



## HIGHWAYS ADVISORY COMMITTEE AGENDA

<b>7.30 pm</b>	<b>Tuesday 4 April 2017</b>	<b>Council Chamber - Town Hall</b>
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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:  
Taiwo Adeoye 01708 433079  
[taiwo.adeoye@onesource.co.uk](mailto:taiwo.adeoye@onesource.co.uk)**

## **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 - 6)**

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

### **5 EXPERIMENTAL WIDTH RESTRICTION - FAICROSS AVENUE (Pages 7 - 36)**

### **6 TPC832 - LEATHER LANE (Pages 37 - 42)**

### **7 TPC745 - GIDEA PARK REVIEW (Pages 43 - 60)**

### **8 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 61 - 68)**

## **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 March 2017 (7.30 - 7.45 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Frederick Thompson (Vice-Chair), Dilip Patel, +Wendy Brice-Thompson and +Roger Westwood
<b>Residents' Group</b>	Barry Mugglestone and John Mylod
<b>East Havering Residents' Group</b>	Darren Wise (Chairman) and +Alex Donald
<b>UKIP</b>	John Glanville
<b>Labour Group</b>	Denis O'Flynn

Also in attendance were Councillors Ron Ower and Linda Hawthorn.

There were about 3 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.

**91 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

Apologies were received for the absence of Councillors Joshua Chapman, John Crowder, Brian Eagling and David Durant.

+Substitute member: Councillor Wendy Brice-Thompson (for Joshua Chapman), Councillor Roger Westwood (for John Crowder) and Councillor Alex Donald (for Brian Eagling).

**92 MINUTES**

The minutes of the meeting of the Committee held on 7 February 2017 were agreed as a correct record and signed by the Chairman

93     **BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME (GOOSHAYS DRIVE) - PROPOSED HUMPED ZEBRA CROSSING**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the humped zebra crossing along Gooshays Drive by Petersfield Avenue shown on drawing No. QP004-6 of the report be implemented.

Members noted that the estimated cost of the scheme was £18,000, which would be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

94     **BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME (COLLIER ROW ROAD) - PROPOSED PEDESTRIAN REFUGE**

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 refuge along Collier Row Road by Ramsden Drive shown drawing No. QP004-5 of the report be implemented.

Members noted that the estimated cost of scheme was £14,000, which would be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

95     **UPMINSTER CPZ - PROPOSALS SOUTH OF ST MARY'S LANE**

Following commendation of the work of officers on the proposed scheme by a ward Councillor, 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 proposal be implemented:

- a) Waiting restrictions for South View Drive operational from Monday to Friday 8.00am to 9.30am, as shown on the plan in Appendix A of the report;
- b) Waiting restrictions for Oak Avenue operational from Monday to Friday 8.00am to 9.30am, as shown on the plan in Appendix B of the report;
- c) Waiting restrictions for Maple Avenue operational from Monday to Friday 8.00am to 9.30am, as shown on the plan in Appendix C of the report;

- d) 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 of the report be abandoned;
- e) 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 of the report;
- 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 of the report;
- 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) Waiting restrictions at the junction of Tadlows Close and Corbets Tey Road operational 'At any time' as shown on the plan in Appendix H of the report;
- i) That 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 of the proposals as set out the report was £1,500, which would be met from the Capital Parking Strategy Investment Allocation 2016/17.

## 96 **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.

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**Chairman**

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

Item Ref	Location	Ward	Description	Decision
<b>SECTION A - Highway scheme proposals without funding available</b>				
A1	Squirrels Heath Road/ Shepherds Hill	Harold Wood	Request for pedestrian crossing or refuge to assist residents of Cockabourne Court in accessing adjacent bus stops.	AGREED to move to Section B
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.	REJECTED
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>				
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). <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>

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

Item Ref	Location	Ward	Description	Decision
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. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>
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.
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.
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.

# **HIGHWAYS ADVISORY COMMITTEE**

**4 April 2017**

**Subject Heading:**

**EXPERIMENTAL WIDTH RESTRICTION  
Faircross Avenue  
Further Work**

**CMT Lead:**

**Steve Moore**

**Report Author and contact details:**

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

**Policy context:**

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

**Financial summary:**

**The estimated cost of £25,000 for the  
proposals will be met by the Council's  
capital allocation for Minor Highway  
Improvements.**

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

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

## SUMMARY

This report sets out the responses to an informal consultation for the provision of measures to reduce HGV traffic in Lawns Way and Gobions Avenue following the implementation of an experimental 2 metre width restriction in Faircross Avenue. The report provides information on the results of the consultation and seeks recommendations on how the matter should progress.

The scheme is within **Mawneys** and **Haverling Park** wards.

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the 2 metre width restriction in Faircross Avenue shown on Drawing QL040/58/01 be either;
  - (a) Removed along with all associated traffic signage; or
  - (b) Made permanent and the existing temporary concrete block system be replaced with a permanent layout utilising kerbed islands and appropriate bollards.
2. That if the 2 metre width restriction in Faircross Avenue is recommended to be made permanent, then the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that an Experimental Traffic Order should be introduced to;
  - (a) Provide a 2 metre width restriction in Lawns Way, just northwest of the junction with The Drive as shown on Drawings QL040/58/02 and QL040/58/04.
  - (b) Provide a “point” 7.5 tonne weight limit on Gobions Avenue at its junction with Chase cross Road as shown on Drawing QL040/58/02 and QL040/58/05.
3. That it be noted that in the event that the further experimental measures are recommended, then they will be subject to the formal experimental traffic order process and a further report will be presented to the committee no earlier than 6-months from it coming into force and that a decision whether or not to make them permanent will be required to be taken within 18-months of it coming into force.



4. That it be noted that the estimated cost of £25,000 for will be met by the Council's capital allocation for Minor Highway Improvements

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting of 4<sup>th</sup> October 2016, the Highways Advisory Committee considered a report on the outcome of a consultation on an experimental traffic scheme which provided a 2 metre width restriction in Faircross Avenue, just north of its junction with the Drive. Appendix I provides a summary of the consultation responses, traffic survey data and scheme drawings.
- 1.2 The report sought a recommendation to be made to the Cabinet Member for Environment, Regulatory Services and Community Safety that the scheme should either be removed or that it be made permanent, with the use of permanent materials as opposed to the current arrangement of concrete blocks and bollards.
- 1.3 After debate, the committee voted to defer a decision (9 votes for and 2 against) to allow ward councillors, residents and staff to discuss a way forward. The minutes setting out the debate are set out in Appendix II of this report.
- 1.4 Staff met with ward councillors on 9<sup>th</sup> November 2016 to discuss the deferral of the Faircross Avenue and to discuss an appropriate way forward. The consensus of ward councillors was that a further consultation should take place to gauge public opinion on further proposals in the wider area as follows;
- A 2 metre width restriction placed in Lawns Way, just northwest of its junction with The Drive;
  - A “point” 7.5 tonne weight limit on Gobions Avenue at its junction with Chase Cross Road. This restriction would be an “absolute” limit forbidding all HGV traffic as opposed to the current area-wide limit which permitted access.
- 1.5 Drawings QL040/58/01, 02, 03, 04 and 05 show the location of the existing experimental restriction in Faircross Avenue and the further proposals for Gobions Avenue and Lawns Way.
- 1.6 The 2 metre wide restriction for Lawns Way would be similar in nature to the current experimental scheme in Faircross Avenue which comprises concrete blocks, bollards and traffic signs.

- 1.7 The “point” 7.5 tonne weight limit on Gobions Avenue would restrict access to large vehicles from Chase Cross Road, but would have exemption for buses and other public service vehicles (such as refuse collections). Those with genuine business in the area with vehicles over 7.5 tonnes would need to access Gobions Avenue from Havering Road. The restriction would be enforced by CCTV camera.
- 1.8 Some 800 letters were sent on 11<sup>th</sup> January 2017 to residents within the original consultation area. The letter invited people to consider two options;
- Option 1 – Make the experimental restriction on Faircross Avenue permanent and implement the measures described above on an experimental basis.
  - Option 2 – Return to the previous situation whereby the Faircross Avenue experimental restriction is removed.
- 1.9 An online “Survey Monkey” was also set up to enable people to respond electronically with details of the proposals placed on the consultation area of the Council’s website.
- 1.10 A closing date of 10<sup>th</sup> February was provided and residents were requested to keep comments short.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, 181 responses had been received. 144 (80%) supported Option 1 (further work) and 37 (20%) supported Option 2 (remove the Faircross Avenue experimental scheme). A summary setting out the streets from where people responded is set out in Appendix III.
- 2.2 Councillor Davis objected to the existing experimental scheme in Faircross Avenue and also objected to the implementation of further proposals.
- 2.3 Some residents commented on the informal consultation and as requested, they were short. In terms of people favouring Option 1 (further measures), the following were the general points made;
- The existing experiment has reduced heavy traffic in Faircross Avenue,
  - Further measures are required to deal with traffic which has diverted to other streets,
  - The existing restriction is in the wrong location,
  - Speeding is still a problem,
  - Faircross Avenue is a nicer place without lorries passing,
  - Lawns Way needs to be made safer, especially by the park,
  - Streets without traffic calming requires it.

2.4 Those favouring Option 2 (removal of the Faircross Avenue restriction and no further measures) made the following general points;

- Other forms of traffic calming would be preferable to the existing humps,
- Existing restriction is too narrow,
- Would prefer camera-enforced absolute weight limits,
- Scheme should be removed entirely,
- Restrictions not required,
- HGVs have diverted and all streets should carry their share,
- Existing restriction is in the wrong place.

