



**HIGHWAYS
ADVISORY
COMMITTEE**

REPORT

17 April 2012

Subject Heading:

**PROPOSED PARKING SCHEMES -
comments to advertised proposals**

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report looks at the responses received to the public advertisement of proposals, which were agreed in principle by this committee at various meetings and recommends a further course of action in each case.

RECOMMENDATIONS

1. That the Committee having considered the information set out in this report and the representations made, recommends to the Cabinet Member for Community Empowerment, that
 - i. The proposals set out in Appendix A, Scheme 1, Dagenham Road, be implemented as advertised and that the effect be monitored.
 - ii That the proposals set out in Appendix A, Scheme 2, Pettis Lane/Beaulay Way:-
 - a) the proposed bus stop clearway situated from a point 15 meters north-west of the north-western kerb line of Pettits Boulevard, be implemented as advertised and its effects monitored.
 - b) the proposed 'At any time' waiting restrictions on the north-eastern side of Pettits Lane North, including those extending into Beaulay Way and the proposed bus stop clearway, be implemented as advertised and the effects monitored.
 - c) the proposed 'At any time' waiting restrictions extending into Heather Gardens from its junction with Pettits Lane North, be implemented as advertised and their effects monitored.
 - d) in respect of the proposed relocation of the of the existing bus stop outside number 255 Pettits Lane North and the introduction of a bus stop clearway fronting numbers 261 to 269, that the Committee determine whether or not they wish to proceed with a recommendation to the Cabinet Member for Community Empowerment to implement these elements of the scheme.

REPORT DETAIL

1.0 Background

- 1.1 During previous meetings of this Committee, a number of requests for the implementation of minor parking schemes were considered. This Committee recommended a number of the schemes to go forward for public consultation.
 - 1.2 The schemes were subsequently designed by staff and publicly advertised. This report outlines the responses received arising out of the public consultation for nine proposed schemes.
- 2.0 A description of the proposals, the Ward the proposals are located in, the responses received to the public consultation, plans outlining the proposals, staff comments and a further recommended course of action for each location, are all outlined in Appendix A.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of the schemes is £2,000. The Schemes will be funded from the 2012/13 Minor Parking Schemes budget.

The costs shown are an estimate of the full costs to implement the proposed schemes. It should be noted that the Cabinet Member approval process will be completed where a scheme is recommended for implementation.

Overall costs will need to be contained within the overall revenue budget.

Funding for any changes to or installation of new bus shelters, flag and related kerb works, would be sought from TFL bus stop accessibility funding.

Legal implications and risks:

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

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others.

Disabled 'Blue' Badge holders are able to park with an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

BACKGROUND PAPERS

Drawings:

Drawing No. DAG/01/01 & DAG/01/02

Drawing No. QJ110-OF-01

Scheme 1 –Dagenham Road– Drawing No. DAG/01/01 – DAG/01/02

The scheme is situated within Brooklands Ward and was recommended for consultation by Committee on 22nd March 2011.

The proposals are to introduce 8am-6.30pm Monday to Saturday waiting restrictions on the unrestricted areas of the western side of Dagenham Road, between Lilliput Road and Grosvenor Road. The proposals are also to introduce a bus stop clearway between a point 15 meters north of the northern kerb line of Birkbeck Road and a point 10 meters south of the southern kerb line of Grosvenor Road.

Outcome of Public consultation - Responses received

At the close of public consultation 9 responses were received.

First respondent: The resident disagrees with the proposal to introducing waiting restrictions in Dagenham Road, as proposals will mean that the resident cannot have visitors or relatives stay without parking some distance away.

The resident would like the Council to consider the speed the vehicles along the road and by marking the road with yellow lines they will have a chicane effect allowing vehicles to use the road as a rat run. The resident believes that measures should be taken i.e. speed camera/police enforcement to protect the safety of residents and children trying to cross the road.

The resident has raised several other points with regards to the current situation regarding vehicles that use Dagenham Road. Opposite the residents property there is an area between the garages. Vehicles park in the road which causes a dangerous manoeuvre for residents pulling in/off their driveways into the western direction of Dagenham Road, as vehicles are forced to pull into oncoming traffic.

