



Haverling

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
2 May 2017**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(4)**

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

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Haverling
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**

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 - 10)

To approve as a correct record the minutes of the meeting of the Committee held on 4 April 2017, and to authorise the Chairman to sign them.

5 COMPLIMENTARY MEASURES TO THE PSPO PROJECT (Pages 11 - 28)

6 HIGHWAY SCHEMES APPLICATION - WORKS PROGRAMME (Pages 29 - 36)

7 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
4 April 2017 (7.30 - 8.30 pm)**

Present:

COUNCILLORS

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

An apology was received for the absence of Councillor Joshua Chapman.
+Substitute member: Councillor Wendy Brice Thompson (for Joshua Chapman).

There were about 20 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.

97 MINUTES

The minutes of the meeting of the Committee held on 7 March 2017 were agreed as a correct record and signed by the Chairman subject to the following amendment to minute 95 that

- The proposed waiting restrictions for Maple Avenue operational from Monday to Friday 8.00am to 9.30am, as shown on the plan in Appendix C, be abandoned.

98 **EXPERIMENTAL WIDTH RESTRICTION - FAIRCROSS AVENUE**

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

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

At its meeting in October 2016, the 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 and decided to defer a decision in order to allow ward councillors, residents and staff to discuss a way forward.

The report informed the Committee that officers and ward councillors met on 9 November 2016 to discuss an appropriate way forward. The consensus 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. The restriction would be enforced by CCTV camera.

A letter was circulated to about 800 residents within the original consultation area inviting comments on the following two options by 10 February:

- 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.

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.

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).

In terms of people favouring Option 1, the following were the general points made:

- The existing experiment had reduced heavy traffic in Faircross Avenue,
- Further measures are required to deal with traffic which had diverted to other streets,
- The existing restriction was in the wrong location,
- Speeding was still a problem,
- Faircross Avenue was a nicer place without lorries passing,
- Lawns Way needs to be made safer, especially by the park,
- Streets without traffic calming required it.

The following comments were made by people who favoured Option 2:

- Other forms of traffic calming would be preferable to the existing humps,
- Existing restriction was 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 was in the wrong place.

The report informed the Committee that the original experimental restriction proved unpopular with a significant majority of residents responding to the original experimental consultation. Part of the concern raised related to traffic reassignment most especially with vans and lorry traffic. There were also complaints that drivers were choosing to speed and that noise and pollution had increased on adjacent streets.

The Committee noted that the responses 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 a significant amount of support from respondents.

The Committee was minded to note that the original experimental width restriction in Faircross Avenue required a decision to be taken as to whether or not it is made permanent.

The Committee also noted that the further experimental measures would be subject to a 6-month “objection” period following implementation and that a decision on making those measures

permanent would need to be taken within 18-months of implementation.

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

The resident who spoke against the proposals stated that he had lived in the area for 40 years. The resident stated that the existing experimental width restriction in Faircross Avenue was in the wrong place and never agreed. The Committee was informed that as a result his garden wall had been knocked down. The resident was of the opinion that the current scheme was not effective because lorry drivers had been ignoring the signs and undertaking a three point turn in to his driveway. He considered that the restriction should be moved to another location, preferably a restriction at each end of the street.

The resident who spoke in favour of option 1 stated that residents of Lawns Way had provided an overwhelming response in favour of measures for Lawns Way. It was felt that the current situation had created safety issues in Lawns Way, especially by the park and that the street was suffering from speeding vehicles.

With its agreement Councillors Ray Best and Ron Ower addressed the Committee.

Councillor Best commented that he had been involved with the issue since July 2014. He was of the view that the options given in the recommendations were not acceptable. Councillor Best stated that the existing scheme was in the wrong place and that there should have been a restriction at each end of Faircross Avenue. The Committee was informed that there was a lack of signage and the restriction would have been better at the Havering Road end of Faircross Avenue. It was also mentioned that the signage at each end of Faircross Avenue was inadequate. Councillor Best concluded that he did not see why a decision had to be made now as if the location was fixed, in his opinion it had become a fait-accompli.

Councillor Ron Ower spoke in support of comments by Councillor Best. He reiterated the plight of the resident who objected to the proposed scheme but felt further work was required in Faircross Avenue and in support of a scheme on Lawns Way and Gobions Avenue.

In response to the comments made, officers responded that by changing the location of the restriction would require the process to start again. The Committee was also informed that the signage provided was in accordance with the budget and that a permanent signage scheme would take in to consideration the existing weight limit.

During a brief debate a Member suggested that the scheme proceed with option 1 but the existing restriction on Faircross Avenue be part of the fresh experiment. It was also felt that current location of the width restrictions be relocated.

A Member spoke in favour of option 1 as the proposal had a majority approval of residents of Lawns Way and Gobions Avenue and was also in support of carrying on with the Faircross Avenue restriction for a further 6-month.

A Member stated that he was of the opinion that he understood the idea of ward councillors commenting, it was still the job of the committee to look at schemes from a strategic point of view.

In conclusion, officers suggested that the locations be retained according to the consultation as that was what residents were expecting and on the Faircross Avenue, officers would consider moving the restriction by some metres to a new position.

The Committee resolved to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the scheme proceed with option 1, but with Faircross Avenue included in a new experiment for the area, with the current restriction in Faircross Avenue moved south by 2 metres.

- (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.

Members noted that in the event that the further experimental measures are recommended, then the scheme would 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.

Members noted that the estimated cost was £25,000 which would be met by the Council's capital allocation for Minor Highway Improvements

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

99 **TPC832 - LEATHER LANE**

Following clarification of the objection to the proposed scheme, the Sub-Committee was informed that an agreement had been reached with the church for people undertaking dropping and picking up from the church that as long as those who were escorting elderly visitors to the church had the hazard warning lights on, they would be given five minutes to escort the visitors in to the lift and up to the church, the objection to the proposals would be withdrawn.

A Member stated that in his view the real problem was at the far end of the road, where commuters parked indiscriminately

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that

- The proposed 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;
- That the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £1,800 which would be funded from the 2017/18 budget for Minor Traffic and Parking.

The voting was 10 votes in favour to one abstention.

100 **TPC745 - GIDEA PARK REVIEW**

The report before the Committee detailed responses 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.

The report informed the Committee that the statutory consultation was undertaken between 27 January and 17 February 2017, responses were appended to the report.

The Committee noted officers view that due to the proximity of Gidea Park Station and Romford Station being a 12 minute walk there was a high risk of perceived non-resident parking. The report stated that if implemented, the area would be monitored and be reviewed after six months to consider if there were any detrimental effects to traffic flow or residential parking within the area

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

The resident stated that he was speaking on behalf of most residents of Brentwood Drive. The Sub-Committee was informed that nothing had changed but the situation was getting worse as commuter parking was of concern.

