



Havering

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
9 January 2018**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(4)**

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

**Residents'
(2)**

Barry Mugglestone
Stephanie Nunn

**East Havering
Residents'(2)**

Brian Eagling (Chairman)
Darren Wise

**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.

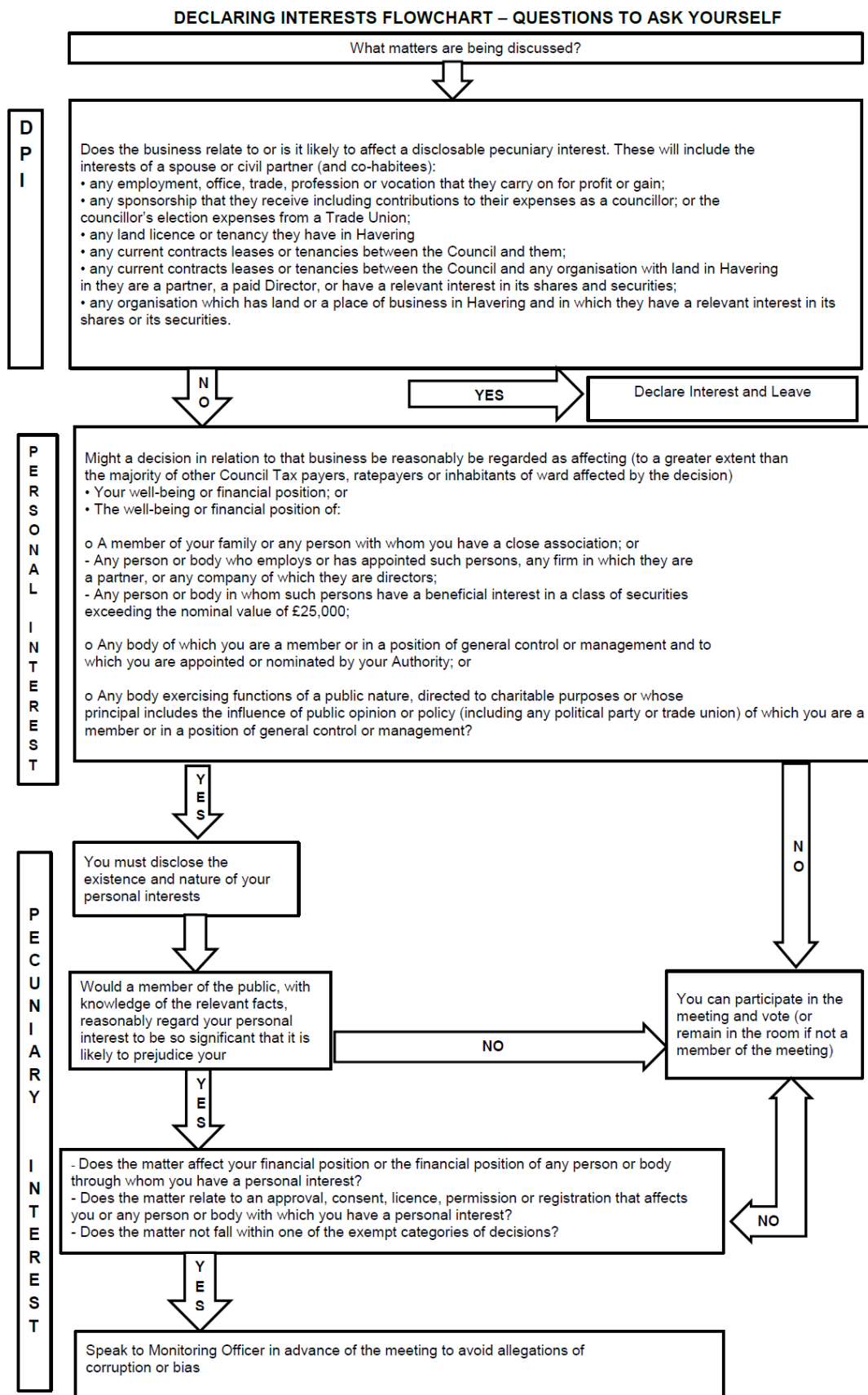
Reporting means:-

- 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 - 8)

To approve as a correct record the minutes of the meeting of the Committee held on 5 December 2017 and to authorise the Chairman to sign them.

5 RUSH GREEN ROAD ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 9 - 30)

6 BUTTS GREEN ROAD ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 31 - 56)

7 CAMBRIDGE AVENUE/ WARWICK GARDENS SCH17 (Pages 57 - 74)

8 MELLOWES ROAD PARKING REVIEW (Pages 75 - 86)

9 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 87 - 96)

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

10 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

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
5 December 2017 (7.30 - 8.00 pm)**

Present:

COUNCILLORS

Conservative Group Frederick Thompson (Vice-Chair), John Crowder,
Dilip Patel and Jason Frost

Residents' Group Barry Mugglestone and Stephanie Nunn

**East Havering
Residents' Group** Darren Wise and Brian Eagling (Chairman)

UKIP John Glanville

**Independent Residents
Group**

Labour Group Denis O'Flynn

Apologies were received for the absence of Councillor David Durant.

Councillor Wendy Brice-Thompson and Councillor Melvin Wallace were also present for the meeting.

There were four members of the public present for the meeting.

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

Unless otherwise indicated all decisions were taken with no votes against.

146 DISCLOSURE OF INTERESTS

None declared at the meeting.

147 MINUTES

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

148 **CEDAR ROAD, ROMFORD - POTENTIAL RELOCATION OF ROAD CLOSURE**

The report before the Committee detailed responses to a consultation for the relocation of the existing modal filter in Cedar Road.

The report informed that by the close of consultation, five responses were received. Three were from residents and two were from businesses. Four of the responses were in support of the alternative location. One business while in support, felt that parking management was required to assist turning drivers and that some carriageway widening should take place at the entrance to Chesham Close.

Officers were of the view that the alternative location of the filter was the only option given the constraints. It was also noted that a parking management review would be considered once the filter was in place.

The Committee **RESOLVED** to recommend to the Cabinet Member for Environment Regulatory Services and Community Safety to the modal filter be relocated to a position at the common boundary of Nos.21 and 23 Cedar Road as shown on Drawing QQ042/101 of the report.

Members noted that the estimated cost of £0.0035m for implementation would be met by the Council's Capital Allocation for Minor Highway Improvements (A2225).

149 **BEECHFIELD GARDENS & CROW LANE - BROOKLANDS SCH40 - RESULTS OF FORMAL ADVERTISEMENT**

The report before the Committee detailed the responses received to the formal advertisement undertaken with the residents of the Beechfield Gardens and Crow Lane (between its junctions with Sandgate Close and Jutsums Lane).

Following the June 2017 meeting of the Committee it was agreed that that a residents parking scheme be designed and formally consulted.

It was stated that residents were formally consulted on a residents parking scheme operational 8am to 8pm Monday to Friday inclusive, with associated single yellow lines operational 8am to 6:30pm Monday to Saturday in line with the existing waiting restrictions and associated 'at any time' waiting restrictions for access and safety reasons.

Officers informed the Committee that given the very low level of objections to the formal advertisement and the results of the previous consultations, it was recommended that the residents parking scheme be implemented. It was further recommended that the advertised operational hours of Monday - Friday 8am-8pm were varied by a reduction to the operational period to Monday - Friday, 8am to 6:30pm.

The variation, to the advertised times, took account of two representations that described the advertised period as excessive as non-residential vehicles rarely arrive after 6:30pm. In officers view it was considered that the reduction to the operational hours would benefit guests of local residents who, under the advertised times, would have required a visitor parking permit between 6:30pm – 8pm.

The report informed the Committee that Ward Councillors had discussed the variation with residents and were happy for the restrictions to be implemented until 6:30pm with the effects monitored to ensure the hours of operation are sufficient.

In accordance with the public speaking arrangements the Committee was addressed by a resident who spoke against the variation to the advertised operational times of the scheme. The resident stated that the reduction to operational times would not deal with parking by evening commuters / shift workers including staff at the local hospital and the local post office facility. The resident raised particular concerns over the effect of the variation on Beechfield Gardens. .

With its agreement Councillor Viddy Persaud addressed the Committee. Councillor Persaud stated that Ward Councillors and a majority of local residents were in support of the revised operational period ending at 6.30pm. Councillor Persaud noted that the effectiveness of the scheme would be monitored. She concluded that there would be opportunities to work with businesses to develop better transport links in the area.

During the debate, a Member warned that reducing congestion in Crow Lane could open the road to fast movement of vehicles and increase road safety issues.

In response to a Member, officers confirmed that the proposed residents parking bays by the cemetery and post office sorting office would be monitored and if underused could be changed to dual use.

In response to a proposal to increase the operational hours for Beechfield Gardens to 8pm, officers stated that the preference was to maintain one set of restrictions in the area but that the scheme would be monitored and the operational hours for Beechfield Gardens could be changed in the future if warranted.

Following the debate, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposals to introduce a residents parking scheme in Beechfield Gardens and Crow Land (between Sandgate Close and Jutsums Lane), operational Monday - Friday, 8am to 6:30pm (a reduction to the advertised times of Monday - Friday, 8am - 8pm), be implemented;

That the effects of the implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £0.003m, which would be met through a virement from the revenue budget to the capital (A2017), as there are no funds within the capital budget to fund the project.

The voting to proceed with the scheme was 9 in favour of implementation with 1 abstention.

150 HIGHWAY SCHEME APPLICATION

The Committee considered a report showing the new highway scheme requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

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

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

Chairman

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

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals without funding available				
A1	Belgrave Avenue	Squirrels Heath	Traffic calming to deal with speeding drivers	Agreed 9-1 abstention
A2	Upper Brentwood Road, by Beaumont Close	Squirrels Heath	Traffic calming by junction to reduce driver speed as emergent visibility from side road is poor and residents have difficulty emerging. Probably a speed table between Beaumont Close and Ferguson Avenue.	Agreed 9-1 abstention

Page 5

London Borough of Havering

Engineering Services, Highways - Streetcare

Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
A3	The Mount/ Noak Hill Road	Heaton	Concerns about volume of traffic arising from removal of traffic signals (at Straight Road) and new developments. Full text appended.	Agreed 9-1 abstention
Page 8 A4	Heath Drive and wider estate	Pettits	Modal filter at A12 to prevent traffic leaving A12. Banned right turns from Main Road into Heath Drive. Area-wide 20mph Zone.	Agreed 9-1 abstention
A5	Hacton Lane, North of Ravenscourt Grove	Hacton	Request for speed table to reduce approach speeds to mini-roundabout.	Agreed 9-1 abstention
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)				

London Borough of Havering

Engineering Services, Highways - Streetcare

Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
B1	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.
B2	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.

Page 2

Full text of petition under A3

We the undersigned, wish to draw to your attention the dangerous conditions on Noak Hill Road. Since the removal of the traffic lights at Straight Road there is no traffic break for vehicles to safely exit the blind junction at The Mount especially as the speed limit is often ignored. A road calming hump would be an obvious solution. You may notice that there is no safe pedestrian crossing in this area either. We are concerned that it will not be too long before there is a serious accident.

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HIGHWAYS ADVISORY COMMITTEE 9 January 2018

Subject Heading:

**RUSH GREEN ROAD ACCIDENT
REDUCTION PROGRAMME –
PROPOSED SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

Dipti Patel

Report Author and contact details:

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

Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2017/18 Delivery Plan**

Financial summary:

**The estimated cost of £0.09m for
implementation will be met by
Transport for London through the
2017/18 Local Implementation Plan
Allocation for Accident Reduction
Programme.**

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

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

SUMMARY

Rush Green Road – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements and humped pedestrian refuge, pedestrian refuges and speed tables are proposed to minimise accidents. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the safety improvements as detailed in the recommendation be approved.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Rush Green Road west of Barton Avenue (Plan No:QQ057-1)
 - Humped pedestrian refuge with road marking changes as shown.
 - (b) Rush Green Road west of Clayton Road (Plan No:QQ057-2)
 - Speed tables (2No.) with road marking changes as shown.
 - (c) Rush Green Road by Rush Green Gardens (Plan No:QQ057-3)
 - Pedestrian refuge with road marking changes as shown.
 - (d) Rush Green Road west of Birkbeck Road (Plan No:QQ057-4)
 - Pedestrian refuge with road marking changes as shown.
 - (e) Rush Green Road west of Lilac Gardens (Plan No. QQ057-5)
 - Speed table with road marking changes as shown.
2. That, it be noted that the estimated costs of £0.09m, can be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2016, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2017/18 Havering Borough Spending Plan settlement. Rush Green Road Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The Rush Green Road and North Street Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1500 vehicles per hour during peak periods along Rush Green Road between west of Clayton Road.

A speed survey was carried out and the results are as follows.

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Rush Green Road west of Clayton Road	34	34	45	45
Rush Green Road between Lilac Gardens and Norwood Avenue	35	34	45	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Rush Green Road exceeds the 30mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.4 In the five-year period to December 2016, **forty four** personal injury accidents (PIAs) were recorded along Rush Green Road between Borough Boundary and Rom Valley Way. Of these forty four PIAs, 1 was fatal; 5 were serious; six involved pedestrians; 2 were speed related and eleven occurred during the hours of darkness.

Details of PIAs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Rush Green Road / Barton Avenue Junction	0	1	0	1
Rush Green Road between Barton Avenue and Clayton Road	1 (1-Ped) (1-Dark)	0	2 (1-Dark)	3
Rush Green Road / Clayton Road Junction	0	0	2	2
Rush Green Road between Clayton Road and Rush Green Gardens	0	0	1	1
Rush Green Road / Rush Green Gardens junction	0	1	3 (1-Ped)	4
Rush Green Road between Rush Green Gardens and Leonard Avenue	0	0	3 (2-Dark)	3
Rush Green Road / Birkbeck Road junction	0	0	3 (1-Ped) (1-Dark)	3
Rush Green Road between Birkbeck Road and Philip Avenue	0	1 (1-Ped)	2 (1-Dark)	3
Rush Green Road between Philip Road and Dagenham Road	0	1	2 (1-Dark)	3
Rush Green Road / Dagenham Road Junction	0	0	8 (1-Dark)	8

Rush Green Road between Dagenham Road and Lilac Gardens	0	1 (1-Dark)	5 (2-Ped) (1-Speed)	6
Rush Green Road / Lilac gardens Junction	0	0	1	1
Rush Green Road between Lilac Gardens and Norwood Avenue	0	0	2 (1-Dark)	2
Rush Green Road / Norwood Avenue Junction	0	0	1	1
Rush Green Road between Norwood Avenue and Rom Valley Way	0	0	3 (1-Dark)	3
Total	1	5	38	44

Proposals

1.5 The following safety improvements are proposed along Rush Green Road to reduce vehicle speeds and minimise accidents.

- (a) Rush Green Road west of Barton Avenue (Plan No:QQ057-1)
 - Humped pedestrian refuge with road marking changes as shown.
- (b) Rush Green Road west of Clayton Road (Plan No:QQ057-2)
 - Speed tables (2No.) with road marking changes as shown.
- (c) Rush Green Road by Rush Green Gardens (Plan No:QQ057-3)
 - Pedestrian refuge with road marking changes as shown.
- (d) Rush Green Road west of Birkbeck Road (Plan No:QQ057-4)
 - Pedestrian refuge with road marking changes as shown.
- (e) Rush Green Road west of Lilac Gardens (Plan No. QQ057-5)
 - Speed table with road marking changes as shown.