### **3.0 Staff Comments**

- 3.1 The original experimental restriction proved unpopular with a significant majority of people responding to the original experimental consultation, including some people within Faircross Avenue itself. Concern about traffic reassignment was a major complaint, especially that of van and lorry traffic. There were also complaints that drivers were choosing to speed and that noise and pollution had increased on adjacent streets.
- 3.2 The response from the informal consultation on the possible introduction of additional experimental measures in Lawns Way (a 2 m width restriction) and Gobions Avenue (a “point” 7.5 tonne weight limit) had significant support from those responding.
- 3.3 The committee will note that the original experimental width restriction in Faircross Avenue requires a decision to be taken as to whether or not it is made permanent. If the committee is minded to recommend that it is made permanent, then progressing further experimental measures in Lawns Way and Gobions Avenue will enable the Council to address the issues raised by residents wishing for large vehicles to be managed on an area-wide basis in the quickest way.
- 3.4 The committee will note that the further experimental measures will be subject to a 6-month “objection” period following implementation and that a decision on making those measures permanent will need to be taken within 18-months of implementation.
- 3.5 If the committee is minded to recommend that the existing experimental restriction in Faircross Avenue be removed, then no further consultation is required. The restriction and all associated equipment would be removed and the Council would revert to enforcing the existing area-wide 7.5 tonne weight limit.

<b>IMPLICATIONS AND RISKS</b>
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**Financial implications and risks:**

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

The estimated cost of £25,000 for the permanent implementation will be met by the Council's capital allocation for Minor Highway Improvements. In the event the restriction is removed, the costs would be considerably less.

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

This is a standard project for Environment 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 Environment Capital budget.

**Legal implications and risks:**

The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 to impose an Experimental Traffic Order to restrict the width of vehicles passing a particular point in a street.

The Council must follow the provisions set out under Section 22 of the The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and if the Order is to be made permanent, Section 23 of the same.

The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force.

**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.

<b>BACKGROUND PAPERS</b>
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**APPENDIX I  
FAIRCROSS AVENUE EXPERIMENTAL TRAFFIC ORDER  
CONSULTATION RESPONSE SUMMARY  
TRAFFIC DATA SUMMARY  
SCHEME DRAWINGS**

## Responses from standard consultees

### ***Cllr Ray Best***

It seems that these blocks are being hit on an almost daily basis, and you like wise are being called out to reposition them.

After numerous callers from the residents, the consensus of opinion is that while these width restrictions are definitely doing the job, they are in the wrong place, and should be at both ends of the road, thus stopping the larger vehicles entering the road in the first place.

This would eliminate the current problem of large and long vehicles trying to undertake a three point turn in a local road with parked cars on each side.

If this variation can be investigated, with a proposal to implement this instead of the single width restriction adjacent to the junction of The Drive, at present  
Once the six month consultation has expired

### ***Havering Cyclists (London Cycling Campaign)***

You have our support.

### ***PC Gibb Metropolitan Police – Roads & Transport Policing Command***

The Police have no comment at this time; however other emergency service vehicles may have problems.

## Summary of responses from public in support of the scheme

Faircross Avenue 6  
Berkeley Avenue 1  
No address given 2  
**Total 9**

Comment	No. respondents making similar comments
Restriction has dealt with/ reduced lorry problem	4
Width restriction should be at each end of the street	2
Cars and vans still treat street as rat-run	1
Should be more signs	3
House no longer shakes	2
Drivers no longer speeding/ speeding less	1
Concern about impact on emergency services	1
Difficulty getting off drive	1
More traffic signs needed	1
Drivers overtaking slower drivers on wrong side of restriction	1
Should go further and close the road	1

### Summary of responses from public objecting to the scheme

Bartlow Gardens	2
Berkeley Avenue	3
Faircross Avenue	4
Galleywood Cres.	1
Gobions Avenue	3
Lawns Way	16
The Drive	6
Robin Close	1
Swansea Close	1
Wilton Drive	6
No address given	5
<b>Total</b>	<b>48</b>

Comment	No. respondents making similar comments
Traffic has reassigned to other streets in the area	19
Reassigned traffic has high number of vans and HGVs	21
Reassigned traffic is speeding	10
All roads in area should be considered for treatment/ calming	10
Harder to get off drive	3
Restriction should be at both ends of Faircross Avenue	2
Restriction leading to driver conflict	1
Drivers hitting restriction blocks	1
Traffic noise has increased in other streets	9
Concern about safety of children playing in other streets	3
Vibration from traffic has increased in other streets	5
Drivers of large vehicles having to turn around	4
Restriction should be elsewhere	4
Existing weight restriction should be enforced	2
Pollution has increase in other streets	4
Impact on safety of children & others accessing Lawns Park	8
Roads not structurally designed for heavy traffic	1
Adverse impact on streets not traffic calmed	1
Other roads not wide enough for large vehicles	5
Harder to cross the road in other streets	3
Other roads are more congested	1
Residents of Faircross Avenue knew of issue when moving in	1
Concern about impact on emergency services	2
Width restriction is too narrow/ difficult to use	6
There was no issue in Faircross Avenue	4
Restriction is unsightly	4
Driver behaviour in area generally poor	1
Through traffic should use/ be forced to use main roads	2

**Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE**

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Faircross Avenue	AM	Northbound	95	26	21	Southbound	122	27	22	217	2646	15.9	279	10.5	1	0
	PM		109				95			204						

**Traffic Data, 20th to 26th May (average weekday) AFTER**

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Faircross Avenue	AM	Northbound	67	26	21	Southbound	94	26	21	161	1980	15.4	166	8.4	2	0.1
	PM		71				73			144						
















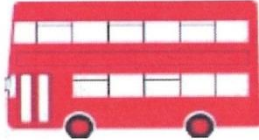

**Percentage Change Before to After**

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Faircross Avenue	AM	Northbound	-29.5	0	0	Southbound	-23.0	-3.7	-4.5	-25.8	-25.2	-3.1	-40.5	-20.0	100.0	0.0
	PM		-34.9				-23.2			-29.4						



Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE															
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	OGV2 Flow (vpd)	% OGV2
Lawns Way	AM	Northbound	142	28	23	Southbound	192	28	24	334	4277	15.9	309	7.2	2
	PM		190				157			347					
Traffic Data, 20th to 26th May (average weekday) AFTER															
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	OGV2 Flow (vpd)	% OGV2
Lawns Way	AM	Northbound	145	28	23	Southbound	206	28	24	351	4540	15.4	368	8.1	6
	PM		181				165			346					
Percentage Change Before to After															
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd) %	Peak % Daily	OGV1/ PSV Flow (vpd)	OGV2 Flow (vpd)	% OGV2
Lawns Way	AM	Northbound	2.1	0	0	Southbound	7.3	0.0	0.0	5.1	6.1	-3.1	19.1	12.5	200.0
	PM		-4.7				5.1			-0.3					

Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	92	28	22	Southbound	116	29	23	208	2648	15.4	359	13.6	1	0
	PM		89				201									
Traffic Data, 20th to 26th May (average weekday) AFTER																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	96	29	23	Southbound	134	29	23	230	2982	15.5	416	14	3	0.1
	PM		105				232									
Percentage Change Before to After																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	4.3	3.6	4.5	Southbound	15.5	0.0	0.0	10.6	12.6	0.6	15.9	2.9	200.0	0.00
	PM		13.4				18.0			15.4						

<b>CAR</b>	<div>   </div> <div>   </div> <div> SALOON ESTATE </div> <div> PEOPLE CARRIER CAR TOWING CARAVAN / TRAILER </div>
<b>LIGHT GOODS VEHICLE (LGV)</b>	<div>    </div> <div> VAN &lt;3.5 TONNES – single rear tyres PICK-UP </div>
<b>OTHER GOODS VEHICLE (OGV1)</b>	<div>   </div> <div> &gt; 3.5 TONNES – twin rear tyres 2-AXLES RIGID </div> <div>   </div> <div> 2-AXLES RIGID 3 AXLES-RIGID </div>
<b>OTHER GOODS VEHICLE (OGV2)</b>	<div>   </div> <div> 4 OR MORE AXLES RIGID 3-AXLES ARTIC </div> <div>   </div> <div> 4 OR MORE AXLES ARTIC OTHER GOODS VEHICLE WITH TRAILER </div>
<b>BUSES &amp; COACHES (PSV)</b>	<div>   </div> <div> DOUBLE DECK BUS SINGLE DECK BUS OR COACH </div>

**APPENDIX II**  
**MINUTES OF THE HIGHWAYS ADVISORY COMMITTEE MEETING**  
**4<sup>TH</sup> OCTOBER 2016**

#### **44 FAIRCROSS AVENUE, EXPERIMENTAL WIDTH RESTRICTIONS**

The report before the Committee detailed responses to a consultation for the provision of a two metre width restriction in Faircross Avenue which had been implemented on an experimental basis and the Committee was now being asked to consider whether or not the restriction should be made permanent.

At its meeting in August 2015, the Committee had considered a request for implementation of a width restriction in Faircross Avenue. The request was made by Councillor Best supported by a 62 signature petition from local residents.

Funding had been made available for the implementation of the scheme on an experimental basis in order for the proposal to be tested and for residents and highway users to provide comments on a „live“ scheme. The experimental process had been a matter delegated to the then Cabinet Member for Environment.

The report detailed that Staff recommended that a 2 metre (6 feet, 6 inches) width restriction would physically prevent passage of all HGV traffic along Faircross Avenue. The regulations surrounding width restrictions required that the actual space available should be 150 millimetres (6 inches) wider than the posted restriction.

The report informed the Committee that traffic counts were undertaken on Faircross Avenue, Lawns Way and Gobions Avenue at the beginning of February 2016 just before the experiment came into force and late May 2016 when the experiment was in force, so that any issues of traffic reassignment to parallel roads could be ascertained. A summary of the data was provided as an appendix to the report.

By the close of consultation, 60 responses had been received and summarised in the Appendix to the report. Nine respondents indicated support for the restriction to be made permanent and 48 respondents objected.

A petition signed by 95 people requested that the council take steps to reduce the size and volume of vehicles using Lawns Way which had significantly increased since the installation of the width restriction in Faircross Avenue in February 2016, thus causing increased noise and pollution in their road.

A ward councillor made comment about the temporary road layout and also suggested that a more extensive scheme was needed with a restriction at each end of Faircross Avenue. Havering Cyclists indicated support for the restriction. The Metropolitan Police made no comments, but indicated that other emergency services may have issues.