The resident stated that the quality of life of local residents had been adversely impacted as commuters were parking indiscriminately leading to congestion and safety concern at road junctions and also damaging residents' vehicles.

A Member commented that all day restrictions may not be required, it was suggested that implementing a limited restrictions as a means of deterring commuter parking be considered.

Another Member stated that he had been in correspondence with the resident for a period of time and was in support of the scheme.

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

- 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;
- 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.

Members noted that the estimated cost of the scheme was £5000, which would be funded from the Capital Parking Strategy Investment Allocation 2016/2017.

The voting was 10 votes in favour to one abstention.

101 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing the highway scheme requests in section B which was for noting until funding was made available.

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

The Committee's decision was noted against the request and appended to the minutes.

Chairman

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

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
SECTION A - Highway scheme proposals without funding available								
None reported this month								
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
Page 1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014). Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£80k	Resident	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. Request held as a potential reserve scheme for 2017/18 TfL LIP.	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
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

HIGHWAYS ADVISORY COMMITTEE
2 May 2017

Subject Heading:	Complimentary measures to the PSPO project
CMT Lead:	Dipti Patel
Report Author and contact details:	Matt Jeary Engineering Technician Matthew.jeary@Havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost is approximately circa £7500 per site, subject to feasibility studies and the implementation will be met by Parking Strategy Investment 2017/2018

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 observations of officers reviewing the post PSPO (Public Space Protection Order) implementation around 4 school locations, the behaviours of the parents and children as a result, any subsequent displacement to adjacent areas and recommends further courses of action as highlighted in section 4.1 & 4.2 of the Cabinet Report, which was submitted on the 13th April 2016.

Wards

Cranham , Hylands, Rainham & Wennington, Upminster

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:

1.1 The areas and issues surrounding the PSPOs in the observation report contained in Appendix A are noted;

1.2 The parking controls for the school areas, shown on the plans in Appendices B-E, and listed below be publicly advertised with any representations received being reported back to the Highways Advisory Committee for their consideration;

(a) James Oglethorpe School Area (shown on the Plan in Appendix B)

- (i) Proposals be publicly advertised to introduce double yellow lines, for a minimum distance of 10 meters, on all unrestricted junctions and apex bends in Chester Avenue, Peterborough Avenue, St Albans Avenue, Canterbury Avenue, Worcester Avenue, and Winchester Avenue;
- (ii) Proposals be publicly advertised to introduce single yellow lines on the southern side in Litchfield Terrace, between Winchester Avenue and Chester Avenue, operational Monday to Friday 8.00am to 9.30am and 2.30pm to 4.00pm Avenue;
- (iii) Proposals be publicly advertised to introduce single yellow lines on both sides of Chester Avenue to cover the flank walls of the corner properties in Litchfield Terrace, operational between Winchester Avenue and Chester Avenue, operational Monday to Friday 8.00am to 9.30am and 2.30pm to 4.00pm Avenue;
- (iv) Proposals be publicly advertised to introduce a 'No Stopping' order on St. Mary's Lane, between its junction with Front Lane and Pike Lane

(b) Parsonage Farm School Area – (shown on the Plan in Appendix C)

- (i) Residents be consulted on the introduction of two wheel footway parking bays in the section of Allen Road between Farm Road and Parsonage Road;
- (ii) Proposals be publicly advertised to introduce double yellow lines at the junction of Abbots Close and Allen Road, operational 'At any time';
- (iii) Proposals be publicly advertised to introduce double yellow lines at the junction of Parsonage Road and Allen Road, operational 'At any time';
- (iv) Proposals be publicly advertised to introduce double yellow lines at the junction of Parsonage Road and Durrants Close, operational 'At any time';
- (v) Proposals be publicly advertised to introduce double yellow lines at the junction of Parsonage Road and Farm Road, operational 'At any time';
- (vi) Proposals be publicly advertised to introduce double yellow lines at the junction of Thorn Lane and King Edward Avenue, operational 'At any time';
- (vii) Proposals be publicly advertised to extend the existing double yellow lines on the western side of Briscoe Road, north of Farm Road, by 10 metres, to alleviate Bus flow issues

(c) Engayne School Area – (shown on the Plan in Appendix D)

- (i) Residents of Helford Way, The Rodings and Blyth Walk be consulted on being included in the PSPO enforcement area;
- (ii) Proposals to be publicly advertised to introduce single yellow lines on the southern side of Isis Drive operational Monday to Friday 8.00am to 9.30am and 2.30pm to 4.00pm;
- (iii) Proposals be publicly advertised to introduce single yellow lines on the western side of Front Lane, from the existing Bus Stop to the side of No.299, extending southwards to cover the footway fronting no.283, operational Monday to Friday 8.00am to 9.30am and 2.30pm to 4.00pm;
- (iv) Proposals be publicly advertised to introduce double yellow lines on the northern side of Avon Road, between the two junctions of Severn Drive, be dealt with in the Upton CPZ review for the Cranham Ward;
- (v) That the parking facilities in Marlborough Gardens, Avon Road, fronting the shops, and in Moultrie Way be reviewed separately

(d) Wykeham School Area – (shown on the Plan in Appendix E)

- (i) introduction of single yellow lines in Albany Road between Dorian road and Hornchurch Road operational Monday to Friday 8.00am to 9.30am and 2.30pm to 4.00pm;
- (ii) Proposals be publicly advertised to introduce double yellow lines at the junction of Strathmore Gardens and Upper Rainham Road, operational 'At any time';
- (iii) Proposals be publicly advertised to introduce double yellow lines at the junction of Rainsford way and Hornchurch Road, operational 'At any time';
- (iv) Proposals be publicly advertised to introduce double yellow lines at the junction of Fairfield Close and Dorian Road, operational 'At any time';
- (v) Proposals be publicly advertised to introduce double yellow lines at the junction of Albany Road and Chestnut Avenue, operational 'At any time';
- (vi) Proposals be publicly advertised to introduce double yellow lines at the junction of Acacia Avenue and Chestnut Avenue, operational 'At any time';
- (vii) Proposals be publicly advertised to introduce double yellow lines at the junction of Dorian Road and Vicarage Road, operational 'At any time';
- (viii) Proposals be publicly advertised to introduce double yellow lines at the junction of Albany Road and Adelphi Crescent, operational 'At any time';
- (ix) Proposals be publicly advertised to introduce double yellow lines at the junction of Albany Road and Broadstone Road, operational 'At any time';
- (x) Proposals be publicly advertised to introduce double yellow lines at the junction of Mansard Close and Saunton Road, operational 'At any time';
- (xi) Proposals be publicly advertised to introduce double yellow lines at the junction of Mansard Close where its East/West arm meets its North/South arm, operational 'At any time'

2. Members note that the estimated cost for this current proposal for the detailed consultation as set out in this report is circa £7,500 per PSPO site, and will be met from the Parking Strategy Investment 2017/18.