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 500 letters were delivered by hand and via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Three written responses from residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that forty four personal injury accidents (PIAs) were recorded along Rush Green Road between Borough Boundary and Rom Valley Way. Of these forty four PIAs, 1 was fatal; 5 were serious; six involved pedestrians; 2 were speed related and eleven occurred during the hours of darkness.
- 3.2 The proposed safety improvements as detailed in the recommendation would minimise accidents along Rush Green Road. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of 0.09m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Rush Green Road Accident Reduction Programme (A2672). 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:

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

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the "HA 1980". Before making an order under this provision the Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

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

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

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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

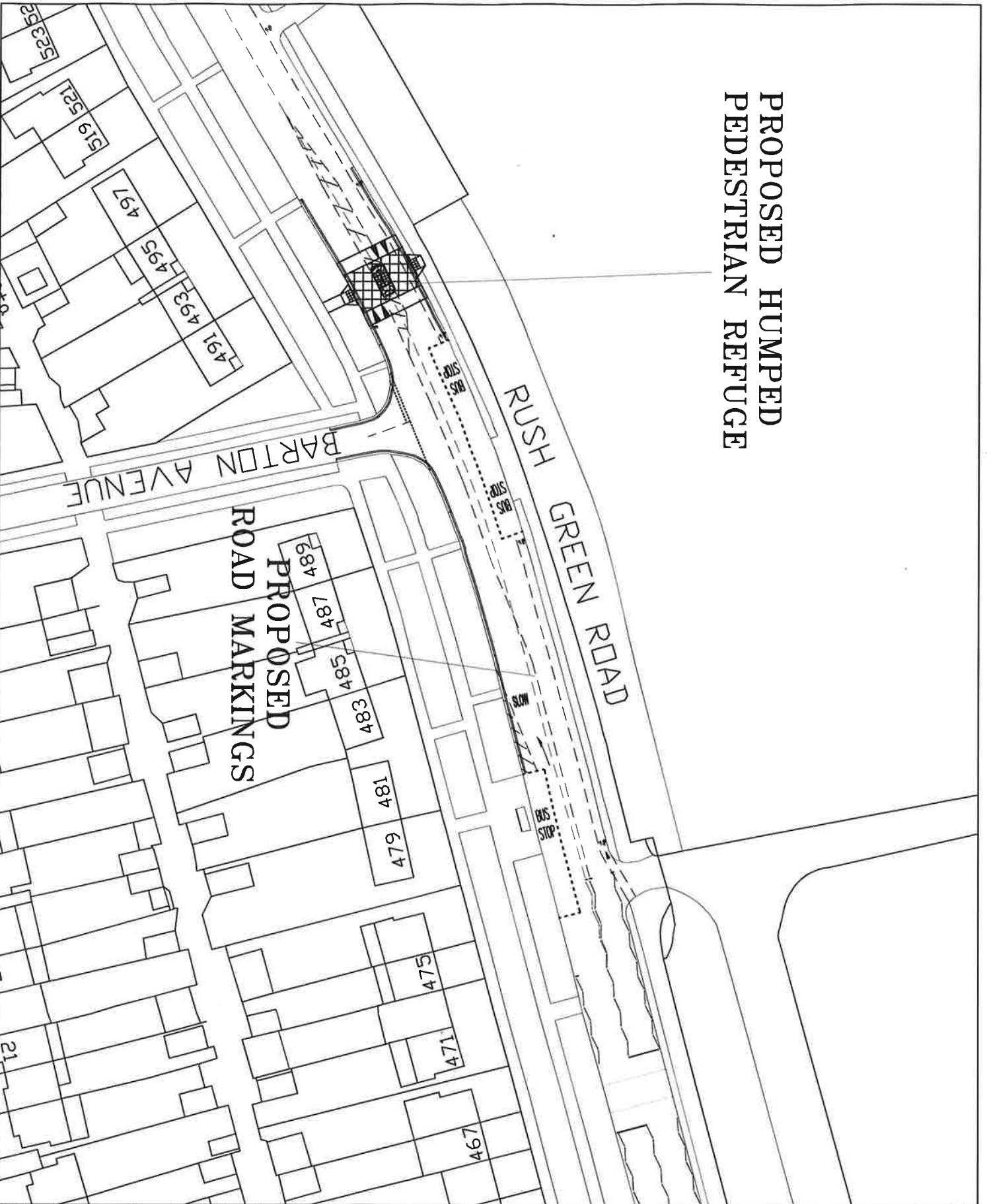
BACKGROUND PAPERS

None.


**APPENDIX
SUMMARY OF RESPONSE**

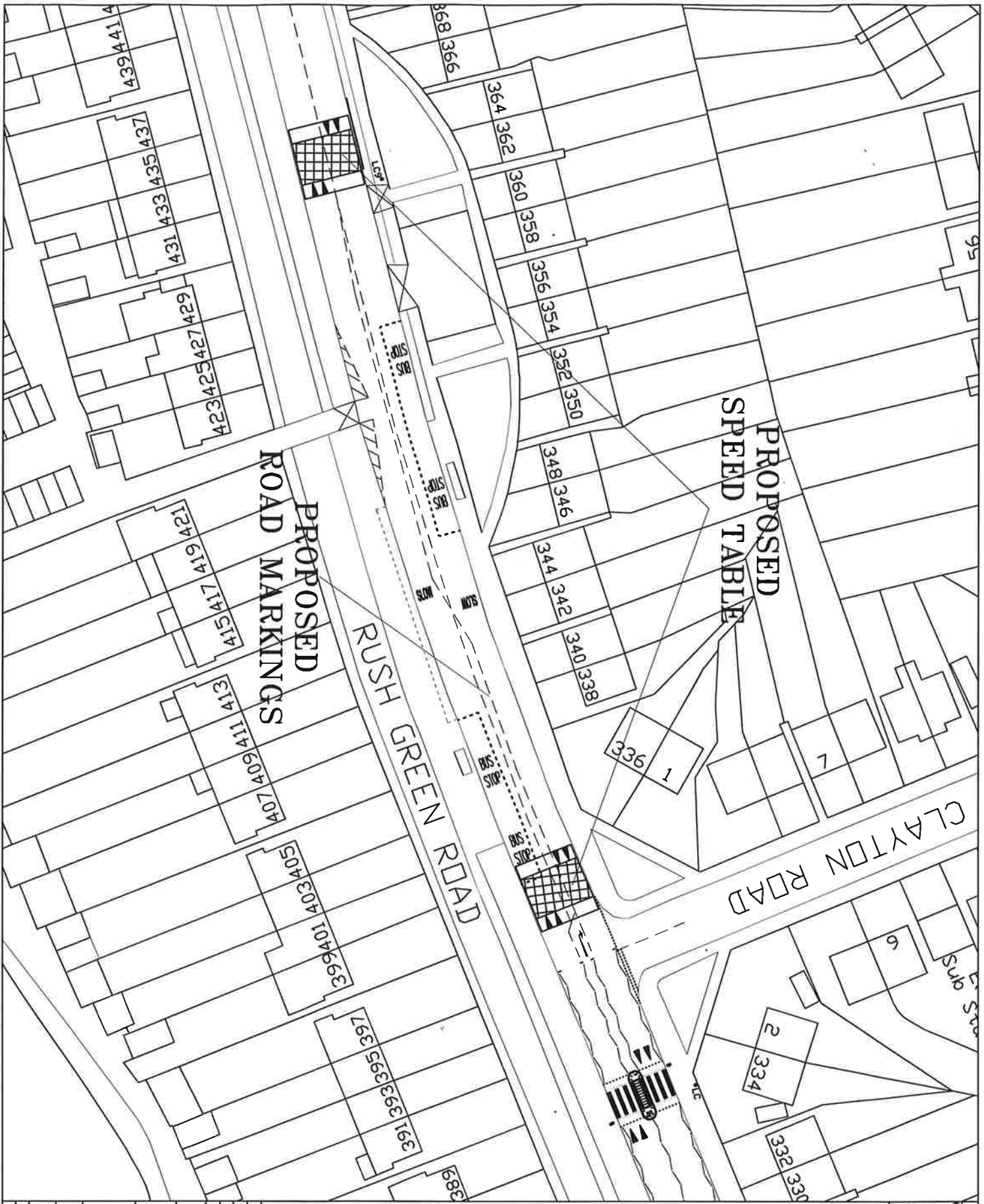
RESPONSE REF:	COMMENTS	STAFF COMMENTS
QQ057/1 (Rush Green Road resident)	I am glad to see traffic calming measures being introduced west of Lilac Gardens. As this stretch of road down to Roneo Corner is frequently used by speeding cars, particularly motorbikes. A speed camera or something that slows the traffic down may be beneficial.	Staff considered that the proposed measures are adequate at present to minimise accidents. Further measures will be considered at a later date if necessary.
QQ057/2 (Rush Green Road resident)	As a resident of Rush Green Road, I have some objections and also ideas which could be implemented instead of this proposal. I am objecting to speed tables which would not solve speeding issue. Introduce a 20mph/hour speed limit and put speed cameras where necessary.	Staff considered that the proposed measures are adequate at present to minimise accidents. 20mph speed limit is not advisable along this road at present. The Councils are not responsible for selection of speed cameras in London.
QQ057/3 (The resident, 275 Rush Green Road)	On receiving the large scale map you kindly delivered and conversation after, I am still very concerned that the pedestrian refuge planned will greatly impede me when I turn right. Someone can visit me and show me exactly the pedestrian refuge is going to be.	Staff met the resident and advised the resident where the pedestrian refuge is going to be installed. The resident seems to be happy after advice.

PROPOSED HUMPED PEDESTRIAN REFUGE



PURPOSE	-
DISCLAIMER	The drawing is for the use of the client only. It is not to be used for any other purpose without the written consent of the client. The client is responsible for the accuracy of the information provided and for the consequences of any action taken based on the drawing.
NOTES	

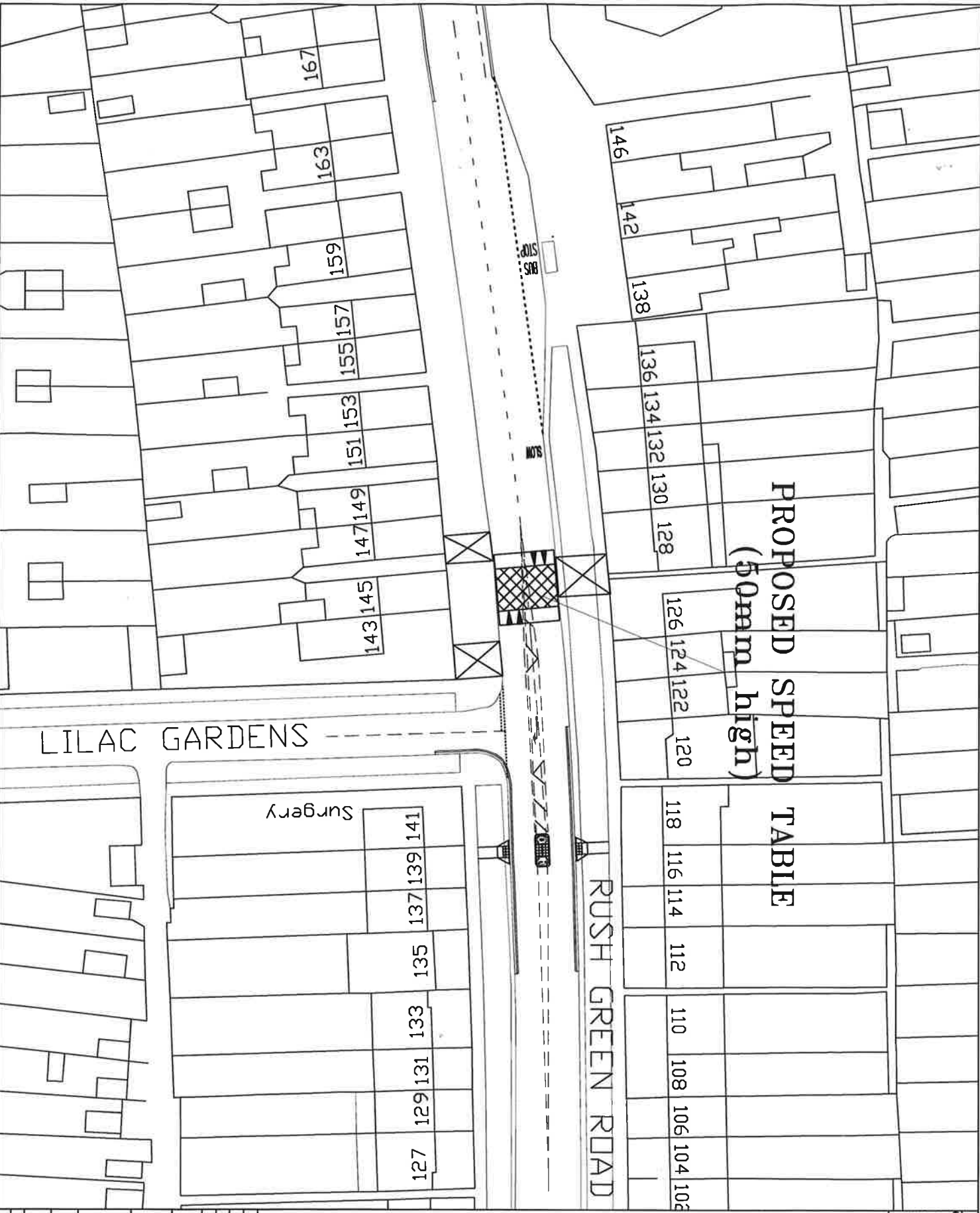
REVISION		AMENDMENT	DATE	
<div><div></div><div><div>Havering</div><div>SEVEN THOROUGH</div></div></div>				
JOB TITLE		RUSH GREEN ROAD ACCIDENT REDUCTION PROGRAMME		
DRAWING TITLE		PROPOSED SAFETY IMPROVEMENT		
DRAWN BY	CHECKED BY	APPROVED BY		
VS	VS	IMP		
SCALE (H A3)	DATE	DRAFT		
NTS	NOV 17	ISSUE		
ACCD REFS:	DRAWING NO	REVISION		
ACCD REFS: AS (29/7/420)	00057-1	-		



PURPOSE
 To show the proposed speed table and road markings for the Rush Green Road Accident Reduction Programme.
 The drawing is for information only and is not to be used for any other purpose.
 The drawing is the property of the Council and is not to be reproduced without the written permission of the Council.
 The drawing is the property of the Council and is not to be reproduced without the written permission of the Council.

NOTES

LOG TITLE RUSH GREEN ROAD ACCIDENT REDUCTION PROGRAMME PROPOSED SAFETY IMPROVEMENT		REVISION / AMENDMENT DATE
DRAWN BY VS	CHECKED BY VS	APPROVED BY MP
SCALE (1:1) DATE NOV 17	ISSUE 1	DRAWING NO 00057-2
Sheet Size A3 (297x420)		



PURPOSE
 To provide a speed table to the road surface of the road, which will reduce the speed of vehicles and improve the safety of the road.

NOTES
 The speed table is to be installed in the road surface of the road, which will reduce the speed of vehicles and improve the safety of the road.

JOB TITLE		RUSH GREEN ROAD	
DRAWING TITLE		ACCIDENT REDUCTION PROGRAMME	
PROPOSED		SAFETY IMPROVEMENT	
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	MP	
SCALE (1:1)	DATE	DRAFT	
NTS	NOV 17	ISSUE	
ACAD REF:	DRAWING No	REVISION	
Sheet No: A3 (297x420)	00057-5		

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Ref: QQ057

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

The Resident or Occupier

Rush Green Road Area

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

04th December 2017

www.haverling.gov.uk

Dear Sir or Madam,

**RUSH GREEN ROAD ACCIDENT REDUCTION PROGRAMME
PROPOSED SAFETY IMPROVEMENTS**

In October 2016, Transport for London approved funding for a number of accident reduction schemes as part of Havering Borough Spending Plan settlement. Rush Green Road Accident Reduction Programme was one of the schemes approved by TfL. Following the TfL's funding approval, a feasibility study has been carried out to identify possible safety improvements along Rush Green Road.

The study found that up to 1,500 vehicles per hour use Rush Green Road and speeds of up to 45 mph were regularly recorded. Analysis of available accident records has shown that there have been a total of 44 personal injury accidents along Rush Green Road over a five year period. Of this 44, 1 was fatal; 5 were serious; 5 involved pedestrians; 2 were speed related and 11 occurred during the hours of darkness.

A number of safety improvements have been designed to address these issues and we would welcome your comments on the proposals. The proposals are listed below. Please refer to the plans enclosed for greater detail:

- Rush Green Road west of Barton Avenue (Plan No:QQ057-1)
 - Humped pedestrian refuge with road marking changes as shown.
- Rush Green Road west of Clayton Road (Plan No:QQ057-2)
 - Speed tables (2No.) with road marking changes as shown.



- Rush Green Road by Rush Green Gardens (Plan No:QQ057-3)
 - Pedestrian refuge with road marking changes as shown.
- Rush Green Road west of Birkbeck Road (Plan No:QQ057-4)
 - Pedestrian refuge with road marking changes as shown.
- Rush Green Road west of Lilac Gardens (Plan No. QQ057-5)
 - Speed table with road marking changes as shown.

Large scale plans can be viewed during normal office hours on Mondays to Fridays at the Council's Public Advice and Service Centre (PASC), accessed via the Liberty Shopping Centre, Romford, RM1 3RL or available to view on the Council's website a link of which is shown below: <https://www.havering.gov.uk/Consultations>

If you wish to comment on the proposals, you may do so,

By writing to: The Principal Engineer, Environment, Street Management, Town Hall, Main Road, Romford, RM1 3BB.

OR

By email to: highways@havering.gov.uk

Comments should reach us by **Friday 22nd December 2017**.

Because of the large number of responses expected it is not be possible to give individual replies. However, the results of the public consultation will be reported to the Highways Advisory Committee.

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 9th January 2018 at 7:30pm in Havering Town Hall, Main Road, Romford. The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.



The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals. Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee, please contact Taiwo Adeoye on 01708 433079 no earlier than 02nd January 2018 and at least two days prior to the meeting.

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

If you require any further information on the proposals, please contact Mr Siva, the Senior Engineer dealing with the scheme.

