



Havering

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm	Tuesday 7 March 2017	Council Chamber - Town Hall
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Members 11: Quorum 4

COUNCILLORS:

Conservative (4)

Frederick Thompson
(Vice-Chair)
Joshua Chapman
John Crowder
Dilip Patel

Residents' (2)

Barry Mugglestone
John Mylod

East Havering Residents'(2)

Darren Wise (Chairman)
Brian Eagling

UKIP

(1)

John Glanville

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 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

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

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

4 MINUTES (Pages 1 - 16)

To approve as a correct record the minutes of the meeting of the Committee held on 7 February 2017, and to authorise the Chairman to sign them.

5 BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME (GOOSHAYS DRIVE) - PROPOSED HUMPED ZEBRA CROSSING (Pages 17 - 26)

6 BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME (COLLIER ROW ROAD) - PROPOSED PEDESTRIAN REFUGE (Pages 27 - 36)

7 UPMINSTER CPZ - PROPOSALS SOUTH OF ST MARY'S LANE (Pages 37 - 50)

8 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 51 - 56)

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

9 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
Head of Democratic Services

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
7 February 2017 (7.30 - 9.15 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson(Vice-Chair),Dilip Patel, +Ray Best and +Wendy Brice-Thompson
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group	Darren Wise (Chairman) and +Ron Ower
UKIP	John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

An apology was received for the absence of Councillors John Crowder, Joshua Chapman and Brian Eagling.

+Substitute Members: Councillor Ray Best (for John Crowder), .Councillor Wendy Brice-Thompson (for Joshua Chapman) and Councillor Ron Ower (for Brian Eagling).

There were about 15 members of the public present for the meeting.

Unless otherwise indicated all decisions were agreed with no vote against.

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

75 MINUTES

The minutes of the meeting of the Committee held on 10 January 2017 were agreed as a correct record and signed by the Chairman

76 DISCLOSURE OF INTERESTS

TPC618 - LAKE RISE, WOODLAND RISE AND ROSEMARY AVENUE.

Councillor Ray Best disclosed a non-prejudicial personal interest. advising the Committee that he resides in Lake Rise, although in a part of the road not affected by the proposed scheme.

TPC814 CAMBORNE AVENUE AREA - RESULT OF INFORMAL CONSULTATION STAGE 2.

Councillor Darren Wise disclosed a non-prejudicial personal interest. advising the Committee that he resides within the consultation area. Councillor Wise confirmed that he could consider the item with an open mind and decide the matter on relevant highways grounds. .

LOWSHOE LANE - CONTROLLED PARKING ZONE TPC744.

Councillor Dilip Patel disclosed a prejudicial interest advising the Committee that he and other ward Councillors had been involved in discussions with local residents regarding the matter. Councillor Patel confirmed that he would leave the Chamber prior to the presentation of the Item and take no part in the vote.

77 TPC618 - LAKE RISE, WOODLAND RISE AND ROSEMARY AVENUE

The report before the Committee detailed responses received to the formal consultation undertaken in Lake Rise, Woodlands Road and Rosemary Avenue, to include these roads in the residents parking scheme for the area.

The Committee noted that the proposals were designed to improve parking for local residents and prevent long-term non-residential parking along these roads.

The report outlined that by the close of the public consultation, 39 responses had been received in favour of parts of the scheme and 31 against the scheme. A petition, signed by 32 residents, had also been received against the proposals.

Officers stated that from the responses to the consultation it was clear that the majority of residents were not in support of the proposal to change the time of restriction from Monday - Saturday 8:30am - 6:30pm to Monday - Friday 10am - 11am, however the majority of residents had responded positively to the proposal to change the free parking bays to residents parking bays and for all of the residents to be included in the ROR residents parking scheme.

The report concluded that given the responses received, the proposals to convert the free parking bays to residents parking bays, and to keep the Single Yellow Line restriction operational Monday - Saturday 8:30am-6:30pm should be recommended for approval.

Officers also indicated that ward councillors were made aware of the responses received and were in support of the proposals.

Following the presentation, a resident who had registered to speak provided the Committee with confirmation that she was in full support of the proposals as outlined by officers.

During a brief debate, a Member commented that all day restrictions were excessive and might not be required. The Member advocated the implementation of more limited restrictions as a means of deterring commuter parking. Another Member stated that as Ward Councillors supported the proposal the Committee should recommend that the scheme to be implemented.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that:

- a) The existing free parking bays in Lake Rise, Rosemary Avenue and Woodlands Road (identified on the plans in appendices A, B and C) be converted, as advertised to residents parking bays for the ROR residents parking scheme, operational Monday – Friday, 10am - 11am.
- b) That the existing single yellow line restrictions operational Monday – Saturday, 8:30am - 6:30pm in Lake Rise, Rosemary Avenue and Woodlands Road (identified on the plans in appendices A, B and C) be retained and the proposals to implement a new operational time for the restrictions of Monday – Friday, 10am - 11am be abandoned.
- c) That the single yellow line restrictions, shown red on the plan in Appendix B, be removed to accommodate the extension of existing parking bays.
- d) That all the residents of Lake Rise, Rosemary Avenue, Woodlands Road, Brockton Close and property numbers 12 & 14 and 42 & 44 Pettits Lane be included on the list of properties that would have permits for the ROR residents parking scheme.

Members noted that the estimated cost of the scheme was £3000, which would be met from the Capital Parking Strategy Investment Allocation 2016/17.

The vote for the proposal was ten votes in favour to one abstention.

78 LOWSHOE LANE - CONTROLLED PARKING ZONE TPC744

The report before the Committee detailed objections received to the statutory consultation to the proposed permit parking area in the Lowshoe Lane area

The report advised that following an informal consultation that had been undertaken in February 2016, and reported to the Committee at its meeting in April 2016, it had been agreed that a parking scheme be designed and consulted on. The informal stage two consultation had been undertaken in July 2016 and the results reported to Members in November 2016.

The Committee had given its approval for officers to undertake a statutory consultation on the proposed Lowshoe Lane controlled parking zone.

In December 2016 all the residents and businesses who were perceived to be affected by the proposals, were advised by letter and plan. At the close of consultation, one objection to the proposal had been received that outlined a request for double yellow lines on Hood Walk outside the entrance to the church. The resident had also expressed the difficulty in parking on their drive.

Officers commented that it was clear from the response to the consultation that there were parking issues in the area. A major part was attributed to vehicles from a local car dealership being parked in the roads reducing the amount of available parking spaces for residents in the area.

In Officers' view, the proposed residents parking provision would limit the long term parking issues and provide residents and their visitors with adequate parking within the restricted period.

It was indicated that Ward Councillors had organised an informal consultation with local residents and given their support to the proposal.

In accordance with the public speaking arrangements the Committee was addressed by two residents who spoke against the proposed scheme.

The first speaker confirmed that there was a problem with all day parking but questioned the proposals being put forward. The Committee was informed that there was no mention of permit parking when the scheme was originally put to residents and there was confusion as to the proposals they were asked to comment on. The speaker suggested that the implementation of yellow line restrictions would be preferable.

With the discretion of the Chairman a second resident raised objection to the proposals. The Committee was informed that not all representations made by local residents had been received and considered by officers.

During a brief debate, Members discussed the issues raised by the speakers noting that there appeared to be some confusion during the consultation process as to what residents had been voting for. A Member stated that it was strange that only one response had been received during the statutory consultation but there had been a large number of responses received during the course of the informal consultation.

Following a motion to defer the proposal for further consultation with Ward Councillors and local resident the Committee **RESOLVED** to defer the proposal.

Councillor Dilip Patel declared a Prejudicial Interest and left the meeting during deliberation and voting on the matter.

79 THE DRILL ROUNDABOUT - OUTCOME OF PUBLIC CONSULTATION

The report before the Committee detailed responses to a consultation for the provision of new zebra crossings on various arms of The Drill roundabout, together with footway widening, decluttering and landscaping works.

The report outlined the following proposals for the junction:

- New zebra crossings on the two Brentwood Road arms and the Balgores Lane and Slewins Lane arms
- Existing zebra crossing on Heath Park Road to be moved 5 metres west to provide a longer stopping area for drivers leaving the roundabout,
- Footway widening between Brentwood Road (south) and Heath Park Road,
- Heath Park Road and Balgores Lane; and Balgores Lane and Brentwood Road (north), - (to check with MP)
- To widen the plant verges between Brentwood Road (north) and Manor Avenue; and Manor Avenue and Slewins Lane,

- To provide an overrun area between Slewins Lane and Brentwood Road,
- Removal of all pedestrian guardrails,
- Removal of all traffic islands / pedestrian refuges,
- Removal of vehicle access to Methodist church from Manor Avenue and extension of parking bay (subject to the agreement of the church).

In accordance with the public speaking arrangements the Committee was addressed by a local resident who spoke in support of the scheme and the benefits it would bring to the area. The resident requested that the bus stop opposite her property on Heath Park Road be relocated as she felt that it would obstruct the repositioned zebra crossing..

During a brief discussion the Committee received clarification that there were no plans to relocate the bus stop at this stage. Officers confirmed that the proposal would provide vehicles leaving the roundabout with a greater stopping distance before reaching the crossing.

Officers confirmed that no objection had been received to the scheme from the local church.

The Committee noted that there was no scheme proposed for the Manor Avenue arm of the roundabout as the road was noted to have a relatively low car flow and a refuge island existed to support pedestrian crossing.

A Member was fully in support of the scheme as it benefited pedestrians crossing especially on Heath Park Road.

Another Member who spoke in support of the zebra crossing suggested the crossing be moved further in to the roads off the roundabout in order to reduce over hanging that may affect the flow of traffic. Officers confirmed that the positioning of the crossing followed the pedestrian desire line.

Officers also indicated that ward councillors were made aware of the responses received and were in support of the proposals.

Officers confirmed that the speakers request to move the bus stop would be looked into separately with officers contacting the resident in due course.

The Committee considered the report and following a Motion to recommend option 1(a) **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the various proposals detailed on drawing QP017/OI/101-A be implemented as follows:

- The pedestrian refuge in Manor Avenue be retained and upgraded to modern standards;
- The vehicle crossing to the Methodist Church in Manor Avenue be retained;
- The pedestrian guardrail between Slewins Lane and Brentwood Road be retained, but upgraded;
- The pedestrian guardrail between Brentwood Road and Heath Park Road be retained, but upgraded without footway widening.