REPORT DETAIL

1.0 Background

- 1.1 The “school run” is a period of significant traffic chaos at many school locations and their surrounding areas in Havering, just as it is across the United Kingdom. The situation poses dangers to children due to irresponsible and selfish parking and vehicle manoeuvring. However, conventional parking enforcement regulations were significantly curtailed by the Deregulation Act 2015. The 2015 Act limits the use of CCTV to enforce some of the more serious types of illegal parking and provides for greater “grace” periods before a penalty can be issued. Those factors therefore all but allow the stopping of vehicles in areas around schools for a time before a penalty can be issued and this increases the probability of an accident involving children, parents or carers.
- 1.2 Parking contraventions previously monitored and enforced by CCTV now need to be monitored and enforced by a Civil Enforcement Officer (CEO) who observing from the kerbside manually issues a Penalty Charge Notice (PCN) on site. That process is time consuming and frequently provides an opportunity to illegally park for up to ten minutes without a penalty.
- 1.3 The Council has embarked on a substantial School’s Expansion Programme, which is currently focusing on Primary Schools across the Borough. This programme may further compound the already identified issues, due to increased pupil numbers and associated traffic flow and parking. The net result of the previously noted legislative changes are that at many schools it is becoming almost impossible to issue a PCN to illegal, obstructive and inconsiderate parking, which has increased and therefore congestion and hazards are more common during the school run. Officers believe that this is creating an unsafe environment for school children and their parents or carers.
- 1.4 There had been much media interest in introducing PSPOs (Public Space Protection Orders), which is supported by the Antisocial Behaviour Crime and Policing Act 2014. This provision around the schools site has been supported and well received by the general public. The PSPO initiative has also created huge interest from Local Authorities across the country. PSPOs were introduced around Wykeham Primary School on 7th November 2016, The James Oglethorpe School and Parsonage Farm Primary School on 14th November 2016, and delayed due to unforeseen circumstances at Engayne Primary School on the 16th January 2017 with all subject to a 2 week grace period before FPNs (Fixed Penalty Notices) are issued.

2.0 Responses received

The consultation results of the Phase 1 implementation were previously presented at Cabinet on 13th April 2016 in the report entitled 'Improving the safety of our schools across the Borough.'

3.0 Staff Comment

- 3.1 Officers have reviewed the effects of the PSPO project implementation, and the findings and recommendations of these are outlined in Appendix A.

- 3.2 At Wykeham Primary School, it has been noted that since the Tesco shopping centre in Hornchurch Road have offered parking facilities for parents dropping their children at the Rainsford Way entrance to the School, it has created a new 'desire line' for parents and children crossing the four lanes of Hornchurch Road. It is felt that this issue would require significant funding to look at the options to deal with the uncontrolled crossings by parents and their children in this section of Hornchurch Road, which causes safety concerns.
- 3.3 However, it was noted by one of the local Ward Councillors on the 1st December 2016, before the inception of the Engayne Primary School' PSPO area, that there was excessive congestion in Avon Road, affecting the local 248 Bus Service. This PSPO has been warmly welcomed by all, but has exasperated the traffic flow issues on the stretch of Avon Road between the two junctions of Severn Drive. It is suggested that this particular issue and a similar issue on Front Lane are dealt with swiftly and in consultation with the Ward Members. As this is the case, this area of Avon Road will be dealt with in the current Upminster Parking Zone review, for the Cranham Ward.
- 3.4 On the 29th March 2017, this report was circulated to all of the Ward Councillors of where the four schools are located, and the following responses were made:

1) By a Ward Councillor from the Hylands Ward : -

"With regards to the PSPO complimentary measures report for Wykeham School, we met to discuss these. At that meeting, the extension of the Central Reservation in Hornchurch Road at the end of Rainsford Way was discussed, and agreed that this would stop traffic using Strathmore Gardens and Rainsford Way as a cut through and stop illegal right turns out onto Hornchurch Road.

In your report, there is no mention of speeding traffic in Strathmore Gardens and Rainsford Way, and it being used as a cut through to avoid the traffic lights at Roneo Corner.

The Island at the end of Rainsford Way at the end of Hornchurch Road needs to have the signs swapped around so no U-turn is visible as a car turns out of Rainsford Way as this will be upgraded into a MTC site in future.

Could you please let me know if the extending of the Island in Hornchurch Road has been given the green light to go ahead and if so, when?

There is also mention in your summary report of Chester Avenue, I am assuming that this is Chestnut Avenue, and I would also like to point out that this Road is also used by parents who drop off/pick up their children from the Albany School, as is Albany Road, Adelphi Crescent, Broadstone and Hartland. "

We responded to the Councillor, implying that some of the measures would be implicated immediately for the signing (the order has been raised) on the island in Hornchurch Road and more infrastructure based or traffic related measures would need additional funding and will be investigated by the Highways Department as was discussed at the meeting on the 24th January 2017.

2) By a Ward Councillor from the Cranham Ward : -

“Thank you for this. This appears to have addressed the current pressure points. However there is the potential to displace the problem elsewhere.”

3) By a Ward Councillor from the Hyland Ward : -

“I cannot see any problems for the proposals around Wykeham School.”

IMPLICATIONS AND RISKS

4. Financial implications and risks:

- 4.1. This report is asking HAC to recommend to Lead Member the implementation of the above scheme as advertised.
- 4.2. The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £7500 per site, total of £30,000 for all proposals at all school locations. The costs will be met from the Parking Strategy Investment 2017/18.
- 4.3. The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.
- 4.4. Total costs will need to be contained within the specified budgets.

5. Legal implications and risks:

- 5.1. 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”).
- 5.2. 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.
- 5.3. Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.
- 5.4. 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.

- 5.5. 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.
- 5.6. In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

6. Human Resources implications and risks:

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

7. Equalities implications and risks:

- 7.1. The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.
- 7.2. Parking controls have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any further negative impact.
- 7.3. There will be some visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duty under the Equality Act 2010.

BACKGROUND PAPERS

Appendix A

Public Space Protection Order (PSPO): School Review Analysis

The introduction of the Public Space Protection Order (PSPO) has caused displacement in the neighbouring roads in proximity to the each of the following school sites: Engayne, James Oglethorpe, Parsonage Farm and Wykeham. As a result, Havering Council will be, controlling and managing any resulting traffic displacement in these locations and counteract potential residential dissatisfaction.