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

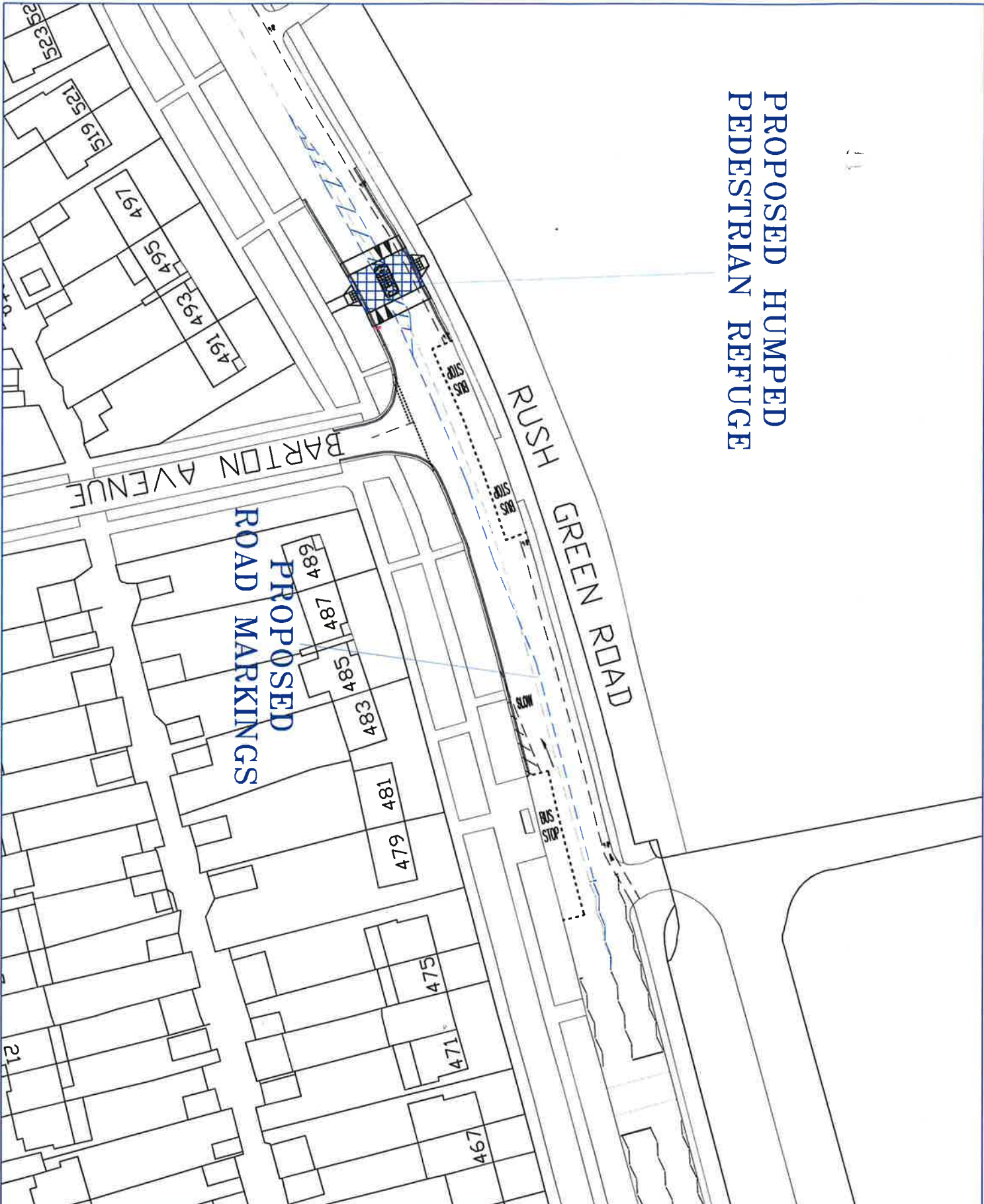
Yours faithfully,



Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services

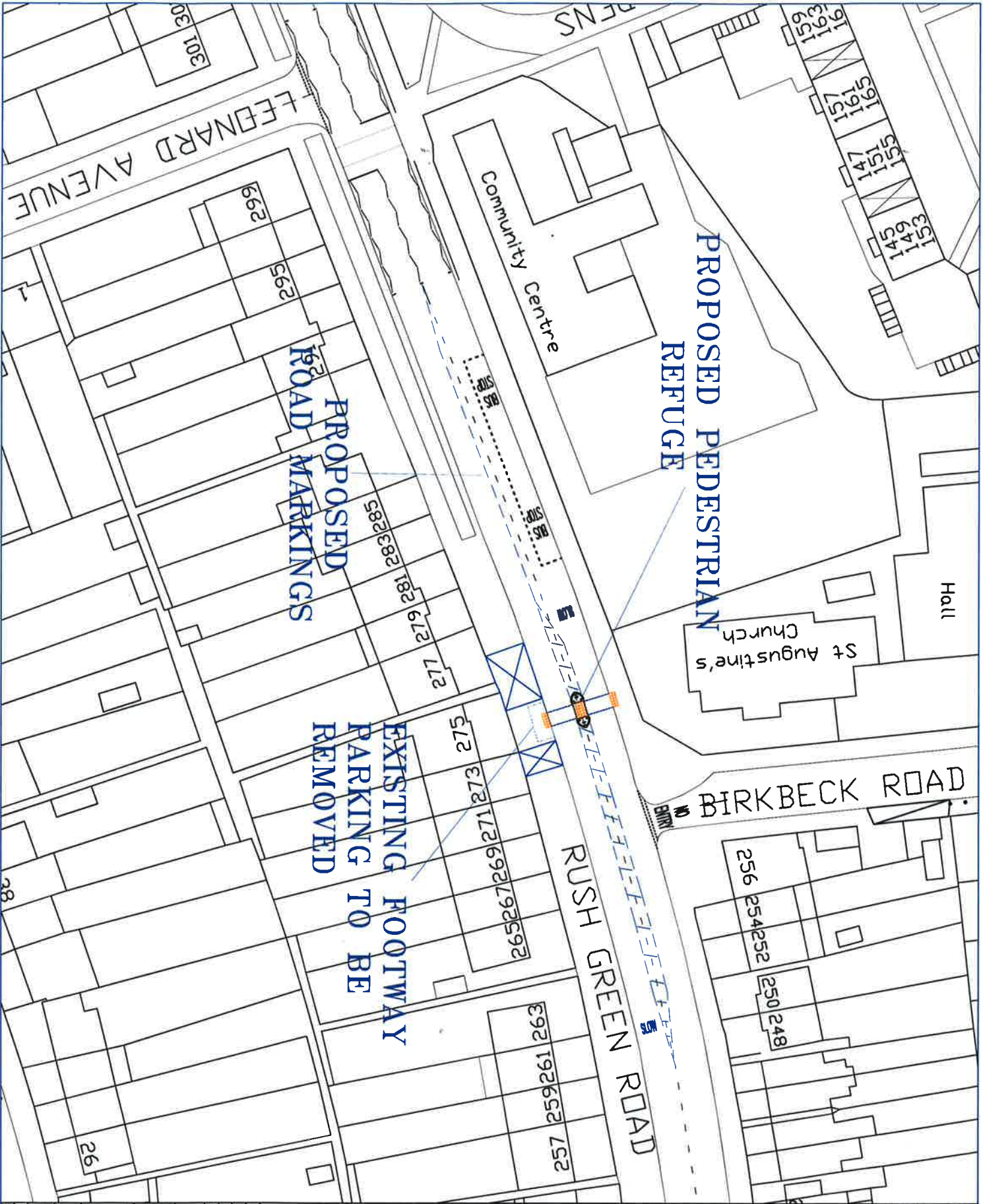


PROPOSED HUMPED PEDESTRIAN REFUGE



PURPOSE		-	
<p>DISCLAIMER The Council is not responsible for the content of this document. The content of this document is for information only and does not constitute an offer of any product or service. The Council is not responsible for any loss or damage arising from the use of this document. The Council is not responsible for any loss or damage arising from the use of this document.</p>			
<p>NOTES</p>			

JOB TITLE		RUSH GREEN ROAD	
ACCIDENT REDUCTION PROGRAMME		SAFETY IMPROVEMENT	
DRAWING TITLE		SAFETY IMPROVEMENT	
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	MP	
SCALE (1:1)	DATE	DRAFT	ISSUE
NTS	NOV 17		
ACD REF:	DRAWING No	REVISION	
Sheet Size: A3 (297x420)	00057-1		




PURPOSE The Council is responsible for the safety of the highway and the safety of the public. This drawing is a technical drawing and is not a legal document. It is intended to provide information to the public and to the Council. It is not intended to be used as a legal document.							
NOTES 1. The drawing is a technical drawing and is not a legal document. It is intended to provide information to the public and to the Council. It is not intended to be used as a legal document.							
REVISION / AMENDMENT <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> </tr> </tbody> </table>		NO.	DATE	DESCRIPTION	1		
NO.	DATE	DESCRIPTION					
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JOB TITLE RUSH GREEN ROAD ACCIDENT REDUCTION PROGRAMME PROPOSED SAFETY IMPROVEMENT							
DRAWN BY VS	CHECKED BY VS						
SCALE (1:1) DATE NOV 17	APPROVED BY MP						
ACD REF: SHM (Ref: A3 (2017-120)) 00057-4	ISSUE 1						

RUSH GREEN ROAD

LILAC GARDENS

Surgery

REVISION	AMENDMENT	DATE



Havering
LONDON BOROUGH

JOB TITLE
RUSH GREEN ROAD
ACCIDENT REDUCTION PROGRAMME

DRAINING TITLE
PROPOSED
SAFETY IMPROVEMENT

DRAWN BY	CHECKED BY	APPROVED BY
VS	VS	MP
SCALE (A4 A5)	DATE	DRAWN
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HIGHWAYS ADVISORY COMMITTEE

9 January 2018

Subject Heading:

BUTTS GREEN ROAD AND NORTH STREET ACCIDENT REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS
(The Outcome of public consultation)

CMT Lead:

Dipti Patel

Report Author and contact details:

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

Policy context:

Havering Local Development Framework (2008)
Havering Local Implementation Plan 2017/18 Delivery Plan

Financial summary:

The estimated cost of £0.09m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

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

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

SUMMARY

Butts Green Road and North Street – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements and zebra crossing, humped zebra crossing, junction speed table, speed table, mini roundabout alteration with kerb build-out and junction alteration with narrow approaches are proposed to minimise accidents. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the safety improvements as detailed in the recommendation be approved.

The scheme is within **Emerson Park, St Andrews and Squirrels Heath** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Butts Green Road / Slewins Lane Junction (Plan No:QQ005-1)
 - Mini roundabout alteration with kerb build-out as shown.
 - (b) Butts Green Road by south of Wykeham Avenue (Plan No:QQ005-2)
 - Humped zebra crossing
 - (c) Butts Green Road by Hillview Avenue and Berther Road (Plan No:QQ005-3)
 - Humped zebra crossing
 - Junction speed table
 - (d) North Street by Seymour Place (Plan No:QQ005-4)
 - Zebra crossing
 - (e) North Street by Burnway (Plan No. QQ005-5)
 - Speed table
 - (f) North Street by Fentiman Way (Plan No:QQ005-6)
 - Junction alteration with narrow approaches
2. That, it be noted that the estimated costs of £0.09m, can be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2016, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2017/18 Havering Borough Spending Plan settlement. Butts Green Road and North Street Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The Butts Green Road and North Street Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1500 vehicles per hour during peak periods along Butts Green Road between Parkstone Avenue and Hillview Avenue.

A speed survey was carried out and the results are as follows.

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Butts Green Road between Parkstone Avenue and Hillview Avenue	34	33	40	40
North Street outside Queens Theatre	33	36	45	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Butts Green Road and North Street exceeds the 30mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.4 In the five-year period to December 2016, **forty one** personal injury accidents (PIAs) were recorded along North Street and Butts Green Road. Of these forty one PIAs, five were serious; twelve involved pedestrians and ten occurred during the hours of darkness.

Details of PIAs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Butts Green Road / Slewins Lane mini roundabout	0	1	6 (2-Dark)	7
Butts Green Road between Slewins Lane and Burntwood Avenue	0	0	1	1
Butts Green Road / Burntwood Avenue Junction	0	0	1	1
Butts Green Road between Burntwood Avenue and Wykeham Avenue	0	0	1	1
Butts Green Road / Wykeham Avenue junction and in the vicinity of zebra crossing	0	1 (1-Ped)	2 (1-Ped)	3
Butts Green Road / Walden Road junction	0	0	1	1
Butts Green Road / Parkstone Avenue Junction	0	0	1	1
Butts Green road / Hillview Avenue Junction and in the vicinity of zebra crossing	0	0	5 (2-Ped) (2-Dark)	5

Butts Green Road / Berther Road Junction	0	1	4 (1-Dark) (1-Ped)	5
Butts Green Road between Berther Road and North Street	0	0	2	2
North Street / Kershaw Close Junction	0	0	2 (2-Dark)	2
North Street / Burnway Junction	0	1 (1-Ped) (1-Dark)	1 (1-Dark)	2
Butts Green Road between Burnway and Wedlake Close	0	0	1 (1-Ped) (1-Dark)	1
Butts Green Road between Wedlake Close and Westland Avenue	0	1	1 (1-Ped)	2
North Street / Westland Avenue	0	0	2	2
In the vicinity of Pelican crossing and North Street / Leather Lane Junction	0	0	3 (2-Ped)	3
North Street / Fentiman Way Junction	0	0	2 (2-Ped)	2
Total	0	5	36	41

Proposals

1.5 The following safety improvements are proposed along Butts Green Road and North Street to reduce vehicle speeds and minimise accidents.

- (a) Butts Green Road / Slewins Lane Junction (Plan No:QQ005-1)
 - Mini roundabout alteration with kerb build-out as shown.

- (b) Butts Green Road by south of Wykeham Avenue (Plan No:QQ005-2)
 - Humped zebra crossing
- (c) Butts Green Road by Hillview Avenue and Berther Road (Plan No:QQ005-3)
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 - Junction speed table
- (d) North Street by Seymour Place (Plan No:QQ005-4)
 - Zebra crossing
- (e) North Street by Burnway (Plan No. QQ005-5)
 - Speed table
- (f) North Street by Fentiman Way (Plan No:QQ005-6)
 - Junction alteration with narrow approaches

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 600 letters were delivered by hand and via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Nine written responses from Local Member, cycling representative and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that forty one personal injury accidents (PIAs) were recorded along North Street and Butts Green Road. Of these forty one PIAs, five were serious; twelve involved pedestrians and ten occurred during the hours of darkness.
- 3.2 The proposed safety improvements as detailed in the recommendation would minimise accidents along Butts Green Road and North Street. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of 0.09m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Butts Green Road and North Street Accident Reduction Programme (A2632). 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:

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

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the "HA 1980". Before making an order under this provision the Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

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

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

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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

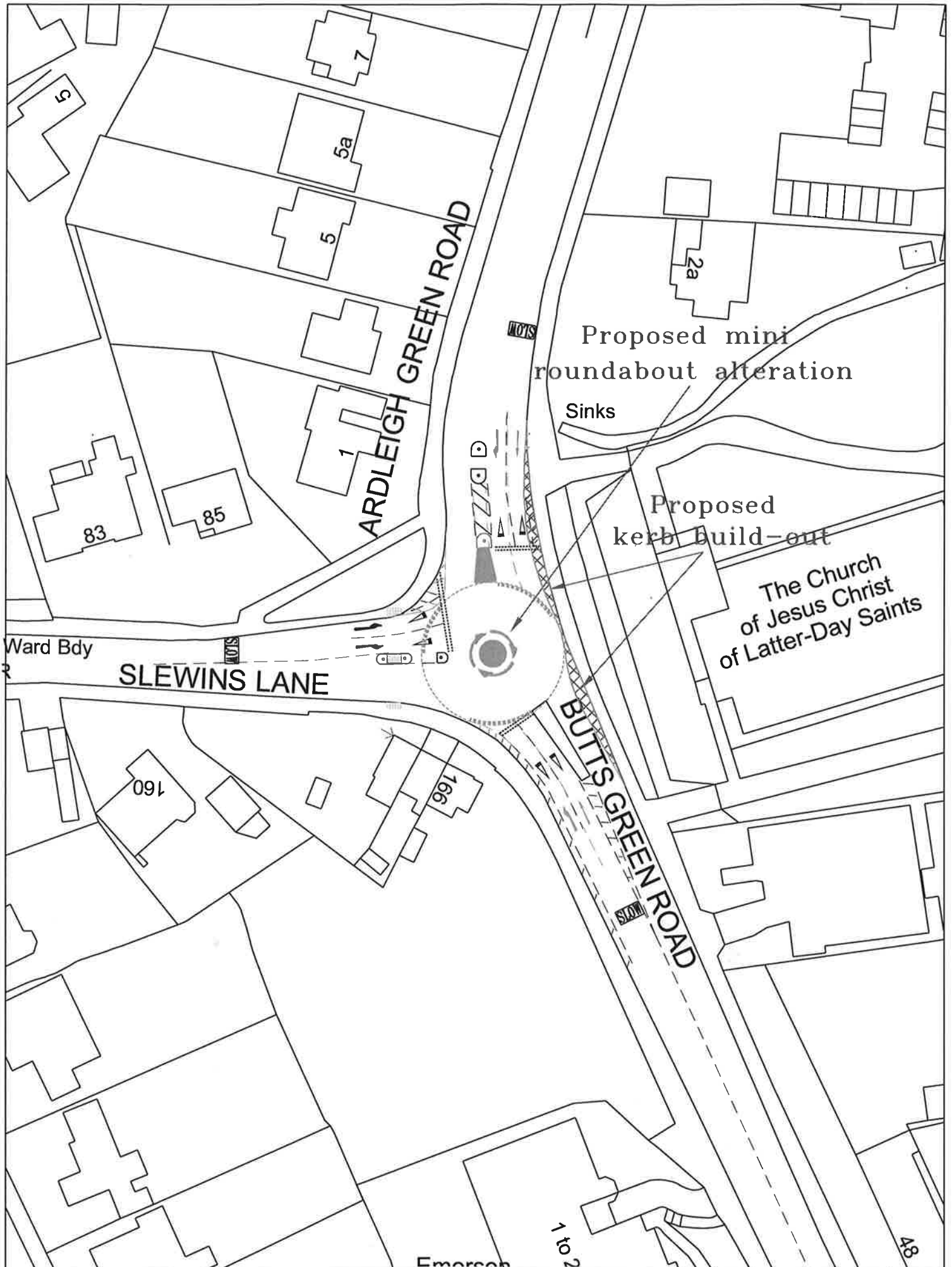
BACKGROUND PAPERS


None.