Members noted that the estimated cost of the scheme was £100,000 (for the substantive scheme) which would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Local Transport.

80 **BUS STOP ACCESSIBILITY - VARIOUS LOCATIONS (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops in various locations within Brooklands, Elm Park, Gooshays, Harold Wood, Havering Park and Heaton wards.

The proposals for accessibility improvements have been developed for various locations within the borough as follows;

Avelon Road

Bus stop to be relocated 83 metres south east. Footway works and 25 metre bus stop clearway along the flank of 217 Chase Crossing Road as shown on drawing QP006-OF-B1-A.

The proposal was an amendment to an earlier scheme that was rejected by the Committee in December 2015.

Church Road (Harold Wood)

Existing bus stop. Footway works and 23 metre bus stop clearway outside 97 to 103 Church Road as shown on drawing QP006-OF-B6-A.

Dagenham Road (Romford)

Existing bus stop. Footway works and 33 metre bus stop clearway outside 109 to 119

Existing bus stop. 31 metre bus stop clearway outside 88 to 96 Dagenham Road as shown on drawing QP006-OF-B12-A.

Elm Park Avenue (Broadway Parade)

Existing bus shelter relocated 3 metres west, tree removed.

Provision of a 21 metre bus stop clearway outside 6 to 9 Broadway Parade.

A new zebra crossing outside 10 Broadway Parade/ Sainsbury's.

A loading bay outside 4a to 6 Broadway Parade.

Three pay-and-display parking bays outside 1 to 4 Broadway Parade as shown on drawing QP006-OF-B82-B.

The proposal followed the rejection of an earlier scheme in January 2015 which was limited to a bus stop clearway only as shown on drawing QN008-OF-A115/A116-A, westbound stop.

Hainault Road.

To provide a 37 metres bus stand clearway. Existing bus cage marked, but no record of a clearway ever being established as shown on Drawing QP006-OF-B76-A.

Petersfield Avenue.

Existing bus stop. Footway works and 25 metre bus stop clearway, opposite Petersfield Close as shown on drawing QP006-OF-B77-A.

Existing bus stop. Full (2 metre) footway build out and 13 metre bus stop clearway as shown on Drawing QP006-OF-B78.

Straight Road

Bus stop to be relocated 89 metres south east from outside 247/249 Straight Road to outside 217 Straight Road. Footway works (including removal of a footway parking bay) and 37 metre bus stop clearway as shown on Drawing QP006-OF-B81-A.

The Committee was informed that a proposal to relocate the stop outside 219/221 Straight Road a Dental surgery was recommended in December 2015, but the surgery applied for and had a vehicle crossing constructed before the bus stop works were programmed.

In accordance with the public speaking arrangements the Committee was addressed by a local resident who was speaking on behalf of his parents in relation to the scheme for the Straight Road Bus Stop. The resident stated that it would be dangerous to access and egress their drive-way if the bus stop was to be moved as proposed. The Committee was informed that the bus stop would lead to noise nuisance and refuse outside the property. The resident stated that the proposals did not comply with TFL guidance.

During a brief discussion, a Member spoke in support of the speaker and proposed a motion to refuse the proposal.

In response to a proposal to relocate the bus stop further along the road the Committee was informed that the suggested position would require the loss of a refuge island and obstruct the sight line for Briar Road.

Officers also confirmed that the build-out on the scheme in Petersfield Road was to enable the retention of kerb side parking in the area.

A Member suggested the re-painting of the white lines in the Elm Park area.

Officers also indicated that ward councillors were made aware of the responses received and were in support of the proposals.

Following a motion to reject the scheme for Straight Road the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements for Straight Road as shown on drawing reference QP006-OF-B81-A be rejected.

A separate vote was taken on the remaining recommendations in the report the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the various bus stop accessibility improvements detailed in the report and shown on the following drawings be implemented.

- (a) Avelon Road - QP006-OF-B1-A
- (b) Church Road (Harold Wood) - QP006-OF-B6-B
- (c) Dagenham Road (Romford) - QP006-OF-B11-A & QP006-OF-B12-A
- (d) Elm Park Avenue - QP006-OF-B82-B
- (e) Hainault Road - QP006-OF-B76-A
- (f) Petersfield Avenue - QP006-OF-B77-A (8-9am & 3-4pm Monday-Friday) & QP006-OF-B78-B (standard 24 hours)

Members noted that the estimated cost of the schemes was £37,000 for implementation (all sites) which would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

81 **BUS STOP ACCESSIBILITY - BEVAN WAY**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Bevan Way and new footway link on Hacton Lane as shown on drawing QP006-OF-B3&B4-A OPT 3 be implemented;

Members noted that the estimated cost for the scheme was £22,000, which would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

82 **BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME (STRAIGHT ROAD) - PROPOSED SAFETY IMPROVEMENTS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following proposals as shown on the relevant drawings be implemented.

- (a) Straight Road outside property Nos. 231/233
– Relocation and Upgrading pedestrian refuge
(Drawing No. QP004-4/2)
- (b) Straight Road outside property Nos. 151/153 – Pedestrian refuge
with footway parking bay removal (part)
(Drawing No. QP004-4/3)

Members noted that the estimated cost of the scheme was £16,000, which would be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

83 **ROMFORD TOWN CENTRE ACCIDENT REDUCTION PROGRAMME - PROPOSED 20MPH ZONE AND SAFETY IMPROVEMENTS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements detailed and shown on the relevant drawings be implemented as follows:

- (a) All the roads inside Ring Road (Plan Nos:QP005-1 and QP005-2)
 - 20mph Zone
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing

- 20mph roundels road markings
- (b) South Street between Victoria Road and Ring Road (Plan No:QP005-3)
 - Speed tables (2No.) as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (c) Victoria Road between South Street and Mercury Gardens (Plan No:QP005-4)
 - Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (d) Eastern Road between South Street and Ring Road (Plan No:QP005-5)
 - Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (e) Western Road between South Street and Mercury Gardens (Plan No:QP005-6)
 - Humped pelican crossing as shown.
 - Relocation of bus cage
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (f) Exchange Street between Waterloo Road and Havana Close (Plan No:QP005-7)
 - Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (g) High Street between St Edwards Way and Angel Way (Plan No:QP005-8)
 - Kerb build-out as shown
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (h) Waterloo Road / Oldchurch Road Roundabout (Plan No:QP005-9)
 - Road markings changes as shown
- (i) Mercury Gardens / Western Road Roundabout (Plan No:QP005-10)
 - Road marking changes as shown
- (j) Main Road / St Edwards Way Roundabout (Plan No:QP005-11)
 - Road marking changes as shown

- (k) North Street / St Edwards Way Roundabout (Plan No:QP005-12)
- Road marking changes as shown

Members noted that the estimated costs of the safety improvements was £95,000, which would be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

84 GUBBINS LANE PEDESTRIAN ACCESSIBILITY IMPROVEMENTS - OUTCOME OF PUBLIC CONSULTATION

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the pedestrian improvements detailed in the report and shown on the following drawings, be implemented;

- QP014/01.A
- QP014/02.A
- QP014/04.A
- QP014/05.A
- QP014/06.A
- QP014/07.A
- QP014/08.A

Members noted that the estimated cost for the scheme was £52,500, which would be met by Transport for London through the Local Implementation Plan allocation for Pedestrian Realm Improvements.

85 LISTER AVENUE PARKING REVIEW - RESULT OF INFORMAL CONSULTATION

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposals to introduce a residents parking scheme in the Lister Avenue area, operational Monday to Friday 10am to 2pm inclusive be designed and publicly advertised.

Members noted that the estimated cost of the scheme was £8000, which would be met from the 2016/17 Medium Term Financial Strategy budget.

86 TPC814 CAMBORNE AVENUE AREA - RESULT OF INFORMAL CONSULTATION STAGE 2

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposals to implement a residents parking scheme, operational between 10.30am and 11.30 Mon-Fri with any related

'At Any Time' waiting restrictions on corners proceed to statutory consultation and public advertisement.

Members noted that the estimated cost for the proposal in the Camborne Avenue area was £10000, which would be met from the Capital Parking Strategy Investment Allocation 2016/17.

**87 TPC813 WEDNESBURY ROAD - RESULT OF INFORMAL
CONSULTATION STAGE 2**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposals to implement a residents parking scheme, operational between 10.30am and 11.30am Mon-Fri, with any related 'At Any Time' waiting restrictions on corners proceed to statutory consultation and public advertisement.

Members noted that the estimated cost of the proposal in the Wednesbury Road area was £10000, which would be met from the Capital Parking Strategy Investment Allocation 2016/17.

88 APPLETON WAY PARKING REVIEW - TPC621

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed residents parking scheme for the Appleton Way Area, operational Monday to Saturday 8am to 6.30pm, with associated waiting restrictions and Pay and Display parking facilities be implemented as advertised.

Members noted that the estimated cost for the scheme was £6000, which would be met from the 2016/17 Capital budget for Minor Traffic and Parking.

**89 DEYNCOURT GARDENS AND WALDERGRAVE GARDENS COMMENTS
TO ADVERTISED PROPOSALS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the existing free parking bays in Deyncourt Gardens and Waldergrave Gardens as shown on the plan in Appendix A of the report be converted to pay and display bays operational Monday to Saturday 8am to 6.30pm (first 30 minutes free).

Members noted that the estimated cost for the scheme was £3,500, which would be met from the Capital Parking Strategy Investment Allocation 2016/17.

90 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing 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 decision was noted against the request and appended to the minutes.

Chairman

London Borough of Havering

Engineering Services, Highways - Streetcare

Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Officer Advice
SECTION A - Highway scheme proposals without funding available				
None to report this month				
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)				
Page 15 41	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). Request held as a potential reserve scheme for 2017/18 TfL LIP.
B2	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. Request held as a potential reserve scheme for 2017/18 TfL LIP.
B3	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.