Engayne Primary School: Go-Live date 16th January 2017.

In Zone	Roads out of the Zone affected by displacement
Clyde Crescent	Avon Road
Kennet Close	Blyth Walk
Humber Drive	Colne Valley
Severn Drive(partial to the junction of Isis Dr)	Dee Close
	Front Lane
	Helford Way
	Isis Drive
	Mersey Avenue
	Nyth Close
	Stour Way
	The Rodings
	Tyne Close

James Oglethorpe Primary School: Go-Live date 14th November 2016

In Zone	Roads out of the Zone affected by displacement
Ashvale Drive	Canterbury Avenue
Ashvale Gardens	Chester Avenue
Westbury Terrace	Peterborough Avenue
	Lichfield Terrace
	St Albans Avenue
	Winchester Avenue
	Worcester Avenue

Parsonage Primary School: Go-Live date 14th November 2016

In Zone	Roads out of the Zone affected by displacement
Allen Road	Abbots Close
Farm Road	Allen Road (N of junction Farm Road)
Briscoe Road	Briscoe Road (N of junc Farm Road)
Kenway	King Edward Avenue
Kenway Close	Parsonage Road
Kenway Walk	
West View Close	

Wykeham Primary School: Go-Live date 7th November 2016

In Zone	Roads out of the Zone affected by displacement
Barton Road	Albany Road
Mansard Close	Adelphi Crescent
Staunton Road	Chestnut Avenue
Strathmore Gardens	Dorian Road
Rainsford Way	Fairfield Road

Method of Analysis

The Havering Council Street Management Unit was commissioned to monitor PSPO displacement to provide efficient parking controls outside of the restricted zones around the neighbouring school roads. This analysis was conducted by way of dip sample reviews on the available data.

Project Engineer Observations

Project engineers provided their collective observations which gathered a mixed study of PSPO related displacement traffic. This analysis was heavily dependent on the varying locations, restriction times and days during the analysis period.

Common Displacement Offence Types:

Throughout early PSPO displacement analysis, the most common infringements with the potential to risk the health and safety of the public on route to and from the school premises are as follows:

- Parking across kerbs and parking private properties.
- Dangerous or inconsiderate parking.
- Dangerous three point turn manoeuvres in close proximity to citizens.

The tables below capture common PSPO related displacement activity across each of the neighbouring PSPO school areas.

Dangerous Parking:

Evidence was gathered to show marked inconsiderate parking on the junctions of various roads causing increased hazardous blind spots to drivers. In addition, it is reported that this has had an impact on TfL bus routes, as well as causing congestion on narrowing roads. This traffic contravention activity is considered as the main requirement for protecting junctions and implementing double yellow lines.

Parking on / across dropped kerbs and on private properties:

Numerous residents have raised dissatisfaction concerning drivers parking on their private land and state this is significantly increased a fortnight after weeks after the implementation of PSPO. These residents suggest parents are taking advantage by parking across dropped kerbs while they attend work. Moreover, this has escalated to parents parking on their private properties in order to drop off and or pick up their children during the restriction times. This activity is quite prevalent in the Parsonage area.

Three Point Turn – close proximity to parents and children:

During the review period, there were only a couple of incidents of dangerous U turns being performed in close proximity to parents and children. This is in marked contrast to the numerous identifiable incidents of dangerous and inconsiderate parking. This gives an indication of a marked reduction of hazardous driving in comparison to anti-social driving within the PSPO zones.

Enforcement Officer Observations

After the inauguration of the PSPO, the Street Management Enforcement Officer (EO) has routinely conducted additional operational analysis outside of the PSPO zones to identify displacement, as well as undertaking analysis within the prohibited zones. The EO gathered operational traffic data collected both from public members, civil staff (namely TfL), Civil Enforcement Officers (CEOs), and general local residents.

Blue Badges

It has been reported that there is a current frequent misuse of blue badge parking at the school sites. Blue badges are being issued to people who are not associated and registered to the PSPO schools in question. There have been some reports about blue badge holders owning international based documents which are being displayed at the school sites. Additionally, it has been identified that some drivers are using individual family member' badges without them being accompanied by the owner in the vehicle, which amounts to fraudulent uses of the badge. There were no observations in regards to blue badge misuse identified at Parsonage and Wykeham.

Congestion Times

In accordance to the EO's findings, there is a current trend concerning PSPO displacement times which results in a school parking rush hour for up to one hour at each of the neighbouring PSPO school areas. This congestion regularly occurs around 08:10 and then vehicles disperse from the area after 09:10. The build-up throughout the afternoon restriction times tend to occur for 1 hour from around 14:40 to 15:40.

It is reported that parents and/or guardians arrive at the site in questions 15 minutes before the restricted operational times. This has had significant impact on residents who reportedly assert they endure increased difficulty leaving or accessing their private land due to inconsiderate parking across their private land and dropped kerbs.

The estimated time of illegal parking on driveways occurs between 1 to 5 minutes. The increase of this this activity has gradually resulted in complaints made to the CEOs and has also resulted in official grievances made to the Havering Council PSPO enquires, a month after the implementation of the scheme.

Parsonage Primary School: Project Engineer Review Analysis

Summary recommendations

The current analysis on PSPO displacement activity shows there is a possibility for parents to park in close proximity to the schools outside the zone due other geographical layout of the restriction zone and local terrain. However, a significant number of these individuals generally park legally in available spaces around on these roads. However, this is the main cause of congestion adjacent to or opposite to the PSPO zones, with road narrowing and residential dissatisfaction.

There is a requirement for double yellow lines on the junction of Abbots Close and Allen road, to improve controls allowing restriction of people parking in these spots, to improve sight lines and negate potential fatalities or accidents to pedestrians and school children. People are currently parking on both sides of the road reducing the road's width and therefore presenting general difficulty accessing Parsonage Road.

Allen Road: It has been reported that parents are parking in these areas in both morning and afternoon sessions. This presents a safety risk to pedestrians who are attempting to cross the road as it creates a blind point which obscures oncoming cars. There is requirement for two wheel parking bays on both sides of the north end of Allen road to decrease the number of cars parking in spaces which ultimately aim to reduce the narrowing. This will disperse parking traffic as akin to bays implemented on neighbouring Abbots Close and the southern end of Parsonage Road.

Abbots Close: There is a lesser occurrence of displacement parking on the north end of this road. This may be a result of available two wheel parking bays which controls parking congestion. Double Yellow lines will be implemented on both sides of the road to reduce parking congestion and road narrowing.