They have also noted that there are vehicles parked close to the junction of Dagenham Road/Crow Lane. Vehicles cannot turn left efficiently without driving into oncoming traffic. The resident requests that this area be marked with double yellow lines.

Second Respondent: The resident wishes the proposed restrictions be excluded along the full stretch of road outside their property.

The residents compound is constantly littered by cigarette butts, take away waste, which they have to clean up once a week. A request has been put in for a waste bin to be installed at the bus stop.

Major road works were carried out to ease the congestion at Rush Green traffic lights. 3 lanes were put in. However, in the evening the lane turning left into Dagenham Road is used by vehicles to park and visit the takeaway's, off licence and other shops. We have been asked to investigate this issue.

Third Respondent: The resident is protesting against the proposed waiting restrictions.

They feel that after the traffic lights were installed at the junction of Rush Green Road/Dagenham Road, buses have not been able to keep a clear path travelling down Dagenham round (southbound), the bus has to take up two lanes. The resident also comments that vehicles use Norwood Avenue and Birkbeck Road as a rat run and points out that when vehicles turn right out of Norwood Avenue, it blocks the road when there is a bus at the stop. Traffic turning left also stops progress for vehicles travelling south bound across the lights. The resident believes that this should be addressed.

The resident suggests that promises have been made by the Council that their concerns with Norwood Avenue and Birkbeck would be addressed, as they are the only roads in Romford that are still used as fast rat runs. Further to this it is felt that until the issues with the surrounding road are dealt with, the proposed waiting restrictions for Dagenham Road will have little impact apart from causing more problems to the residents.

They are also concerned about parking opposite the cemetery and outside the flats, which restricts passage off the mini roundabout.

Fourth Respondent: The resident is happy that the Council are looking into the parking situation along Dagenham Road and is happy with proposed bus stop clearway, but they do not feel that the Council are not addressing the issue comprehensively. It is considered that by only addressing issues on the western side of Dagenham Road it will make the parking situation worse for the residents, who currently experience problems entering and leaving their properties.

It is felt that the majority of the parking issues rest with Queens Hospital staff who park their vehicles for the full duration of their shift 8-12 hours, during the day and overnight. The resident is suggesting that a time limit should be put onto non residents vehicles, no longer than an hour, this will also support local businesses. The resident is also suggesting that a mechanism be put in place to allow residents to use their driveways safely.

It is considered that the proposed restrictions will penalise residents on the western side of the road. If each property has more than 1 car they will not be able to park outside of their property and will congest the eastern side of the road. The resident is suggesting that a bus stop clearway should be located on the eastern side of the road opposite Oldchurch Gardens.

The resident is suggesting that there should be parking restrictions on the junction from the mini round about in Dagenham Road, as vehicles including buses are having trouble passing the parked vehicles.

It is also felt that the footway parking should be removed from the eastern side of Dagenham Road, because when a vehicle parks in the bays the resident considers that it obstructs the view for residents leaving their drives. It is considered even worse if larger vehicles park in the footway bays. When a vehicle is parked in the footway bay outside the property clear sight of passing traffic is removed and there is no visibility of traffic turning right out of Wolseley Road. This it is considered by the resident could cause a serious accident or a fatality as this is a route to school and the resident confirms that young children often run around in the area and could easily run out into the road.

Vehicles are also double parking along the marked bays and the proposed restrictions will not stop vehicle double parking. The parking outside Oldchurch Gardens is chaotic even with the additional parking which is now also being taken up by hospital staff. The resident wants a complete solution to the parking issues around Dagenham Road rather than a piecemeal approach as the proposed scheme appears to be.

Fifth Respondent: States that the proposed waiting restrictions look just right. They feel that if the Council can keep one side of Dagenham Road clear that will really help the traffic flow and will also keep the driveways clear.

Sixth Respondent: The resident believes that the restrictions should be implemented on both sides of the road, not just the western side of Dagenham Road. They have also requested that a no parking zone should be considered at the Dagenham Road/Oldchurch Road mini roundabout, as vehicles park blocking this area and vehicles wishing to turn left have to drive on the other side of the road to get around the parked cars/buses which could be a dangerous.