London Borough of Havering

Engineering Services, Highways - Streetcare

Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Officer Advice
B4	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	Feasible, would add to existing hump scheme. Funding would need to be provided.
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.
Page 6 B6	Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	Speed cameras a remote possibility as they

HIGHWAYS ADVISORY COMMITTEE

7 March 2017

Subject Heading:

**BOROUGHWIDE ACCIDENT
REDUCTION PROGRAMME
(GOOSHAYS DRIVE) – PROPOSED
HUMPED ZEBRA CROSSING
(The Outcome of public consultation)**

CMT Lead:

Steve Moore

Report Author and contact details:

**Velup Siva
Senior Engineer
01708 433142
velup.siva@havering.gov.uk**

Policy context:

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

Financial summary:

**The estimated cost of £18,000 for
implementation will be met by
Transport for London through the
2016/17 Local Implementation Plan
allocation for Accident Reduction
Programme.**

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

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

SUMMARY

Gooshays Drive – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements and humped zebra crossing is proposed to minimise accidents. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above proposals be approved.

The scheme is within **Gooshays and Harold Wood** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the humped zebra crossing along Gooshays Drive by Petersfield Avenue as shown on the drawing No. QP004-6 be implemented.
2. That, it be noted that the estimated costs of £18,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2015, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2016/17 Havering Local Implementation Plan settlement. Gooshays Drive Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Gooshays Drive Accident Reduction Programme will help to meet these targets.

Accidents

- 1.3 In the five-year period to July 2016, there have been a total of nine personal injury accidents in the vicinity of the above location. Of this total, three were serious; two involved pedestrians and two occurred during the hours of darkness.

Proposals

- 1.4 The humped zebra crossing is proposed along Gooshays Drive by Petersfield Avenue as shown on drawing no. QP004-6 to minimise accidents in the vicinity.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 70 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. eight written responses were received from Local Members (2), Havering Cyclists, Cavendish driving school centre and local residents (4). Seven are in favour of the scheme and one indicated that the money could be used for filling potholes.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that nine personal injury accidents (PIAs) occurred in the study area. Of these nine PIAs, three were serious; two involved pedestrians and two occurred during the hours of darkness.
- 3.2 The proposed humped zebra crossing would minimise accidents at this location. It is therefore recommended that the proposed safety improvements for Gooshays Drive in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member whether or not the scheme should proceed.

Should the Committee recommend the scheme proceeds the estimated cost of £18,000 for implementation will be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

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

This is a standard project for Street Management 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 Street Management Capital budget.

Legal implications and risks:

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the Highways Act 1980 ("HA 1980").

The Council should ensure that the statutory procedures set out in clause 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984").

The Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

In considering any responses received during statutory consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals are taken into account prior to a decision being made.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

There would be some visual impact from the proposals; however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Drawing No. QP004-6.**

Ref: QP004-6

Environment
Engineering Services
London Borough of Havering
Town Hall
Main Road
Romford RM1 3BB

The Resident or Occupier
Gooshays Drive (part)

Please call Mr Siva
t 01708 433142
e highways@haverling.gov.uk
text relay 18001 01708 434343

6th February 2017

Dear Sir or Madam;

www.haverling.gov.uk

GOOSHAYS DRIVE BY PETERSFIELD AVENUE – PROPOSED HUMPED ZEBRA CROSSING

The humped zebra crossing is proposed to minimise accidents along Gooshays Drive by Petersfield Avenue. There have been a total of nine personal injury accidents in the vicinity of the above location over a five year period. Of these nine PIAs, three were serious; six were slight; two involved pedestrians and two occurred during the hours of darkness.

The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The above proposals will help to meet these targets.

Before a decision is made on implementing these proposals, you have the opportunity to comment, which should be in writing to;

The Principal Engineer,
Environment,
Engineering Services,
Town Hall,
Main Road,
Romford RM1 3BB.

or by email to highways@haverling.gov.uk

Plans showing the proposals are enclosed and also available to view on the Councils web site, a link of which is shown below;

<https://www.haverling.gov.uk/Consultations>

Comments should reach us by 24th of February 2017.

If you have any questions, please do not hesitate in contacting our project engineer, Mr Siva Velup on 01708 433142.

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

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on 07th of March 2017 at 7:30pm in Havering Town Hall, Main Road, Romford.

The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals.

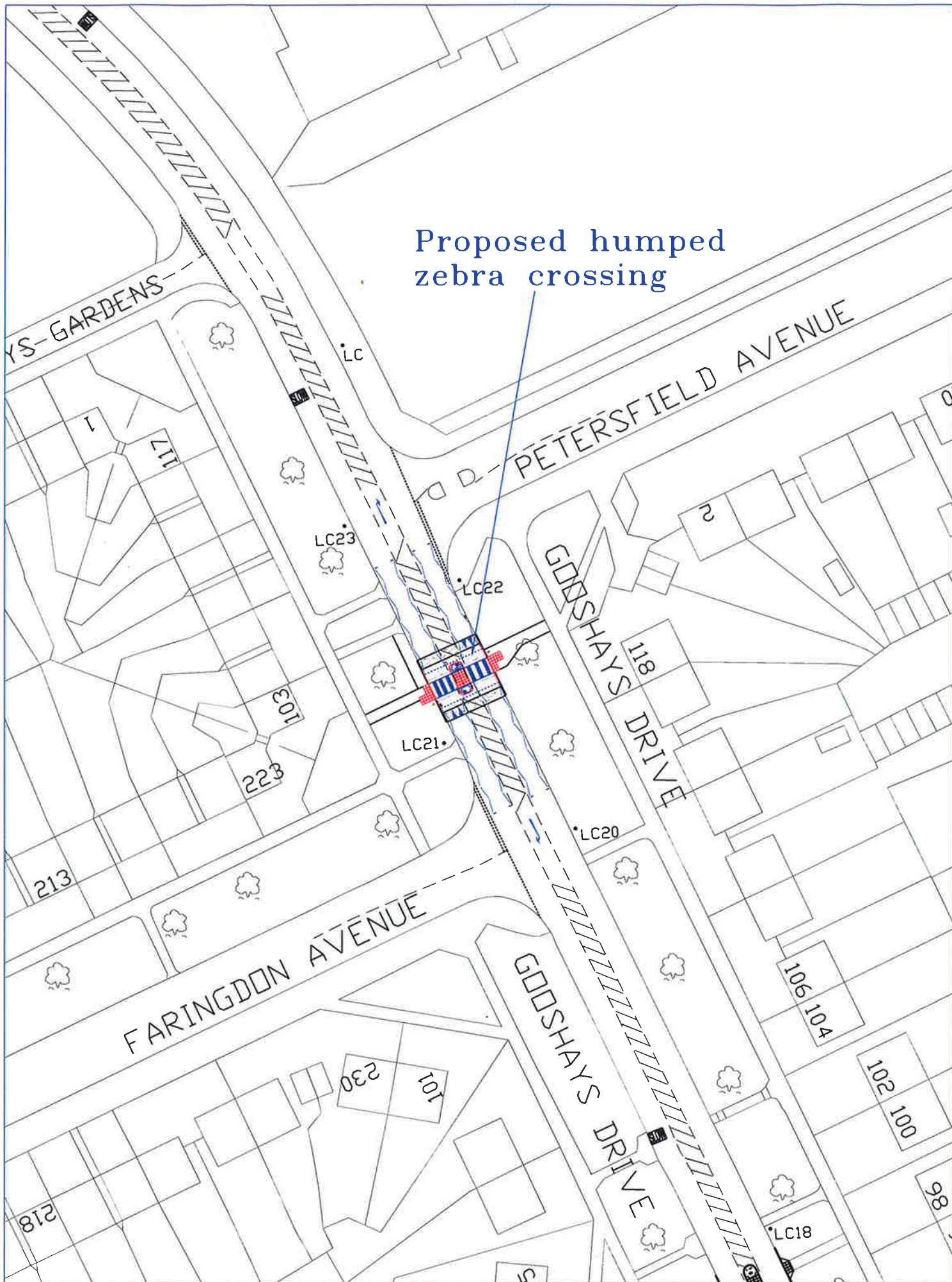
Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis' so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee please contact Taiwo Adeoye on 01708 433079 no earlier than 28th February 2017 and at least two days prior to the meeting.

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

Yours faithfully,



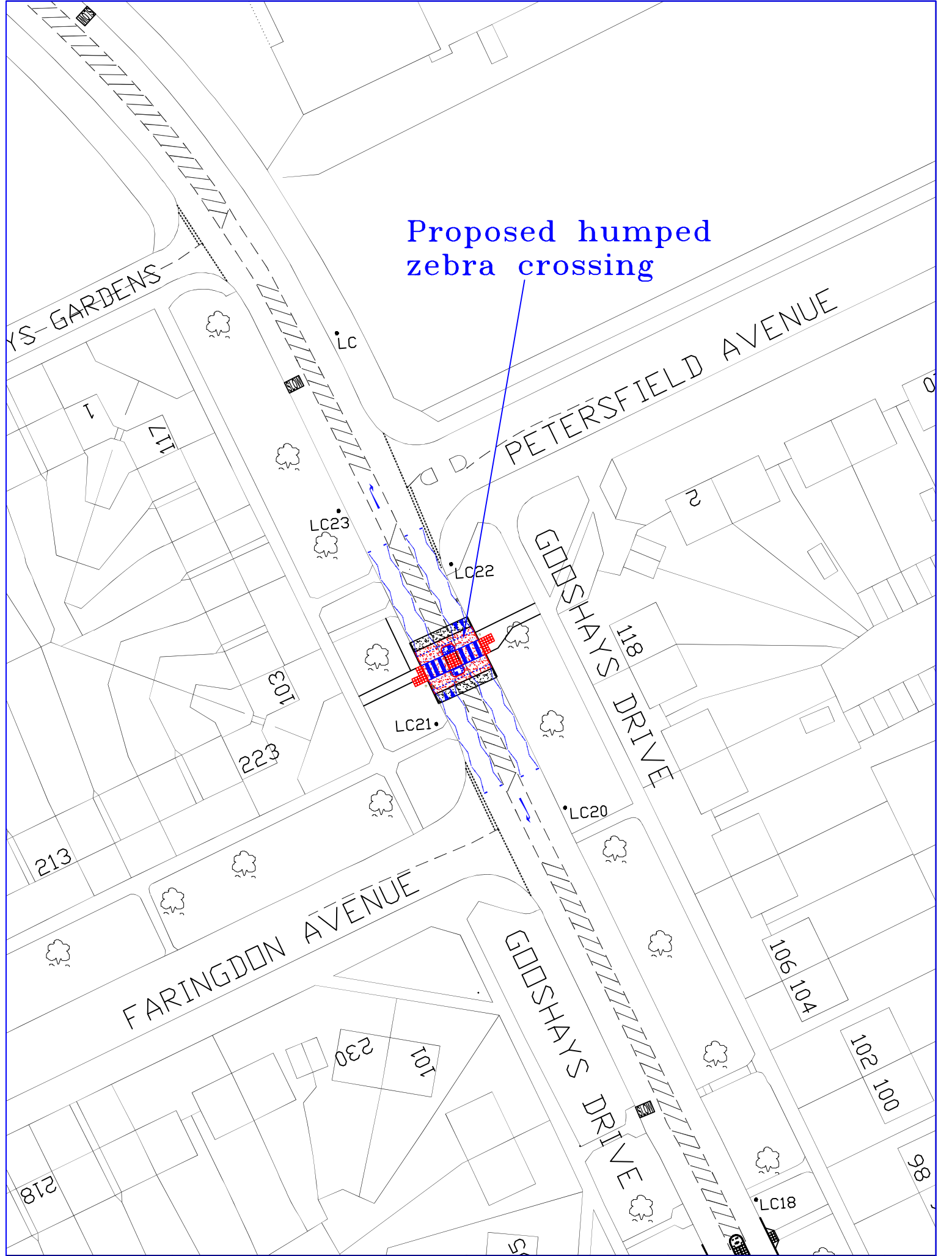
Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services