Those in favour of a permanent width restriction mainly commented that the restriction had dealt with the lorry issue in Faircross Avenue. Other comments detailed that the restriction should be at each end of the street, more signs were suggested and that houses no longer shook. The report summarised other issues in the appendix.

Those objecting to the scheme raised a wide variety of issues. The significant concern was that traffic had reassigned to other streets in the area, especially HGVs

and vans. There was concern about speeding; an increase in noise, pollution and vibration in those streets where traffic had been reassigned; the safety of children and other people accessing Lawns Park, that the width restriction was too narrow and difficult to use and that other roads were unsuitable for heavy traffic.

Three traffic survey points were established in order to monitor the impacts of the scheme on Faircross Avenue north of The Drive, one was on Lawns Way south of The Drive and one was on Gobions Avenue south of Chelmsford Avenue. A more comprehensive spread of survey points would have provided more extensive data, but funding was not available for the collection and analysis of such.

The surveys were undertaken by automatic traffic counters which measured speed, traffic volume and vehicle class. The data collected before the restriction was installed was collected between 8 to 12 February 2016. A subsequent survey was undertaken between 20 to 26 May 2016 to measure conditions after the restriction had been installed with some time allowed for traffic patterns to adapt.

In officers' view, the experimental restriction had proved unpopular with a significant majority of people who had responded to the consultation, including some people within Faircross Avenue itself. A major concern had been the traffic reassignment which had led to numerous complaints about an increase in van and lorry traffic in the area. There were also complaints that drivers were choosing to speed and that noise and pollution had increased on adjacent streets.

Those indicating support were content that the amount of traffic had reduced in Faircross Avenue and that the noise and vibration associated with heavy vehicles had also reduced. The report informed the Committee that from the traffic data, there were indication that traffic reassignment had taken place and in broad terms, the reduction in traffic from Faircross Avenue was similar to the sum of the increase measured in Lawns Way and Gobions Avenue. The traffic data indicated that traffic speeds at all three count points were generally the same for average and 85th percentile speeds.

The Committee noted that many of the respondent against the scheme were of the opinion that the area should be treated as a whole with different or additional restrictions or traffic calming.

With its agreement Councillors Ray Best, Ron Ower and Linda Trew addressed the Committee. Councillor Best commented that it had taken a long time to get the scheme installed following requests from local residents who had wanted action following many years of problems in Faircross Avenue. Councillor Best recognised that the scheme had been unsuccessful but stated that there needed to be an alternative option to alleviate the problems in the road.

Councillor Best stated that the main failing of the current scheme was the position of the width restriction. . He suggested that the remaining 12- months of the experimental order timeframe could be used to improve the existing situation. The Committee was urged to defer a recommendation in order to allow further discussion and consideration to take place.

Councillor Trew addressed the Committee stating the council had a duty of care to all residents and to proceed with the scheme was not the way forward as making the scheme permanent would benefit some people to the detriment of others and a decision should be deferred to allow officers to explore other alternative to manage the traffic in the area.

Councillor Ower stated that the scheme had a knock-on effect on surrounding roads and although people in Faircross Avenue wanted the scheme, it was having an adverse effect as shown by the petition from residents of Lawns Way. Councillor Ower also stated that residents of Gobions Avenue were also not happy with the scheme. He suggested that current restriction be retained and officers consider other solutions for the wider area with specific focus on Lawns Way and Gobions Avenue.

In accordance with the public speaking arrangements the Committee was addressed by an objector. The objector a local resident spoke against the proposal to make the restriction permanent. The resident outlined that there had been an increase in traffic by 6% along Lawns Way. The traffic in the street was higher than the others roads in the area, about thirty-two thousand vehicle now used the road along with HGVs. The Committee was informed that residents now had issues with noise, vibration and danger from HGVs along Lawns Way. The objector questioned the data from the traffic count stating that the counts were undertaken in the wrong place. The objector stated that the whole area should be considered and that there were objections from more people than those in favour. The Committee was informed that residents in the other roads should be considered and as such the restriction should be removed.

During a brief debate a Member proposed that the decision be deferred in order to allow officers to look at an alternative scheme that considers the area as a whole.

A second Member speaking in favour of a deferral stated that alternative options would need to be presented to the committee quickly. Officers' informed the committee that it would not be possible to provide a timescale for the formulation of new proposals as the additional work was not resourced.

In response to a Member asking if it would be possible to place width restrictions in the other affected roads officers stated that Gobions Avenue was a bus route so such a restriction would not be possible.

A Member stated that residents wanted large vehicles restricted and this should be at both ends or at the Chase Cross Road end of Faircross Avenue and Lawns Way.

Another Member suggested that Faircross Avenue had the lowest level of traffic before the scheme and so the scheme was to deal with the road that had the least problems.

A Member was of the view that the adverse effect on neighbouring roads was not fair and that the restrictions should be removed.

Another Member stated that he had seen the area change over the years with traffic increasing and that the Council should be working to satisfy everyone. He highlighted the Councils objectives at the start of the report which said "people would

be safe, in their homes and in the community” and so he supported deferral to allow in-depth community discussion.

A Member of the committee agreed that the decision on the proposal should be deferred and that Members need to get together for a discussion.

A Member felt there was no basis for a deferral, that the deferral would keep the scheme in place and would put off a decision.

A Member stated that residents in the three roads were unhappy and consultation would take some time. It was suggested that the matter be delegated.

In response, officers” informed the Committee that the Cabinet Member had delegated powers to install experimental schemes and as such a new scheme would be the quickest way forward but the indication was that there was a general disaffection with traffic in the area, with no clarity as to what residents wanted.

Officers were in support of the suggestion that a discussion that involved residents and Ward councillors had to be the way forward. The result of such a consultation could then inform a discussion with the Cabinet Member and senior management in order to make funding available.

Following a Motion to Defer the Committee resolved to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the decision on width restriction in Faircross Avenue be deferred to allow Ward Councillors, residents and officers to discuss a way forward.

The vote for the proposal to defer was carried by 9 votes to 2 against.



**APPENDIX III**  
**CONSULTATION RESPONSES FOR SECOND CONSULTATION**

Option 1 - Furthers works in Lawns Way and Gobions Avenue

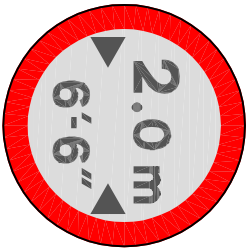
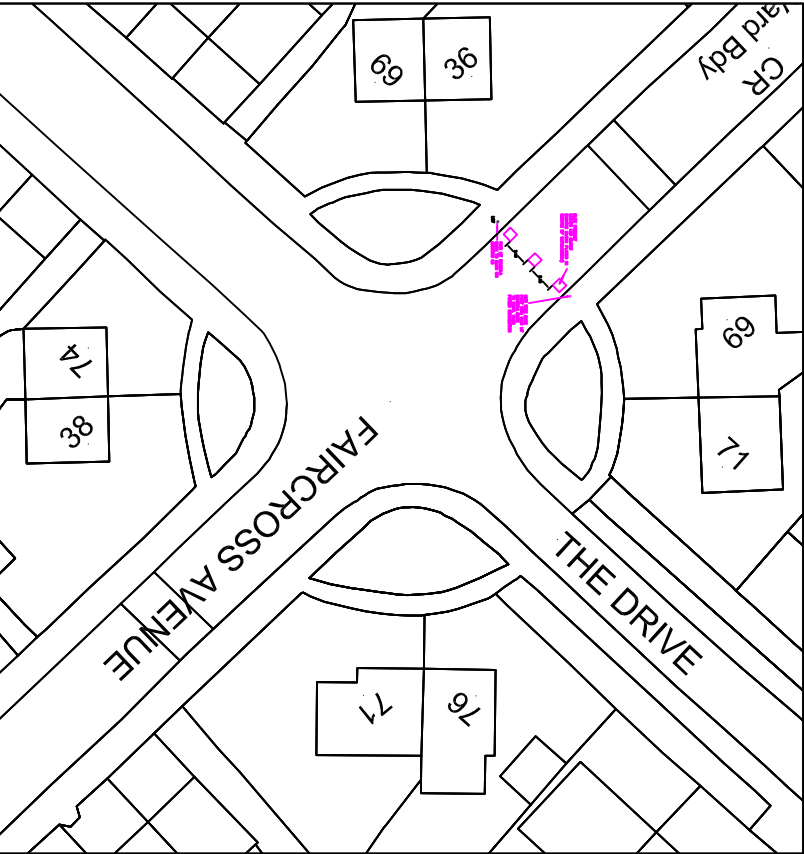
Option 2 - Revert to layout prior to Faircross Avenue width restriction

### Summary by street

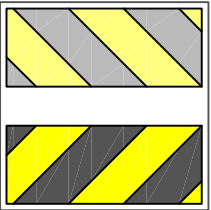
Street	Option 1 (written)	Option 1 (Survey Monkey)	Option 1 Totals	Option 2 (written)	Option 2 (Survey Monkey)	Option 2 Totals
Bartlow Gardens	2		2		1	1
Berkerley Avenue			0		1	1
Bower Close		1	1			0
Chelmsford Avenue			0		1	1
Faircross Avenue	11	12	23		4	4
Galleywood Crescent			0		1	1
Gobions Avenue	1		1	1		1
Helmsdale Close			0		1	1
Lawns Way	64	20	84	2	2	4
Mashiters Hill	7	1	8			0
Oates Road			0		1	1
Robin Close	1		1		1	1
Swansea Close		1	1			0
The Drive	3	5	8	4	4	8
Virginia Close	1	1	2			0
Wilton Drive		2	2	3	8	11
Address not given	5	6	11	2		2
<b>Totals</b>	<b>95</b>	<b>49</b>	<b>144</b>	<b>12</b>	<b>25</b>	<b>37</b>

### Summary

Option 1	144	80	%
Option 2	37	20	%
<b>Total</b>	<b>181</b>		



DIA.626A  
600mm DIA  
(ILLUMINATED)




