



# Havering

L O N D O N   B O R O U G H

## HIGHWAYS ADVISORY COMMITTEE AGENDA

<b>7.30 pm</b>	<b>Tuesday 1 August 2017</b>	<b>Council Chamber - Town Hall</b>
----------------	----------------------------------	--

Members 11: Quorum 4

### COUNCILLORS:

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

Frederick Thompson  
(Vice-Chair)  
John Crowder  
Dilip Patel  
Jason Frost

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

Barry Mugglestone  
John Mylod

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

Darren Wise  
Brian Eagling (Chairman)

#### **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 July 2017, and to authorise the Chairman to sign them.

### **5 PROPOSED PEDESTRIAN REFUGE OCKENDON ROAD, UPMINSTER** (Pages 11 - 18)

### **6 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 19 - 24)

The Committee is requested to note proposals on hold for future discussion or seeking funding - Report attached

**Andrew Beesley  
Head of Democratic Services**

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
4 July 2017 (7.30 - 8.05 pm)**

**Present:**

**COUNCILLORS**

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

An apology was received for the absence of Councillor Frost

+ Substitute Member: Councillor Wendy Brice-Thompson for Councillor Frost

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

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

**111 MINUTES**

The minutes of the meeting of the Committee held on 6 June 2017 were agreed as a correct record and signed by the Chairman

**112 PROPOSALS TO CLOSE FERRY LANE AT ITS JUNCTION WITH LAMSON ROAD, RAINHAM**

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 measures are implemented:

1. **Ferry Lane, south side of Rainham Station**

Ferry Lane, Rainham, proposed road closure situated 6.1 metres north-east of its junction with Lamson Road. The proposals are shown on drawing No. QP032-001.

2. Members noted that the estimated cost for implementation was £5,000 which would be met by the Council's Development Capital Programme. There was no time limit imposed on the funds.

**113 RURAL ROADS SPEED LIMIT CHANGES (VARIOUS LOCATIONS)  
ACCIDENT REDUCTION PROGRAMME - PROPOSED 30MPH AND  
40MPH SPEED LIMITS AND SAFETY IMPROVEMENTS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following safety improvements including 30mph and 40mph speed limits, rumble strips areas, vehicle activated sign and 30mph and 40mph roundel road markings as shown on the drawings Nos. QQ001-P1-1 to 6, QQ001-P2-1, QQ001-P3-1 to 2 and QQ001-P4-1 be implemented on the following roads with proposed speed limits as set out below:

<b>ROAD NAMES</b>	<b>PROPOSED SPEED LIMITS (MPH)</b>
Aveley Road	40
Berwick Pond Road	40
Bird Lane	30
Bramble Lane	40
Chequers Lane	40
Dennises Lane	40
East Hall Lane	30
Fen Lane	30
Folkes Lane	30
Gerpins Lane	40
Launders Lane	40
Little Gerpins Lane	40
Nags Head Lane	40
Park Farm Road	40
Pea Lane	30
St Mary's Lane	40
Stubbers Lane	40
Sunnings Lane	30
Tomkyns Lane	30
Upminster Road North	40
Warley Street	40
Warley Road	40
Warwick Lane	40

2. Members noted that the estimated costs of £80,000, would be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

#### 114 **LISTER AVENUE AREA PARKING REVIEW**

Further to comments by a Member of the Committee that the proposed time of the restrictions was satisfactory, the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following proposals be designed and publicly advertised.

- (a) the proposals to introduce a residents parking scheme, operational between 10am and 2pm Monday to Friday inclusive and the related 'At any time' waiting restrictions, as shown on the report in Appendix B, be implemented as advertised;
- (b) the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £8,000, which would be met by the Parking Strategy Investment (A2017).

#### 115 **TPC755 CRANHAM PARKING REVIEW**

Following an amendment to the recommendation to clarify that the proposals are for consultation and not implementation 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 measures precede to consultation:

Plan Cranham 1

1. 24 hour waiting restrictions both sides of the junction of Falkirk Close and Hedingham Rd for a distance of 10m, as shown on the plan in Appendix A Cranham 1;
2. 24 hour waiting restrictions both sides of the junction of Carisbrooke Close and Hedingham Rd, as shown on the plan in Appendix A Cranham 1;
3. 24 hour waiting restrictions outside No. 106 Benets Rd and at the side of 106 Benets Rd, as shown on the plan in Appendix A Cranham 1;
4. 24 hour waiting restrictions at the junction of Frimley Avenue and Somerset Gardens, as shown on the plan in Appendix A Cranham 1;