Proposed humped
zebra crossing

 <p>Havering LONDON BOROUGH</p> <p><small>©COPYRIGHT This drawing belongs to the London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Reproduced with the permission of the Controller of Her Majesty's Stationery Office. All rights reserved. London Borough of Havering 1002/127</small></p>	JOB TITLE GOOSHAYS DRIVE ACCIDENT REDUCTION PROGRAMME		PURPOSE DRAWN BY VS CHECKED BY VS DATE		APPROVED BY MP <input type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE			
	DRAWING TITLE PROPOSED HUMPED ZEBRA CROSSING		DRAWING No QP004/G		REVISION AMENDMENT			
			ACAD REF: Sheet Size: A3 (420x297)					

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Proposed humped
zebra crossing

 Havering LONDON BOROUGH	JOB TITLE	GOOSHAYS DRIVE ACCIDENT REDUCTION PROGRAM		PURPOSE	DRAWN BY VS		CHECKED BY VS	APPROVED BY MP		
	DRAWING TITLE	PROPOSED HUMPED ZEBRA CROSSING		SCALE (AT A3 SIZE)	DATE					
			NTS							
			ACAD REF:	DRAWING No		REVISION				
			Sheet Size: A3 (420x297)	QP004/6		REVISION	AMENDMENT			DATE

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HIGHWAYS ADVISORY COMMITTEE

7 March 2017

Subject Heading:

**BOROUGHWIDE ACCIDENT
REDUCTION PROGRAMME (COLLIER
ROW ROAD) – PROPOSED
PEDESTRIAN REFUGE
(The Outcome of public consultation)**

CMT Lead:

Steve Moore

Report Author and contact details:

**Velup Siva
Senior Engineer
01708 433142
velup.siva@havering.gov.uk**

Policy context:

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

Financial summary:

**The estimated cost of £14,000 for
implementation will be met by
Transport for London through the
2016/17 Local Implementation Plan
allocation for Accident Reduction
Programme.**

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

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

SUMMARY

Collier Row Road – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements and pedestrian refuge is proposed to minimise accidents. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above proposals be approved.

The scheme is within **Mawney** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the pedestrian refuge along Collier Row Road by Ramsden Drive as shown on the drawing No. QP004-5 be implemented.
2. That, it be noted that the estimated costs of £14,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2015, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2016/17 Havering Local Implementation Plan settlement. Collier Row Road Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Collier Row Road Accident Reduction Programme will help to meet these targets.

Accidents

- 1.3 In the five-year period to July 2016, there have been a total of seven personal injury accidents in the vicinity of the above location. Of this total, two were serious; two involved pedestrians and four occurred during the hours of darkness.

Proposals

- 1.4 The pedestrian refuge is proposed along Collier Row Road by Ramsden Drive as shown on drawing no. QP004-5 to minimise accidents in the vicinity.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 60 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Three written responses were received from Local Members (2) and Havering Cyclists. The Local Members are in favour of the scheme. The Havering Cyclists queried whether the pedestrian refuge proposal makes the crossing more safer at this location.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that seven personal injury accidents (PIAs) occurred in the study area. Of these seven PIAs, two were serious; two involved pedestrians and four occurred during the hours of darkness.
- 3.2 The proposed pedestrian refuge would minimise accidents at this location. It is therefore recommended that the proposed safety improvements for Collier Row Road in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member whether or not the scheme should proceed.

Should the Committee recommend the scheme proceeds the estimated cost of £14,000 for implementation will be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

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

This is a standard project for Street Management 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 Street Management Capital budget.

Legal implications and risks:

The Council's power to construct and maintain places of refuge for the protection of pedestrians in the maintained highway is set out in Part V of the Highways Act 1980 ("HA 1980").

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

There would be some visual impact from the proposals; however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Drawing No. QP004-5.**

Ref: QP004-5

Environment
Engineering Services
London Borough of Havering
Town Hall
Main Road
Romford RM1 3BB

The Resident or Occupier
Collier Row Road (part)

Please call Mr Siva
t 01708 433142
e highways@haverling.gov.uk
text relay 18001 01708 434343

6th February 2017

Dear Sir or Madam;

www.haverling.gov.uk

COLLIER ROW ROAD BY RAMSDEN DRIVE ACCIDENT REDUCTION PROGRAMME – PROPOSED PEDESTRIAN REFUGE

The pedestrian refuge is proposed to minimise accidents along Collier Row Road by Ramsden Drive. There have been a total of seven personal injury accidents in the vicinity of the above location over a five year period. Of this total, two were serious and two involved pedestrians.

The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The above proposals will help to meet these targets.

Before a decision is made on implementing these proposals, you have the opportunity to comment, which should be in writing to;

The Principal Engineer,
Environment,
Engineering Services,
Town Hall,
Main Road,
Romford RM1 3BB.

or by email to highways@haverling.gov.uk

Plans showing the proposals are enclosed and also available to view on the Council's web site, a link of which is shown below;

<https://www.haverling.gov.uk/Consultations>

Comments should reach us by 24th of February 2017.

If you have any questions, please do not hesitate in contacting our project engineer, Mr Siva Velup on 01708 433142.

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

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on 07th of March 2017 at 7:30pm in Havering Town Hall, Main Road, Romford.

The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals.

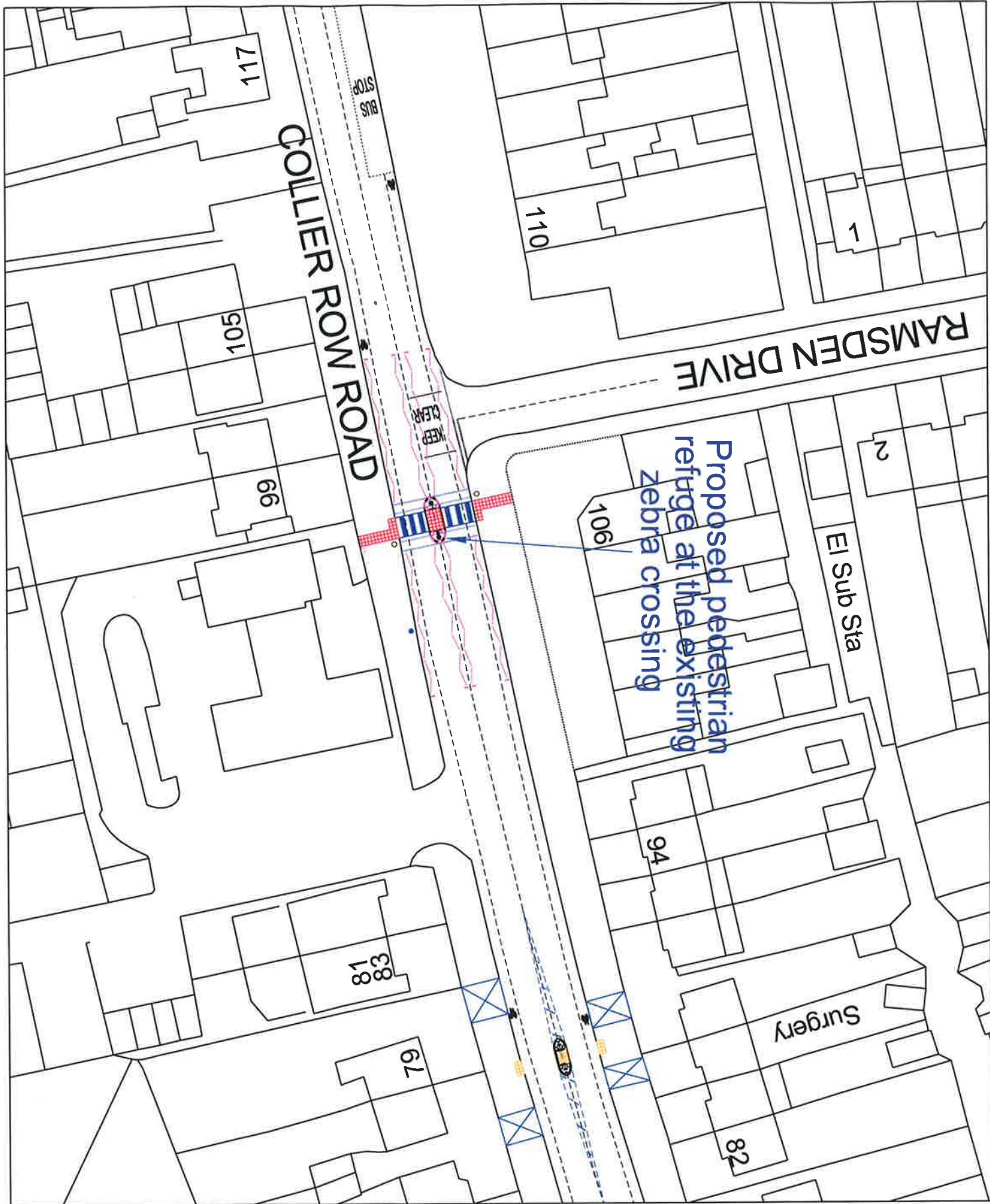
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The committee will seek to review all of the issues connected with the proposals and make a recommendation to the Cabinet Member for Environment, Regulatory Services and Community Safety, who will make the final decision on the scheme. There are usually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