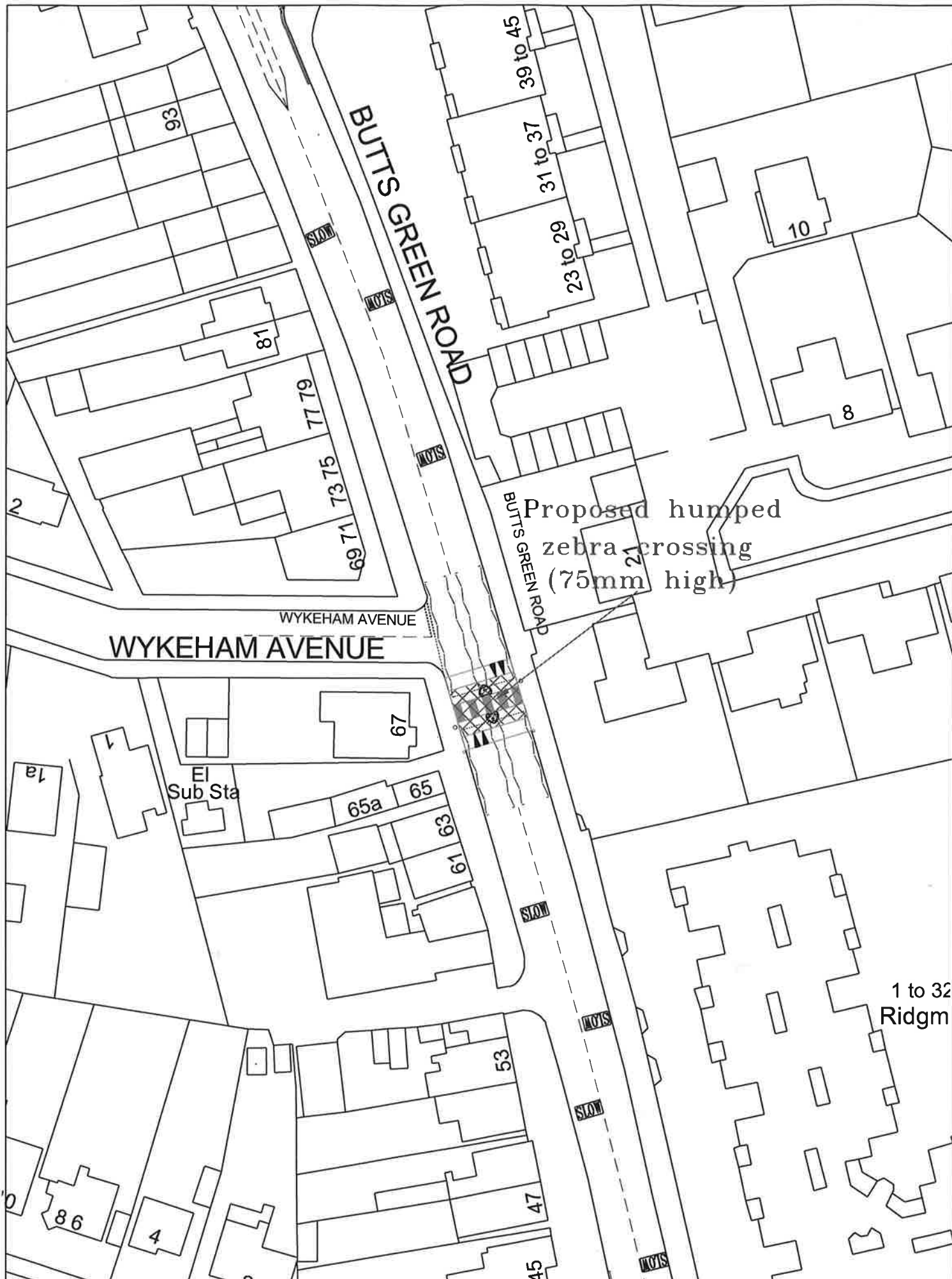
**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QQ005/1 (Local Member)	All looks good to me but just one question though. With the junction alteration at Fentiman Way being narrowed. How will that affect the large delivery vehicles that have to negotiate the corners of Fentiman Way / North Street Junction?	Over-run areas will be constructed so that larger vehicles will be able to access the Fentiman Way without any problems.
QQ005/2 (The resident, Flat 53, Greenways Court, Butts Green Road)	As an older pedestrian and user of public transport who does not drive, I was very pleased to learn of the proposed safety improvements and give them my full endorsement.	-
QQ005/3 (The resident, 4 Greenways Court, Butts Green Road))	I live in Butts Green Road, I am concerned to note that no traffic calming measures are proposed for the section of the road in which I live.	Staff considered that the proposed measures are adequate at present to minimise accidents. Further measures will be considered at a later date if necessary.
QQ005/4 (Havering resident)	I have a suggestion regarding the Fentiman Way exit road proposals. Would it not be better to make the exit from this road a left turn only?	Staff considered that the proposed measures are adequate at present to minimise accidents. Further measures will be considered at a later date if necessary.
QQ005/5 (The resident, Flat 1 Seymour Place)	Whilst I welcome the idea of increasing road safety, I do not support the proposal for this zebra crossing as set out in Plan No. QQ005-4. The flats facing North Street, particularly those on the ground floor will have direct view of the zebra crossing from living room windows. The flashing amber lights would be noticeable through windows and would negatively impact on enjoyment of the space during hours of darkness.	Staff considered that the providing covers to the flashing amber lights would eliminate this problem. The flashing amber lights are only visible to the traffic, not for adjacent properties' views.
QQ005/6 (Havering resident)	The proposals of mini roundabout alteration, humped zebra crossings, speed tables and junction alteration with narrow approaches are pointless. I have no objections to the zebra crossing proposal. I have objections to any measure that penalise all drivers (speed humps and speed tables) because of bad ones.	Staff considered that the proposed measures would help to minimise accidents along Butts Green Road and North Street.

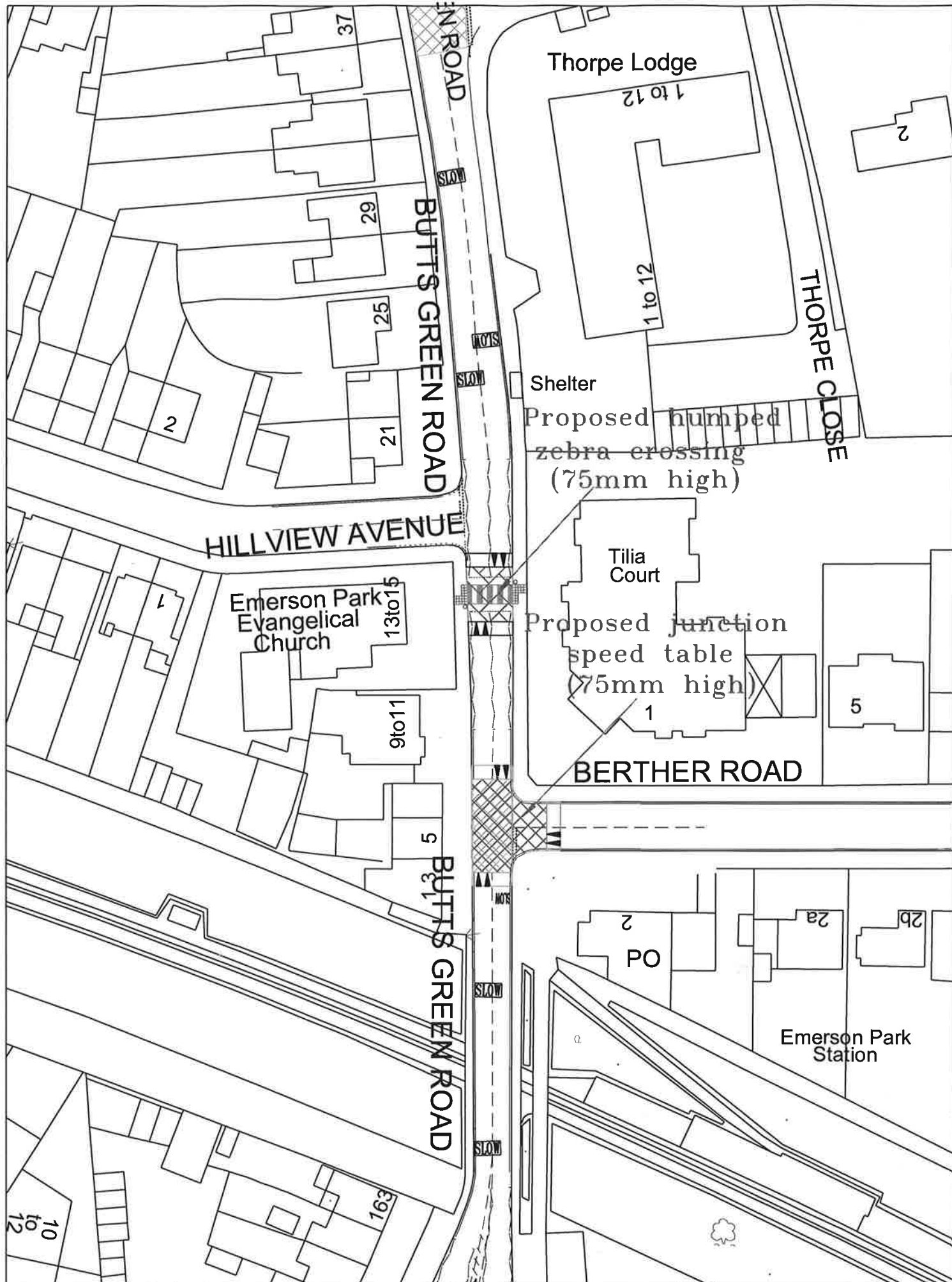
QQ005/7 (The resident, 3 Ardleigh Green Road)	The alterations to the road layout by me don't really concern me as I am 91 and obviously don't drive. I am sure I should have found them perfect.	-
QQ005/8 (The resident, 100 Burnway)	We object in the strongest possible terms to the positioning of speed table in North Street by Burnway.	Staff considered that the proposed speed table along North Street by Burnway is necessary to reduce vehicle speeds and minimise accidents in the area.
QQ005/9 (Local cycling representative, Cycling UK)	I approve the proposed kerb build-outs at the Butts Green Road / Slewins Lane junction. In order to achieve a cycle-friendly installation, the humped zebra crossing and junction speed table should be finished in sinusoidal profile.	The proposed humped zebra crossing and junction speed table will be constructed in sinusoidal profile.



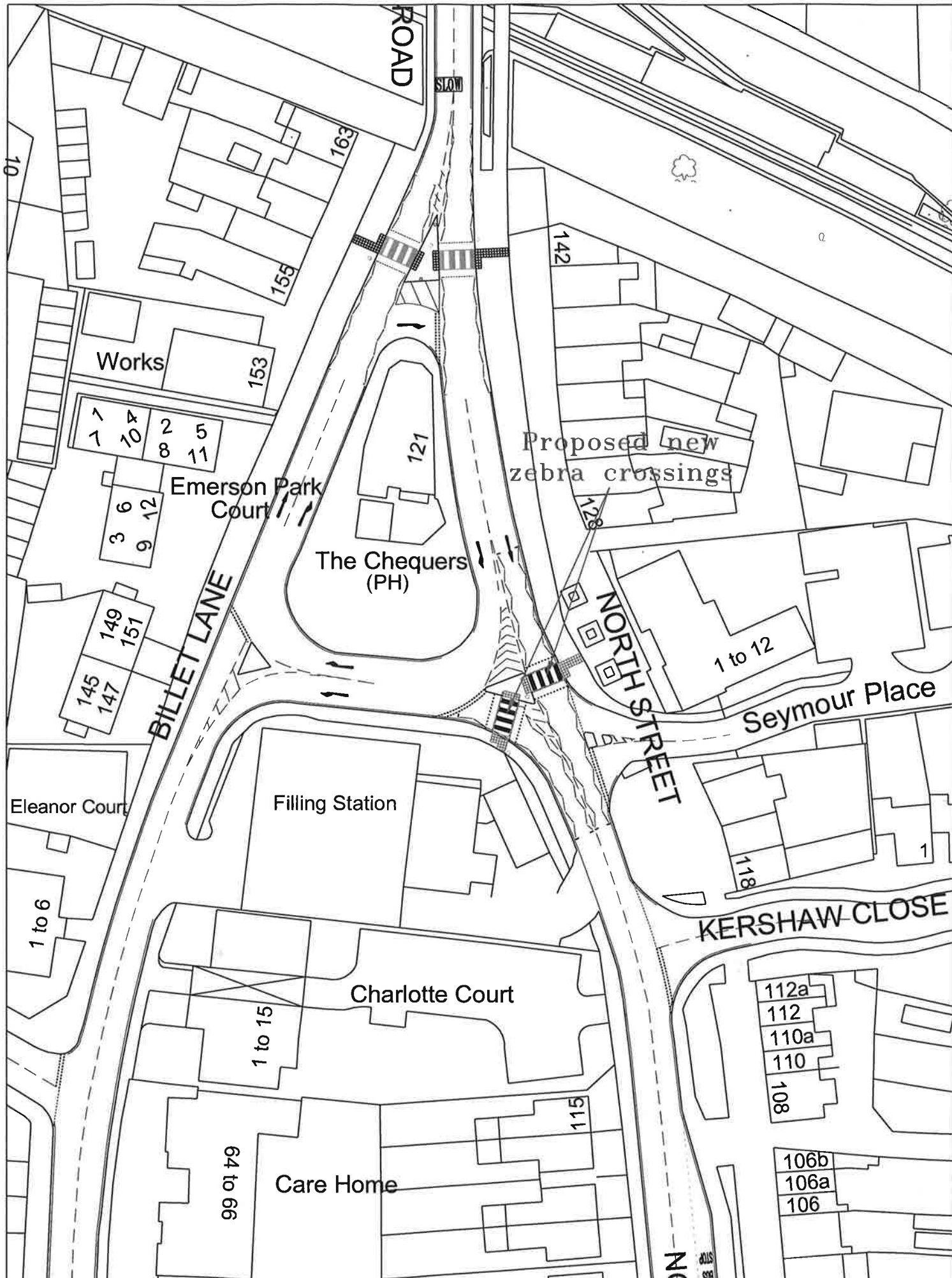
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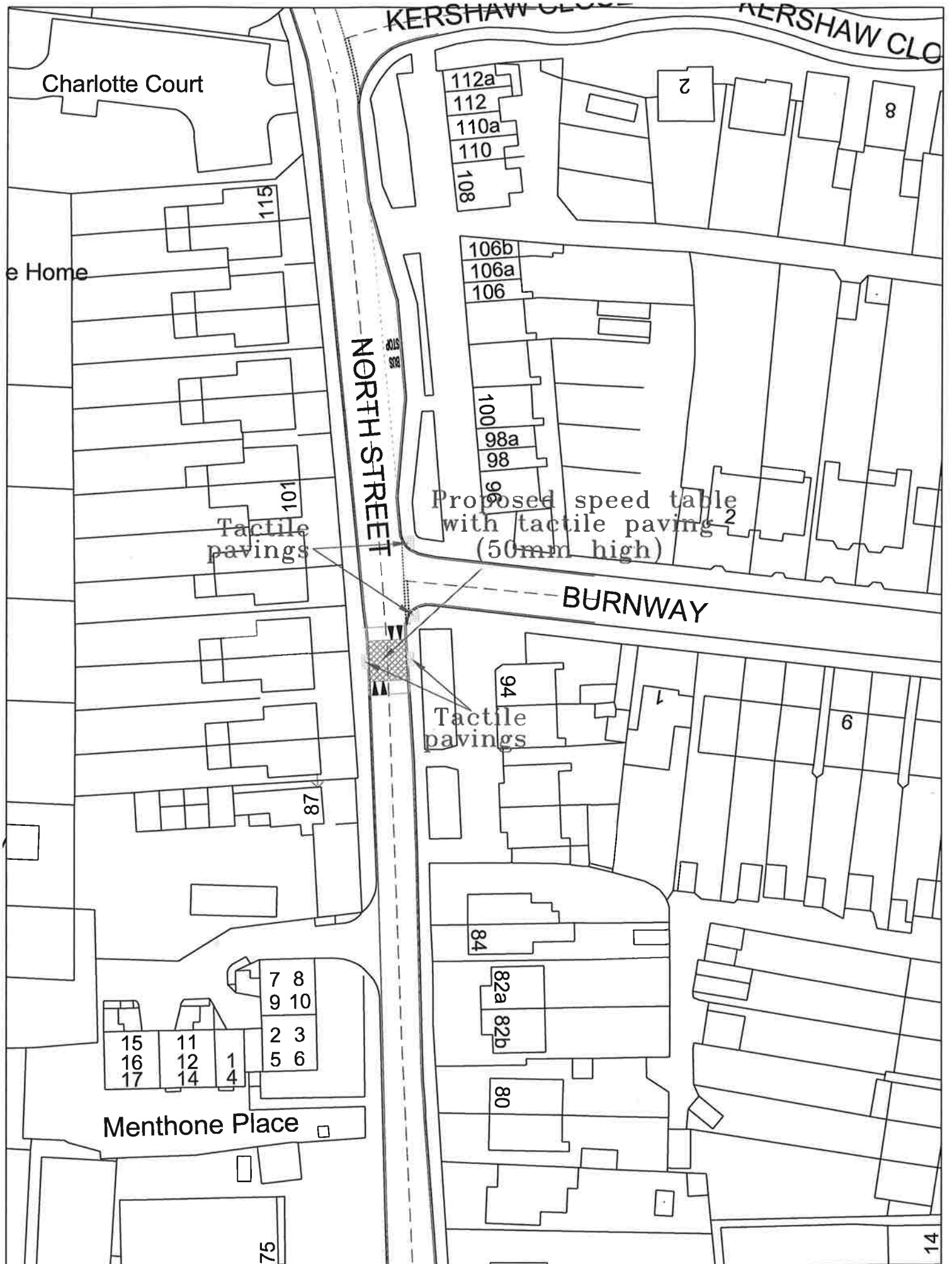