ELITE PRECAST CONCRETE  
LEGATO LG3 BLOCK WITH  
DIA.528.1 AFFIXED  
YELLOW STRIPES TO BE 150mm WIDE,  
FLUORESCENT AND RETROREFLECTIVE  
SIGN 750mm HIGH, 300mm WIDE  
AFFIXED 25mm FROM BLOCK EDGE  
TWO SIGNS FOR CENTRAL BLOCK

LC7  
PAIR LIT DIA626.A  
BACK TO BACK ON  
EXISTING LC

ELITE PRECAST  
LEGATO LG3 BLOCK  
(CENTRE BLOCK PLACED IN  
CENTRE OF CARRIAGEWAY)

NEW WIDE BASE  
POST WITH PAIR LIT  
DIA626.A BACK  
TO BACK. PLUS  
POWER CONNECTION

<div><div><b>Havering</b></div><div>ROADS LONDON BOROUGH STREETCARE COMMUNITIES &amp; RESOURCES TRAFFIC &amp; ENGINEERING 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROUNDFORD, RM1 30W TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk</div></div>									
JOB TITLE		FAIRCROSS AVENUE EXPERIMENTAL WIDTH RESTRICTION							
DRAWING TITLE		GENERAL ARRANGEMENT							
DRAWN BY	CHECKED BY	APPROVED BY		PURPOSE		INFORMATION			
MLP	MLP	MLP							
SCALE (AT A4 SIZE)	DATE								
NTS	NOV 2015	<div><div></div><div>ISSUE</div></div>							
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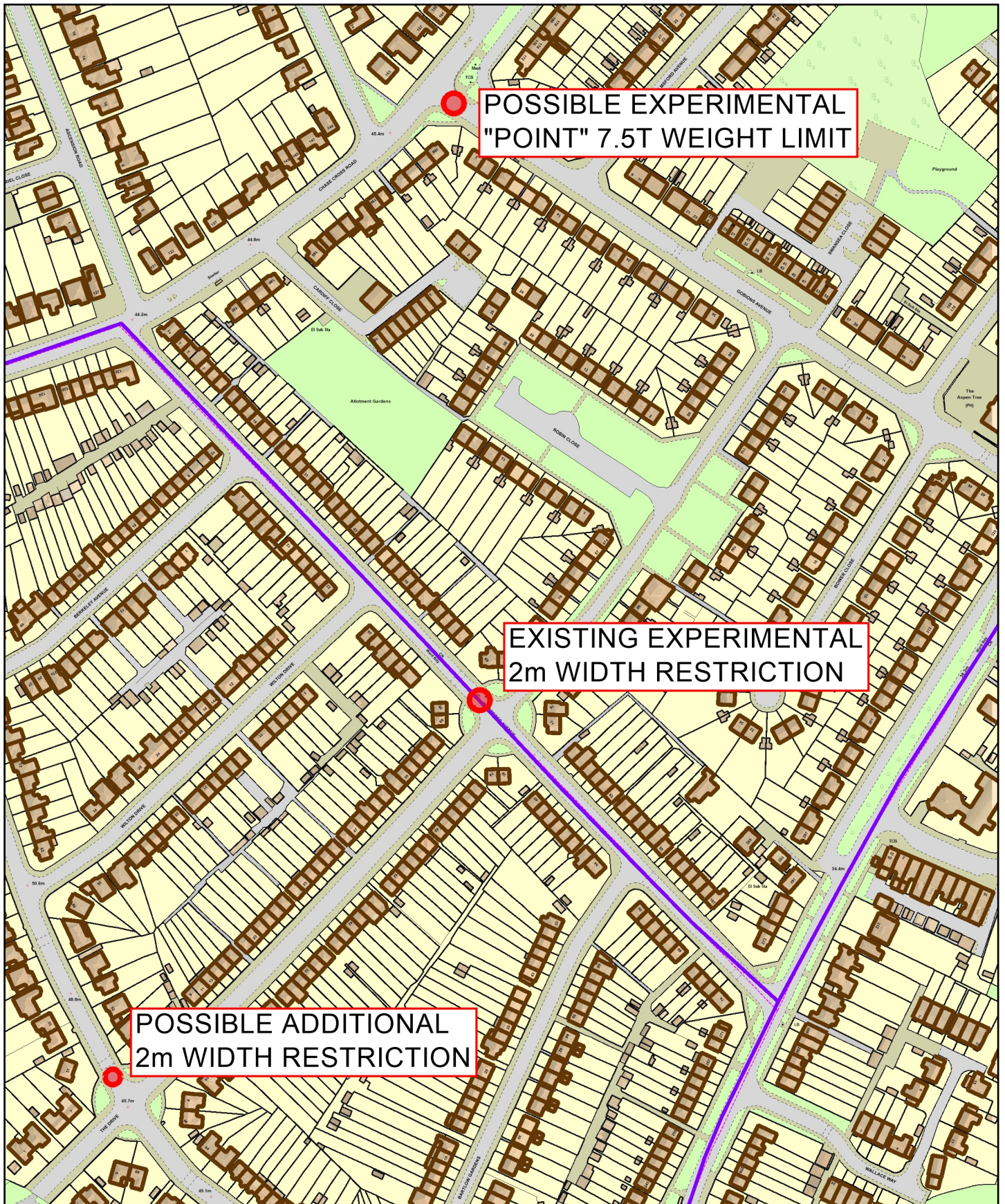
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QL040/58/02 SITE AREA



Scale: 1:2500

Date: 20 March 2017

0 50 100 150 metres



**Havering**  
LONDON BOROUGH

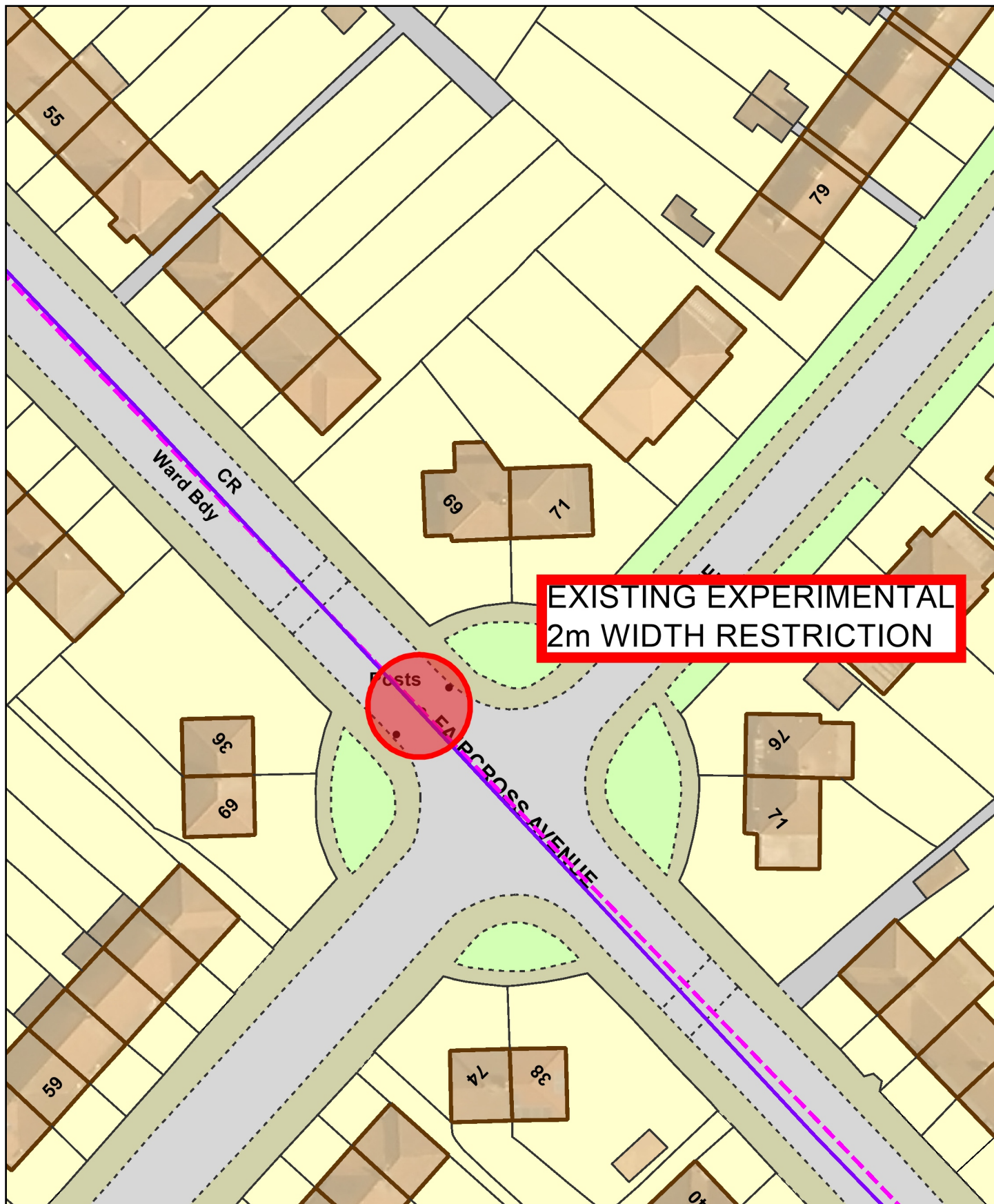
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QL040-58-03 FAIRCROSS AVENUE