Vehicles are also parking in spaces that have been outlined on the pavement on the eastern side of the road. Vehicles are also parking adjacent to the footway bays, making it extremely dangerous for residents who need to exit their driveways. There is also concern over ambulances finding it difficult to drive through Dagenham Road, as traffic is quite often at a standstill, due to vehicles parking on both sides of the road.

Seventh Respondent: The resident outlines their objections to the proposed bus stop and parking restrictions. It is felt that the introduction of the scheme will not help or assist any of the local residents or shops and it is thought that the proposals will exacerbate the problems already faced by the residents. It is pointed out that there are currently no parking provision for residents and some households are placing cones out to stop the hospital staff and visitors parking outside their houses.

The resident feels that they cannot park outside their property, as once their vehicle is moved, the space is then occupied by hospital staff that park for 8-12 hours. On some occasions the resident has been woken by returning staff revving their engines, which this is not considered to be appropriate for a residential area.

The resident is suggesting that there should be permit parking for all residents along the side entrances to Birkbeck Road, Grosvenor Road and Wolseley Road and a pay and display scheme between the hours of 8am-6pm. This would benefit the shops and residents who have visitors and deter hospital staff parking for long periods of time. It is also felt that if double yellow lines were introduced down both sides of Dagenham Road it would enable buses to get through during rush hour.

Eighth Respondent: The resident is in favour of the parking restrictions as they are fed up with the inconsiderate parking by Queens Hospital staff. The staff park anywhere they can in Dagenham Road as they do not want to pay to park in the hospital site.

Over the past 6 years the residents of property have complained that ambulances get caught in a bottle neck where the road is blocked with traffic and vehicles are parked on either side of the road.

The residents think that introducing residents parking will stop hospital staff parking in Dagenham Road and surrounding roads.

The resident is requesting that a double yellow line be placed outside their property and their neighbours, as this will prevent sightlines being obscured and causing a potential danger.

Ninth Respondent: The residents fully support the proposals; they will go a long way to addressing the growing problems of congestion in Dagenham Road. However, the proposals will also further compound the already growing problem of parking by hospital staff in Lilliput, Wolseley, East Road etc.

There are also parking problems on the eastern side of Dagenham Road near the mini roundabout, where larger vehicles and buses have trouble passing the parked cars.

Staff comments

There are several objections to the proposals or elements of them. However, it would seem reasonable to consider from the comments received, that some form of restrictions are required in this area. If the parking restrictions and the bus stop clearway were to be introduced, they would ease the congestion on one side of the road while allowing the traffic to move more freely.

With regards to the current parking situation at the mini round-about at the junction of Dagenham Road, Crow Lane and Oldchurch Road, proposals have been agreed by this Committee, works orders have been raised and it is expected that restrictions will be marked out shortly.