Briscoe Road: Briscoe road on the south western kerb line, north of the junction with Thorne Lane and Farm Road, double yellow lines should be extended to increase the turning capacity of buses as they exit Thorne Lane and traverse northbound. There is notable displacement adjacent to the bus stop where the single yellow line to match PSPO times of operation.

Farm Road: Parents and/or guardians are parking on the boundary or edge of the PSPO zone to be in close proximity with the school. However this has narrowed the top end of this road and junction both Briscoe and Allen Road due to drivers' tendency to park in parallel causing narrow width of carriage way. This means drivers have to slow down which jeopardises access for emergency vehicles and also residents with difficulty getting out of their driveways. It has been reported that people were parking on parallel roads to PSPO route but this occurred further down than expected. Parking occurred on King's Avenue and Briscoe Road.

The James Oglethorpe Primary School: Project Engineer Review Analysis

Summary recommendations

All the unrestricted junctions and apexes of bends in Chester Avenue, Peterborough Avenue, St Albans Avenue, Canterbury Avenue, Worcester Avenue, Winchester Avenue and Lichfield Terrace should be restricted with double yellow lines for a minimum distance of 10 metres. Large areas of footway in most of the roads in the cathedral estate are constructed with paving slabs from property boundary to kerb edge and certainly areas of these slabs or sides of roads would benefit from the footways being hardened to enable footway parking and improving traffic flow.

Ashvale Gardens: It has been reported that parents and/or guardians are escorting their children through the local park using a pathway through the park to gain access into Ashvale Gardens (as indicated in yellow on the James Oglethorpe map). A 'No Stopping' order on St Mary's Lane will be investigated in order to ascertain parking issues that may potentially occur on St Mary's Lane.

Chester Avenue: Parents and/or guardians are parking on junction of Chester Avenue and Peterborough Avenue causing a potential hazard on the northern corner where Chester Avenue meets Peterborough Avenue but there are potential problems on the whole length of this road. It is suggested that single yellow lines are put in that match the peak times of the PSPO operation.

Peterborough Road: It has been identified that this road is generally free from traffic parking as there is a tendency for people to park at the roads north of Westbury Terrace as this is in close proximity to the school. However, there is parking on both sides of the north side of this road and prevents cars turning out due to poor visibility. It is anticipated there will be natural displacement the implementation of the complimentary measures.

Lichfield Terrace: People are parking in every space available on this road and resulting in congestion during the peak restricted times. Residents have informed Council representatives there is increased parking on these roads. There is a two traffic issue on this road and it would be preferred that passing places are created using single yellow line options that match the peak time of the PSPO operation.

Winchester Avenue: Parents are parking in the lower end of Winchester Avenue and accessing the pathway in the field. This may cause a hazard as some parents are using the crossing points haphazardly to reach Ashvale Gardens. Junctions should be protected with double yellow lines.

Wykeham Primary School: Project Engineer Review Analysis

Summary recommendations

It was reported project engineers discovered displacement between Albany road between Dorian Rd and Hornchurch Road (A124) the displace between school times could be from Wykeham or St Mary's catholic primary school and this will take an advanced parking beat survey to clarify. There is a need for passing places along the length of Albany Road which will best be complimented by passing places of single yellow lines that match the PSPO order times. Double yellow lines should be put on all junctions connected to this terrain.

Albany Road: The northern and southern end of this road does not experience any parking displacement. Double yellow lines will be implemented on the junction of Chestnut Avenue in order to discourage parking at this point and disperse parking further towards the southern part of this road. Additionally, double yellow lines will also be placed on the entry of Broadstone Road to discourage parking. Single yellow lines will be introduced on Albany Road in various places to be assessed to facilitate passing places. The times of operation will match the PSPO to limit dissatisfaction from residents.

Chestnut Avenue: This road serves both Wykeham Primary school and the Park lanes nursery (via Mansard Close and the alleyway between 81 and 83 Chestnut Avenue). It is suggested that single yellow lines are put in that match the peak times of the PSPO operation.

Dorian Road: Due to the displacement into Dorian Road it is recommended that the slabbed areas of footway are hardened to enable footway parking bays to be installed and for the junction of Vicarage Road and Dorian Road to be restricted with double yellow lines for 10 metres on all four arms of the junction. Further to this, it is felt that the footways in Fairfield Close should have

areas of footway hardened to enable footway parking and for the junction of Fairfield Close and Dorian Road to be restricted for 10 metres on all arms of the junction, with the restrictions extending into Fairfield Close, on its eastern side to the northern boundary of no.1.

Hornchurch Road: There is minor parking displacement on the north end of Adelphi Crescent on junction of Albany Road. Double Yellow lines are required to disperse parking further down this road or encourage parking on the middle stretch of Albany road. There is a desire line from Tesco's supermarket which will facilitate a new crossing point to assist parents and children crossing into Rainsford Way. This would take significant funding which would require regeneration of the section of road between Roneo Corner and Albany Road with the majority of the funding to come from TfL in order to upgrade crossing facilities and traffic light sequences after junction remodelling. The Island at the end of Rainsford Way at the end of Hornchurch Road needs to have the signs swapped around so no U-turn is visible as a car turns out of Rainsford Way as this will be upgraded into a MTC site in future.

Engayne Primary School: Project Engineer Review Analysis

Summary recommendations

It was reported project engineers discovered displacement adjacent to both Humber Drive (as far west as Mersey Avenue) and Severn Drive (as far north as Isis Drive) the displacement is clear that it is for the Engayne Primary School. However, the displacement that is found south of Avon Road could be displacement from Engayne Primary School or Hall Mead School and this will take an advanced parking beat survey to clarify. There is a need for passing places along the length of Front Lane and Marlborough Gardens which will best be complimented by passing places of single yellow lines that match the PSPO order times. Double yellow lines should be put on all junctions connected to this terrain.

Avon Road: The southern end of this road suffers parking major displacement especially just west of the uncontrolled zebra crossing on the northern kerbline. It is recommended that Double Yellow Lines are added here to deter any parking to allow the smooth flow of traffic. Additionally, a consultation should be undertaken for the parking areas outside the shops to see if some P&D would facilitate a faster turnover for businesses.

Blyth Walk: There is severe congestion in this road and this road should be considered to be added to the PSPO order.

Colne Valley: There has not been any perceived displacement noticed in Colne Valley.

Dee Close: There were a few minor parking issues noticed, but none significant enough to warrant introduction of parking measures, but remarking of footway bays should be done.

Front Lane: There is a noticeable amount of displaced parking, whereby the parents and children are using the alleyway between Front Lane and Clyde Crescent, as a route to School. Front Lane would benefit from extending the Double Yellow Lines on the western side of Front Lane until they meet the Bus Stop Clearway.