Scale: 1:500

Date: 20 March 2017

0 50 100 150 metres



**Havering**  
LONDON BOROUGH

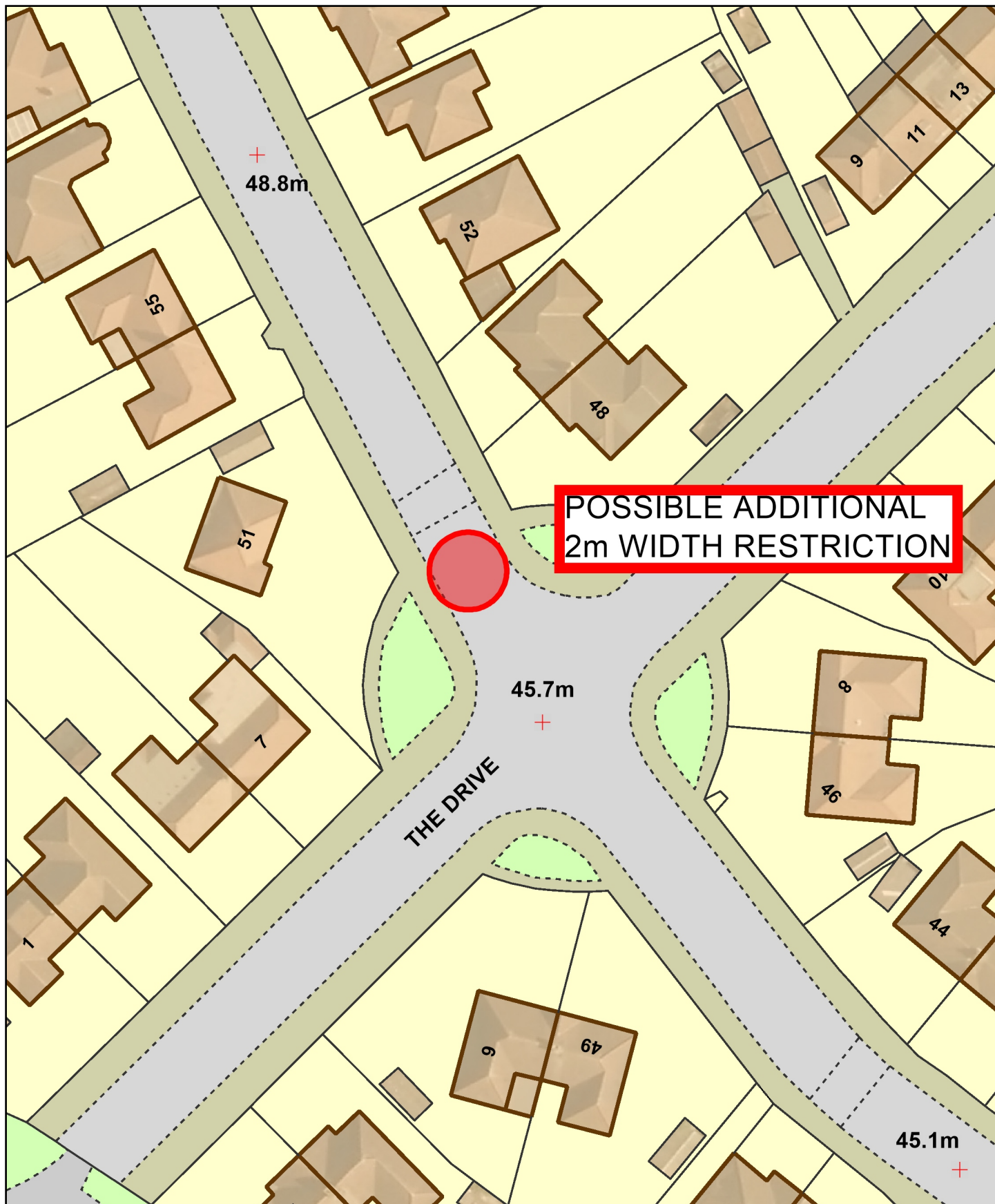
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QL040-58-04 LAWNS WAY



Scale: 1:500

Date: 20 March 2017

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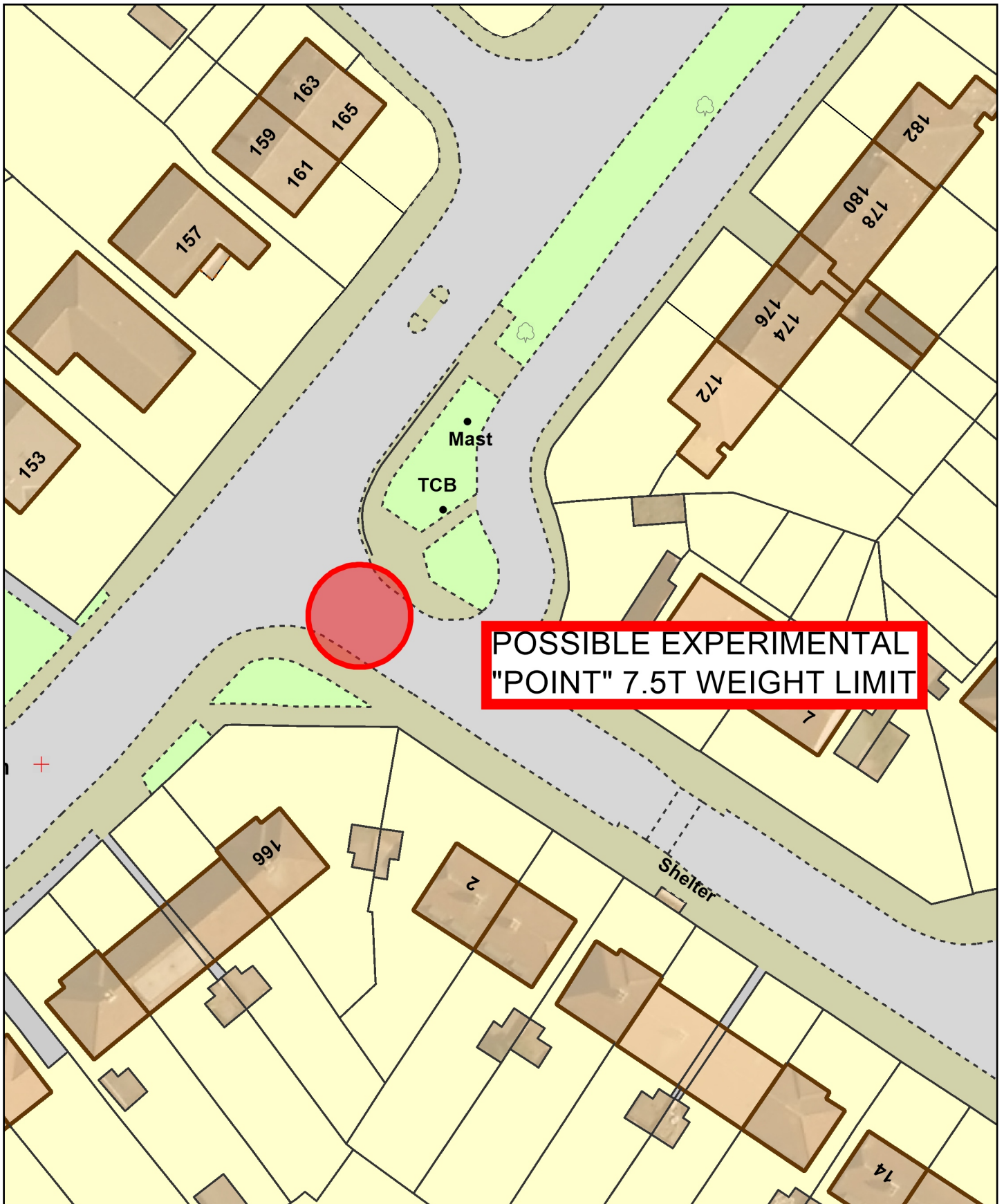
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QL040-58-06 GOBIONS AVENUE



Scale: 1:500

Date: 20 March 2017

0 50 100 150 metres



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# HIGHWAYS ADVISORY COMMITTEE

4 April 2017

<b>Subject Heading:</b>	<b>Leather Lane TPC832 – responses to advertised proposals</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>Iain Hardy</b> <b>Technical Officer</b> <a href="mailto:schemes@havering.gov.uk">schemes@havering.gov.uk</a>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of implementation is £1,800 and will be met by the 2017/18 Budget for Minor Traffic and Parking.</b>

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

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

### SUMMARY

This report outlines the comments received to the statutory consultation for the proposed parking scheme for Leather Lane and recommends a further course of action.

## **Ward**

St Andrews Ward

### **RECOMMENDATIONS**

1. 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 Free Parking bays and the Waiting and Loading restrictions, as shown on the plan appended to this report in Appendix A, be implemented as advertised;
  - b) That the effects of any implemented proposals be monitored.
2. That it be noted that the estimated cost of this scheme is £1,800 which will be funded from the 2017/18 budget for Minor Traffic and Parking.

### **REPORT DETAIL**

#### **1.0 Background**

- 1.1 Following a corporate complaint from a shop keeper of a premises in North Street, which backs on to Leather Lane, outlining that the fire access to the back of the property was being blocked and refuse lorries were unable to get to and empty the trade waste bins, a proposals to review the parking in Leather Lane was agreed in principle by the Highways Advisory Committee at its meeting on 28<sup>th</sup> February 2017.
- 1.2 Staff subsequently met with a representative of Iceland to find out how their operation worked and the difficulties they were experiencing in having their waste being removed. The Councils' Enforcement Officers had already taken action in respect of non-collection of Trade Waste and it was reported other businesses had had waste collection contractors cancel their contracts, as they could not gain access. The council had also received a complaint about parking in Leather Lane preventing fire access doors being opened.
- 1.3 Proposals were drafted and were publicly advertised on 9<sup>th</sup> December 2016, with a closing date for comment of 30<sup>th</sup> December 2016. 39 residents and businesses that were perceived to be affected by the proposals were

advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

## **2.0 Results of statutory consultation**

2.1 Within the consultation period one response was received from Hornchurch Baptist Church, who outlined that implementation of the proposals would present the following difficulties:-

- There are a number of elderly and or disabled who are dropped off outside the door to the church and it is felt that double yellow lines will not allow this practice to continue;
- Not all the members are blue badge holders and they rely on other members to bring them to church;
- The main church service takes place on Sunday mornings but there are other meetings that the disabled attend during the day and evenings;
- The church holds weddings and funerals and it is feared that cars related to these, will not be able to stop outside the church;
- The church's only parking provision is in the Iceland car park, which can only be used when the store is not trading, that is after 8pm Monday to Saturday and after 4 pm on Sundays. It is suggested that some of the congregation would not be able to walk the distance to the church;
- Some of the regular events involve catering and there are concerns over vehicles related to maintenance loading and unloading;
- It is understood the desired access to Iceland can cause congestion, however the church needs access for the elderly, disabled and frail and it is for this reason that the church requests 3, free of charge parking spaces directly outside the church to overcome any of the aforementioned problems;
- It is the churches desire to continue to provide services to their members and the people of havering and it is felt that without the access to the parking and drop off facilities they will not be able to do this for the more vulnerable attendees.