5. 24 hour waiting restrictions at the junction of Somerset Rd and Holme Rd, as shown on the plan in Appendix A Cranham 1;
6. 24 hour waiting restrictions at the junction of Holme Rd and Benets Rd, as shown on the plan in Appendix A Cranham 1;
7. 24 hour waiting restrictions at the junction of Hedingham Rd and Ashby Close as shown on the plan in Appendix A Cranham 1;
8. 24hour waiting restrictions at the junction of Hedingham Rd and Caernarvon Close, as shown on the plan in Appendix A Cranham 1;

Plan Cranham 2

9. change to operational time of waiting restriction in Waldergrave Gardens from 8am-9.30am Monday to Friday to 8am-6.30pm Monday to Saturday, as shown on the plan in Appendix A Cranham 2;
10. change to operational time of waiting restriction in Ashburnham Gardens, Waldegrave Gardens and Engayne Gardens from 8am-9.30am Monday to Saturday to 10am to 3pm Monday to Saturday, as shown on the plan in Appendix A Cranham 2;
11. 24 hour waiting restriction on the junction Engayne Gardens and Waldegrave Gardens, as shown on the plan in Appendix A Cranham 2;
12. 24 hour waiting restrictions on the junction of Hall Lane and Ashburnham Gardens, as shown on the plan in Appendix A Cranham 2;
13. 24 hour waiting restriction on the junction of Ashburnham Gardens and Engayne Gardens, as shown on the plan in Appendix A Cranham 2;
14. 24 hour waiting restriction on the west side of Hall Lane at the side of 1 to 54 Huskards as shown in appendix A Cranham 2.

Plan Cranham 3

15. 24 hour waiting restrictions outside No's 20 and 25 Kingfisher Rd and at the junction of Kingfisher Rd and Heron Way, as shown on the plan in Appendix A Cranham 3;
16. 24 hour waiting restrictions at the junction of Heron Rd and Nightingale Rd, as shown on the plan in Appendix A Cranham 3;
17. 24 hour waiting restrictions at the junction of Plover Gardens and Heron Way, as shown on the plan in Appendix A Cranham 3;
18. 24 hour waiting restrictions on Heron way outside No's 73 and 78, as shown on the plan in Appendix A Cranham 3;



19. 24 hour waiting restrictions on the junction of Heron Way and Swift Close, as shown on the plan in Appendix A Cranham 3;
20. 24 hour waiting restrictions outside No's 110 and 151 heron Way, as shown on the plan in Appendix A Cranham 3;
21. 24 hour waiting restrictions on the junction of Heron Way and Moor Lane, as shown on the plan in Appendix A Cranham 3;
22. 24 hour waiting restriction on the junction of Moor lane and Nathan Close, as shown on the plan in Appendix A Cranham 3;
23. 24 hour waiting restriction outside No's 58 and 60 Moor Lane, as shown on the plan in Appendix A Cranham 3;
24. 24 hour waiting restriction at the side of No's 43 and 2a Cranham Gardens and outside No's 12 to 6 Cranham Gardens, as shown on the plan in Appendix A Cranham 3;
25. 24 hour waiting restriction on the junction of Cranham Gardens and Park Avenue, as shown on the plan in Appendix A Cranham 3;
26. 24 hour waiting restriction at the junction of Front Lane and Ingerbourne Gardens, as shown on the plan in Appendix A Cranham 3;
27. 24 hour waiting restriction at the junction of Ingrebourne Gardens and Marlborough Gardens and Marlborough Gardens outside No. 12, as shown on the plan in Appendix A Cranham 3;
28. A parking facility outside the shops on Front Lane Monday to Friday 9am to 5pm no return one hour.

#### Plan Cranham 4

29. 24 hour waiting restriction on the north side of Avon Rd, as shown on the plan in Appendix A Cranham 4;
30. 24 hour waiting restriction on Chelmer Rd outside No's 1-5, as shown on the plan in Appendix A Cranham 4;
31. 24 hour waiting restriction outside No 34 Chelmer Rd, as shown on the plan in Appendix A Cranham 4.

#### 116 **TPC991 - MELLOWES ROAD PARKING REVIEW**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that residents of Mellowes Road be formally consulted on a designed scheme to include the road in the Sector 3

Residents Parking Scheme, operational Monday to Saturday 8.30am to 6.30pm inclusive.