Helford Way: There is severe congestion in this road and this road should be considered to be added to the PSPO order.

Isis Drive: There is excessive parking displacement in Isis Drive and this coincides with the times of operation with the PSPO. It is suggested that a single yellow line is implemented in this road to

prevent congestion with some marked bays that match the PSPO times of operation to alleviate parking for the residents.

Mersey Avenue: There is minor parking displacement on the north eastern end of Mersey Avenue where it meets Humber Drive, but there are no serious concerns that justify the introduction of parking restrictions within this road, but it will be monitored.

Nyth Close: There is no perceived parking displacement in this road, but this road will be monitored.

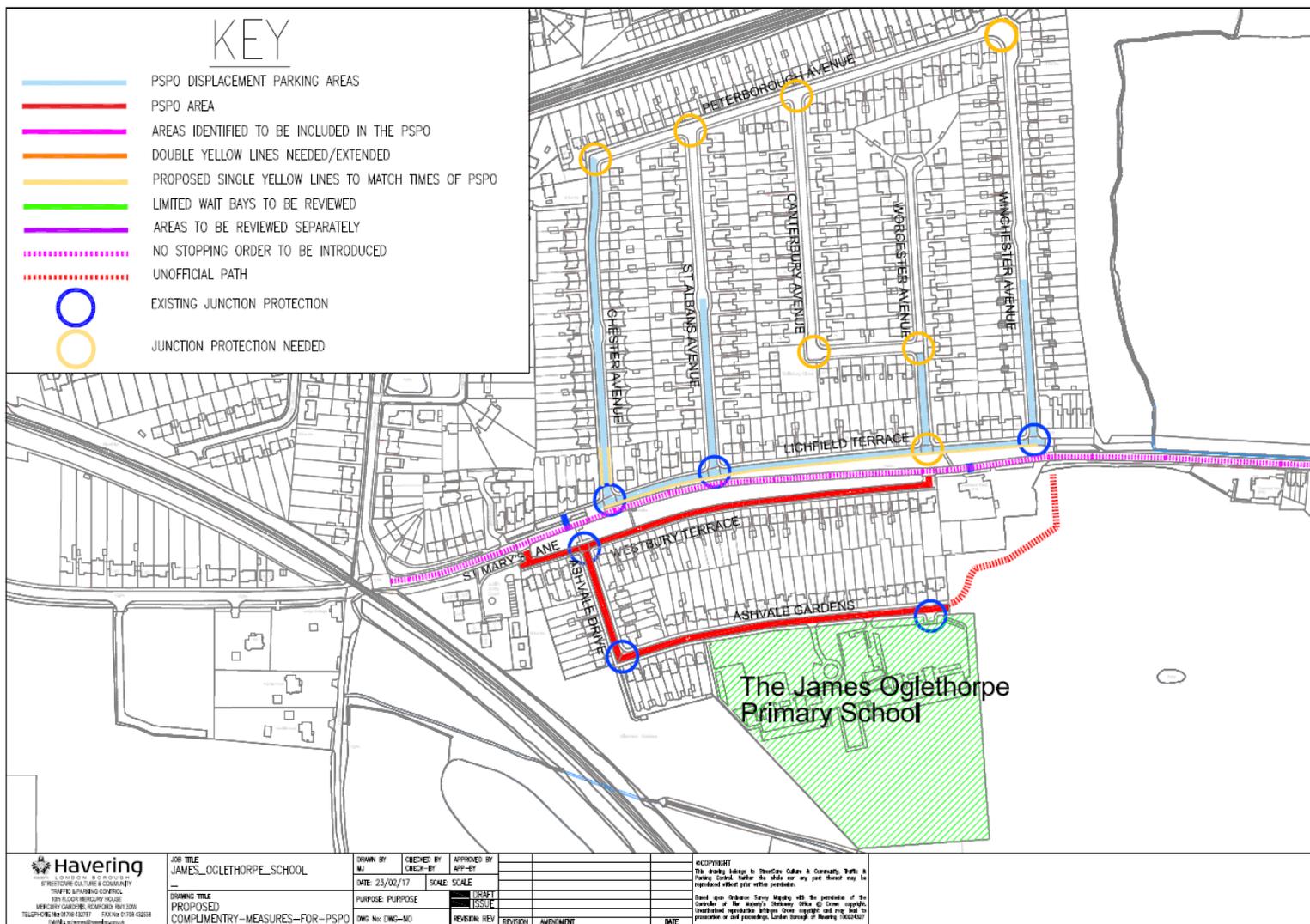
Stour Way: There is some serious displacement at the junction of Stour Way and Isis Drive.

The Rodings: There is severe congestion in this road and this road should be considered to be added to the PSPO order.

Tyne Close: There is no perceived parking displacement in this road, but this road will be monitored.