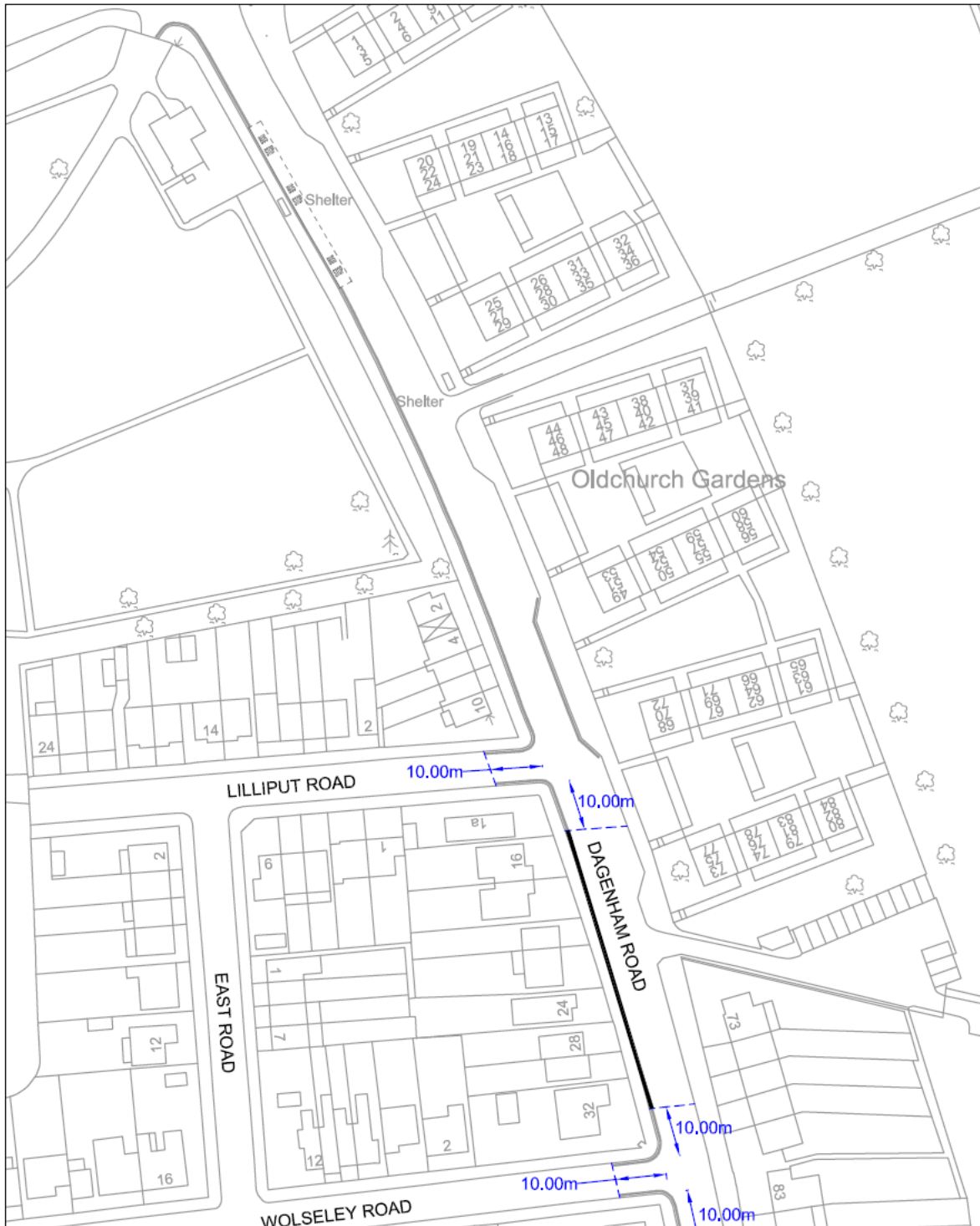
It has been noted that staff from Queens Hospital are currently parking in Dagenham Road and its adjoining roads, taken up the majority of the car parking spaces. Residents have requested that the Council implement a residents parking scheme or other controls to deter the hospital staff for parking for long periods and to help with parking provision for the local shops. An item has been included on the request list to look at the possibility of introducing a residents parking scheme in the area and in particular Grosvenor Road, Wolseley Road, and Lilliput Road.

