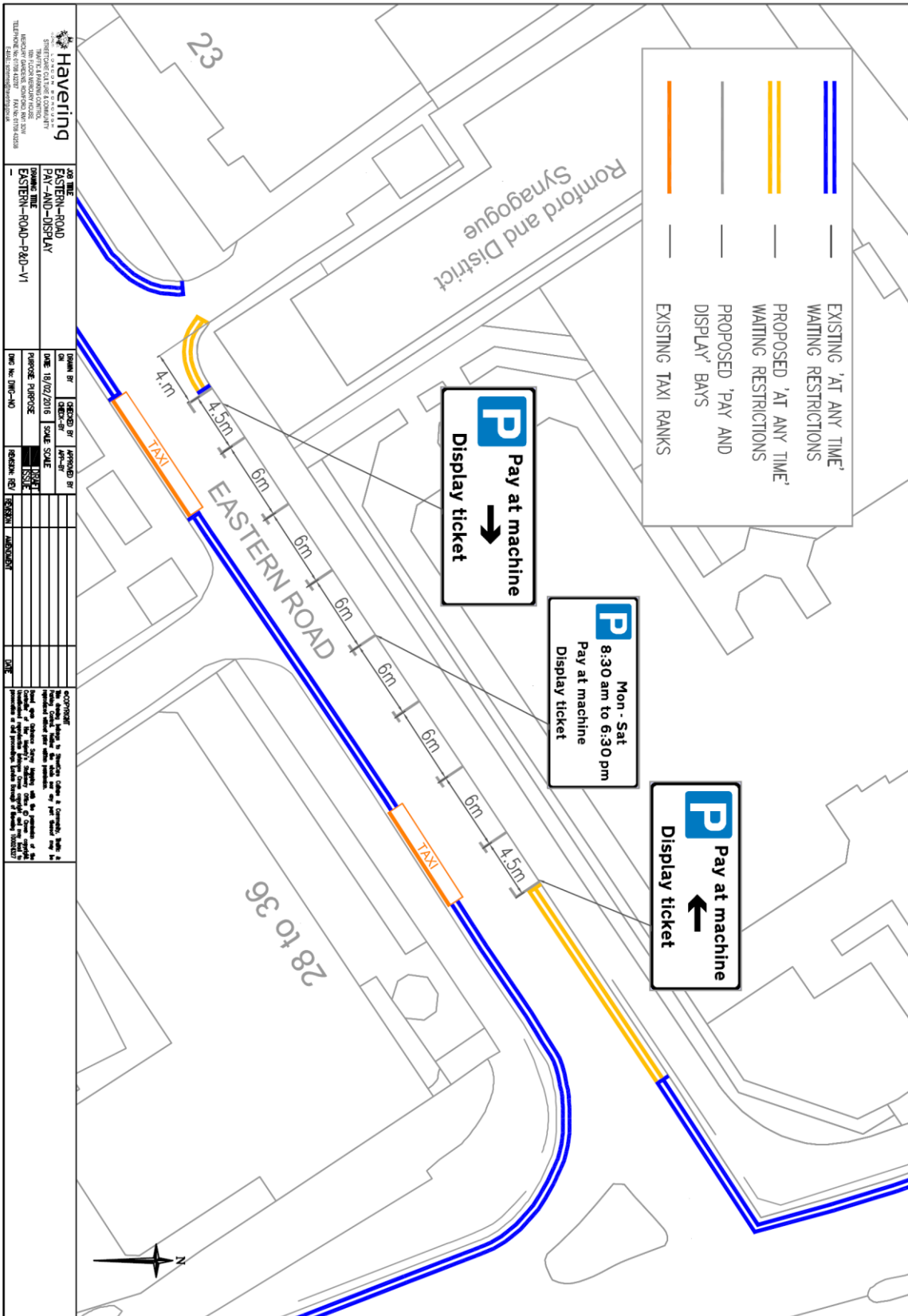
The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions have been publicly advertised and subject to formal consultation.

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

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

**BACKGROUND PAPERS**

# Appendix A



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**HIGHWAYS ADVISORY  
COMMITTEE**

7 June 2016

**Subject Heading:**

TPC734 – Station Lane – Proposed extension of Sector HX1 residents parking scheme – comments to advertised proposals

**CMT Lead:**

Andrew Blake-Herbert

**Policy Context:**

Traffic & Parking Control

**Report Author and contact details:**

Dean R Martin  
Technical Support Assistant  
[schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

**Financial Summary:**

The estimated cost of £600 for implementation will be met by 2016/17 revenue budget for Minor Traffic and Parking.

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

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

**SUMMARY**

This report outlines the responses received to the advertised proposals to include the residents above the shops in Station Lane within the Controlled Parking Zone (Sector HX1) and recommends a further course of action.