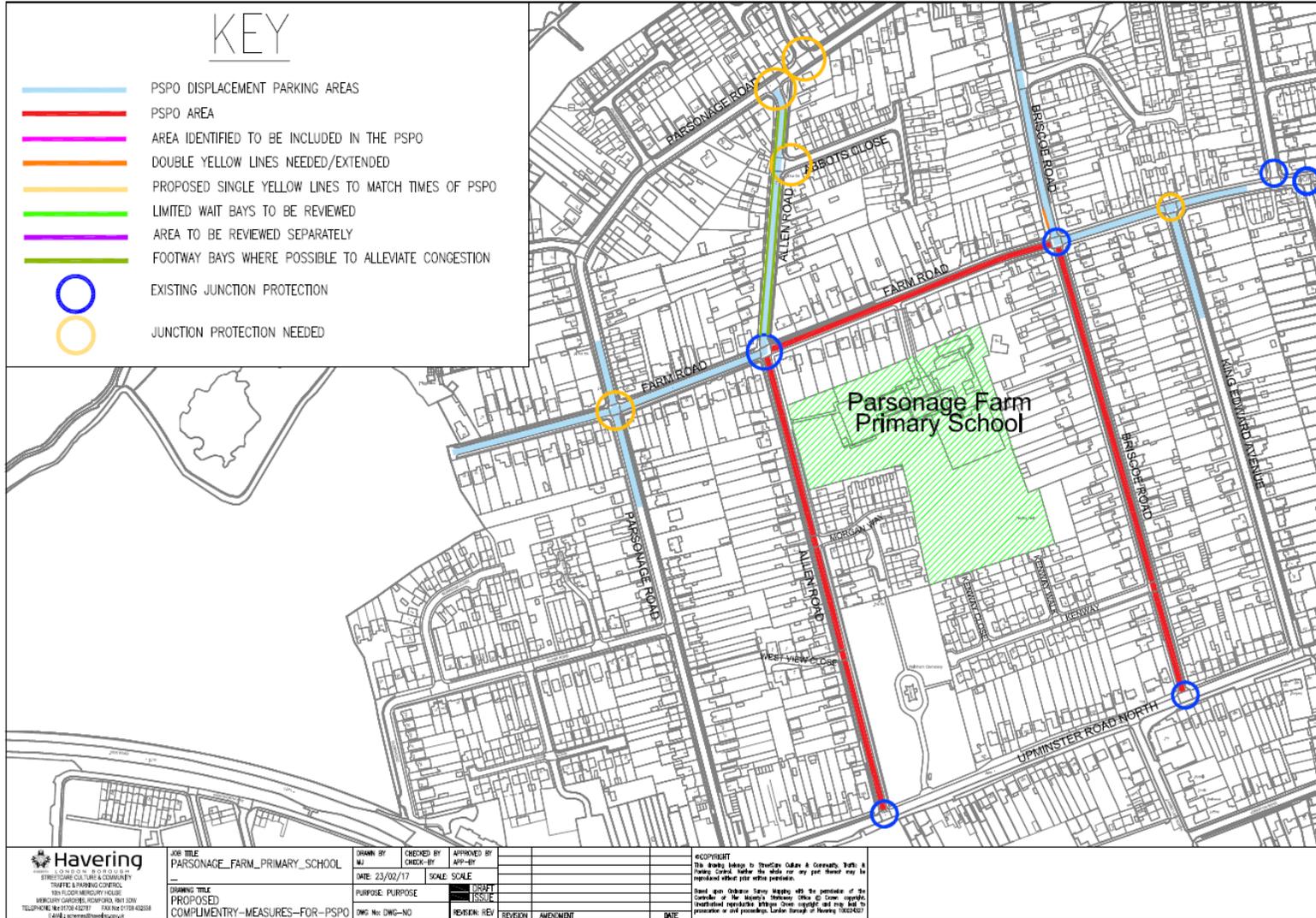


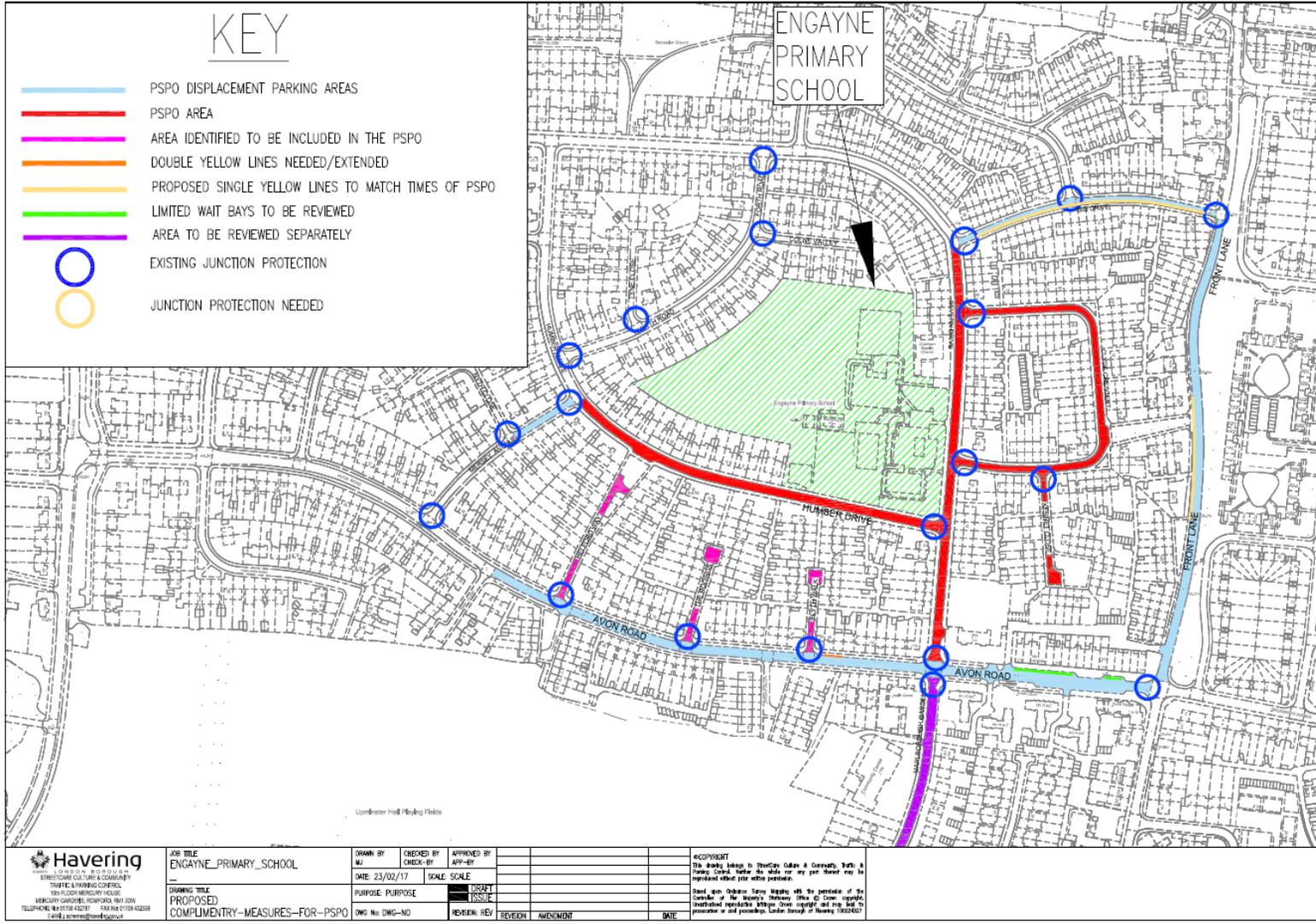
Appendix B





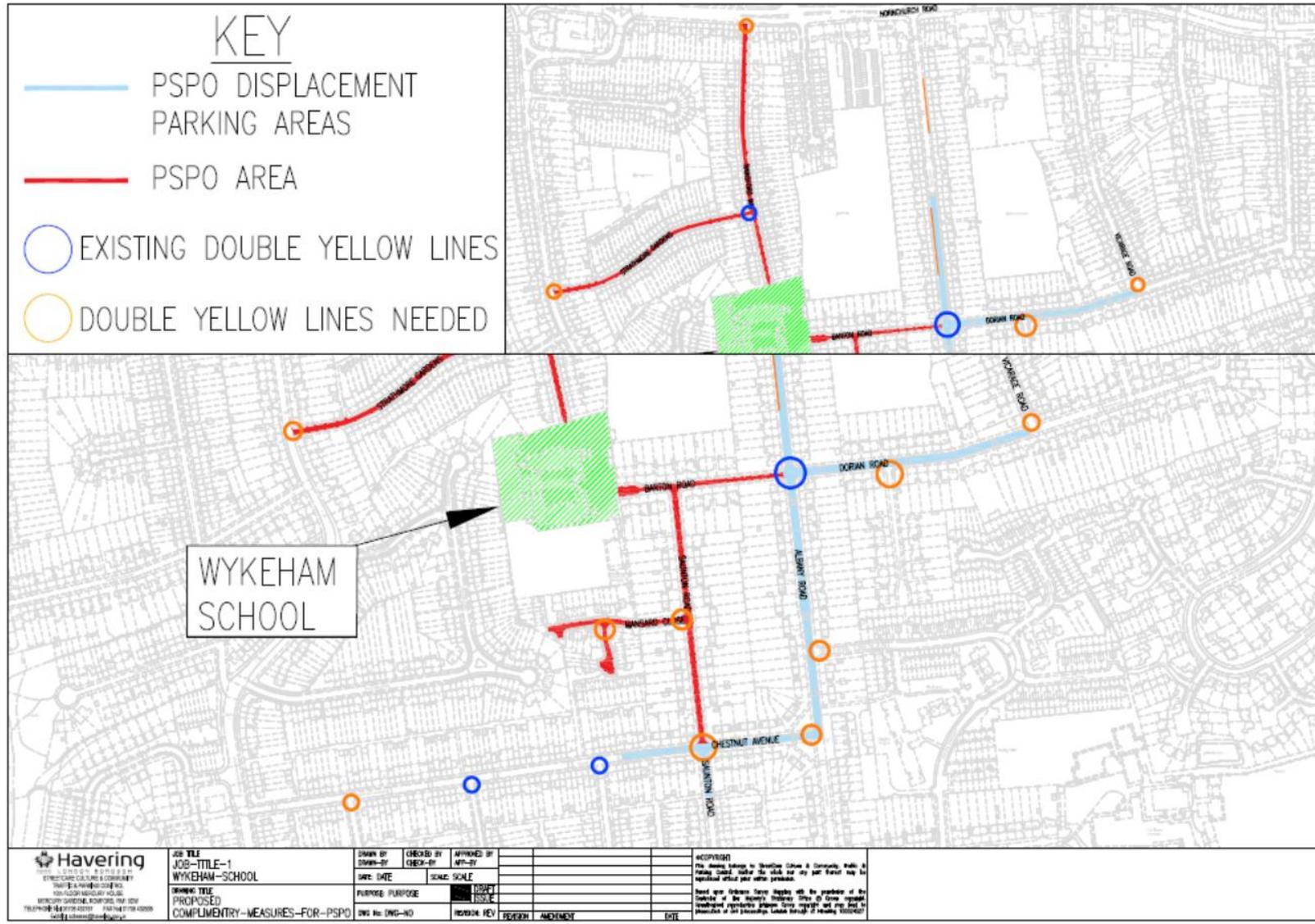
Appendix C







Appendix E



HIGHWAYS ADVISORY COMMITTEE

2 May 2017

Subject Heading:	HIGHWAY SCHEMES APPLICATIONS May 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 2017/18 Delivery Plan (where applicable)
Financial summary:	The estimated cost of requests, together with information on funding is set out in the schedule to this report.

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

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

SUMMARY

This report presents applications for new highway schemes which are not funded and do not appear on the Council's highways programme. The Committee is requested to decide whether the requests should be rejected or set aside with the aim of securing funding in the future.

RECOMMENDATIONS

1. That the Committee considers the requests set out in Section A and decide either;
 - (a) That the request should be rejected; or
 - (b) That the request should be set aside in Section B with the aim of securing funding in the future
2. That it be noted that any schemes taken forward in the future to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Environment, Regulatory Services and Community Safety if a recommendation for implementation is made.
3. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule. In the case of Section A - Scheme proposals without funding available, that it be noted that there is no funding available to progress the schemes.

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all highway scheme requests which are not funded, on the Council's highways programme or otherwise delegated so that a decision will be made on whether the scheme should be set aside for possible future funding or rejected.

- 1.2 The bulk of the highways schemes programme is funded through the Transport for London Local Implementation Plan and these are agreed in principle through an Executive decision in the preceding financial year. A full report is made to the Highways Advisory Committee on conclusion of the public consultation stage of these schemes.
- 1.3 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be taken forward to consultation.
- 1.4 In cases such as this, the decision to proceed with the public consultation is delegated to the Head of Environment and this will be as a published Staff Decision which will appear on Calendar Brief and be subject to call-in. The outcome of these consultations will be reported to the Committee which will make recommendations to the Cabinet Member for Environment, Regulatory Services and Community Safety in the usual way.
- 1.5 In order to manage the workload created by unfunded matters, a schedule has been prepared to deal with applications for new schemes and is split as follows;