Estimated Cost

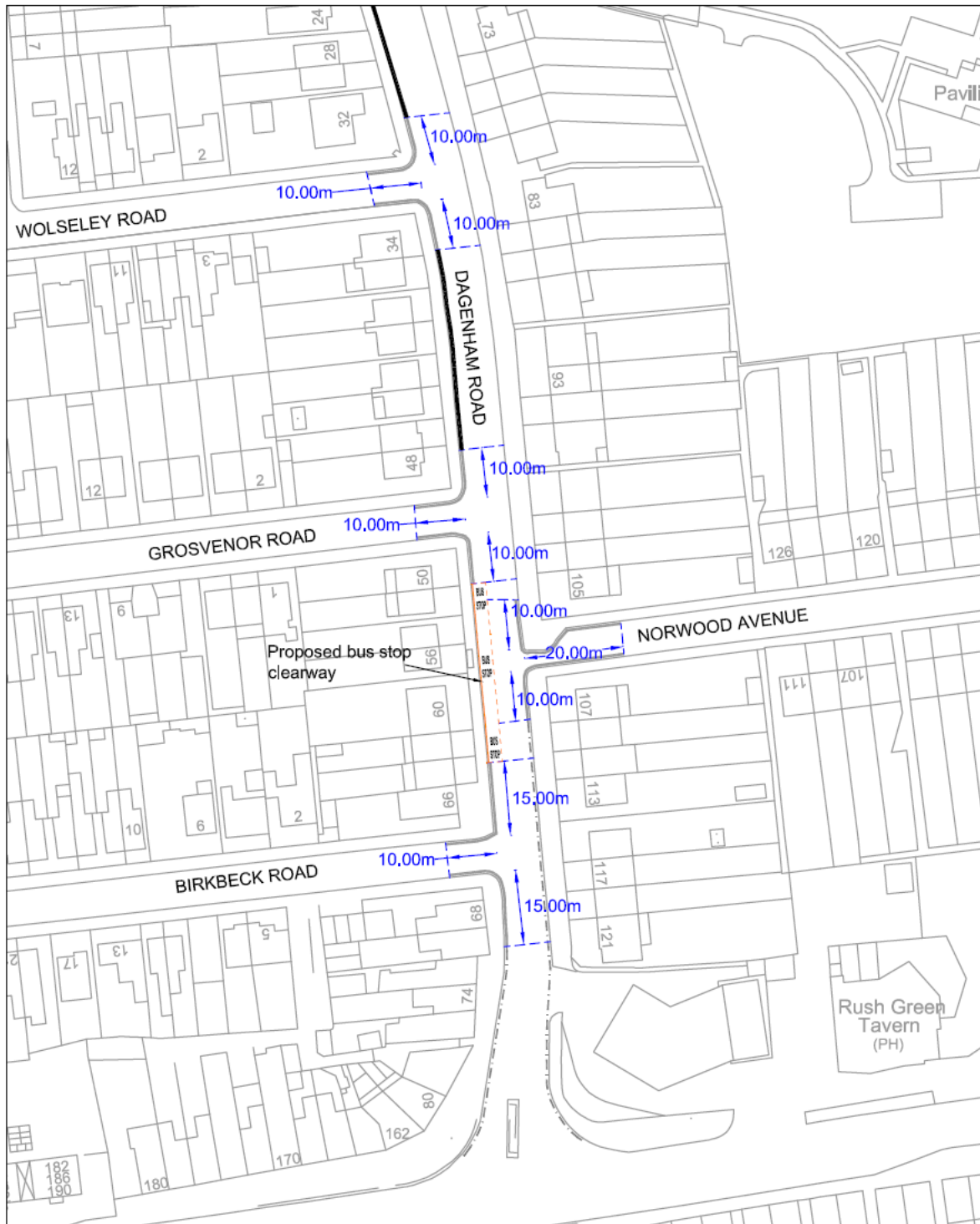
The estimated cost of installing the proposals is £750

Recommended Action

That the proposals be implemented as advertised and the effects be monitored.



<p>Havering LONDON BOROUGH STREETCORE - CULTURE & COMMUNITY</p>		<p>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, SMI 2JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcore@havering.gov.uk</p>		<p>PURPOSE Information</p>		<p>Proposed 8am-6.30pm, Mon - Sat waiting restriction</p>	
<p>JOB TITLE Dagenham Road</p>		<p>©COPYRIGHT This drawing belongs to StreetCore Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p>		<p>Existing at any time waiting restriction</p>		<p>Existing 8am-6.30pm, Mon - Sat waiting restriction</p>	
<p>DRAWING TITLE Proposed Waiting Restrictions & Bus Stop Clearway</p>		<p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>		<p>DRAWN BY DJ</p>		<p>CHECKED BY IH</p>	
<p>SCALE (AT A4 SIZE) 1:1000</p>		<p>DATE 07/06/11</p>		<p>DRAFT</p>		<p>ISSUE</p>	
<p>ACAD REF:</p>		<p>DRAWING No DAG/01/01</p>		<p>REVISION</p>		<p>REVISION AMENDMENT DATE</p>	



10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, RM1 3JW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@harrowing.gov.uk		PURPOSE Information		Proposed 8am-6.30pm, Mon - Sat waiting restriction Existing at any time waiting restriction Existing 8am-6.30pm, Mon - Sat waiting restriction	
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DRAWING TITLE Proposed Waiting Restrictions & Bus Stop Clearway		DRAWN BY DJ	CHECKED BY IH	APPROVED BY AW	
SCALE (AT A4 SIZE) 1:1000	DATE 07/06/11	<input checked="" type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Sheet Size: A4 (210x297)	DRAWING No DAG/01/02	REVISION REVISION AMENDMENT DATE

Scheme 2 – Pettits Lane North/Beaulay Way– Drawing No. QJ110-OF-01

The scheme is situated within Pettits Ward and was recommended for consultation by Committee on 18th October 2011.