Further to the Baptist Churches first response, on 28<sup>th</sup> February 2017 The Leader of the Council was presented with a petition, signed by 74 attendees of the church, who outlined their concerns about the planned lack of parking outside the church on Sunday mornings between 10.00am and 1.00pm. The petition outlines that the proposals favour the commercial aspects of Hornchurch life at the expense of the faith community and their disabled or less abled members.

## **3.0 Staff comments**

3.1 These proposals were designed following complaints from shop keepers who's properties backed on to Leather Lane and who could not get their trade waste collected, due to the manner in which vehicles are being parked, which, also obstructs businesses fire access. Parking on Sundays

- in Leather Lane is also becoming increasingly difficult due to the level of parking in the section of road fronting the church entrance. Officers have also had undertaken enforcement action for non-collection of trade waste.
- 3.2 Following the receipt of the written representations from the church, a member of staff and a Ward Councillor met with representatives of the church to go over the points raised in their letter, explain the proposals and inform them what they could still do in respect of drop off and pick up and servicing the building.
- 3.3 The Baptist Church is located above Iceland and between the Sainsburys car park and Fentiman Way car park and is considered to be one of the churches in the borough with the most public parking spaces within a two to three minute walk.
- 3.4 The proposals, on the church side of the road, fronting the church, will still enable attendees of the church to be dropped off and collected; for loading and unloading to take place and for Blue badge holders to park for up to three hours. Further to this, this area will enable Iceland to continue to unload as they do now.
- 3.5 It would not be possible to provide the 3 free parking bays as requested by the church, as this would impact on loading arrangements for Iceland and would set a precedent for other churches to request the same provision.
- 3.6 It is felt that these proposals should be implemented as advertised to ensure that the free flow of traffic can be maintained at all times in Leather Lane, which includes access for Service and Emergency Service vehicles, which cannot be maintained if parking takes place on both sides of the road.
- 3.7 The marked parking bays will rationalise parking further into the road and help keep the fire doors to premises clear

## **IMPLICATIONS AND RISKS**

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

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member the implementation of the proposed Free Parking bays and the Waiting and Loading restrictions.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders costs is £1,800. These costs will be funded from the 2017/18 budget for Minor Traffic and Parking.

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

This is a typical 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 Street management overall Minor Parking Schemes revenue budget.



### **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").

The Council's power to make an order for the provision of parking places on a road is set out in Part IV of the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in Schedule 9, Part III of the RTRA 1984 and the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 as amended by the Traffic Signs Regulations and General Directions 2016 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.

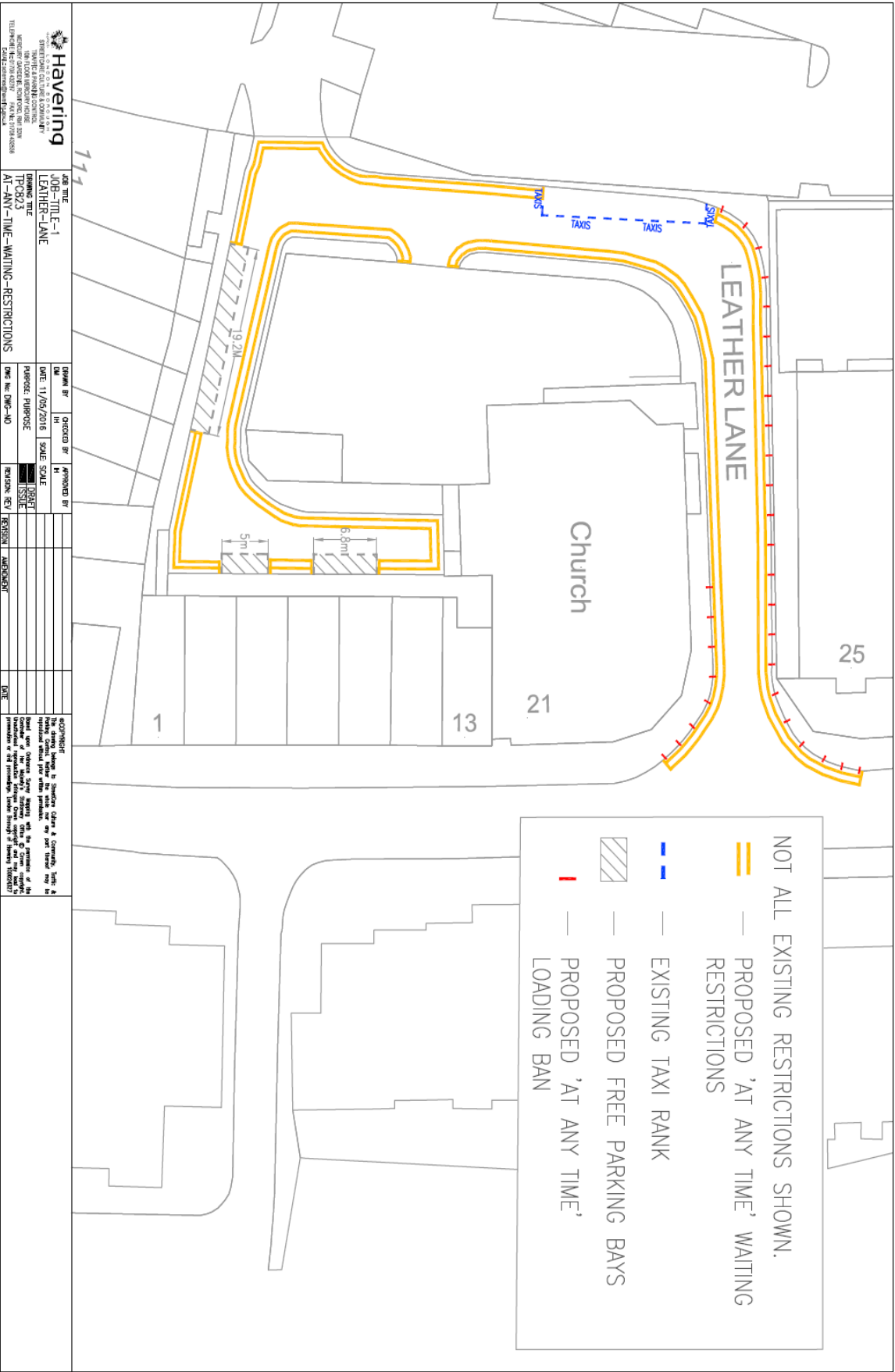
### **Human Resources implications and risks**

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

### **Equalities implications and risks**

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

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



# **HIGHWAYS ADVISORY COMMITTEE**

**6 April 2017**

**Subject Heading:**

**TPC745 – Gidea Park Review**

Proposed change of time of parking restrictions – Statutory Consultation

**CMT Lead:**

**Steve Moore**

**Report Author and contact details:**

**Matt Jeary**

Schemes Engineer

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

**Policy context:**

**Traffic & Parking Control**

**Financial summary:**

**The estimated cost of £5000 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  
People will be safe, in their homes and in the community  
Residents will be proud to live in Havering

[x]  
[x]  
[x]

<b>SUMMARY</b>
----------------

This report outlines the results received to the advertised proposals to introduce a change of times of operation in part of the RO1 parking zone, along with junction protection to alleviate congestion issues.

## RECOMMENDATIONS

1. That the Committee, having considered the report and any representations made, recommends to the Cabinet Member for Environment Regulatory Services and Community Safety that:
  - a) The proposed changes to the operational times of the parking restrictions in Lodge Avenue, Glenwood Drive and Carlton Road to Monday to Saturday 8.30am – 6.30pm be implemented as advertised;
  - b) The effects of implementation be monitored for a period of six months and in the event of any identifiable parking issues within adjacent roads, authority be granted for the commencement of a stage 2 detailed consultation to identify suitable measures, to deal with these issues.
2. That Members note that the estimated cost of this scheme, as set out in this report, is £5000, which can be funded from the Capital Parking Strategy Investment Allocation 2016/2017

## REPORT DETAIL

### 1.0 Background

- 1.1 Following previous requests by concerned residents and a submitted petition from 37 petitioners via Ward Councillors on the 23<sup>rd</sup> July 2015, it was requested that there was an immediate review of the RO1 zone, with particular attention to the congestion and safety surrounding Carlton Road and its junctions with Glenwood Drive, Lodge Avenue and Stanley Road, and also reducing the perceived non-resident parking within the area.
- 1.2 Following a meeting on the 14<sup>th</sup> of January 2016, with the local Ward Councillors at the town hall, this issue and other issues within the Gidea Park area were discussed, and it was agreed that the review would take three parts with the initiation of the first part (the areas are outlined in **Appendix A**) to take place as soon as practicable.
- 1.3 The programme of consulting these areas was provisionally deferred, as to allow the consultation of the Public Space Protection Order (PSPO) for Gidea Park Primary School, and the proposed 'Low Emissions Neighbourhood' (LEN) Consultation to take precedence.
- 1.4 The first Informal Consultation (in the area shown in **Appendix B**) started on the 29<sup>th</sup> April 2016 and concluded on the 20<sup>th</sup> May 2016, with a total of 530 addresses consulted. Of the 530 consulted, 127 responded making a response rate of 24%, and of that 24%, only 53% responded favourably to a change of times of operation of their section of road. After analysis of the results, it was clear that there was a divide between the northern area of Glenwood Drive and Lodge Avenue, and the southern area, including Carlton Road. The Ward Councillors were notified of the results on the 17<sup>th</sup> June 2016 and our recommendations, and it was agreed by the ward councillor to re-consult this modified area, to ascertain a definitive response and suggest a way forward.