## RECOMMENDATIONS

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

- a. the proposals to include the residents above the shops in Station Lane within the Controlled Parking Zone (Sector HX1) as shown on the drawing in Appendix A be implemented as advertised;
- b. the effect of the scheme be monitored.
- c. Members note that the estimated cost of this scheme as set out in this report is £600 and can be funded from the 2016/17 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background and outcome to Public Consultation

- 1.1 These proposals were agreed in principal by this Committee at its meeting in July 2015.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan of the proposals is appended to this report at **Appendix A**.
- 1.3 On 18<sup>th</sup> March 2016 residents who were affected by the proposals, were advised by letter and plan. A total of 22 letters were sent to residents. Eighteen statutory bodies were also consulted and site notices were placed at the location.

### 2.0 Responses received

- 2.1 By the close of the consultation on the 8<sup>th</sup> April 2016, out of the 22 letters sent to residents, there were 2 responses received. Both respondents were in favour of the implementation of the advertised proposals.

### 3.0 Staff Comments

- 3.1 These proposals were put forward to enable all the residents above the shops in Station Lane to have permits for the residents parking scheme that operates within the road and to remove the inconsistency over the entitlement to parking permits.

## 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 £600 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 Neighbourhood 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 Neighbourhood 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:**

All proposals included in the report have been publicly advertised and are 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.

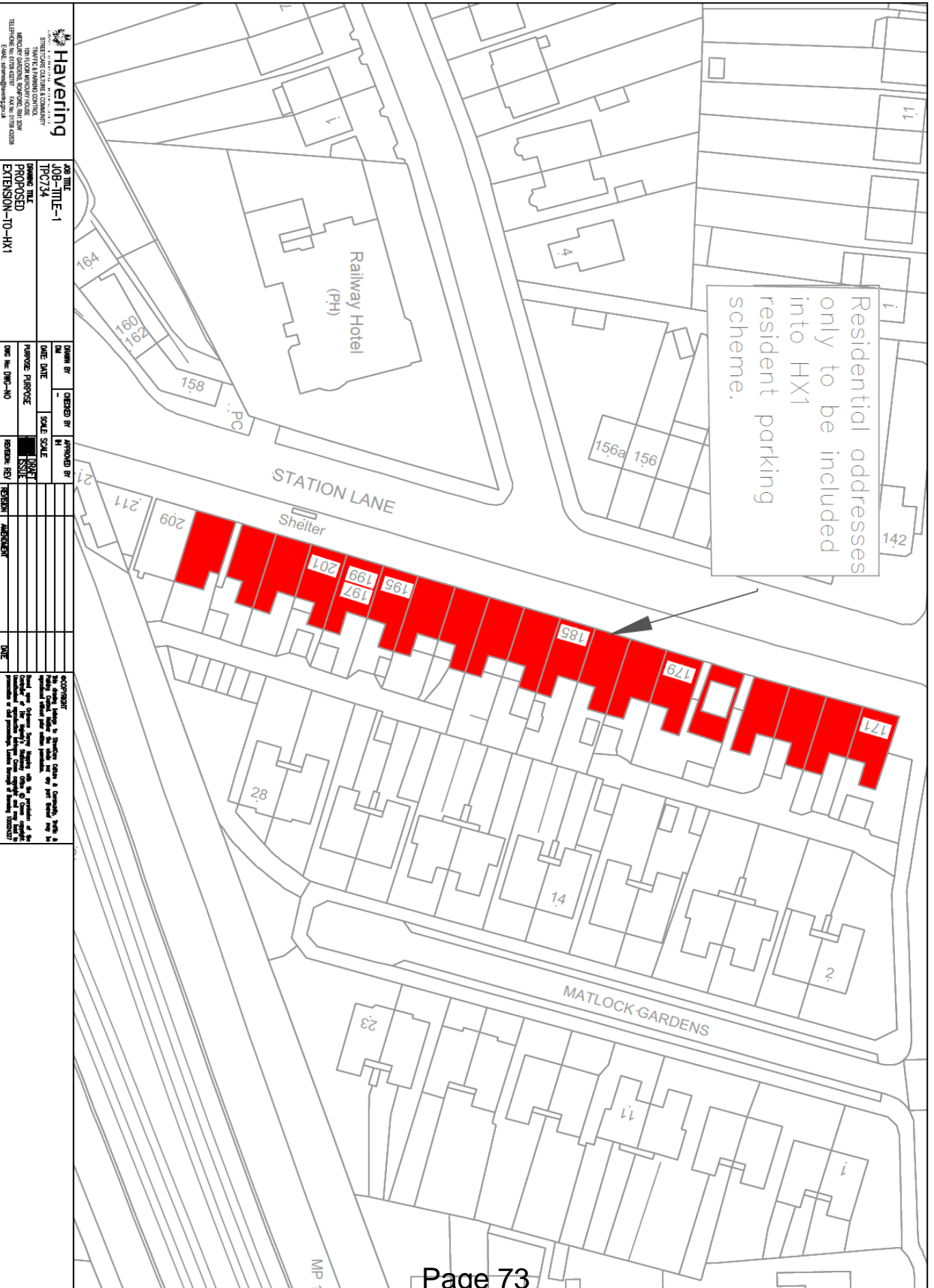
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally and local businesses. However, parking restrictions in residential are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of local residents.