- (i) Section A - Scheme proposals without funding available. These are requests for works to be undertaken where no funding from any source is identified. The recommendation of Staff to the Committee can only be one of rejection in the absence of funding. The Committee can ask that the request be held in Section B for future discussion should funding become available in the future.
 - (ii) Section B - Scheme proposals on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion should funding become available in the future.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including staff design costs), the request originator and date placed on the schedule.
- 1.7 In the event that funding is made available for a scheme held in Section B, Staff will update the Committee through the schedule at the next available meeting and then the item will be removed thereafter.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of each request or project is set out in the Schedule for the Committee to note.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member for Environment, Regulatory Services and Community Safety approval process being completed where a scheme is recommended for implementation.

Legal implications and risks:

Many aspects of highway schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Where a scheme is selected to proceed, then such advertisement would take place and then be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment, Regulatory Services and Community Safety.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

Human Resources implications and risks:

None.

Equalities implications and risks:

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

Decisions need to be made which are in accordance with equalities considerations, the details of which will be reported in detail to the Committee so that a

recommendation may be made to the Cabinet Member for Environment, Regulatory Services and Community Safety.

BACKGROUND PAPERS

None.

This page is intentionally left blank

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

Highways Advisory Committee
2nd May 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
SECTION A - Highway scheme proposals without funding available								
None reported this month								
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
Page 35 of 51	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014). Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£80k	Resident	31/07/14
B2	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£25k	Cllr Van den Hende	29/03/16
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	06/09/16

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

Highways Advisory Committee
 2nd May 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	08/11/16
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.	None	£50k	Cllr Wilkes	06/09/16
Page 36 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	07/12/16
			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	21/02/17