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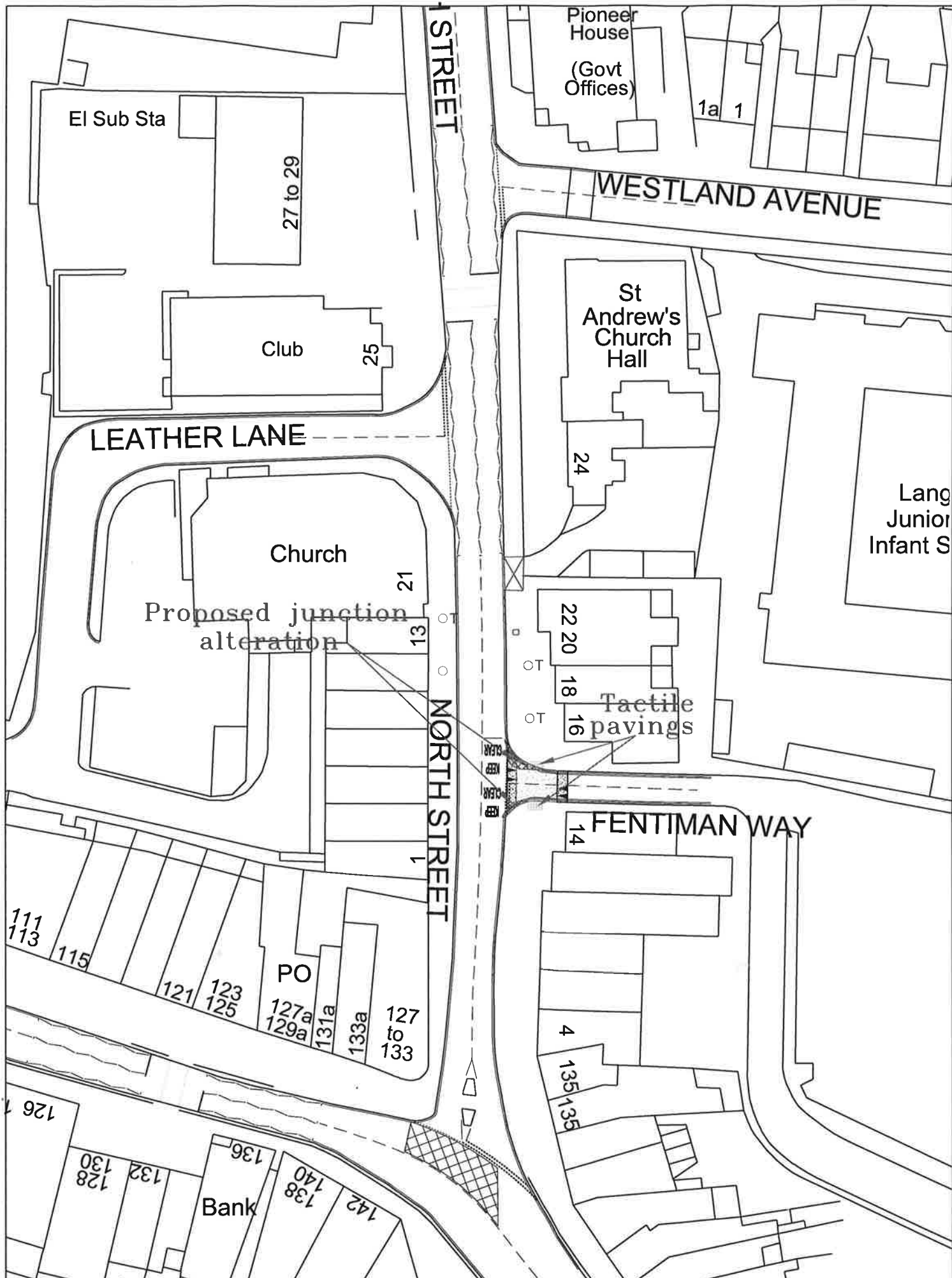


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NORTH STREET

Pioneer House
(Govt Offices)

1a 1

WESTLAND AVENUE

St Andrew's Church Hall

Lang Junior Infant S

LEATHER LANE

Church

Proposed junction alteration

Tactile pavings

NORTH STREET

FENTIMAN WAY

111
113

115

121

123
125

PO

127a
129a

131a

133a

127 to 133

126
128

130

132

Bank

136

138

140

142

4

135

135

135

14

PURPOSE		-		-	
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Page 46

Havering
LONDON BOROUGH

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London Borough of Havering 000051307

JOB TITLE
NORTH STREET-BUTTS GREEN ROAD
ACCIDENT REDUCTION PROGRAMME
DRAWING TITLE
PROPOSED
SAFETY IMPROVEMENTS

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

The Resident or Occupier

Butts Green Road and North Street Area

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

17th November 2017

www.haverling.gov.uk

Dear Sir or Madam;

**BUTTS GREEN ROAD AND NORTH STREET ACCIDENT REDUCTION PROGRAMME
PROPOSED SAFETY IMPROVMENTS**

In October 2016, Transport for London approved funding for a number of accident reduction schemes as part of Havering Borough Spending Plan settlement. Butts Green Road and North Street Accident Reduction Programme was one of the schemes approved by TfL. Following the TfL's funding approval, a feasibility study has been carried out to identify possible safety improvements along Butts Green Road and North Street.

The study found that up to 1,500 vehicles per hour use Butts Green Road and North Street and speeds of up to 45 mph were regularly recorded. Analysis of available accident records has shown that there have been a total of 41 personal injury accidents along Butts Green Road and North Street over a five year period. Of this 41, 5 were serious; 12 involved pedestrians and 10 occurred during the hours of darkness.

A number of safety improvements have been designed to address these issues and we would welcome your comments on the proposals. The proposals are listed below. Please refer to the plans enclosed for greater detail:

- Butts Green Road / Slewins Lane Junction (Plan No:QQ005-1)
 - Mini roundabout alteration with kerb build-out as shown.
- Butts Green Road by south of Wykeham Avenue (Plan No:QQ005-2)
 - Humped zebra crossing



- Butts Green Road by Hillview Avenue and Berther Road (Plan No:QQ005-3)
 - Humped zebra crossing
 - Junction speed table
- North Street by Seymour Place (Plan No:QQ005-4)
 - Zebra crossing
- North Street by Burnway (Plan No. QQ005-5)
 - Speed table
- North Street by Fentiman Way (Plan No:QQ005-6)
 - Junction alteration with narrow approaches

Large scale plans can be viewed during normal office hours on Mondays to Fridays at the Council's Public Advice and Service Centre (PASC), accessed via the Liberty Shopping Centre, Romford, RM1 3RL or available to view on the Council's website a link of which is shown below: <https://www.haverling.gov.uk/Consultations>

If you wish to comment on the proposals, you may do so,

By writing to: The Principal Engineer, Environment, Street Management, Town Hall, Main Road, Romford, RM1 3BB.

OR

By email to: highways@haverling.gov.uk

Comments should reach us by **Thursday 07th December 2017**.

Because of the large number of responses expected it is not possible to give individual replies. However, the results of the public consultation will be reported to the Highways Advisory Committee.

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 9th January 2018 at 7:30pm in Haverling Town Hall, Main Road, Romford. The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.



The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals. Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee, please contact Taiwo Adeoye on 01708 433079 no earlier than 02nd January 2018 and at least two days prior to the meeting.

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

If you require any further information on the proposals, please contact Mr Siva, the Senior Engineer dealing with the scheme.

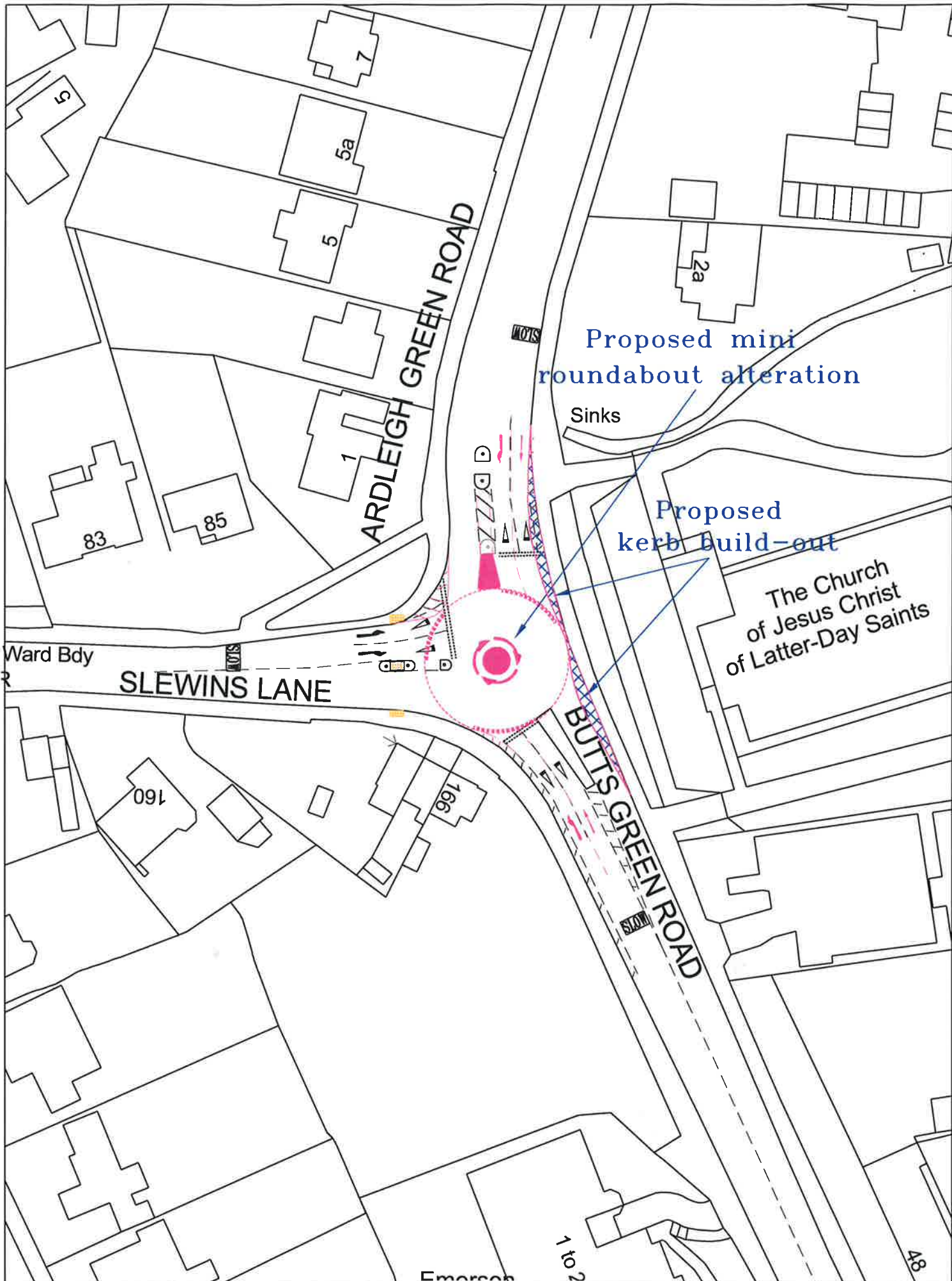
Please note that all comments we receive are open to public inspection.