The proposals is to introduce a 21 metre bus stop clearway on the north-eastern side of Pettits Lane, from a point 15 meters north-west of the north-western kerbline of Pettits Boulevard, to introduce 'At any time' waiting restriction on the north-eastern kerbline between the zig-zag markings of the crossing outside number 200 Pettits Lane North and proposed bus stop clearway, extending into Beaully Way on both sides for a distance of 15 meters. On its south western side, to relocate the existing bus stop from its position outside No.255 and to introduce a 33 metre bus stop clearway fronting Nos. 261 to 269 and to introduce 'At any time' waiting restrictions on both sides of Heather Gardens for 15 metres.

Outcome of Public consultation - Responses received

At the close of public consultation 6 responses were received.

First Respondent: The resident of Pettit's Lane North is opposing the proposal works for a new bus shelter as it will cause issues with safety and will directly affect the resident and their family. The resident believes that the proposed sitting of the bus stop will present safety issues as vehicles overtaking the buses will have to move onto the wrong side of the road just before the bend. Also vehicles merging from Heather Gardens on Pettit's Lane North (Southbound) will have their sightlines obscured.

The resident is concerned as the proposed bus stop shelter as stopping restrictions will be sited outside their property and that of a neighbours. Not only will their drives be blocked but visitors will not be able to park and deliveries will not be able to take place.

The resident states that it is already difficult to pull on and off the driver and with the proposed shelters location, it will make it more difficult to move off the drive with bus users waiting at the stop. It is also felt that the current bus stop located outside 257 Pettit's Lane North attracts a lot of school children waiting for buses, sitting on the wall, littering the street and generally block the pavement. Having the proposed bus stop located outside the residents property will have a negative impact on their way of life and will reduce the value and saleability of the property.

The resident has stated at night children congregate outside of the shops and sit at the bus shelter located outside 257. Having another bus stop outside of their property will encourage the children to sit there and litter the streets. The resident requested an explanation of the rationale for considering this proposal again after it was rejected in 2007.

Second Respondent: The resident of Pettit's Lane North is objecting to the proposals for a bus stand being located outside number 267 Pettit's Lane North. The resident considers that the new proposed location is too close to the blind bend and would be extremely dangerous for traffic overtaking buses and vehicles wishing to merge into Pettit's Lane North from Heather Gardens. It is felt that the current location of the bus stop is in a good position as there are good sight lines in both directions.

The resident is concerned that the new proposed location will surely increase risks to drivers and pedestrians alike.

The bus stop that is currently in operation is close to a pedestrians crossing which increases safety to the pedestrians alighting from the bus. Moving the bus stop further away will result in the crossing not being used and pedestrians will end up crossing at the wide junction at Heather Gardens. From a public safety point of view the resident believes that the proposed relocation makes no sense. The resident is a childminder and she and the parents are concerned that the bus stop will inevitably cause people to hang around outside of the property and that the children will be overlooked by bus passengers.

Third Respondent: The resident has been residing at the property of the past 24 years and is fully aware of the dangers of Pettit's Lane North. In the residents opinion the proposed relocation of the bus stop will increase dangers to the drivers and pedestrians. The resident urges that the Council should consider the fatal relocation.

It is considered that there is a speeding problem in Pettit's Lane North and they believe that speed cameras should be in place. Traffic wishing to turn right from Heather Gardens into Pettit's Lane North will have no sight of oncoming traffic should a bus or two be stationary at the proposed stop. The proposed location is set on a blind bend and traffic will probably overtake the stationary buses, which could prove fatal.