**117 BEECHFIELD GARDENS AND CROW LANE - BROOKLANDS SCH40**

The report before the Committee detailed responses to the informal consultation undertaken with the residents of the Beechfield Gardens and Crow Lane (between its junctions with Sandgate Close and Jutsums Lane) and recommends a further course of action

In accordance with the public speaking arrangements the Committee was addressed by a local resident who was speaking in favour of the scheme. The Committee was informed of the issues that local residents faced with obstructive and dangerous parking due to the close proximity of the road to Queens Hospital and the Royal Mail centre.

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

- a) the proposals to introduce a residents parking scheme, operational Monday to Friday 8am to 8pm inclusive, in Beechfield Gardens and Crow Lane (between Sandgate Close and Jutsums Lane), as detailed in the report on drawing Appendix E, be designed and publicly advertised.

Members noted that the estimated cost of the scheme was £3000 which would be funded from the 2017/18 Parking Strategy Investment budget (A2017).

**118 TPC864 - UPMINSTER BRIDGE**

The report before the Committee detailed responses received to the informal consultation undertaken with the residents of the Upminster Bridge Area and recommended a further course of action.

During a brief debate, a Member of the Committee requested that during the course of the public consultation residents be presented with a number of different options for restrictions. Officers clarified that consideration would be given to the restrictions preferred by local residents.

Another Member raised concerns over the consultation suggesting that a number of consultation responses had not been received by officers. Following a suggestion that there was a Council policy of introducing all day parking restrictions as a source of revenue officers confirmed that there was no such policy.

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

- a) The proposals to introduce a residents parking scheme for the Upminster Bridge Area, operational Monday to Friday 8am to 6.30pm inclusive, (as detailed in Appendix E of the report) be designed and publicly advertised;
- b) The proposals to introduce 5 Pay & Display operational Mon to Fri 8am to 6.30pm inclusive (as detailed in Appendix E of the report) be designed and publicly advertised;

Members noted that the estimated cost of the scheme was £15,000 which would be funded from the 2017/18 Parking Strategy Investment.

#### 119 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing the 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 noted the request report and appended it to the minutes.

---

**Chairman**

This page is intentionally left blank

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

Item Ref	Location	Ward	Description	Officer Advice
<b>SECTION A - Highway scheme proposals without funding available</b>				
Nothing to report 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>
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.

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

Item Ref	Location	Ward	Description	Officer Advice
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.
Page 10 86	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.
			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.
A1	Junction of Alma Avenue & Standen Avenue	Hacton	Speed table across entire junction to match that of junction of Alma Avenue and Dawes Avenue. To reinforce 20mph speed limit.	Feasible, but not funded.

## HIGHWAYS ADVISORY COMMITTEE 1 August 2017

<b>Subject Heading:</b>	PROPOSED PEDESTRIAN REFUGE OCKENDON ROAD, UPMINSTER Outcome of public consultation
<b>SLT Lead:</b>	Dipti Patel
<b>Report Author and contact details:</b>	Mark Philpotts Principal Engineer 01708 433751  mark.philpotts@havering.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008) Havering Local Implementation Plan 2017/18 Delivery Plan
<b>Financial summary:</b>	The estimated cost of £8,000 for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Pedestrian Crossing Improvements, Ockendon Road.

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

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[ ]
Connections making Havering	[X]

## SUMMARY

This report sets out the responses to a consultation for a pedestrian refuge in Ockendon Road to assist the residents of Sunnings Lane in crossing the road to access the nearby shopping parade and bus stops and recommends that the proposals be implemented.

The scheme is within **Upminster** ward.

## 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 pedestrian refuge proposal set out in this report and shown on Drawing QQ027-OF-101 is implemented.
2. That it be noted that the estimated cost of £8,000 for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Pedestrian Crossing Improvements, Ockendon Road.

## REPORT DETAIL

### 1.0 Background

- 1.1 A request was made by a ward councillor for the Council to provide a pedestrian crossing refuge on Ockendon Road to assist the residents of Sunnings Lane in crossing Ockendon Road to reach the nearby shopping parade and bus stops. The Committee had sympathy with the request and it was held on the “highway schemes hold schedule”.
- 1.2 The request was included in the Council’s 2017/18 Transport for London Local Implementation Plan allocation which has enabled Staff to proceed with the design and consultation of a proposal.
- 1.3 Ockendon Road is a classified road (B1421) and is subject to a 30mph speed limit and has street lighting. Ockendon Road carries some 6,200 vehicles per day during the week (2016), with less at weekends (Station Road in Upminster carries nearly 19,000 vehicles per day as a comparison).