Yours faithfully,

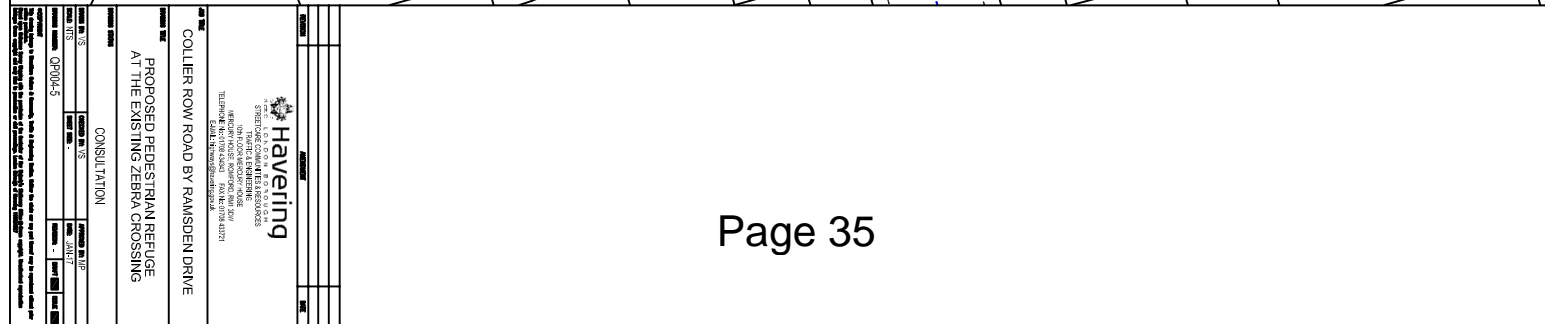


Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services



Havering BOROUGH COUNCIL	
PROJECT TITLE: PROPOSED PEDESTRIAN REFUGE AT THE EXISTING ZEBRA CROSSING	
PROJECT NUMBER: 07004.5	
CONSULTATION	
DATE: 15/05/2017	BY: [Signature]
FOR: [Signature]	

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HIGHWAYS ADVISORY COMMITTEE

Subject Heading:	Upminster CPZ, proposals south of St Marys Lane - comments to advertised proposals
CMT Lead:	Steve Moore
Report Author and contact details:	Omar Tingling Project Engineer Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £1,500 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

Ward
Upminster Ward

This report outlines the responses received to the formal consultation undertaken in roads within the Upminster CPZ parking Review that are south of the St Marys Lane and outside the area of the area of the proposed residents parking provisions. The report outlines the advertised proposals and recommends a further course of action.

RECOMMENDATIONS

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

- a) The proposed waiting restrictions for South View Drive operational from Monday to Friday 8.00am to 9.30am, as shown on the plan in Appendix A, be implemented as advertised;
- b) The proposed waiting restrictions for Oak Avenue operational from Monday to Friday 8.00am to 9.30am, as shown on the plan in Appendix B, be implemented as advertised;
- c) The proposed waiting restrictions for Maple Avenue operational from Monday to Friday 8.00am to 9.30am, as shown on the plan in Appendix C, be abandoned;
- d) The proposed waiting restrictions for Cedar Avenue, Acacia Drive and Sycamore Avenue operational from Monday to Friday 8.00am to 9.30am, as shown on the plan in Appendix D, be abandoned;
- e) The proposed waiting restrictions around the apex of the bend opposite Nos. 91 to 101 Coniston Avenue, operational 'At any time' as shown on the plan in Appendix E, be implemented as advertised;
- f) The proposed extension of the existing waiting restrictions on the southern side of Parkland Avenue, at its junction with Corbets Tey Road, operational 'At any time' as shown on the plan in Appendix F, be implemented as advertised;
- g) The proposed waiting restrictions for the southern side of Stewart Avenue operational 'At any time' as shown on the plan in Appendix G be implemented as advertised;
- h) The proposed waiting restrictions at the junction of Tadlows Close and Corbets Tey Road operational 'At any time' as shown on the plan in Appendix H, be implemented as advertised;
- i) At the request of Ward Councillors, further proposals, be advertised to restrict the areas around the two turning circles on the northern side of Stewart Avenue, with 'At any time' waiting restrictions.

Members note that the estimated cost as set out in this report is £1,500, and will be met from the Capital Parking Strategy Investment Allocation 2016/17

REPORT DETAIL

1.0 Background

- 1.1 As part of the Upminster Parking Review a consultation was undertaken within a large area of the Upminster Ward between December 2015 and January 2016. As a result of this consultation areas of Upminster were identified to be consulted on a possible residents parking scheme. This further consultation was undertaken in May 2016 and the results were presented to this Committee in November 2016. At this time, it was recommended that the part of the Upminster Ward that is north of St Mary's Lane be formally consulted on a Residents Parking Scheme with the operational hours of Monday to Friday 8.30am to 6.30pm. This issue will be dealt with in a separate report.
- 1.2 Further to the above, it was also agreed that the following roads would be formally consulted on waiting restriction that are outlined in Appendices A to G. These roads are Oak Avenue, Maple Avenue, Acacia Drive, Stewart Avenue, Sycamore Avenue, South View Drive, Coniston Avenue, Parkland Avenue and Tadlow Close.

2.0 Responses received

The formal consultation for all the proposals outlined in this report started on the 9th December 2016 and concluded on the 6th January 2017. All of the responses received to the consultation for each location have been collated and are summarised in the table appended to this report in Appendix H.

3.0 Staff Comment

- 3.1 Within the wider Upminster CPZ review, these roads or areas of road were identified by Ward Councillors as having issues with regards to obstructive or long term commuter parking. Historically, in the roads lying between South View Drive and Gaynes Park Road there has been a gradual progression of commuter parking which has led to extensions of the single yellow line which operates Monday to Friday 8am to 9.30am, firstly to cover the whole of Elm Avenue, then an extension along South View Drive, then an extension to cover Beech Avenue and a further extension along South View Drive. As a result of each extension of the restrictions, the long term parking has been displaced further along the road or into the adjoining roads, to a point where we are today.
- 3.2 The proposals, as advertised, were designed to prevent the road by road displacement. However, Ward Councillors have reviewed the responses received, which are summarised in Appendix H; and they are of the view that the proposals or elements of the proposals as outlined in the recommendations of this report would be an appropriate course of action and reflective of the opinion of residents.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Lead Member to implement the proposed changes as outlined in the recommendations to this report.

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £1,500. These costs will be met from the Capital Parking Strategy Investment Allocation 2016/17.

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 may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

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

Legal implications and risks:

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

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

Appendix B

Appendix C

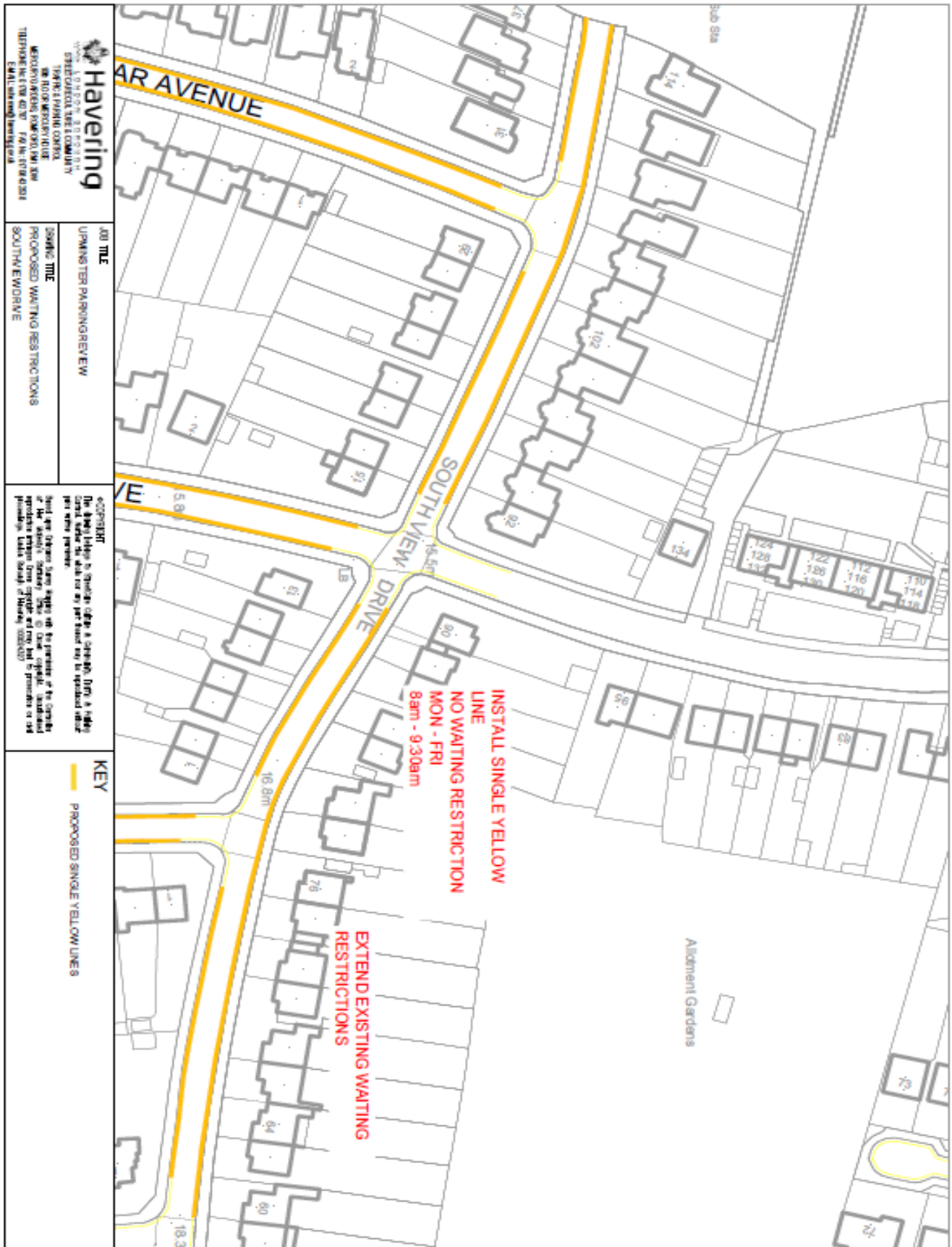
Appendix D

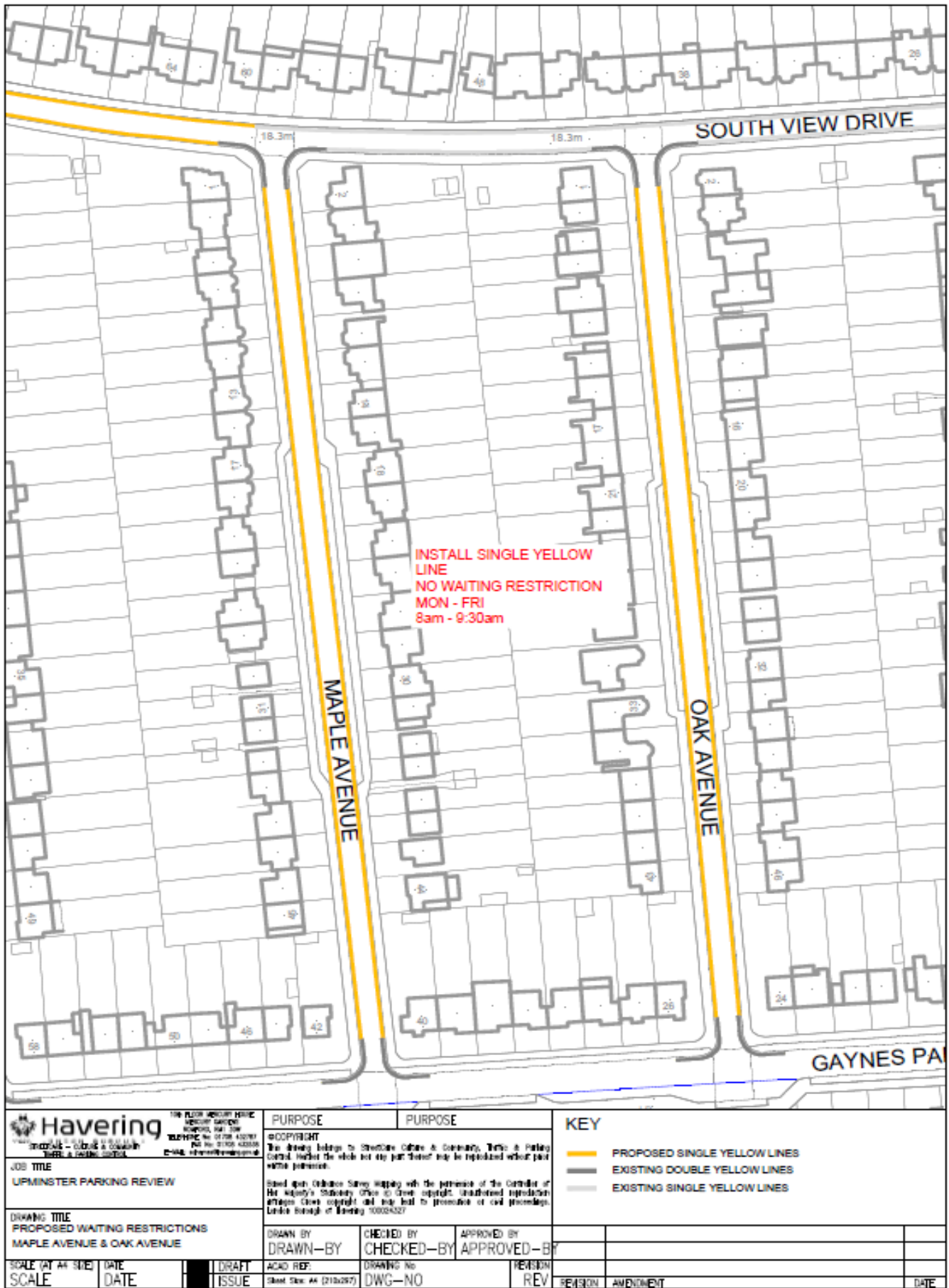
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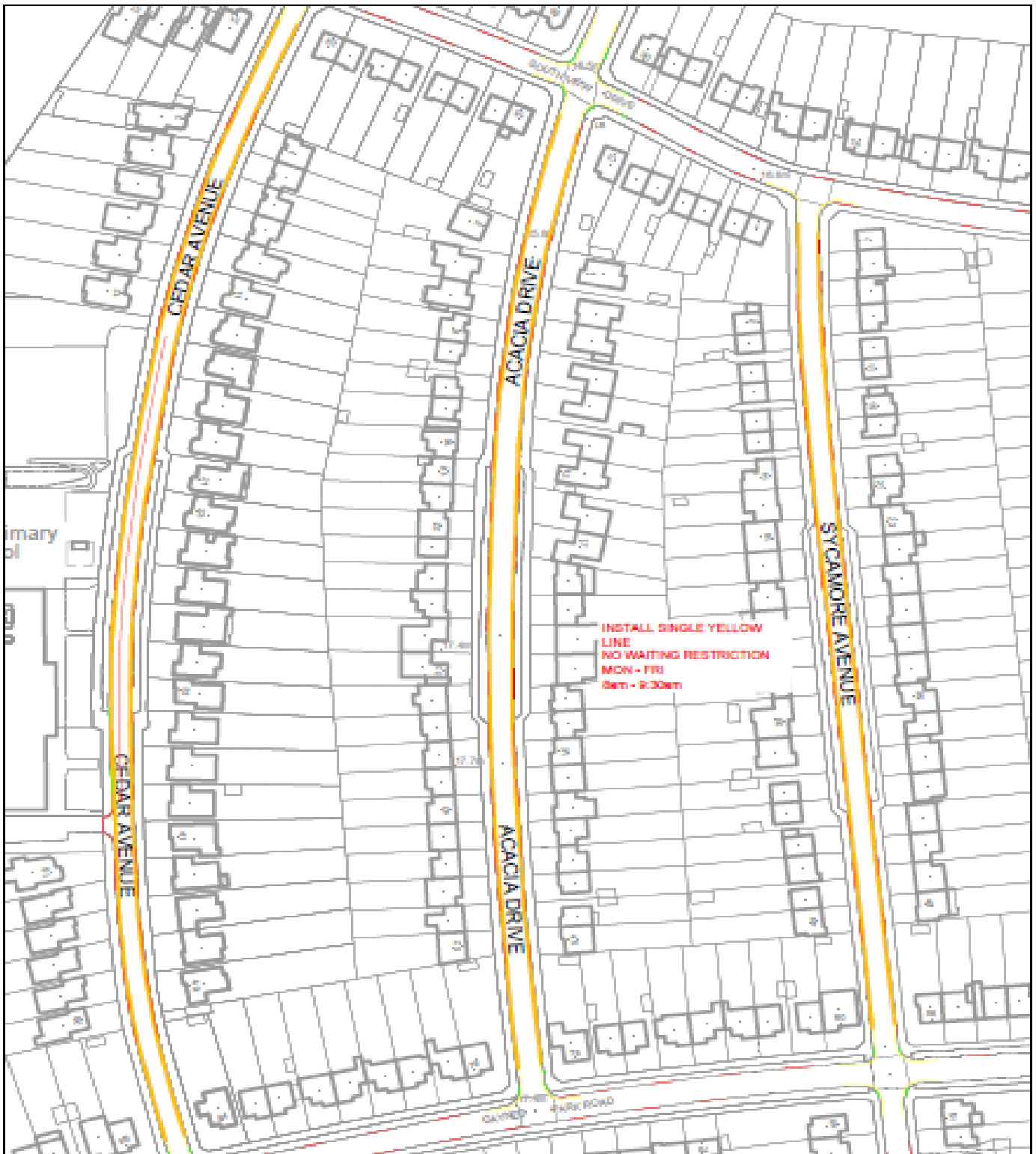
Appendix F