There are two schools in the vicinity and the relocation of the bus stop would entice school children not to use the crossing, but to run across the junction of Heather Gardens and Pettit's Lane North, which would be very dangerous.

The resident believes that the relocation would hinder their ability to reverse/drive out of their driveway with the bus obscuring their sight lines, which could prove a further fatal point. The resident cannot see the advantages of the relocation, apart from it being a waste of tax payers/Council money and endangering drivers and pedestrians. The resident notes that the current bus stop location has been in place for many, many years and all users, including children, are familiar with its location.

Fourth Respondent: The resident has asked why the proposals have arisen again, as nothing has changed since it was rejected in 2007.

Due to the increasing levels of traffic in Pettit's Lane North, it has become more dangerous. Vehicles speed when they come around the bend and moving the bus stop close to the bend would increase the chances of accidents, which could potentially be fatal.

The relocation will mean passengers from the buses will take a chance crossing the busy road instead of walking back to the zebra crossing where the bus stop is currently located. At present the bus drivers wait at the crossing to allow passengers to safely cross the road.

The resident has many more views about the proposals and greatly objects to them. However, due to the short notice given and the time of year they have only raised the main points.

Fifth Respondent: The resident is objecting to the ill thought out proposal and hopes that no serious accidents occur as a consequence of the proposed bus stop move.

The resident has asked the Council review the first letter that was sent to the council when the proposals were first made in 2007.

Sixth Respondent: London TravelWatch supports the proposal to re-locate the bus stop as they believe that there should be a presumption in favour of buses along bus routes. Loading/unloading restrictions should apply where and when congestion occurs to minimise inconvenience to passengers. TravelWatch are in support of polices to make bus travel more attractive.

London TravelWatch supports the introduction of the 'At any time' provision.

It is considered that it is vital that buses should always be able to pull alongside the kerb without being impeded by parked vehicles. This also makes boarding/alighting easier for passengers and for passengers with disabilities. This is particularly important with the near universal use of the low-floor buses, which require close docking at bus stops.

Staff comments

As there are no objections to the elements of the scheme in Pettits Lane near the Fire Station, Beaulay Way and Heather Gardens it is recommended that these elements be implemented. However there are concerns over the relocation of the bus stop outside 255 to outside Nos. 261 to 269 Pettits Lane North and the effects this will have on passengers and traffic flow. However, a fully accessible bus stop cannot be provided at the current site, whereas it can be at the proposed location. As with any proposed changes to the road lay out, residents are always sceptical of change. However; design staff are content with the proposed layout of the scheme. It is possible that with the relocation of the stop that residents may experience issues with litter, which can be dealt with by the installation of a litter bin. In respect of issues with youths congregating at a location, this is would be an issue that could be dealt with by the Police.