- 1.4 The carriageway of Ockendon Road (within the residential area) varies between 6.75m and 9m and many residents have vehicle crossings. Sunnings Lane is between a pair of bends, although their radii are over 100 metres making them gentle. Forward visibility is considered to be good. There is a large service road layby between Nos.33 and 35, beyond which there is a pedestrian link to Huntsmans Drive.
- 1.5 Staff have surveyed Ockendon Road between Sunnings Lane and the junction with Corbets Tey Road to find a suitable location. Because of carriageway width, geometry and number of vehicle crossings the optimum position for a refuge is outside No.33 Ockendon Road. The location and general arrangement is shown on Drawing QQ027-OF-101.
- 1.6 81 letters were sent to those potentially affected by the scheme and to the residents of Sunnings Lane on 12<sup>th</sup> June 2017, with a closing date of 30<sup>th</sup> June 2017 for comments.
- 1.7 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.
- 1.8 Ward councillors were briefed on the proposal which was supported in principle, subject to the outcome of consultation.

## **2.0 Outcome Of Public Consultation**

- 2.1 By the close of consultation, 1 response was received by the Metropolitan Police Roads and Transport Policing Command.
- 2.2 The police highlighted the proposed refuge had a bend on its approach, lack of lighting on one side of the street at the refuge position, the footway on the south side of the road being narrow, lack of parking controls near proposal, the refuge creating a pinch point for cyclists and queried the 85<sup>th</sup> percentile speed.

## **3.0 Staff Comments**

- 3.1 In response to the matters referred to by the police, the bend is gentle as set out above; lighting is generally placed on the outside of bends (being staggered on straight roads); the footway is narrower than is desirable, but Staff consider it adequate; Staff do not consider parking controls are required because people park in the adjacent layby; refuges can create pinch points for people cycling but this needs to be balanced with pedestrian crossing needs. On the speed of drivers, the area is subject to a 30mph speed limit and Staff do not consider there to be a significant issue in this regard.
- 3.2 Staff note the comments made by the police, but recommend that the scheme proceeds as consulted.

## IMPLICATIONS AND RISKS

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

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

The estimated cost of £8,000 for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

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:**

Under Part V of the Highways Act 1980 (as amended) ("HA 1980") the Council, as highway authority, has a general power (Section 62 HA 1980) to improve its highway network. Section 68 HA 1980 provides the Council with a specific power to construct and maintain places of refuge for the protection of pedestrians in the maintained highway.

The introduction of a pedestrian refuge in Ockendon Road (as set out in the report) will provide significant safety improvements for pedestrians crossing the road.