Yours faithfully,

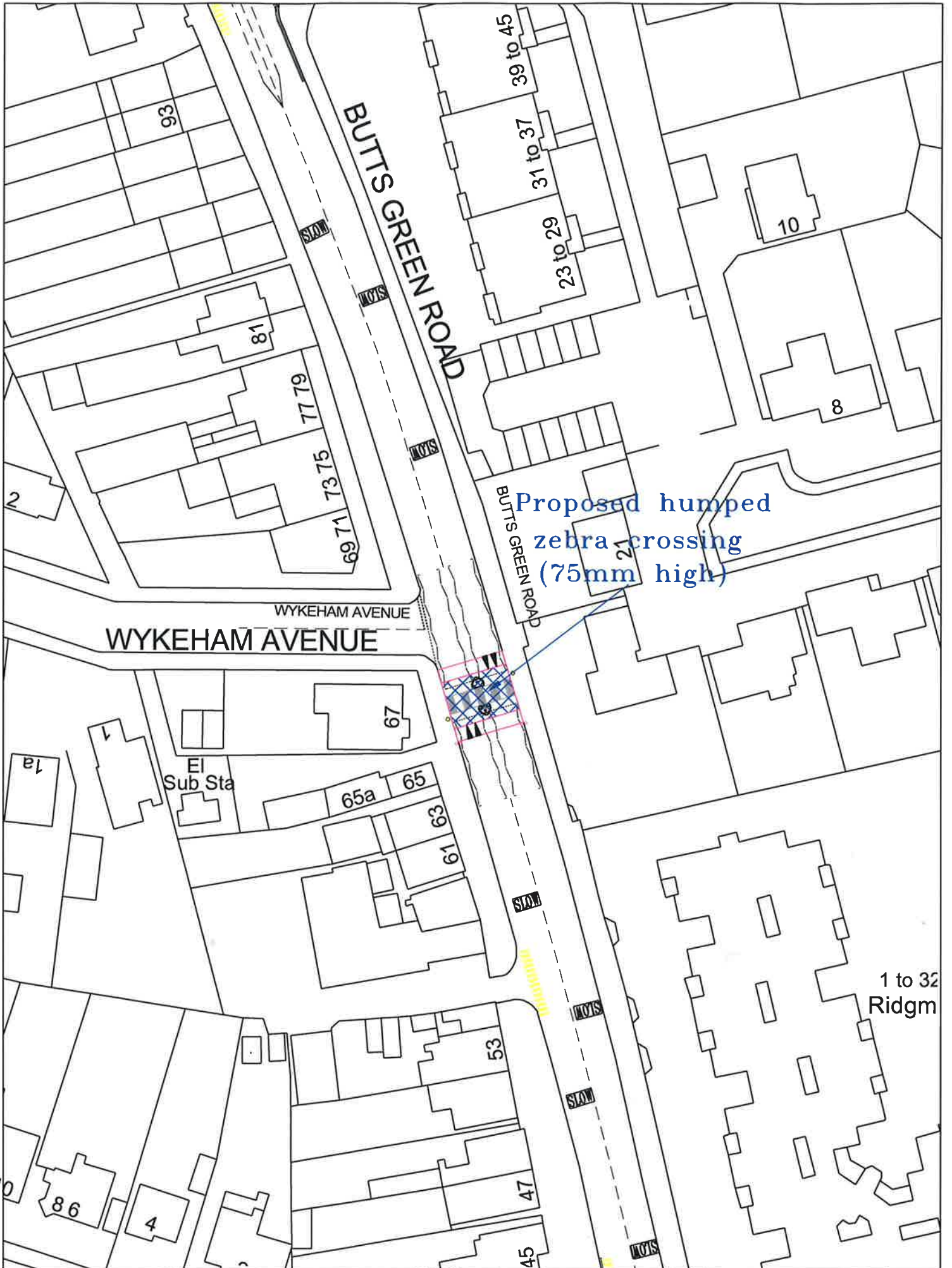


Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services




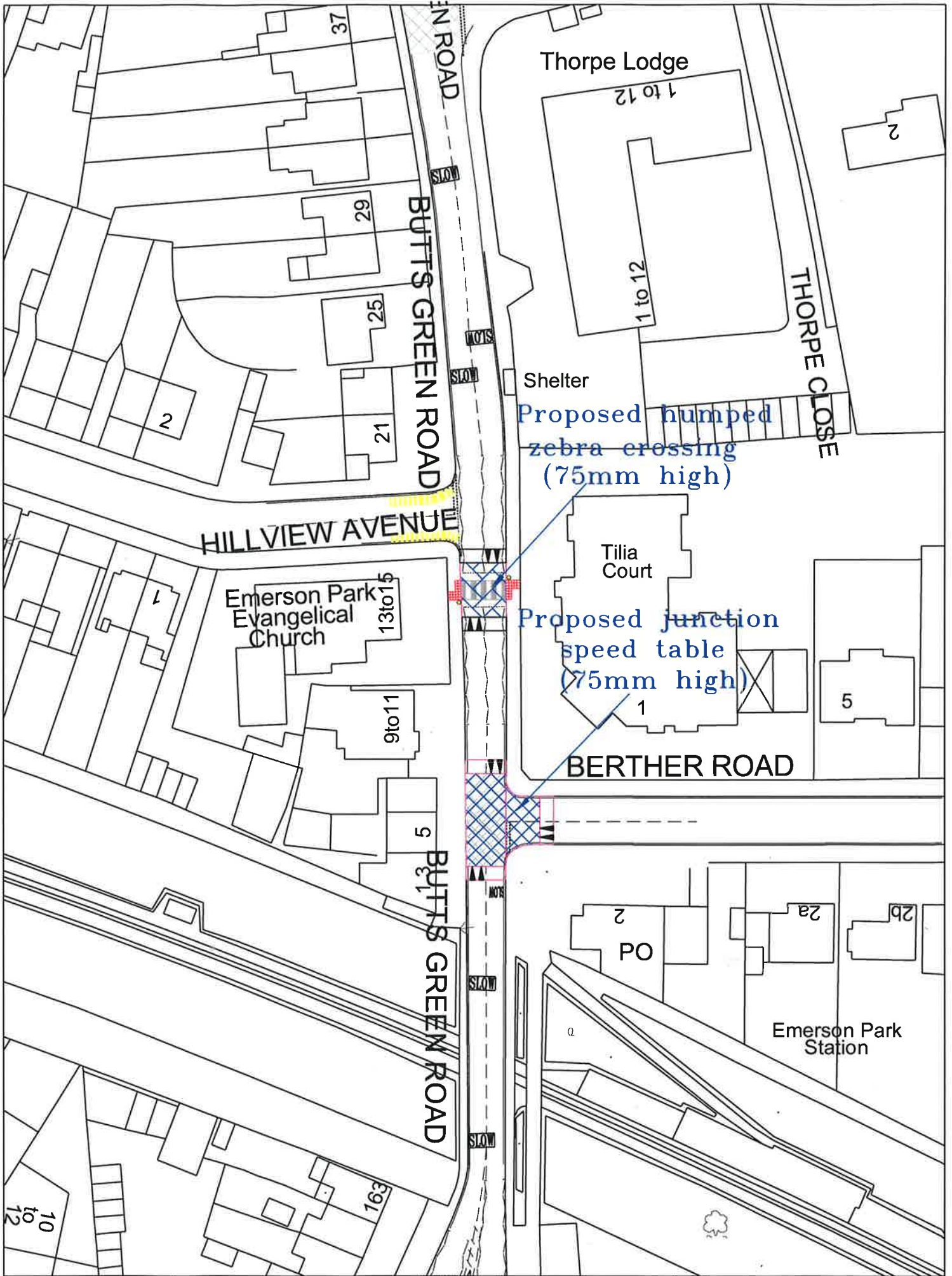


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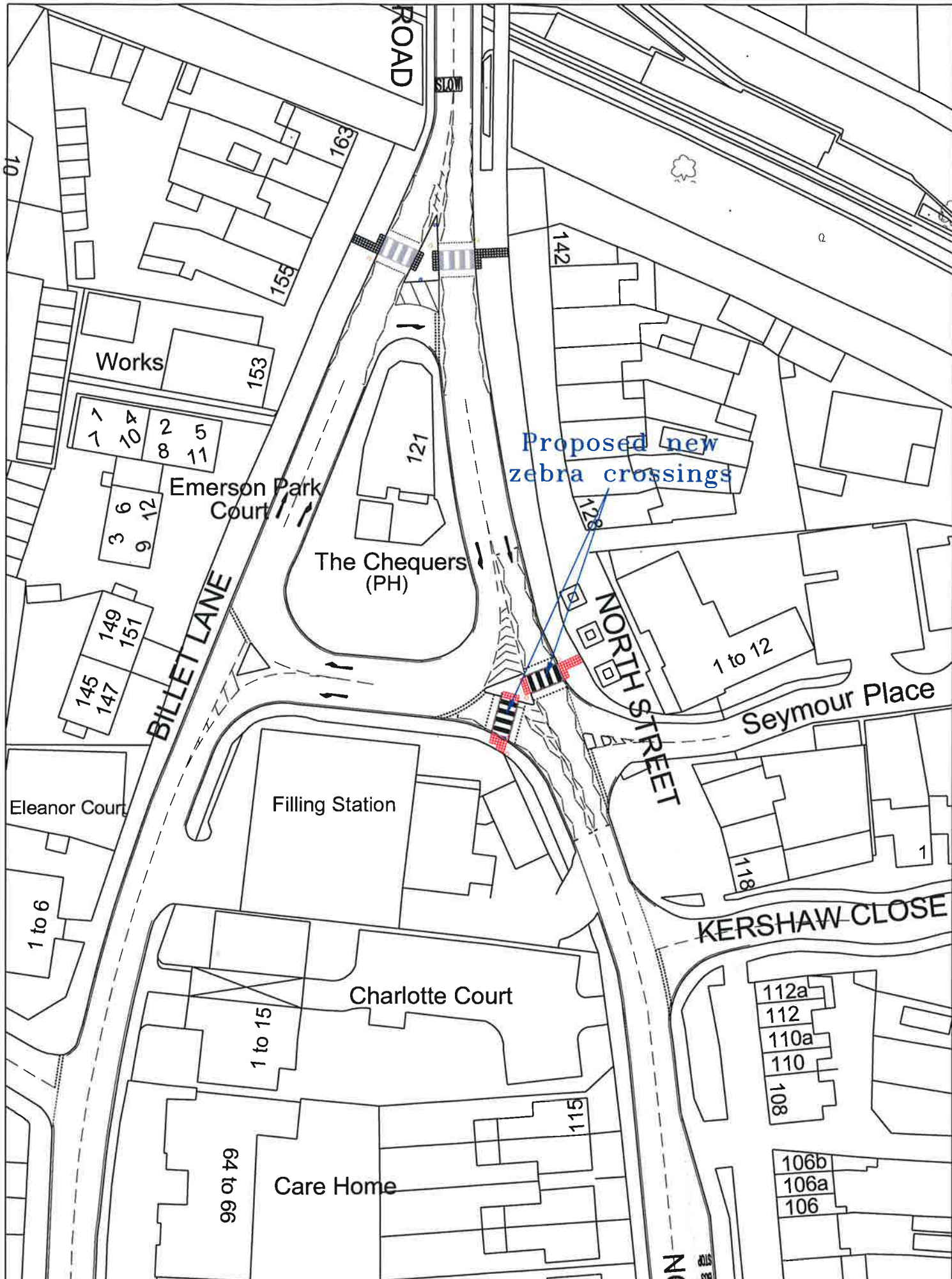



Proposed humped
zebra crossing
(75mm high)

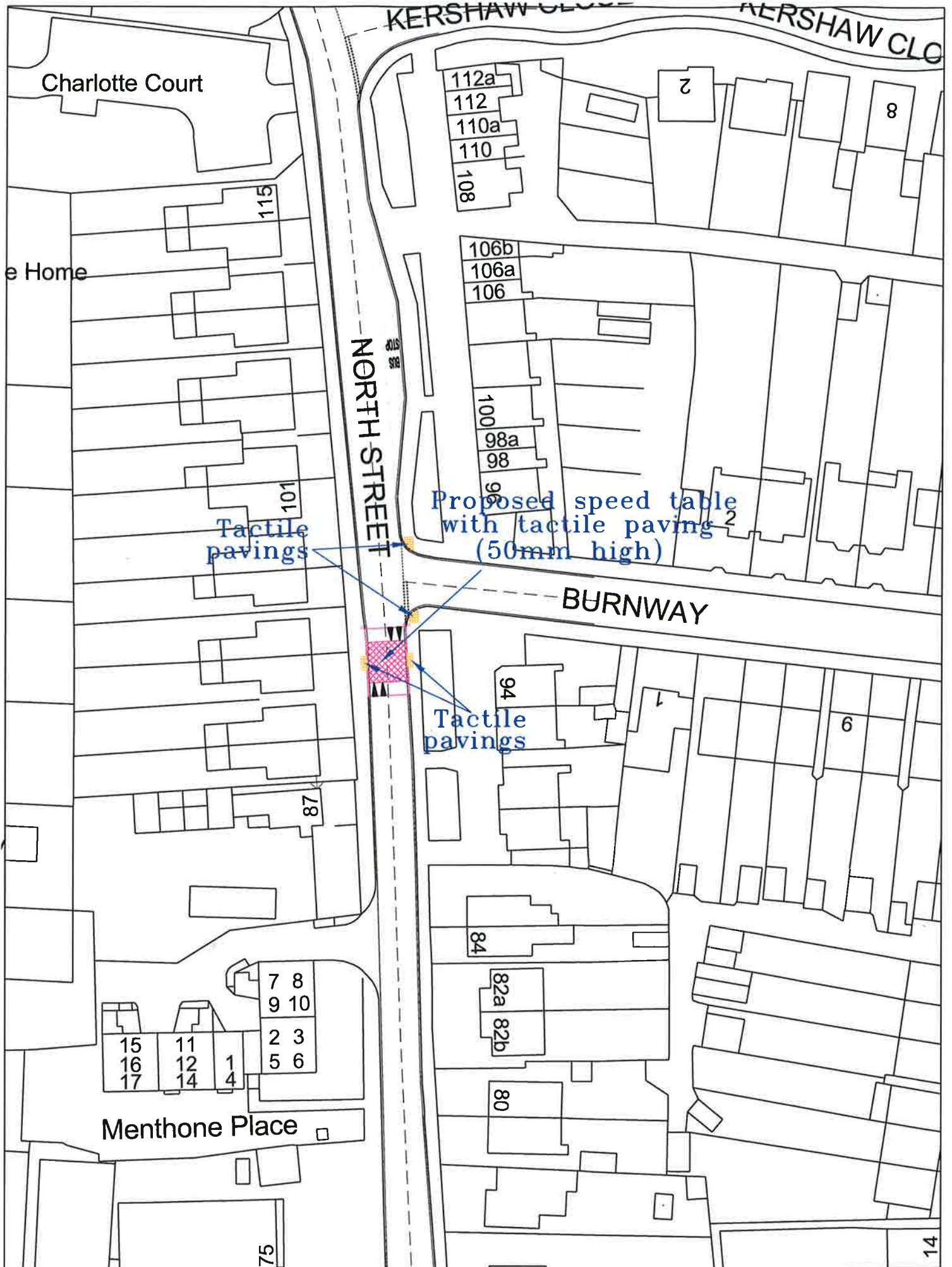
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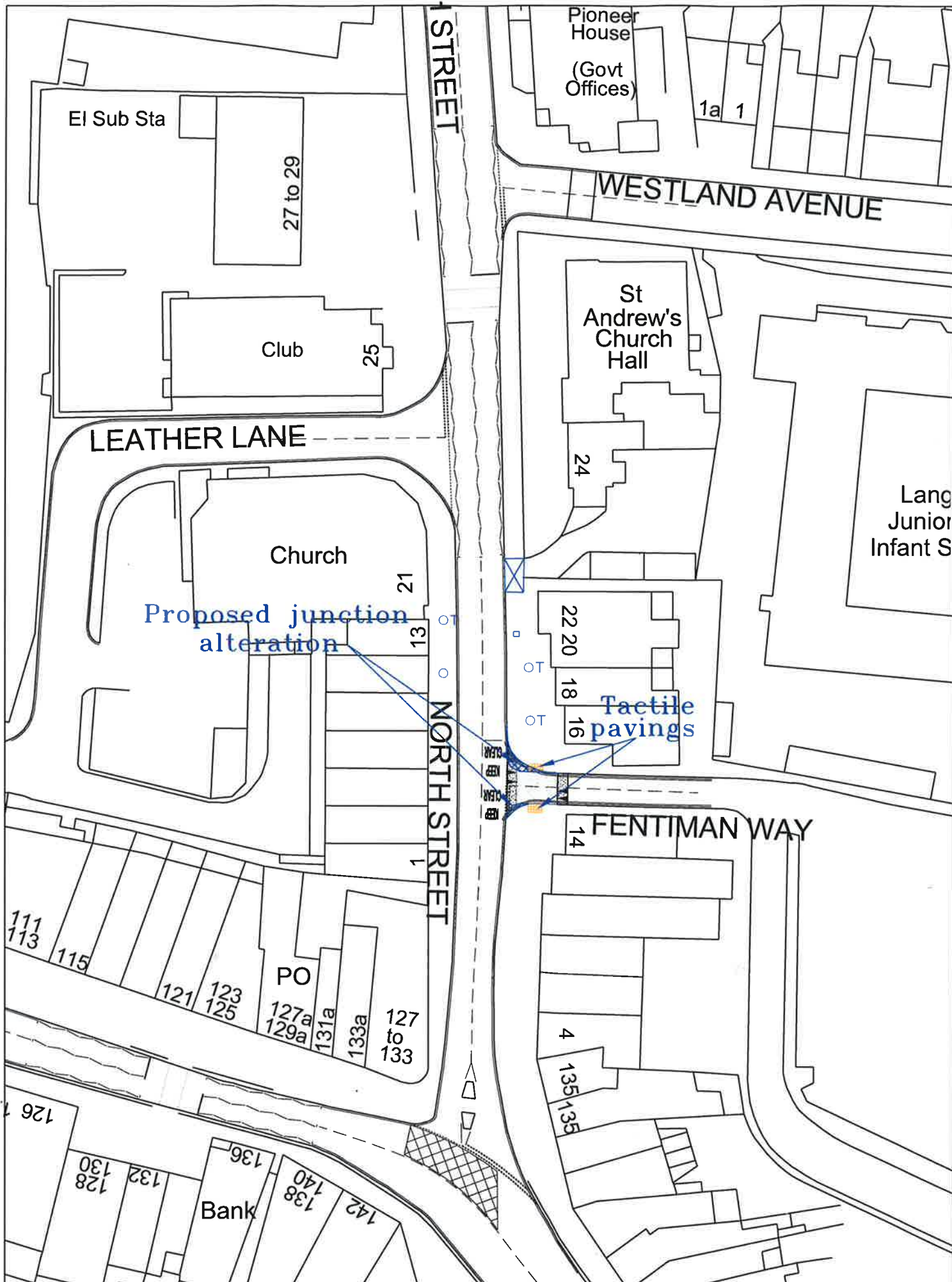



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HIGHWAYS ADVISORY COMMITTEE 9 January 2018

Subject Heading:	Cambridge Avenue / Warwick Gardens SCH17 – comments to advertised proposals
CMT Lead:	Dipti Patel
Report Author and contact details:	John-Paul Micallef Technical Officer Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £800 and will be met by the Parking Strategy Investment (A2017)

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

Squirrels Heath Ward

This report outlines the results of the formal consultation to introduce a residents parking scheme in the Cambridge Avenue / Warwick Gardens and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that:
 - (a) The proposals to introduce a resident's parking scheme (Permit Parking Area), operational Monday to Saturday 8.00am – 6.30pm inclusive be abandoned due to the weight of objections.
 - (b) The proposals to introduce the 'At any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens, to be implemented as advertised.
 - (c) The effects of any implemented proposals to be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £800, which will be met by the Parking Strategy Investment (A2017).

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in June 2015, this Committee agreed in principle to review the parking restrictions in Cambridge Avenue/ Warwick Gardens, due to increasing complaints about the level of long term non-residential parking. Cambridge Avenue is mainly unrestricted, is close to Gidea Park railway station and has a Cross Rail site located at its south-eastern end.
- 1.2 To gauge residents thoughts on parking in the area, on 28th October 2016, residents and businesses that were perceived to be affected by the review were sent letters and questionnaires, with a return date of 18th November 2016. The responses to the questionnaire were collated and reported to this Committee at its meeting on 10th January 2017.
- 1.3 At the meeting on 10th January 2017, the Committee considered the responses received to the informal consultation exercise and agreed that residents of the area should be formally consulted on a designed residents parking scheme.
- 1.4 On 13th October 2017 residents were formally consulted on a residents parking scheme operational Monday – Saturday, 8.00am – 6:30pm inclusive, along with associated double yellow lines for access and safety reasons. Copies of the consultation letter and the plan of the proposals are appended to this report as Appendix B and C respectively. All responses to the formally advertised proposals were to be received by Friday 3rd November 2017.
- 1.5 During the consultation period, from the 102 properties consulted, Staff received a petition signed by 59 signatories objecting to the proposals, of which 16 also wrote

under separate cover reiterating their objections. There were 5 other responses received, 4 objecting to various elements of the proposals, with 3 of these not giving their address. The last response preferred the operational hours to be changed to apply between 8am and 10am Monday to Friday. All responses received are summarised and tabled in the table appended to this report as Appendix A

- 1.5 One Squirrels Heath Councillor agreed to the recommendations verbally, whilst the other Ward Councillors did not respond.

2.0 Staff Comments

- 2.1 Given the amount of objections from the residents of the area and no more reports of non-residential parking, which the Ward Councillors are receiving, it is recommended that the residents parking scheme is to be abandoned but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens

IMPLICATIONS AND RISKS

Financial implications:

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

The estimated cost of £800 for implementation will be met by the Council's allocation for Parking Strategy Investment approved budget (A2017).

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 Revenue budget.

Legal implications and risks:

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

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

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

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

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

Human Resources implications and risks:

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

Equalities implications and risks:

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

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

The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions will be publicly advertised and subject to formal consultation.

Consultation responses will be carefully considered to inform the final proposals.

There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 3 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit businesses rather than be a detriment. This will not be applicable to Blue Badge Holders, as they will still be able to park without charge and for the full duration of the hours of operation.

BACKGROUND PAPERS

Appendix A.