- 1.5 Responses received to the informal consultation are set out in the table (appended to this report at **Appendix C**).
- 1.6 The second informal consultation in this revised consultation area (as highlighted in **Appendix D**) was undertaken on the 8<sup>th</sup> July 2016 and concluded on the 29<sup>th</sup> July 2016. Of the 269 addresses that were consulted, 87 responded making a 32% response rate. Of that 32% response rate, 66% overall were not happy with the times of operation within their section of road, and overall 77% were happy to see the times changed from Mon-Fri 8.30am – 10am, to Mon – Sat 8.30am – 6.30pm. (These results are appended in **Appendix E**).
- 1.7 The results of this consultation were presented to the Ward Councillors on the 14<sup>th</sup> September 2016 with their full support, with the only comment to monitor any displacement within the area.
- 1.8 The results were presented to the Highways Advisory Authority (HAC) on the 8<sup>th</sup> November 2016, where the recommendations were passed.
- 1.9 The statutory consultation was undertaken on the 27<sup>th</sup> January and finished on the 17<sup>th</sup> February.

## **2.0 Responses received**

There were 9 responses as appended in **Appendix F** with staff comments.

## **3.0 Staff Comment**

- 3.1 Due to the proximity of Gidea Park Station and Romford Station, and only being a 12 minute walk from either station there is a high risk of perceived non-resident parking.
- 3.2 If implemented, the area will be monitored and will be reviewed after six months to see if there are any detrimental effects to traffic flow or residential parking within the area.

## **IMPLICATIONS AND RISKS**

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

This report is asking the Highways Advisory Committee to recommend to the Lead Member the implementation of the above scheme. The estimated cost of implementing the proposals as described above and shown on the attached plan is £5000 including advertising costs. This cost can be met from the Capital Parking Strategy Investment Allocation 2016/2017.

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

This is a typical project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial

estimate. In the unlikely event of any 'overspend', the balance would need to be contained within the Capital Parking Strategy Investment Allocation 2016/2017.

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 as amended by the Traffic Signs Regulations and General Directions 2016 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:**

All proposals included in the report have been publicly advertised and consultation public consultation has taken place. All residents who were perceived to be affected by the proposals have been consulted by letter and eighteen statutory bodies were also consulted. Site notices were placed at the location.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking.

There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded reasonable adjustments should be made to

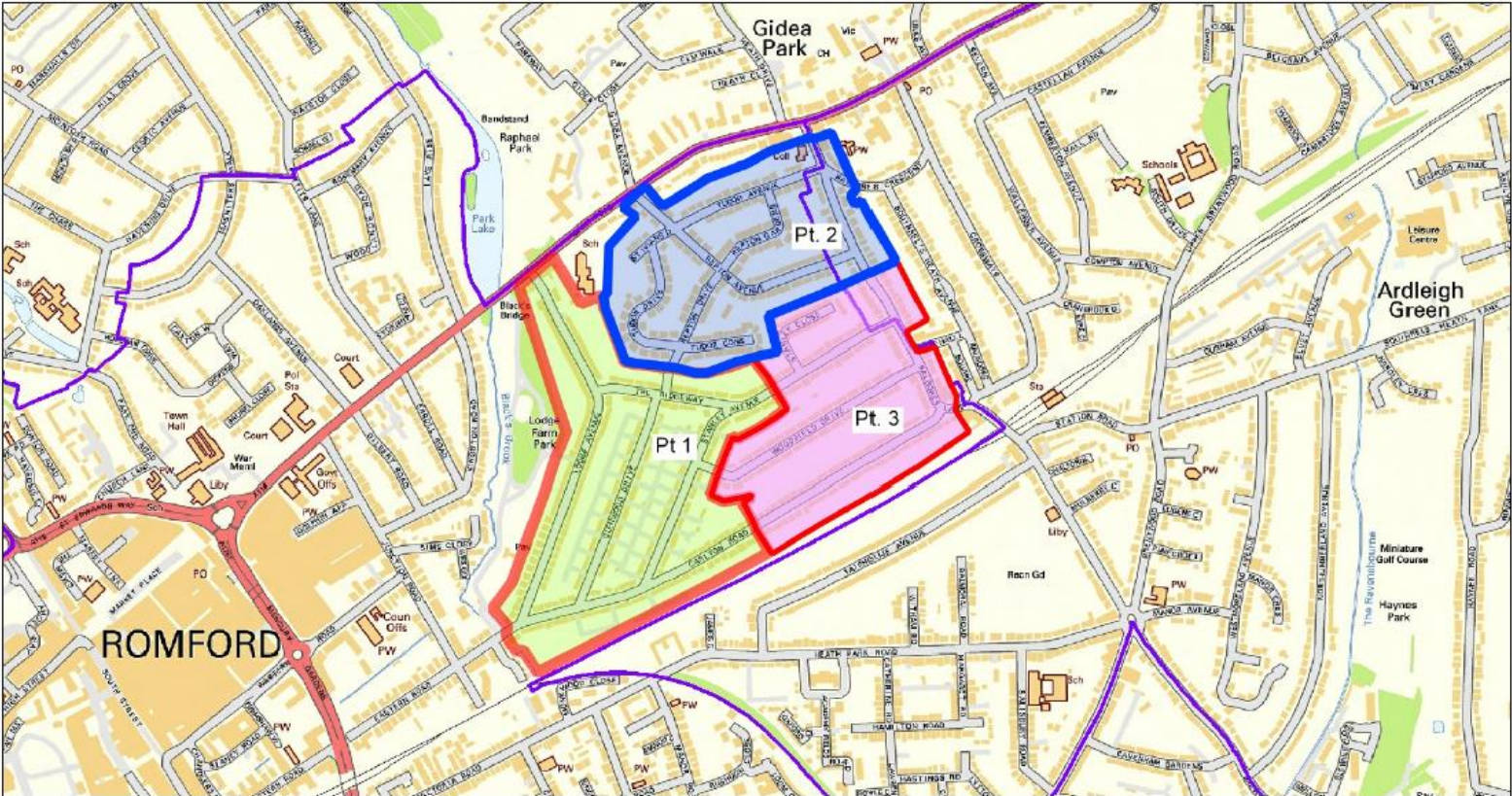
improve access for disabled people, which will assist the Council in meeting its duties under the Equality Act 2010.



## **BACKGROUND PAPERS**



**Havering**  
LONDON BOROUGH









Gidea Park Review agreed Consultation Area			
		Scale: 1:10000 Date: 27 October 2016 Size: A4	
		London Borough of Havering Town Hall, Main Road, Romford, RM1 3BD Tel: 01708 434343	© Crown copyright and database rights 2016 Ordnance Survey 100024327





Gidea Park Consultation Pt1	
	Scale: 1:3500 Date: 19 April 2016 
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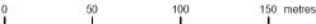
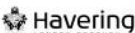
## Gidea Park 'In-Principle' Parking Consultation

06/06/2016

Road Name	Address	% Returns	Returns total	Problem?		Controls?		OVERALL SUPPORT?		Parking Controls		% Support	
				Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Carlton Road	117	32%	38	27	11	24	14	24	14	63%	37%	63%	37%
Glenwood Drive	103	34%	35	23	12	18	17	18	17	51%	49%	51%	49%
Lodge Avenue	152	36%	54	33	21	25	29	25	29	46%	54%	46%	54%
Main Road	4	0%	0	0	0	0	0	0	0	0%	0%	0%	0%
Repton Drive	1	100%	1	1	0	1	0	1	0	100%	0%	100%	0%
Stanley Road	110	10%	11	2	9	2	9	2	9	18%	82%	18%	82%
The Ridgeway	43	88%	38	9	29	7	31	7	31	18%	82%	18%	82%
<b>Total</b>	<b>530</b>	<b>24%</b>	<b>127</b>	<b>83</b>	<b>44</b>	<b>67</b>	<b>60</b>	<b>67</b>	<b>60</b>	<b>53%</b>	<b>47%</b>	<b>53%</b>	<b>47%</b>
INCOMPLETE		1%	7	2	5	2	5	2	5				





Gidea Park Area - Proposed Area for time change			
		Scale: 1:2000 Date: 17 June 2016	
 London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343		© Crown copyright and database rights 2016 Ordnance Survey 100024327	

# GIDEA PARK

	Road name	Address	Returns	Q1: Do you feel that the current times of operation of parking restrictions in your road are sufficient to deter perceived non-resident parking, while meeting the needs of the residents? If you answer YES, then you are happy with the current restrictions and it will be considered that you want no changes.		Q2: Do you support the change of times in your section of road, to Monday - Saturday 08:30am - 6:30pm, to match the western part of the RO1 zone?		Q1 %		Q2%		
				Yes	No	Yes	No	Yes	No	Yes	No	
1	Carlton Road	117	44	16	28	25	3	36%	64%	57%	7%	
2	Glenwood Drive	66	20	9	11	6	7	45%	55%	30%	35%	
3	Lodge Avenue	86	23	5	18	15	4	22%	78%	65%	17%	
	Totals	269	87	30	57	46	14					
				87		60						
	General percentages		32%	34%	66%	77%	23%					
	Incomplete	20	7%									



## Appendix F

	Resident/Businesses	Summary of Comments	Staff Comments
1	A resident of Carlton Road.	<p>Dear Sir, I thought that part of the proposals for Carlton Road were to take into account the traffic problems that occur between Glenwood Drive and Lodge Avenue.</p> <p>Due to the parking by commuters after 10 am each morning on both sides of the road, extreme congestion occurs as it creates only a single lane down the middle of the road. As a resident of Carlton road we have to put up with constant congestion and horn blowing when the traffic builds up as far back as our house but relates to problems 100 yards further down the road. This problem is exacerbated by the number of HGV's that use Carlton road as cut through to the town centre. On occasions I have great difficulty even getting onto my own drive due to the congestion.</p> <p>The proposals as per the 16<sup>th</sup> February do nothing to solve the problems in the lower part of Carlton Road</p> <p>The problem of the congestion in Carlton Road can only be solved by some drastic action on your behalf, have you ever considered making Carlton Road a one way road?</p>	<p>The Scheme section believe that the measures that have been proposed will adequately reduce the congestion in the road and increase the traffic flow without drastically increasing speeding on Carlton Road.</p>
2	A resident of Glenwood Drive	<p>Dear Sir/Madam,</p> <p>These proposed restrictions are designed to stop commuter parking at the Glenwood/Carlton Road junction.</p> <p>I live at number xx where there is no problem. I object</p>	<p>The Council sets the rates for the permits and all residents were informed of these charges at the informal detailed consultation stage, the schemes section only deliver the scheme with full backing from the Ward</p>