### **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.

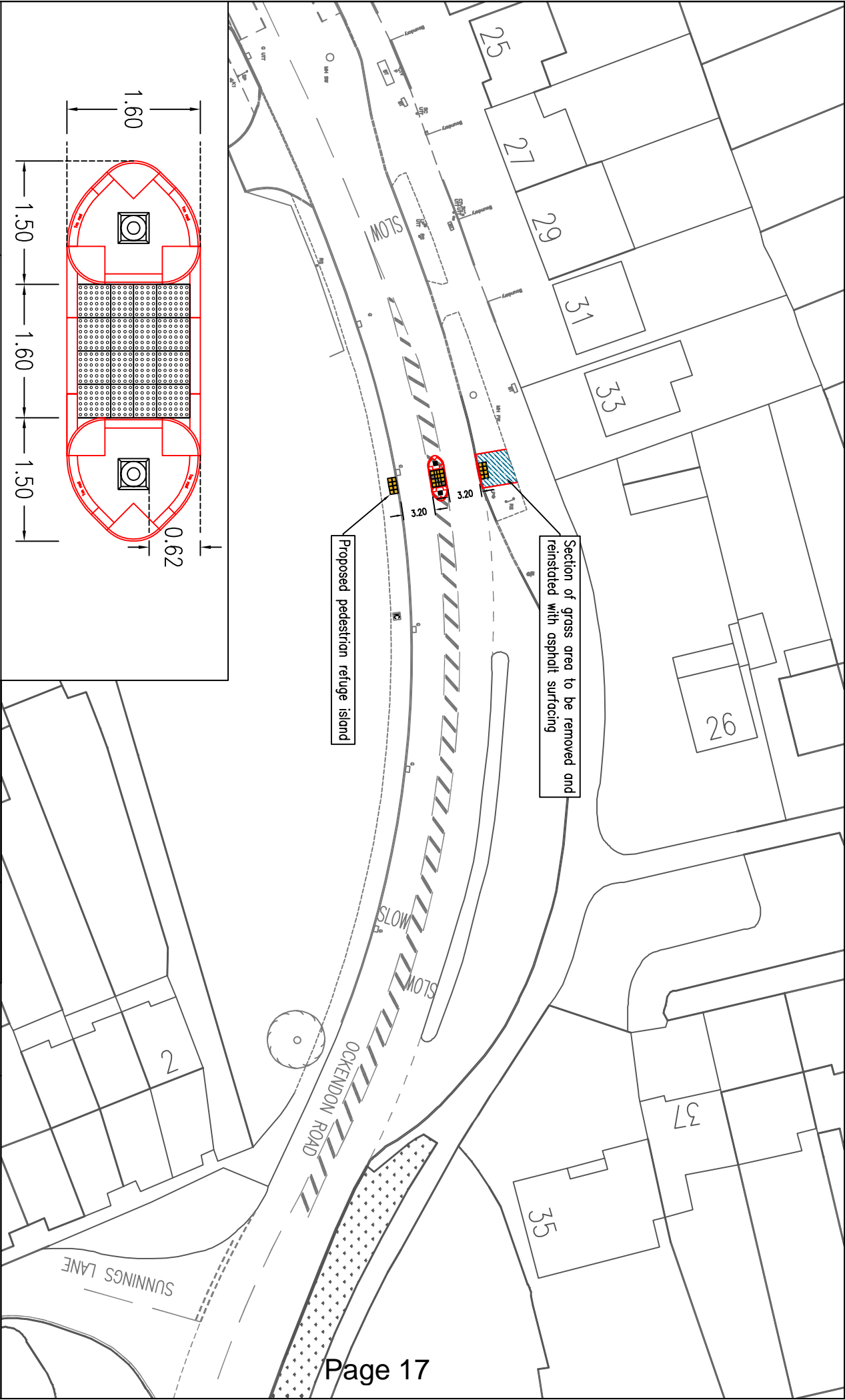
The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is


especially helpful to disabled people, children (lone and accompanied), young families and older people.

<b>BACKGROUND PAPERS</b>
--------------------------

None.

This page is intentionally left blank





# Havering

LONDON BOROUGH

JOB TITLE  
OCKENDON ROAD

©Copyright  
The information contained in this drawing is the property of the London Borough of Havering. It is not to be used for any other purpose without the written permission of the London Borough of Havering. It is not to be reproduced in any form without the written permission of the London Borough of Havering.

Basic plan of the proposed pedestrian refuge island. The plan is based on the existing ground level and the proposed island is shown in red. The plan is based on the existing ground level and the proposed island is shown in red.

DRAWING TITLE  
PROPOSED PEDESTRIAN REFUGE ISLAND

DRAWN BY RP	CHECKED BY TQ	APPROVED BY MLP	PURPOSE PROPOSAL	AMENDMENT
SCALE (AT A4 SIZE) 1:500	DATE 16.05.17	DRAFT ISSUE	REVISION 0	DATE 16.05.17
ACAD REF: 00027-OF-101				

This page is intentionally left blank

# HIGHWAYS ADVISORY COMMITTEE

1 August 2017

**Subject Heading:**

**HIGHWAY SCHEMES APPLICATIONS  
August 2017**

**SLT Lead:**

**Dipti Patel**

**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**

Communities making Havering  
Places making Havering  
Opportunities making Havering  
Connections making Havering

[X]  
[X]  
[ ]  
[X]

## 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.

<b>BACKGROUND PAPERS</b>
--------------------------

None.

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

Item Ref	Location	Ward	Description	Officer Advice
<b>SECTION A - Highway scheme proposals without funding available</b>				
Nothing to report this month				
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>				
P B1 Page 23	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>
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.

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

Item Ref	Location	Ward	Description	Officer Advice
B4	Herbert Road, near Nelves 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. <b>Draft scheme for 2017/18 TfL LIP.</b>
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided. <b>Draft scheme for 2017/18 TfL LIP.</b>
Page 24 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. 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 refuges would be more appropriate. Road widening would be required. <b>Draft scheme for 2017/18 TfL LIP.</b>
A1	Junction of Alma Avenue & Standen Avenue	Hacton	Speed table across entire junction to match that of junction of Alma Avenue and Dawes Avenue. To reinforce 20mph speed limit.	Feasible, but not funded. <b>Draft scheme for 2017/18 TfL LIP.</b>