Respondent	Summary of resident's comments	Staff Comments
Resident	<p>The resident objects to the scheme:</p> <p>"1) there is not such a significant parking issue in the area (if you exclude the Crossrail staff cars from the equation) to warrant introducing controlled parking; 2) the daily period of control is excessively long and consequently, 3) the duration of the visitor passes is unacceptably short."</p> <p>"I propose that if the scheme must proceed then the duration of visitor passes (per daily period) must correlate with the parking restriction duration (in your proposal, for 1 day between the hours of 08:30 – 18:00). I find myself convinced that any parking issues that will be solved by a permit controlled scheme would be solved equally well if the restriction was placed 11:00 – 15:00 Hours. This would enable you to reasonably implement the proposed 4 hour visitor pass at a charge of £1.25 each."</p>	<p>Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandoned the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.</p>
Resident	<p>The resident feels that the parking restriction would be solved if they are reduced to 8am and 10am. It would discourage commuters and the shorter term problem of Crossrail contractors. The extra double yellows are a good idea to help traffic flow.</p>	<p>After the initial consultation (informal), more residents were in favour of a Monday – Saturday, 8.00am – 6:30pm resident's parking scheme. Officers reported back to the Highways Advisory Committee which is was agreed to consult formally on the times above.</p>
Resident	<p>The resident is not in favour of the proposals. They are unhappy that they have paid for a vehicle crossing and now they cannot park outside their crossing unless they pay.</p>	<p>The resident's comments will be taken into consideration when reporting back to the Highways Advisory Committee.</p>
Resident	<p>The resident is not in favour of the proposals. They are disappointed with the proposals as they do not feel they have a problem with non-residential parking.</p>	<p>Officers have investigated the area, and spoken to local Ward Councillors, in which it was agreed to abandoned the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.</p>
Resident	<p>The resident is not in favour of the proposals. They believe there is no parking issue in Cambridge Avenue / Warwick Gardens The resident also explains they think it's a money</p>	<p>Officers have investigated the area, and spoken to local Ward Councillors, in which it was agreed to abandoned the</p>

	making exercise on the Councils part.	resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.
Resident	The resident is not in favour of the proposals. They cannot understand why the proposals have been proposed on a Saturday between 8am – 6:30pm.	The proposals were advertised as Monday – Saturday 8.00am – 6:30pm due to the initial consultation, the majority of residents were in favour of the days and times above.
Resident	The resident is disgusted with the decision. The resident explained that not all the resident's in Warwick Gardens received a letter to the informal consultation. Furthermore, this will cause additional financial cost to the resident.	Letters were sent to all of the residents within the zone as appended to this report as Appendix B. If residents did not receive a letter, then they will need to contact their carrier (Royal Mail etc) in regards to this issue. The resident's comments have been taken into consideration.
Resident	<p>The resident is not in favour of the proposals. The resident explains that the parking issues are actually cause by the resident's in the road.</p> <p>"Traffic Flow: There is no issue with traffic flow in Cambridge Avenue. Quite the contrary, there is too much, fast flowing, traffic in Cambridge Avenue as it is always being used as a shortcut to the A12/A127 by motorists. Perhaps more recently, traffic impediment has been mainly caused by Crossrail Construction Vehicles. From time to time, Crossrail construction traffic has attempted to access the site in Cambridge Avenue using Belgrave Avenue contrary to instructions to contractors and signage. Presumably work will come to an end some day and these problems will cease. What my husband and I would not want is to be saddled with a permanent Residents Permit Parking Scheme, in order to deal with naughty contractors that Crossrail ought to manage. I also note we have lost a large and beautiful street tree in order to facilitate vehicles turning right into the Crossrail site and this was without residents consultation.</p> <p>Non-residents Parking There are few problems with non-residents parking in Cambridge Avenue - most non residents parking in Cambridge Avenue are actually invited guests of residents.</p>	Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandoned the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.

	<p>From time to time we might get the odd commuter. We have found they are quickly discouraged by a polite request to move on. Most of the recent issues caused by non-residents parking have been caused by Crossrail workers who are not using public transport to get to their place of work but who are driving to the site and parking their cars in Cambridge Avenue or parking inconsiderately in Cambridge Avenue. I have always found Crossrail operatives to be very considerate, when I have asked the security operatives to ask Crossrail staff not to block our driveway, the operatives have been polite and responsive and have moved their vehicles elsewhere. Presumably work will come to an end some day and these problems will cease. What my husband and I would not want it to be saddled with a permanent residents permit parking in order to deal with naughty Crossrail workers that Crossrail can manage.</p> <p>Improved Parking Provisions for Residents I fail to see how Residents Permit Parking for 104 households, most with two cars, some with three, will result in improved parking provision for residents. I should think this scheme will cause knock-on problems for all the neighbouring roads. I think the only winners from this scheme would be:-</p> <ul style="list-style-type: none"> • the Council in terms of income generated from the sale of parking permits, • the Council in terms of income generated from fines imposed through the enforcement of the scheme • and the couple of households with only one car and a dropped kerb and garage of which there are not many in Cambridge Avenue/Warwick." 	
Resident	The resident strongly objects to the scheme. The resident does not believe that there are long terms parking issues that warrant the council's intervention. The resident is also unhappy about paying for a permit.	The resident is clearly not in favour of the proposals. Furthermore, their comments have been taken into consideration.
Resident	The resident is not in favour of the proposals. They do not believe there is a parking issue within Cambridge Avenue / Warwick Gardens. The resident also attached some photographs to their response clearly showing free parking space for vehicles to park during the day. They are unhappy that the Council are proposing the scheme when clearly space is available for the resident's within the area.	The photos attached do show evidence that there is available kerb space within the area.

Resident	The resident strongly objects to the scheme. The problem the resident can only see, are the ones that arise from parking by cross rail workers but these are few and far between. Additionally, the cross rail site is near to completed and the problem will go soon.	The resident is clearly not in favour of the proposals. Furthermore, their comments have been taken into consideration.
Resident	The resident has concerns for the parking permits. The resident is totally against the permits, and also questions the days and times of operation.	After the initial consultation (informal), the majority of residents were in favour of a residents parking scheme, operational Monday – Saturday 8.00am – 6:30pm inclusive. The resident is not in favour of the proposals.
Resident	<p>The resident is not in favour of the proposals.</p> <p>“1 Regarding the proposed hours and days of operation there has been hardly any problem parking during these times.</p> <p>2 The problem arises outside of these times and is related solely to the fact that residents parking mainly in the evening and weekends do not have enough parking space for the number of cars per household.</p> <p>3 The problem is particularly bad start of Cambridge Avenue up to the junction with Belgrave Avenue as it is the last area of road unbroken by dropped kerbs. This then encourages residents visitors to park here as well.</p> <p>4 The proposal to put double yellow lines outside 59 Cambridge will result in the loss of 2 more parking spaces putting more pressure on the remaining spaces</p> <p>5 As it stands in the evenings and weekends after having been out there are times when all spaces have gone and we have to park in Belgrave Avenue or the other half of Cambridge Avenue.</p> <p>As I understand your proposal is to improve parking provision for residents. I finish with the comment that it will be no help to residents at this end of Cambridge and we will find ourselves paying for the privilege of not being able to park in Cambridge Avenue.”</p>	Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandoned the resident’s parking scheme, but to go ahead as advertised with the ‘at any time’ waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.
Resident	The resident objects to the proposals. The resident explains they do not need the extra expense parking outside their property. There was a problem with the Crossrail <i>company</i> parking at times but this seems to have been	The resident is not in favour of the proposals and their comments have been taken into consideration.

	sorted by the people in charge and is only a temporary issue. Once the railway is completed there won't be that problem.	
Resident	<p>The resident is not in favour of proposals.</p> <p>“Traffic Flow: I am very surprised that the Council would think impeded traffic flow a problem, given modern traffic calming methods. Most residents think there is too much, fast flowing traffic in Cambridge Avenue. The on-street parking actually helps regulate the speed of traffic using Cambridge Avenue as a short cut between Upper Brentwood Road and the 412IA127. On-street parking rarely impedes traffic flow in an absolute sense. It is often the Council's waste lorry that impedes traffic flow and we accept that as a necessary service. More recently Crossrail construction traffic has impeded traffic but this is a rare and temporary inconvenience.</p> <p>Non-residents Parking It is accepted that from time to time there may be a problem with Non-residents parking in Cambridge Avenue and Warwick Avenue but most non-residents are our own guests. We can manage the problems that our guests sometimes cause to other neighbours by being more considerate and asking our guests to park considerately.</p> <p>From time to time we may get the odd commuter trying to park in Cambridge Avenue but they are quickly discouraged by polite requests to find alternate parking. Most recent issues with non-resident parking have been caused by Crossrail workers. Crossrail is generally very helpful when this happens and the cars are promptly moved once the registration numbers are reported to Crossrail site management. The Council is aware that Crossrail have a temporary site in Cambridge Road, but that does not justify the imposition of a permanent residents permit parking scheme.</p> <p>Improved Parking provision for Residents. There are over 100 households in Cambridge Avenue and Warwick Avenue. The removal of free, on-street parking will disadvantage families with children who have more than one car. For them, the scheme will be costly and inconvenient. Residents who have already paid to drop their kerbs will be required to purchase and display a permit if they want to be able to park over their dropped kerbs during the hours the</p>	<p>Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandon the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.</p>

	<p>scheme operates, for example between 8am and 6,30pm Mon-sat, Where now they park for free. Indeed, given the scheme's inclusion of a total prohibition of parking on a section of bend in Cambridge Avenue, it is likely that the scheme will result in a loss of total available parking for residents and the introduction of parking enforcement. I therefore object to the proposed scheme on the above grounds."</p>	
Resident	<p>The resident is not in favour of the proposals.</p> <p>"Traffic Flow: I am very surprised that the Council would think impeded traffic flow a problem, given modern traffic calming methods. Most residents think there is too much, fast flowing traffic in Cambridge Avenue. The on-street parking actually helps regulate the speed of traffic using Cambridge Avenue as a short cut between Upper Brentwood Road and the A12/A127. On-street parking rarely impedes traffic flow in an absolute sense. It is often the Council's waste lorry that impedes traffic flow and we accept that as a necessary service. More recently Crossrail construction traffic has impeded traffic but this is a rare and temporary inconvenience.</p> <p>Non-residents Parking It is accepted that from time to time there may be a problem with Non-residents parking in Cambridge Avenue and Warwick Avenue but most non-residents are our own guests. We can manage the problems that our guests sometimes cause to other neighbours by being more considerate and asking our guests to park considerately. From time to time we may get the odd commuter trying to park in Cambridge Avenue but they are quickly discouraged by polite requests to find alternate parking. Most recent issues with non-resident parking have been caused by Crossrail workers. Crossrail is generally very helpful when this happens and the cars are promptly moved once the registration numbers are reported to Crossrail site management. The Council is aware that Crossrail have a temporary site in Cambridge Road, but that does not justify the imposition of a permanent residents permit parking scheme.</p> <p>Improved Parking Provision for Residents. There are over 100 households in Cambridge Avenue and Warwick Avenue. The removal of</p>	<p>Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandoned the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.</p>

	<p>free, on-street parking will disadvantage families with children who have more than one car. For them, the scheme will be costly and inconvenient. Residents who have already paid to drop their kerbs will be required to purchase and display a permit if they want to be able to park over their dropped kerbs during the hours the scheme operates, for example between 8am and 6.30pm Mon-Sat, whereas now they park for free. Indeed, given the scheme's inclusion of a total prohibition of parking on a section of bend in Cambridge Avenue, it is likely that the scheme will result in a loss of total available parking for residents and the introduction of parking enforcement."</p>	
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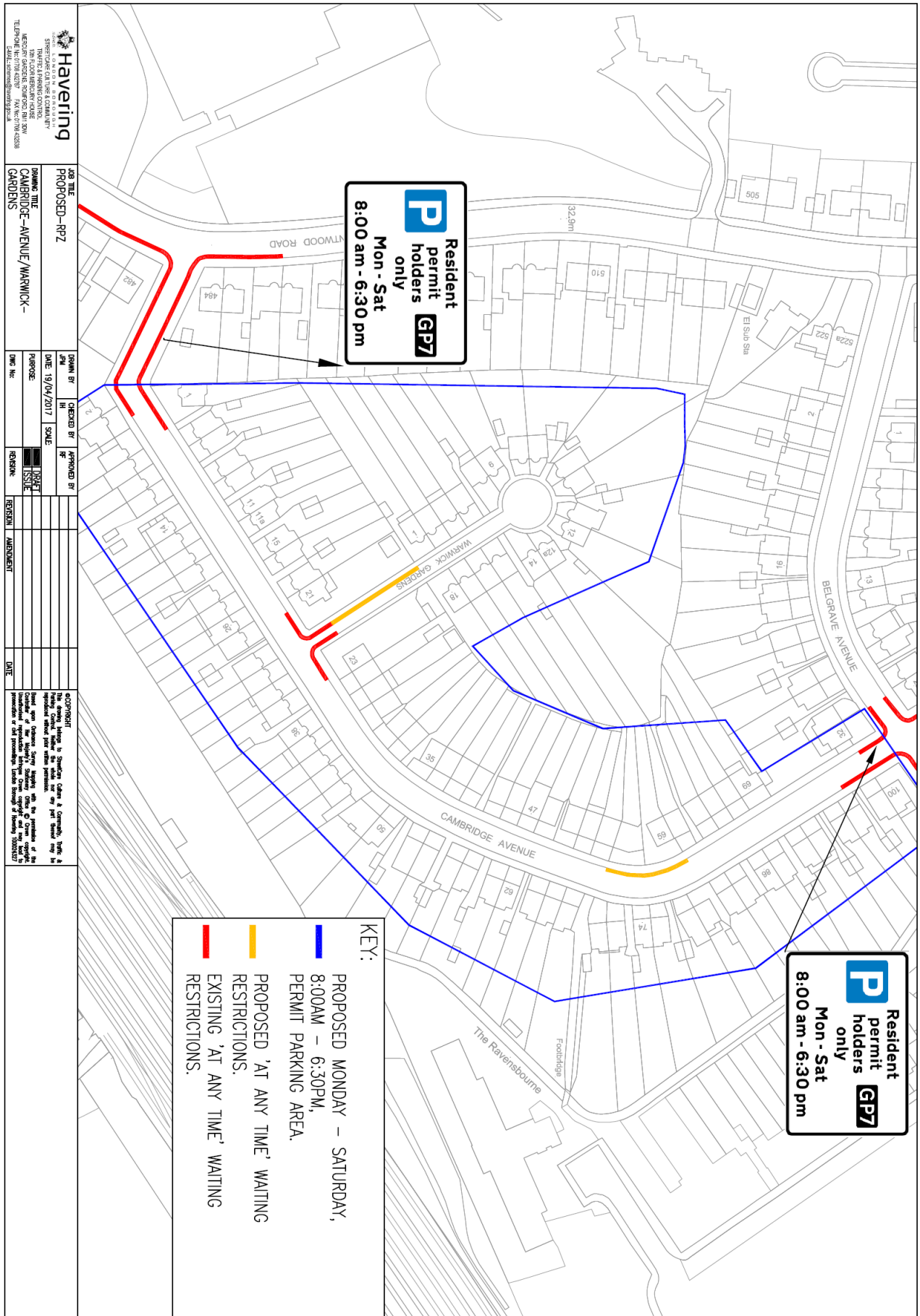
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Resident	<p>The resident objects to the scheme.</p> <p>"Firstly the traffic flow along this road is minimal at best. To create a clear road would only serve to increase traffic speeds along this road creating a danger to pedestrians and local residents, Whereas at present there are no issues regarding the speeds of the few vehicles that do use this road. Since this is not a Main Road of any shape or form, to increase traffic flows would cause a problem and Danger for residents.</p> <p>Secondly, Many residents have paid the local authority to have dropped curbs installed at a great expense to the many residents who have paid for this service to happen, for which they already enjoy the use outside their properties for uninterrupted parking, so by doing so this has already limited non-residential parking in this area, eliminating this issue, so it is not a problem. Due to the fact there are many dropped curbs in this area, there isn't a problem with unwanted parking. Infact both myself and my neighbours are happy to encourage visiting family and friends to park across driveways and dropped curbs outside their homes to make visiting easier for all concerned. In addition to this should someone require trades to visit their property to carry out essential maintenance or repairs there would be a cost implication due to the increased risk of parking fines to the visiting trades persons and their vehicles, so some trade persons</p>	<p>Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandoned the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.</p>

	<p>would avoid working in this area, which would make things much more difficult for the residents living here.</p> <p>Thirdly, The fact that you are proposing to Charge Residents and visitors for parking outside their own properties is simply a Tax on those who live in this area, a Charge we do not need, as it benefits no one living here or visiting here or needing to carry out work here.”</p>	
Resident	<p>The resident objects to the proposals. The objection we raise is that the ‘at any time’ waiting restrictions extend too far and restricts the resident ability to access the garage at the rear of the property. There is a vehicle crossings outside which enable the resident to access the garage for loading and unloading. The resident has requested to reduce the ‘at any time’ waiting restrictions to enable the resident to access their garage on an unrestricted basis.</p>	<p>Officers have taken time to have a look at the reduction of the ‘at any time’ waiting restrictions. If the restrictions were to be reduced, this could cause parked vehicles parking both sides of the road. Vehicles can load and unload on ‘At any time’ waiting restrictions for no time limit, but have to be seen loading and unloading in a safe and legal manner.</p>

Appendix B –



Appendix C-



Havering

LONDON BOROUGH

IMPORTANT PARKING NOTICE ENCLOSED

The Resident/Occupier

Street Management Schemes

London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

Please call: Schemes
T: 01708 431056 or 433464

Dear Sir/ Madam,

E: schemes@haverling.gov.uk

Proposed Resident Permit Parking Area – Cambridge Avenue / Warwick Gardens

Date: 13th October 2017

I am writing to advise you that following the detailed consultation in October 2016, Havering Council have developed a 'Residents Permit Zone' parking proposal for Cambridge Avenue / Warwick Gardens. The aims of this proposal are to help improve traffic flow, limit non-residential parking and improve parking provisions for the residents of Cambridge Avenue, Warwick Gardens and their visitors. The proposals are for the residents parking zone to operate Monday to Saturday, 8am – 6:30pm.