		<p>to the proposals as it seems unfair that my household should have to tolerate the inconvenience and expense of handing out visitor permits when there is no benefit to us.</p> <p>We choose to maintain a front garden – which the council should be supporting and encouraging for sound ecological reasons. These proposals will lead to the eventual loss of the few remaining gardens.</p>	Councillors and residents.
3	A resident of Glenwood Drive	<p>Have read you proposed change to parking time, currently 8:30-10:00 am Monday to Friday.</p> <p>You are proposing 8:30 – 6:30 Monday to Saturday, I object on the grounds that I think this is total overkill. I understand the concerns for the top end of Glenwood, and suggest these amended restrictions apply to the first 5/6 houses either side of the road, then maybe if you do not want to leave existing restrictions for the remaining of Glenwood opp the restrictions I suggested in my previous response to you of 8:30 – 12:00 Monday to Friday only. Most of my near neighbours agree that this is sufficient extra control.</p> <p>How did you reach the decision to restrict the way you propose?</p> <p>It certainly doesn't appear to have come from the people I have spoken to?</p>	<p>This scheme has been subjected to 3 consultation stages and the results have been presented to the Highways Advisory Committee (HAC) and publicly available before the Statutory Consultation and has the full backing of the Ward Councillors.</p>
4	A resident of Glenwood Drive.	<p>I'm writing to object to the proposed amendment of times to the parking restrictions in Glenwood Drive from the junction with Carlton Road. The proposed amended times from 8.30am</p>	<p>The proposed times are to deter commuter parking, whereby, the commuters have adapted to more flexible working hours and to alleviate the parking pressure on residents, the consultation</p>

		<p>– 10am Mon to Fri to 8.30am – 6.30pm Mon – Sat seem to me to be considerable in difference. The changes indicated will cease to a point in line with the southern boundary of my property. I believe that these changes will create further parking difficulties just outside the proposed zone. I'm aware from other's experience that there becomes a 'knock on effect' and I anticipate that this will particularly occur outside my residence. There is already a lack of available bay spaces here, so I object to extending the hours that can encourage more parking in the less restricted zone of the street.</p> <p>I responded to a questionnaire that was sent to me around April time 2016 about our views on parking and following that a letter from Havering council said that there wasn't enough responses to make changes at this time. Confusingly, it seems a very short time for the proposals to be put forward again and without a letter being sent or received at my household. Did the whole street receive a letter regarding this? This is a real concern that in this instance the council seems reliant on householders walking to the end of our street to actually read about the proposals that could affect them. I believe that I should have received a letter about this as the likely overspill of vehicles seeking spaces poses more parking problems outside my property.</p> <p>Please explain why it is now</p>	<p>returned a positive response overall to have an 'all-day option'. Any displacement will be monitored although is expected to be minimal.</p> <p>The letter that was distributed to this resident was in the area just outside the area to have the times of operation to be changed.</p> <p>The proposals were advertised in accordance with our minimal legal obligation following extensive consultation, and this information has been made available on the Council website for sometime.</p>
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		proposed to introduce extended parking restrictions so soon after saying that no changes were to be made?	
5	A resident of Stanley Avenue.	<p>When the work is carried out as above, please may the following be taken into consideration: At present, there is a parking bay which extends to meet the single yellow line at the Carlton Road end of Stanley Avenue. As this is next to our driveway, quite often a larger parked vehicle overhangs which makes it very difficult for us to manoeuvre. With double yellow lines, people will be even more likely to park back from the line in case of penalty.</p> <p>In this case, I am wondering if the bay can be slightly longer when joining the new double yellow lines.</p> <p>Some years ago, this was approved by the Council but over time, was painted over. Thank you for your attention and I look forward to hearing if this may be done.</p>	This has been taken into account and has been advertised separately by my colleague. We will try and co-ordinate the works concurrently.
6	A resident in Carlton Road.	<p>We welcome tighter parking restrictions around the Carlton Road / Glenwood Drive junction, notably the extension of resident and single yellow line parking times from 08.30 - 18.30 Monday to Saturday. Commuter parking means residents and their visitors find it difficult to park their cars if they try to park before the commuters have gone.</p> <p>We also welcome double yellow lines being placed at junctions, as this should reduce dangerous parking, and improve traffic flow.</p> <p>The documentation and online</p>	<p>The documentation is sufficient and is clearly shown on <a href="http://www.haveringtraffweb.co.uk">www.haveringtraffweb.co.uk</a></p>

	<p>maps seemed inconsistent about whether it would be a single or double yellow line at a certain location.</p> <p>We question whether single rather than double yellow lines should be used near junctions (as opposed to at the junctions themselves), as these bays could be full and disrupt traffic during evenings and on Sundays. Indeed it may encourage non-resident overnight parking. There is a high traffic flow on the road most mornings before 08.30am</p> <p>We are especially concerned that only single yellow lines may be placed over our vehicle crossing. On many days vehicles have parked so close to and opposite our crossing that we cannot reliably use it.</p> <p>Moving the start of parking bay to the north of our vehicle crossing slightly further north along Glenwood Road will also help make it easier for access.</p> <p>At present traffic frequently gets blocked at the Carlton Road/Glenwood Road junction because there is too little space for groups of vehicles to pass. This leads to engines ticking over which creates noise and pollution. In worse cases it also leads to horns and shouting and vehicles reversing (on occasion with no consideration for pedestrians). Our car has several dents where inconsiderate motorists have hit it. If the double yellow lines are restricted to around 24metres we feel this issue may not be overcome. Large vehicles, including Council buses use the</p>	<p>The junctions will have double yellow lines and the effects will be monitored for 6 months and any displacement will be noted.</p> <p>This is an enforcement issue and will be handed on to the enforcement department.</p> <p>This will need a subsequent consultation and advertisement and will be considered if there is still a significant displacement and problem in Glenwood Drive.</p> <p>The proposed scheme will increase passing points and the proposed time changes will alleviate parking by non-residents which is anticipated to reduce parking issues by at least 30%. The double yellow lines advertised take into account all vehicles passing in both directions.</p> <p>These comments will be passed onto the Enforcement</p>
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		<p>road. I have even seen one council vehicle drive on the pavement to get out of a blockage.</p> <p>We would like to see proper enforcement of any new restrictions, especially parking close to junctions, which as far as I am aware has not resulted in parking tickets being issued under the present regime, even though it should have.</p> <p>The proposed measures should go some way to addressing commuter parking. However they will do little to address the high volume of through traffic that should be using Main Road and Victoria Road rather than Carlton Road. Indeed removing the commuter parking which impedes traffic flow may encourage more people to use it as a rat run. We feel the council should address the serious issue of through traffic once commuter parking has been addressed.</p>	<p>team.</p> <p>All proposed measures will be monitored, although the Highways dept. have a duty to ensure the smooth flow of traffic, which we feel this scheme will achieve.</p>
7	A resident of Glenwood Drive.	<p>I wish to make known my objection to the proposed change of parking restriction times in Glenwood Drive RO1 zone. We and all the residents I have spoken to have objected to this proposal in two surveys. Why as residents should we be penalised &amp; have to pay for extra visitors permits so workers in Romford can park free?</p> <p>The proposed alterations will only affect half of the road which means the parking problem will only move to the other end of the street.</p> <p>On a personal note we have a tree and a green cable tv box outside our property so are unable to have a</p>	<p>This scheme has been subjected to 3 consultation stages and the results have been presented to the Highways Advisory Committee (HAC) and publicly available before the Statutory Consultation and has the full backing of the Ward Councillors.</p> <p>Any displacement will be monitored.</p>

		<p>dropped kerb even if we wished to.</p> <p>I hope you will reconsider this matter.</p>	
8	A resident of Carlton Road.	<p>I wish to raise an objection to the proposed amendment to the resident parking restrictions in Carlton Rd from 8.30am-10.30am to 8.30 to 6-30pm.</p> <p>Being a pensioner most of my friends and family visit in the afternoons and Saturdays. I don't feel this is an appropriate amendment as I would have to pay for more visitor's permits. I suggest the restrictions be changed to 8.30am to 1.30pm and have double yellow lines at the junctions of Lodge Av, Glenwood Drive, Stanley Avenue &amp; Carlton Road; to deter parking at the junctions which causes adverse traffic due to cars being improperly parked right at the edge of above mentioned junctions. I would deem this a more pressing problem than altering the time restrictions.</p>	<p>This scheme has been subjected to 3 consultation stages and the results have been presented to the Highways Advisory Committee (HAC) and publicly available before the Statutory Consultation and has the full backing of the Ward Councillors.</p> <p>The junctions will have double yellow lines and the effects will be monitored for 6 months and any displacement will be noted.</p>

# **HIGHWAYS ADVISORY COMMITTEE**

**4 April 2017**

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
April 2017**

**CMT Lead:**

**Steve Moore**

**Report Author and contact details:**

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

**Policy context:**

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

**Financial summary:**

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

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

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

## SUMMARY

This report presents applications for 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.

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

Highways Advisory Committee  
4 April 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
<b>SECTION A - Highway scheme proposals without funding available</b>								
None reported this month								
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>								
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). <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>	None.	c£80k	Resident	31/07/2014
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. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>	None.	c£25k	Cllr Van den Hende	29/03/2016
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	06/09/2016

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

**Highways Advisory Committee**  
**4 April 2017**

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
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	08/11/2016
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.	None	£50k	Cllr Wilkes	06/09/2016
Page 68 B6	Squirrels Heath Road/ 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	c£21k	Resident with 103 signature petition via Harold Wood ward councillors	07/12/2016
			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.			Cllr Donald	21/02/2017