Estimated Cost

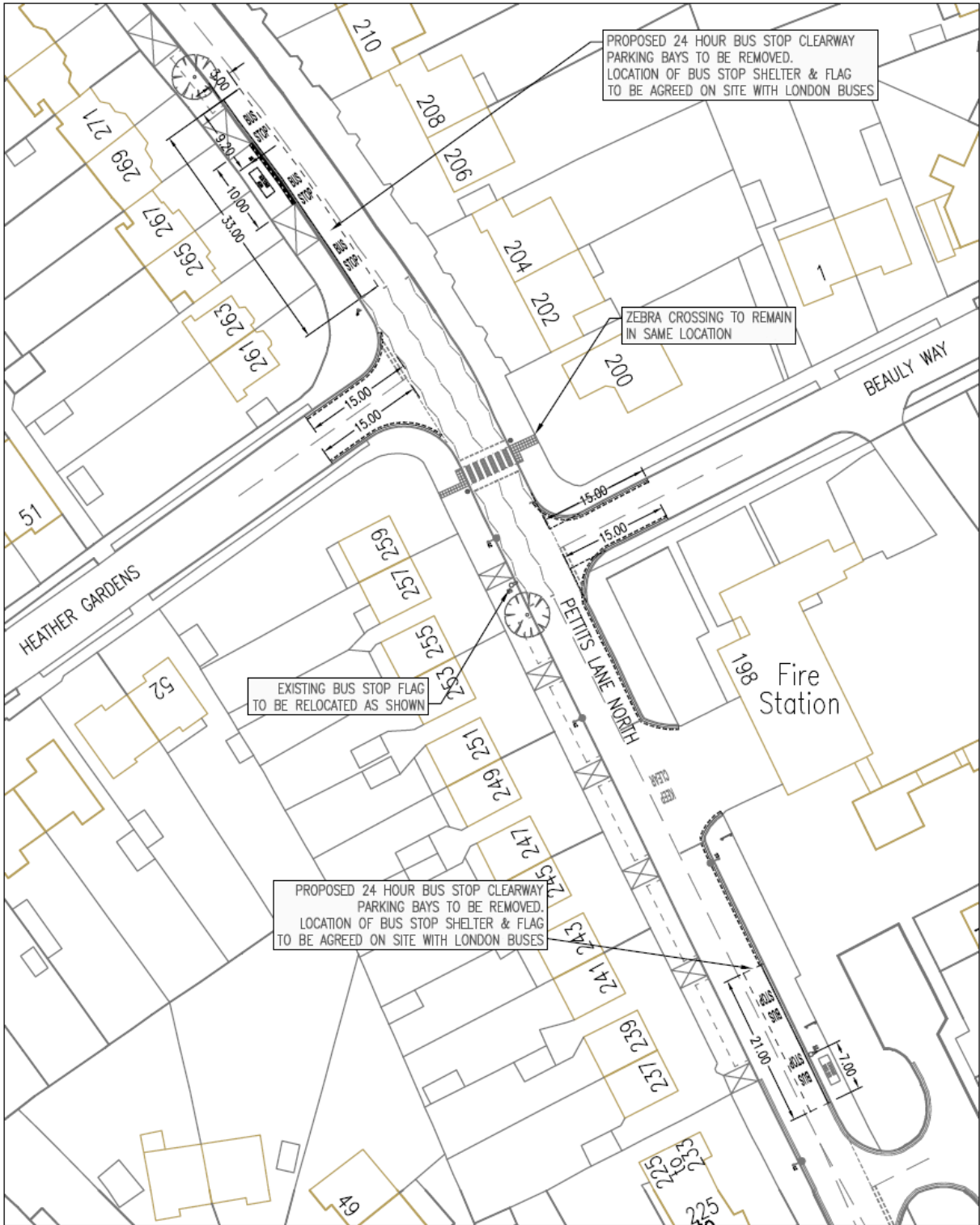
The estimated cost of installing the proposals is £1000

Funding for change to or installation of new bus shelters and flags will be sourced from TFL bus stop accessibility funding.

Recommended Action

- e) That the proposed bus stop clearway situated from a point 15 meters north west of the north western kerb line of Pettits Boulevard be implemented as advertised and its effects monitored.
- f) That the proposed 'At any time' waiting restrictions on the north eastern side of Pettits Lane, including those extending into Beaulay Way and the proposed bus stop clearway, be implemented as advertised and the effects monitored.
- g) That the proposed 'At any time' waiting restrictions extending into Heather Gardens from it junction with Pettits Lane North, be implemented as advertised and there effects monitored.
- h) That in respect of the proposed relocation of the of the existing bus stop outside number 255 Pettits Lane North and the introduction of a bus stop clearway

fronting numbers 261 to 269, that the Committee determine whether or not they wish to proceed with a recommendation to the Cabinet Member for Community Empowerment to implement these elements of the scheme.



Havering BOROUGH COUNCIL STREETCARE - CULTURE & COMMUNITY <small>10th FLOOR MERCURY HOUSE MERCURY GARDENS WIGMORE, HA1 3JH TELEPHONE No: 01708 434343 FM No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</small>		PURPOSE ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327		PROPOSAL		KEY EXISTING CROSSOVER 140mm KERB UPSTAND BUS STOP FLAG 'AT ANY TIME' WAITING RESTRICTIONS	
JOB TITLE PETITTS LANE NORTH BUS STOP RELOCATION		DRAWN BY RP		CHECKED BY MLP		APPROVED BY MLP	
DRAWING TITLE PROPOSED LAYOUT		ACAD REF:		DRAWING No QJ110-OF-01		REVISION A	
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