Appendix G

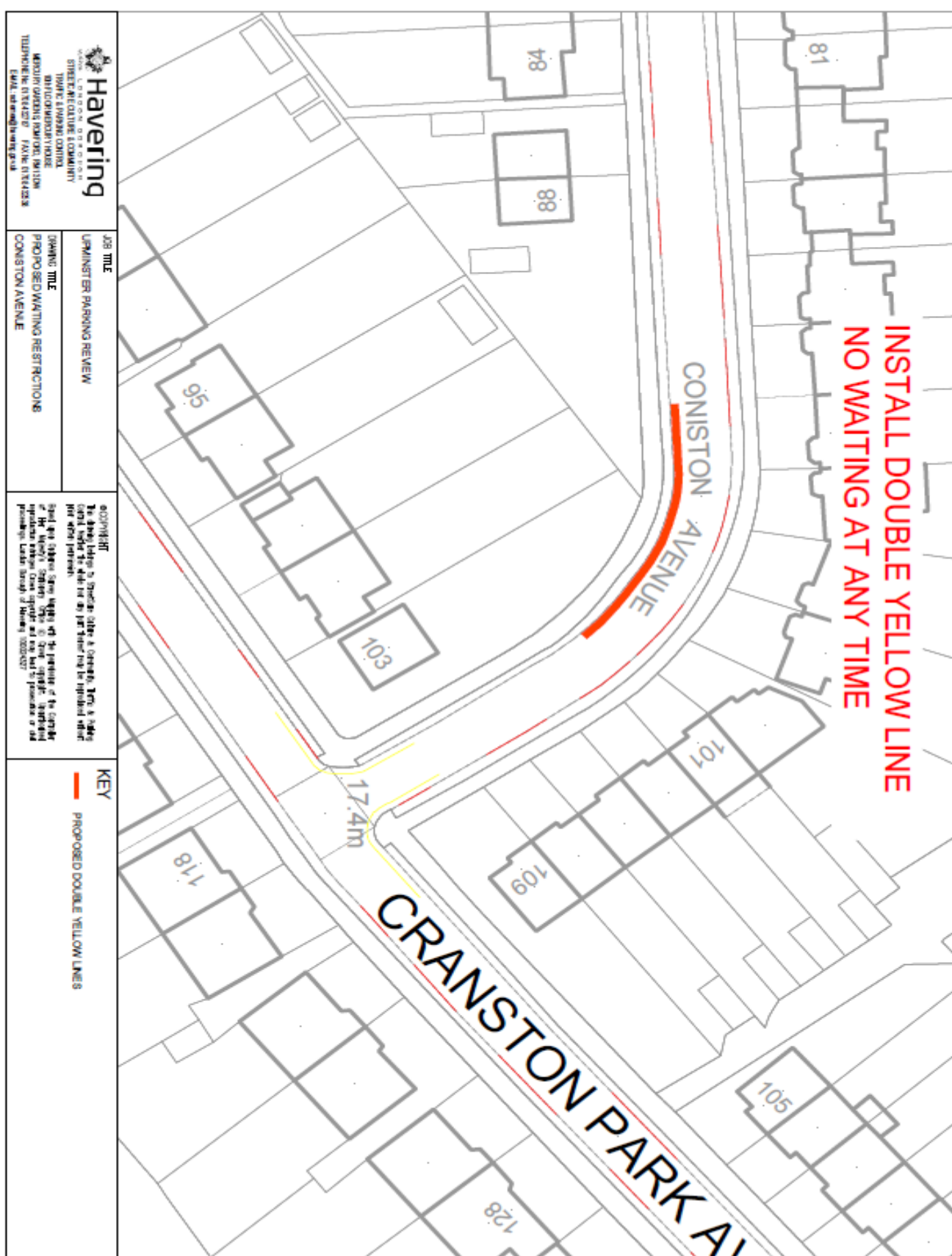
Appendix H

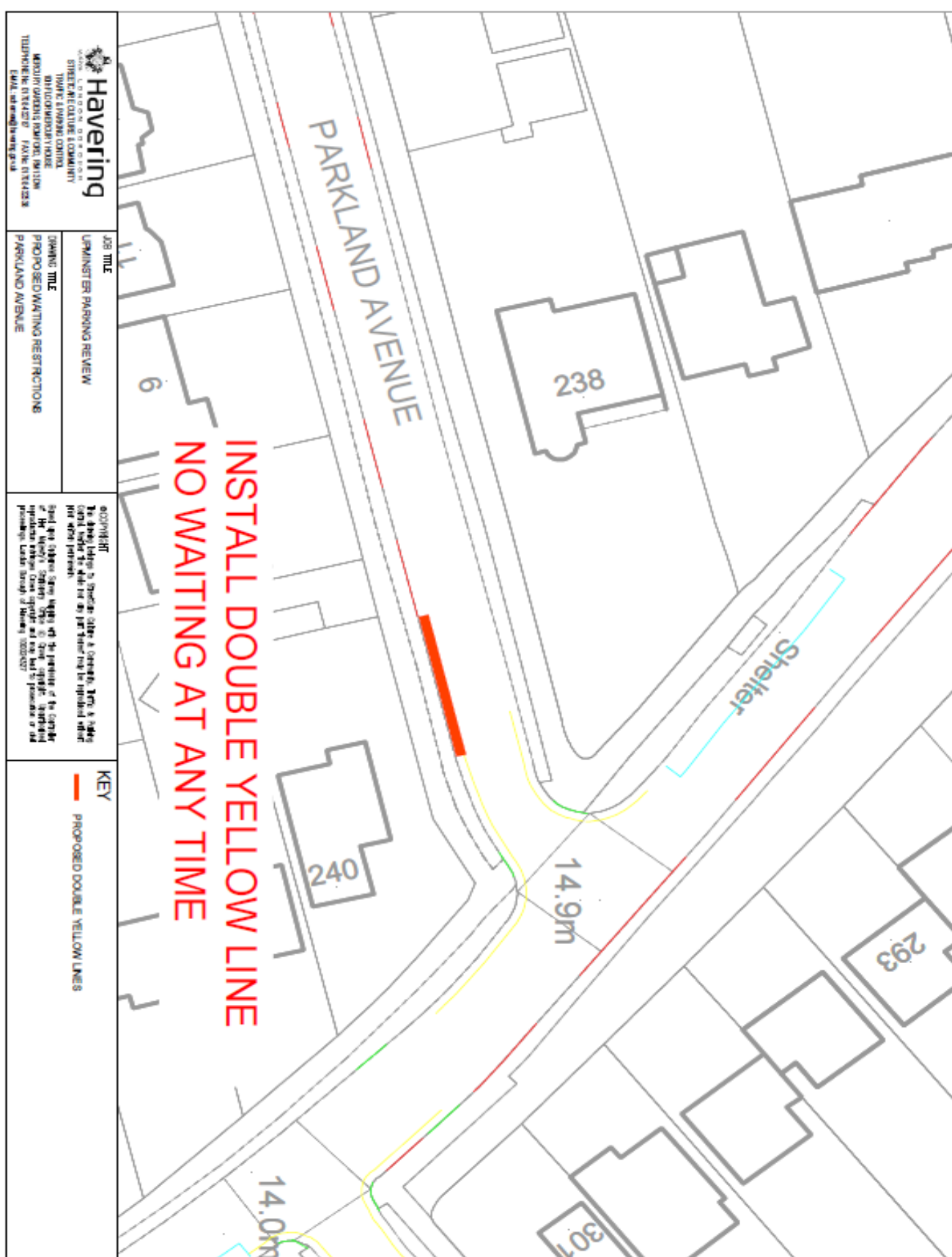


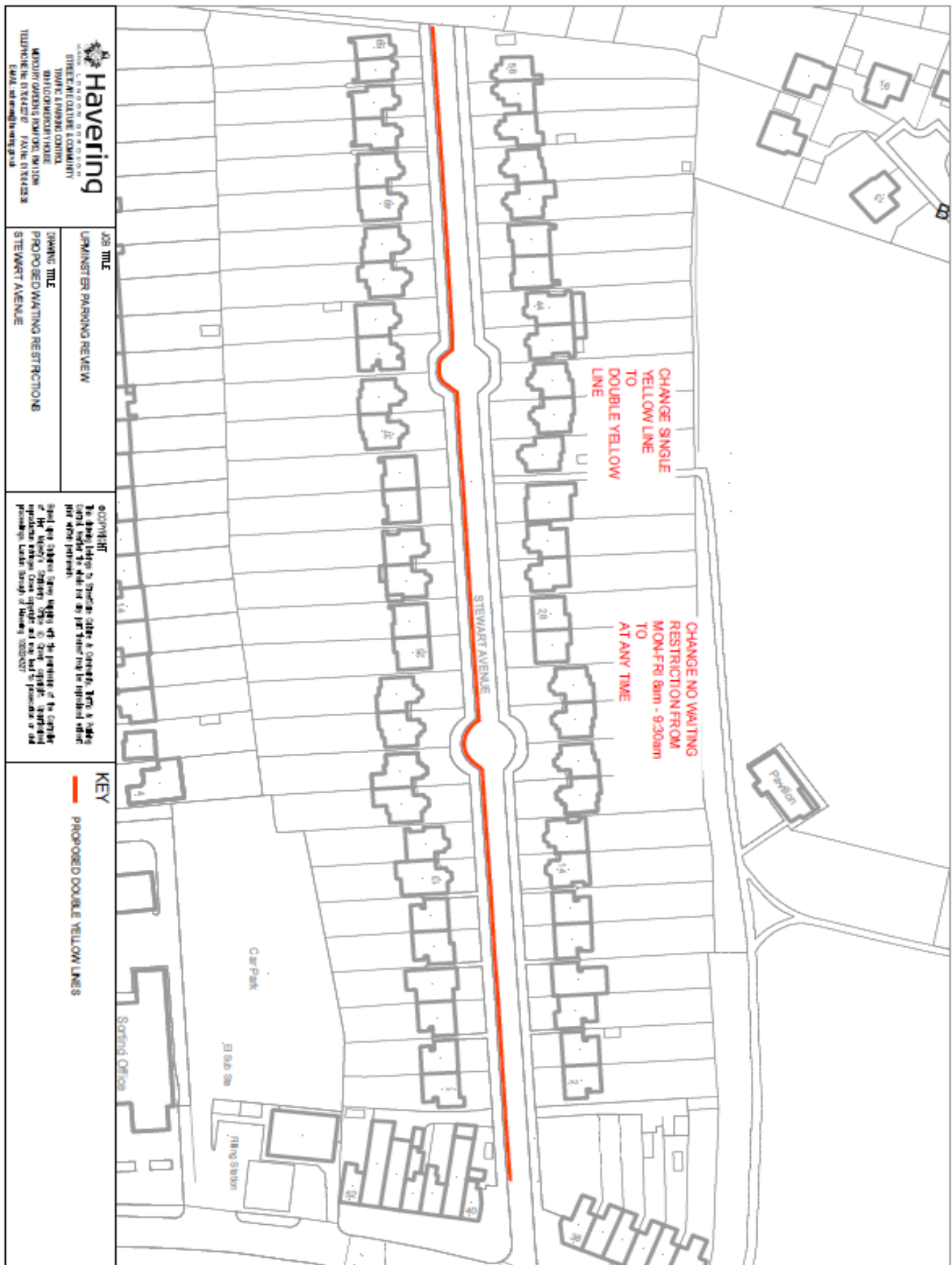


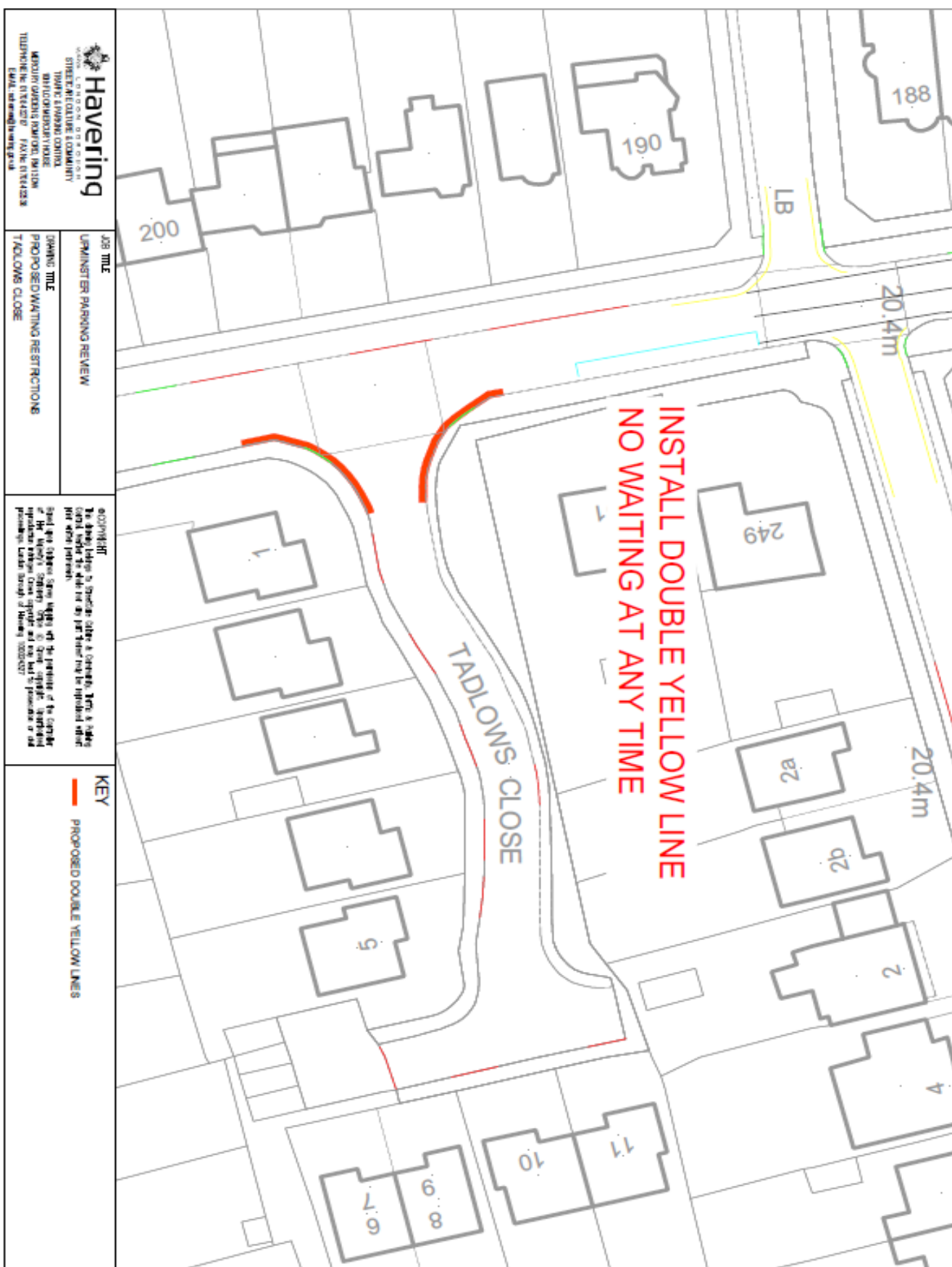


Havering <small>WYVERN ROAD, HAVERING BOROUGH, ESSEX, SS16 5LH</small> <small>0206 8556000</small>		PURPOSE To provide a plan for the proposed single yellow lines on the roads shown on this plan.		PURPOSE To provide a plan for the proposed single yellow lines on the roads shown on this plan.		KEY PROPOSED SINGLE YELLOW LINES	
FOR TITLE UPWINSTER PARKING REVIEW		DESIGNED BY PROPOSED WAITING RESTRICTIONS ACACIA DRIVE, CEDAR AVENUE & SYCAMORE AVENUE		DESIGNED BY ACACIA DRIVE		DESIGNED BY CEDAR AVENUE	
SCALE 1:1000 DATE 10/10/2023		SCALE 1:1000 DATE 10/10/2023		SCALE 1:1000 DATE 10/10/2023		SCALE 1:1000 DATE 10/10/2023	
SCALE 1:1000 DATE 10/10/2023		SCALE 1:1000 DATE 10/10/2023		SCALE 1:1000 DATE 10/10/2023		SCALE 1:1000 DATE 10/10/2023	









Appendix H

Sycamore Avenue	
Objects residents with insufficient driveways have to park further away from their houses.	Most resident on this street have an off street facility for at least one vehicle
Objects Residents states this will push traffic elsewhere and give them problems parking on their own street.	Most resident on this street have an off street facility for at least one vehicle
Objects States Branfil School is not easily accessible and concerned her daughter will incur a fine if she drops off her children from 8 - 9am.	If vehicles are parked within the hours of operation there will be penalty notice charge issued.
Objects States they objected the first time around and not happy that it will be of a cost to the resident.	Waiting restrictions are not charged for parking on waiting restrictions outside the hours of operation.
Objects States there is no declared purpose for yellow lines and if there is, it should be clearly stated.	The purpose of this proposal is the relieve commuter parking that is users of the Upminster Station.
Objection: A 33 signature petition was submitted from residents of this road.	This was passed to Councillors for consideration.

Acacia Drive	
Object Residents who have more than two cars will not be able to park on this road.	No Comment
Object This scheme will only move the parking somewhere else	The scheme is aimed at commuter parking. After any implementation the area will be monitored for displacements
Agree resident suggest further restriction 2.30 to 4pm to restrict parking at school pick up times.	This will be considered at a later date if needed.
Objects Resident suggest there is no problem in this street. Residents who have more than one car will have to park on another road.	No Comment

Cedar Avenue	
Agree Residents suggests the restrictions are extended to 2pm to 4pm	This will be considered at a later date if needed.
Objects: The problem will be moved to other streets the main problem is around school pick up and drop off time.	This issue will be looked at separately
Comment: Will the council allow the removal of a tree to enable a crossover to be installed. If the PSPO is installed will the single yellow line be necessary	This is not within this departments remit
Objects: Restrictions should be longer with an hour permit scheme.	This maybe explored at a later date

Gaynes Rd	
Objects: The proposal will push parking into other streets. The local school is an issue. No facility for visitors	This road will be considered for waiting restrictions further to any implementation.
Objects: because yellow lines will put in on Elm and Beech Avenue and now residents from these roads park on Gaynes Road.	This road will be considered for waiting restrictions further to any implementation.
Objects: saying this will be a inconvenience to residents Says Maple Ave is 0.75 miles from station so the impact of parking there is small.	This road will be considered for waiting restrictions further to any implementation.
Objects: Residents suggests one way system in the area.	This will be passed to the relevant officers for assessment.

Oak Avenue	
Hours of restriction should be 10-11	Proposals are in line with existing restriction in this area.