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

**BACKGROUND PAPERS**

**Appendix A**

**Appendix A**



**Having**  
 STRATEGIC PLANNING  
 STRATEGIC PLANNING CONTROL  
 THE LOCAL RESIDENT HOUSING  
 DEVELOPMENT CONTROL  
 TELEPHONE: 01474 373737  
 EMAIL: planning@having.gov.uk

**JOB TITLE**  
 TPC/734  
**PROPOSED**  
 EXTENSION-TD-HX1

**DRAWN BY**  
 PURPOSE PURPOSE  
 ONE LINE DWG-NO

**CHECKED BY**  
 SCALE SCALE  
 REVISION REVISION  
 REVISION REVISION

**APPROVED BY**  
 DATE DATE  
 DATE DATE

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# HIGHWAYS ADVISORY COMMITTEE

7 June 2016

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
June 2016**

**CMT Lead:**

**Steve Moore**

**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**

**7 June 2016**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
<b>SECTION A - Highway scheme proposals without funding available</b>							
None to report this month							
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>							
Page 79 B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014)	None.	c£80k	Resident
B2	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.	None	£18k	Cllr Wilkes

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

**7 June 2016**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
B3	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians.	None	N/A	Resident
B4	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.	None	£30k+	Cllr P Crowder

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

**7 June 2016**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
B5 Page 81	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

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

**7 June 2016**

<b>Item Ref</b>	<b>Location</b>	<b>Ward</b>	<b>Description</b>	<b>Officer Advice</b>	<b>Funding Source</b>	<b>Likely Budget</b>	<b>Scheme Origin/ Request from</b>
B8	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

## HIGHWAYS ADVISORY COMMITTEE

**Tuesday 7 June 2016**

<b>Subject Heading:</b>	<b>TRAFFIC AND PARKING SCHEME REQUESTS</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>Iain Hardy</b> <a href="mailto:Iain.Hardy@havering.gov.uk">Iain.Hardy@havering.gov.uk</a>
<b>Policy context:</b>	<b>Traffic and Parking Control</b>
<b>Financial summary:</b>	<b>Costs cannot be estimated at this stage but any cost for agreed locations would be met by 2016/17 revenue budget for Minor Traffic and Parking</b>

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

Havering will be clean and its environment will be cared for	<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.

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

**Highways Advisory Committee  
07 June 2016**

Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
<b>SECTION A - Parking Scheme Requests</b>						
TPC881	Park Lane	Request from 3 residents to extend the existing Controlled Parking Zone up to the boundary of 129 and 131 which is considered to be the next point where the zone could be extended to due to the location of the pedestrian refuge.	No	REV	Residents	Hylands
TPC882	Cambridge Avenue, between Brentwood Road and Belgrave Avenue and Warwick Gardens	Request from a Ward Councillor on behalf of a resident to extend the Controlled Parking Zone in Cambridge Avenue. Warwick Gardens would also need to be included in any agreed review or it would experience displacement	No	REV	Ward Councillor on behalf of a resident	Squirrels Heath

TPC883	Lodge Lane	Request from Councillor to review parking in Lodge Lane. Independent request from a bus driver as well.	Yes Nov 2010/ Feb 2011 / Sept 2011/ March 2012	REV	Havering Park Ward Councillor	Havering Park / Mawneys
TPC884	Appleton Way car park	Request to change existing single yellow line behind the shops near the sub-station, to "At any time" double yellow line so that parking enforcement can take place without the need for signage.	No	REV	Highways Officer (Phil)	St Andrews
TPC885	The bend on the corner of Ainsley and Crowlands.	Request to restrict both sides of the road around the bend at the junction of Ainsley Road to prevent obstructive parking	May 2011 and Nov 2011	REV	Ward Councillor on behalf of their constituent	Brooklands
TPC886	Cherrydown Walk and Ashdown Walk	Request to informally consult residents on the parking situation in their roads	No	REV	Ward Councillor on behalf of their constituent	Mawneys

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