Full details of the proposals, including relevant orders, are available for inspection for a period of 21 days at www.haverlingtraffweb.co.uk or by prior appointment in the Public Advice and Service Centre, Liberty Shopping Centre, Romford, between 9am and 4pm, Monday to Friday. Further information may also be obtained via schemes@haverling.gov.uk.

Any comments to the proposals should be sent in writing to the Highways, Street Management Group Manager, Havering Town Hall, Main Road, Romford RM1 3BB or via email to schemes@haverling.gov.uk and should be received by Friday 3rd November 2017. Any objections must state the grounds on which they are made.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Assistant Director of Environment and any issues will be addressed at that time. All comments received are open to public inspection.

For your information, the costs of permits are shown below:

Current Resident & Business permits charges	
Residents permit per year	1st permit £35.00, 2nd permit £60.00, 3rd permit and any thereafter £85.00
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

Yours faithfully,

John-Paul Micallef
Engineering Technician
Schemes Team

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HIGHWAYS ADVISORY COMMITTEE

9 January 2018

Subject Heading:	TPC991- Mellowes Road Parking Review – Results of the Statutory Consultation
CMT Lead:	Dipti Patel
Report Author and contact details:	Matt Jeary – Special Projects Engineer matthew.jeary@havering.gov.uk 01708-431894
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £0.002m and will be met by the Parking Strategy Investment (A2017).

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]

Romford Town Ward

SUMMARY

The Schemes section of Havering Council are committed to solving Parking issues within the Borough, and will maximise 'on-street' parking for Residents where possible, with the emphasis on safety and maintaining vehicular access.

This report outlines the responses received to the informal parking consultation undertaken in Mellowes Rd and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee, having considered this report and the representations made, recommends to the **Cabinet Member for Environment Regulatory Services and Community Safety** that:
 - a. the 'at any time' waiting restrictions (Double Yellow Lines) as shown on the plan in Appendix D are implemented as advertised; and
 - b. Mellowes Road is included within the R03 Controlled Parking Zone as a 'Permit Holders Past this Point' scheme (operational Monday to Saturday, 8.30am to 6.30pm) together with associated waiting restrictions as shown on the plan in Appendix D.

2. Members note that the estimated cost for implementation of the scheme is £0.002m which includes the advertising of the Traffic Management Order and the implementation of posts sign and the associated waiting restrictions and parking bays.

REPORT DETAIL

Mellowes Road was adopted by the Council in March 2016 and forms part of the Mellowes Road development of 35 properties.

The Council and Romford Town Ward Members have received representations and a petition for the inclusion of Mellowes Road in the R03 controlled parking zone ("CPZ").

Residents sent representations to the Council in the form of a petition citing long term commuter and non-residential parking as issue causing parking problems in this road.

Officers acknowledged that, the issues raised by residents need to be addressed and consider that the inclusion of Mellowes Road in the CPZ will resolve the parking problems.

Residents were informally consulted on the inclusion of Mellowes Road in the CPZ. The Informal consultation commenced on 21st February 2017 with a closing date of 14th March 2017 for receipt of representations. In total 35 letters were sent out to local residents. At the close of the informal consultation 7 representations were received all in favour of the inclusion of Mellowes Road in the CPZ. A copy of

the informal consultation documentation is contained in Appendix A. A summary of representations from the Informal Consultations is contained in Appendix B.

A Statutory Consultation (appended at Appendix C) was undertaken on the 9th October 2017 during the course of which 3 objections were received. The objections focused on the reduction in on street parking provision as a consequence of the introduction of marked parking bays.

Following consideration of the results of the Statutory Consultation, and taking into account the objections received, officers recommend that the scheme is progressed as a 'Permit Parking Only Past This Point' scheme which will maximise on-street parking for the Residents. Officers anticipate that this will increase the available on street parking provision by approximately 20% when compared to the original advertised scheme. A feature of the proposed scheme is the removal of marked bays allowing residents to park in all unrestricted parts of the road as long as they are not causing obstruction to traffic flow.

It is envisaged that all proposed 'at any time' waiting restrictions (Double Yellow Lines) are implemented as soon as practicable to alleviate the issue of non-resident vehicles causing obstruction for Emergency and Refuse Vehicles. This element of the scheme did not receive any objections during consultation.

The extent of the R03 controlled parking zone is shown on plan in Appendix E.

IMPLICATIONS AND RISKS

Legal implications and risks:

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

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

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

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

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

Human Resources implications and risks:

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

Financial implications and risks:

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

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders is £0.002m for implementation, and will be met through a virement from the revenue budget A24650 to capital (A2017), as there are no funds within the capital budget to fund the project.

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.

In the unlikely event of an 'overspend', the balance would need to be contained within the overall Environment Capital budget.

Equalities implications and risks:

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

Parking controls have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any further negative impact.

There will be some visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duty under the Equality Act 2010.

BACKGROUND PAPERS



The Resident/Occupier

**Street Management
Schemes**
London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

Email: schemes@havering.gov.uk

IMPORTANT PARKING CONSULTATION

Date: Friday 21st February 2017

Dear Sir/ Madam

MELLOWES ROAD PARKING REVIEW

I am writing to advise you that the Council are proposing a review of the parking situation in Mellowes Road due to representations from residents and local Ward Councillors. The extent of the review area is shown on the attached plan.

The aim of this review is to look at the parking situation in the area, with a view to addressing the long-term non-residential parking issues and giving residents the option of having a residents parking scheme, should it be felt necessary.

I have attached a questionnaire that you are requested to complete and return to us by **14th March 2017**.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Council Highways Advisory Committee. This committee will decide if a further course of action is required and any issues raised by residents will be addressed at that time. All comments received are open to public inspection.

Yours faithfully,

Omar Tingling
Project Engineer



Havering
LONDON BOROUGH

PARKING REVIEW QUESTIONNAIRE
Mellowes Road

Street Management
Schemes

Town Hall
Main Road
Romford
RM1 3BB

Name:

Address:

Please call: Street Management
Telephone: 01708 431056 or 01708 433464
Email: schemes@havering.gov.uk
Date: Friday 22nd February 2017

All responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by Friday 14th March 2017.

1. Are you in favour of being included in the RO3 Controlled Parking Zone which operates 8am to 6.30pm Monday to Saturday
- ☐ Yes
☐ No

For your information:

Yellow lines would prevent residents from parking on the lines in the same way as they would non-residents.

Residents Parking scheme will permit residents and their visitor to park in the allocated areas, with a valid permit for the area

Mellowes Road

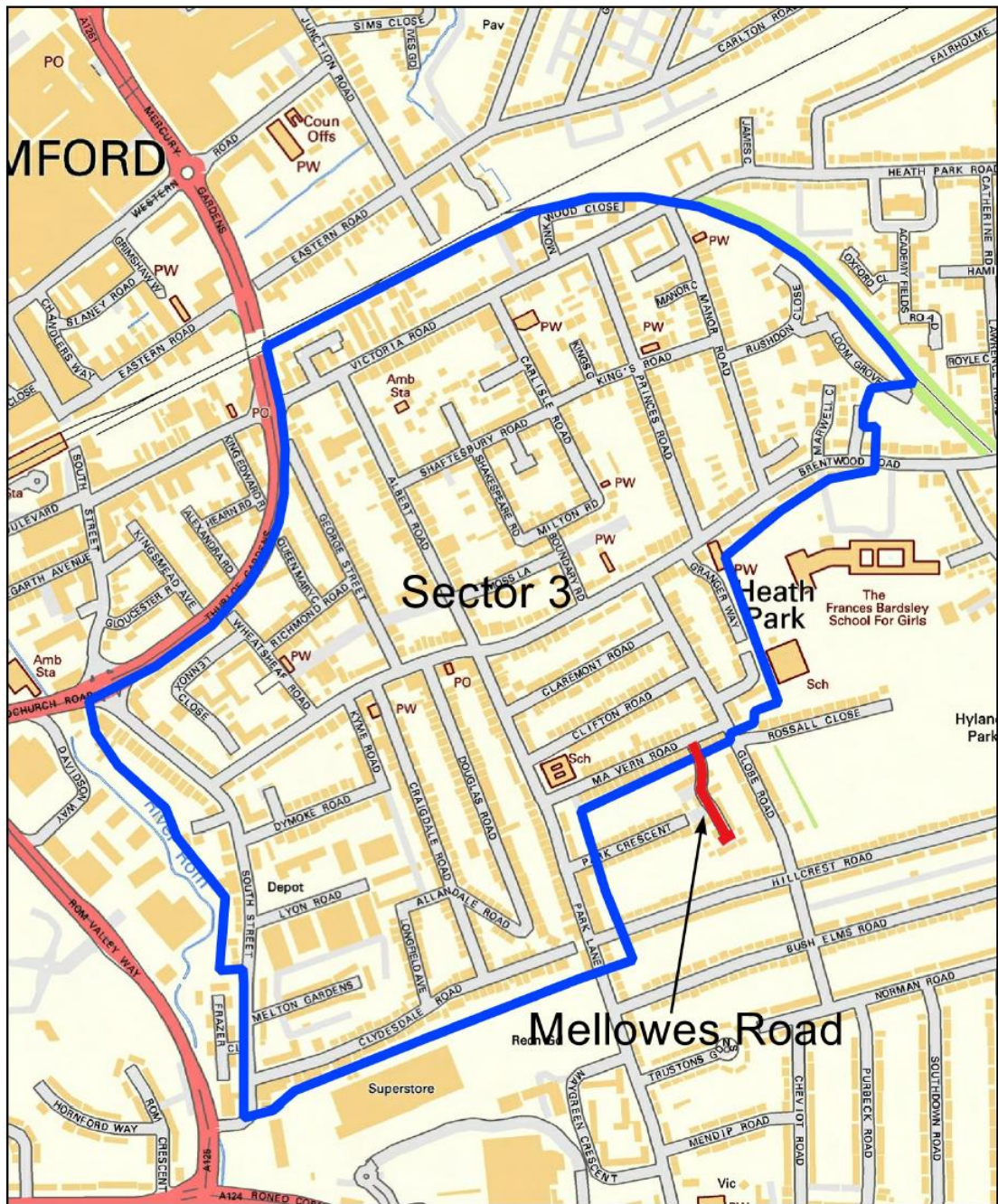
No	Road	Address	Returns	Returns Rate %	1. Are you in favour of being included in the RO3 Controlled Parking Zone which operates 8am to 6.30pm Monday to Saturday		
					Yes	No	
1	Mellowes Rd	35	7	20%	7	0	
2	Totals	35	7	20%	7	0	







Appendix C

	Summary of Comments	Staff Comments
1	<p>I do not believe that the proposed residents parking and waiting restrictions will improve parking provisions for the residents of Mellows Road.</p> <p>Whilst there is some non-residential parking in the Road, the majority of cars parked belong to residents and their visitors and the limited number of bays proposed will mean that residents and their visitors will be left without sufficient parking spaces.</p> <p>In particular the provision of only one bay outside my property and that of my neighbours will mean that both households will not be able to park an additional vehicle or provide parking for visitors at the same time.</p>	<p>The Schemes section believe that the measures that have been proposed will adequately ease traffic flow, remove the commuter issues, while importantly protecting sight lines for pedestrians and vehicles egressing their driveways.</p>
2	<p>I am the owner and resident of xx Mellows Road. Recently I received the Proposed Residents Parking & Waiting Restrictions – Mellows Road from Havering Council. The parking plan shows a parking bay to be allocated in front of my house as shown in the first picture below.</p> <p>I disagree with this proposed park bay. My house is built on a slope. The bottom of the house is lower than the adjacent street level. The parking bay will be just in front of the bay window of my house. A vehicle parked there will block the daylight into the house and cause interior darkness.</p> <p>I will appreciate if you can reconsider the plan and remove the parking bay from the spot.</p>	<p>The Schemes section believe that the measures that have been proposed will adequately ease the traffic flow, remove the commuter issues, while importantly protecting sight lines for pedestrians and vehicles egressing their drives.</p> <p>The resident is still at risk of any vehicles being parked here without any restrictions, and large Commercial Vehicles could still block their Natural Light, this risk would be mitigated under the proposals.</p>
3	<p>I am writing to object the proposed orders sent on 6th October for a number of reasons as made below:</p> <p>1) I am at number xx Mellows Road and I am a two car family, as are most of my neighbours. Currently I park my 2nd small car outside the front of my house and so does my neighbour. Currently there is space for both our small cars</p>	<p>The Schemes section believe that the measures that have been proposed will adequately ease traffic flow, remove</p>

	<p>but you have proposed to put one resident bay half outside my property and also half across number xx. I believe this will cause tension between me and my neighbour.</p> <p>2) We are the only house in the proposed plan that has NO pavement outside our property which means that visitors will be stepping out of their car into our front garden, into our flowers on our property.</p> <p>3) The resident bay will restrict access to our water metre which is located in the ground in the middle of the front garden. In the case of emergency it will be impossible to reach if an unknown car is parked in the bay.</p> <p>4) You are looking to reduce the amount of limited spaces already available which will chaos down the street. This will not improve parking provisions for the residents as stated in your letter.</p> <p>5) Bigger cars block our footbath and our dropped curb.</p> <p>6) The proposed bay is 1 meter away from our kitchen window, this will impact on our privacy as the driver will be able to see straight into our home. I believe this could be a big security risk.</p> <p>7) I believe the bays will devalue the price of the property.</p> <p>8) I believe the space outside my property should be solely for me and number xx due to the reasons above.</p> <p>9) I see absolutely no reason to have residents bay, we are 20 minute walk away from the station so we get no commuters, we are not near any shops and we've never had problems with parking down the far end of the road before. The only problem is at the top of the road, on the corner of Malvern as cars park on the corner restricting view as you turn onto Malvern.</p>	<p>the commuter issues, while importantly protecting sight lines for pedestrians and vehicles egressing their driveways. Visitors (and even commuters) at present could step out into their garden/black access/impose on their privacy. Schemes section cannot comment on property values in the area and this claim is unfounded. Public Highway cannot be allocated to individuals. The problem is not only highlighted by commuters but residents in adjacent roads unwilling to purchase a permit for their car.</p>
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<p>Mellowes Road</p>	<p>N</p> 
  	<p>Scale: 1:7000</p> <p>Date: 21 June 2017</p> 
 <p>Havering LONDON BOROUGH</p>	<p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p> <p>© Crown copyright and database rights 2017 Ordnance Survey 100024327</p>

HIGHWAYS ADVISORY COMMITTEE 9 January 2018

Subject Heading:	HIGHWAY SCHEMES APPLICATIONS January 2018
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	[X]
Places making Havering	[X]
Opportunities making Havering	[]
Connections making Havering	[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.

BACKGROUND PAPERS

None.

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

Highways Advisory Committee
9th January 2018

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								
A1	Hornchurch Road	Hylands	Removal of hump at zebra crossing outside no.96 and at junction with Grosvenor Drive following complaints about noise/ vibration.	Feasible. Not funded. Speed-reduction would be lost along this section of Hornchurch Road.	None	c£12k	Residents via Cllr Ganley	12/12/2017
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
B1	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
B2	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

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Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B3	Belgrave Avenue	Squirrels Heath	Traffic calming to deal with speeding drivers	High driver speeds recorded in central section of street; 85% speed 38mph westbound, 40mph eastbound; 69% drivers speeding westbound, 83% drivers speeding eastbound. 5 years to October 2016, one injury collision - driver failed to give way at Cambridge Avenue junction and was seriously hurt/ other driver slightly hurt.	None	c£45k	Residents' Petition via Cllr Wallace	15/09/2017
B4	Upper Brentwood Road, by Beaumont Close	Squirrels Heath	Traffic calming by junction to reduce driver speed as emergent visibility from side road is poor and residents have difficulty emerging. Probably a speed table between Beaumont Close and Ferguson Avenue.	Feasible but not funded. Residents have campaigned for action for some time on this matter.	None	c£12k	Residents via Cllr Wallace	07/11/2017

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B5	The Mount/ Noak Hill Road	Heaton	Concerns about volume of traffic arising from removal of traffic signals (at Straight Road) and new developments. Full text appended.	Feasible by not funded.	None	c£40k	Residents via 50 signature petition	21/11/2017
B6	Heath Drive and wider estate	Pettits	Modal filter at A12 to prevent traffic leaving A12. Banned right turns from Main Road into Heath Drive. Area-wide 20mph Zone.	Feasible but not funded. (c£40k for filters and c£210k for area-wide 20mph Zone)	None	c£250k	Cllr Jon Crowder	22/11/2017
B7	Hacton Lane, North of Ravenscourt Grove	Hacton	Request for speed table to reduce approach speeds to mini-roundabout.	Feasible but not funded.	None	c£12k	Resident	07/11/2017

Full text of petition under B5

We the undersigned, wish to draw to your attention the dangerous conditions on Noak Hill Road. Since the removal of the traffic lights at Straight Road there is no traffic break for vehicles to safely exit the blind junction at The Mount especially as the speed limit is often ignored. A road calming hump would be an obvious solution. You may notice that there is no safe pedestrian crossing in this area either. We are concerned that it will not be too long before there is a serious accident.

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