Objects: Resident strongly objects for single yellow lines in Oak Avenue as the current parking situation does not warrant this.	No Comment
Agrees: More and more commuters are parking on Oak Avenue and the adjacent roads. These single lines will hopefully help resolve the problem and improve the safety for children	No Comment
Objects: Resident has one off street space where will second car park if restrictions come in.	No Comment

Southview Drive	
Southview Drive Object Resident objects as states most of the houses on this road have one car. Is it not possible to issue free passes to residents?	Waiting restrictions do not allow any parking during the hours of restrictions. No permit scheme is proposed.
Objects: I assume residents will be given permits to allow them to park on the proposed yellow lines during the restricted times?	Waiting restrictions do not allow any parking during the hours of restrictions. No permit scheme is proposed.
Agrees: This proposal is excellent news, myself along with a number of neighbours have been pushing for this for the last 20 months. We look forward this being implemented immediately.	No Comment
Agrees: with restriction can double yellow lines be added in front of the alleyway.	No Comment

HIGHWAYS ADVISORY COMMITTEE

7 March 2017

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
March 2017**

CMT Lead:

Steve Moore

Report Author and contact details:

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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, Regulatory Services and Community Safety 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, on the Council's highways programme or otherwise delegated 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 Environment 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, Regulatory Services and Community Safety 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 for Environment, Regulatory Services and Community Safety 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, Regulatory Services and Community Safety.

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, Regulatory Services and Community Safety.

BACKGROUND PAPERS

None.

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

7th March 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
SECTION A - Highway scheme proposals without funding available							
A1	Squirrels Heath Road/ Shepherds Hill	Harold Wood	Request for pedestrian crossing or refuge to assist residents of Cockabourne Court in accessing adjacent bus stops.	Feasible, but not funded. Formal crossing likely to be very lightly used, so refuge would be more appropriate. Road widening would be required.	None	c£15k	Cllr Wise
A2	New Medical Centre, 264 Brentwood Road	Emerson Park & Squirrels Heath	Replace pedestrian refuge with zebra crossing; c1000 signature petition from New Medical Centre. Resubmission.	Feasible, but not funded. Traffic volume and speed likely to require humped zebra crossing. (previously rejected, April 2014, December 2015, September 2016)	None	c£25k	New Medical Centre and petitioners
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)							
B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014). Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£80k	Resident

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

7th March 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
B2	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. Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£25k	Cllr Van den Hende
B3	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.	None	£6k	Resident ENQ-0407431
B4	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	Feasible, would add to existing hump scheme. Funding would need to be provided.	None	£5k	Cllr Ower
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.	None	£50k	Cllr Wilkes
B6	Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	Speed cameras a remote possibility as they now have to be funded by boroughs and are only considered where there are significant speed-related KSIs.	None	£6k	Resident with 103 signature petition via Harold Wood ward councillors