



Haverling

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
3 July 2018**

**Council Chamber -
Town Hall**

Members 8: Quorum 4

COUNCILLORS:

**Conservative
(4)**

Ciaran White (Vice-Chair)
John Crowder
John Mylod
Maggie Themistocli

**Residents'
(1)**

Paul Middleton

**Upminster & Cranham
Residents' (1)**

Christopher Wilkins

**Independent Residents'
(1)**

David Durant

**North Haverling Residents
(1)**

Brian Eagling (Chairman)

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:-

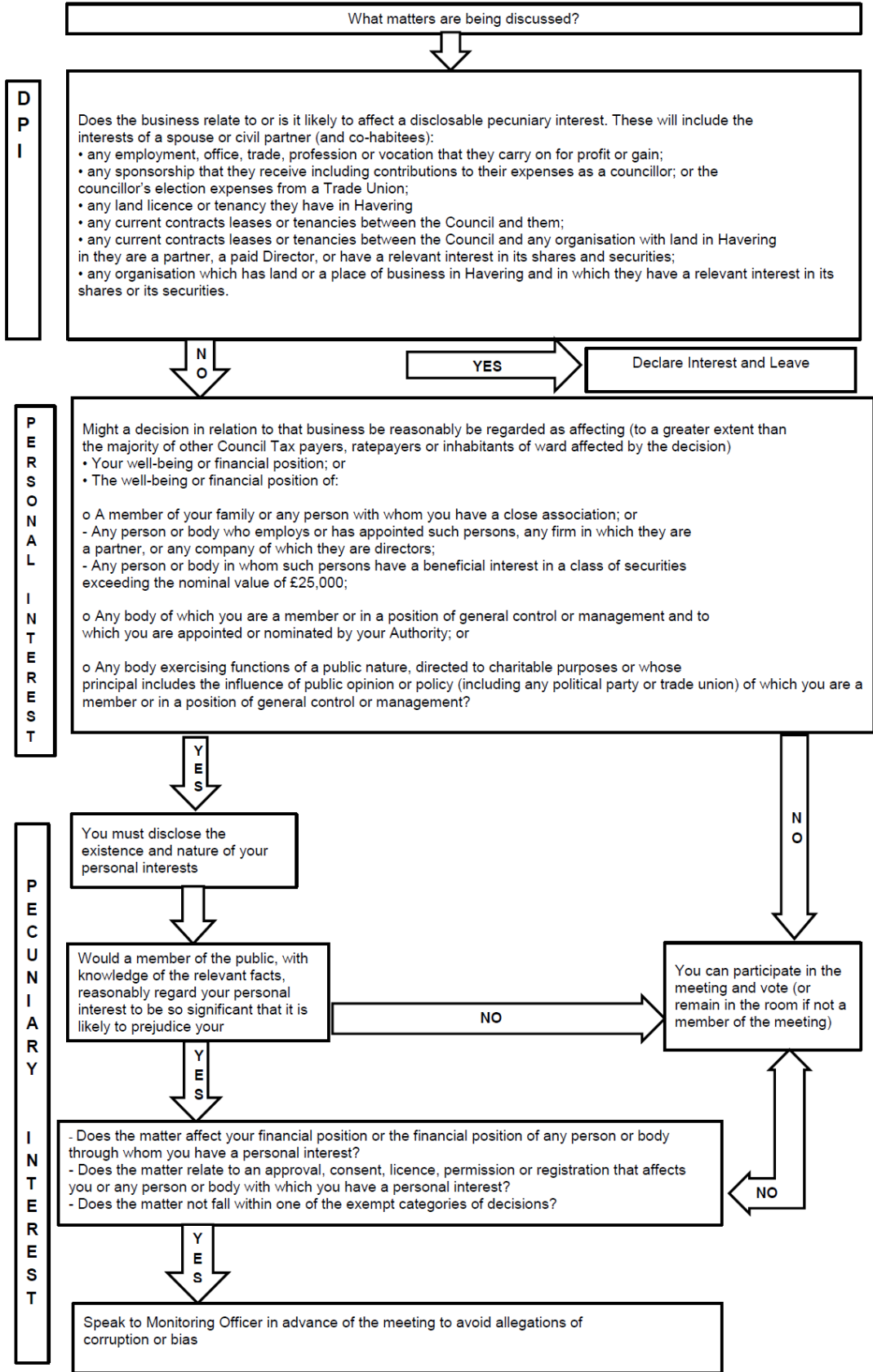
- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, 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.

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



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 6 March 2018, and to authorise the Chairman to sign them.

5 FAIRCROSS AVENUE, LAWNS WAY AND GOBIONS AVENUE - EXPERIMENTAL TRAFFIC (Pages 9 - 34)

6 STRAIGHT ROAD ACCIDENT REDUCTION PROGRAMME - OUTCOME OF PUBLIC CONSULTATION (Pages 35 - 64)

7 SCH197 - HAVERING ROAD REVIEW (Pages 65 - 80)

8 TPC755 CRANHAM PARKING REVIEW - INFORMAL CONSULTATION (Pages 81 - 96)

9 SCH97 ABBS CROSS GARDENS PAY AND DISPLAY - COMMENTS TO ADVERTISED PROPOSAL (Pages 97 - 108)

SCH97 Abbs Cross Gardens Pay and Display ; 'At any time' waiting restrictions – Comments to advertise proposals

10 TPC478 - SUNFLOWER WAY REVIEW (RESULT OF INFORMAL CONSULTATION) (Pages 109 - 120)

TPC478 Sunflower Way Review, Formally Whiteland's Way – results of informal consultation

11 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
6 March 2018 (7.30 - 8.00 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson (Vice-Chair), John Crowder, Jason Frost and John Mylod
Residents' Group	Barry Mugglestone and Stephanie Nunn
East Havering Residents' Group	Darren Wise and Brian Eagling (Chairman)
UKIP	John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

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

Councillor Wend Brice-Thompson was also present for the meeting.

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

165 DISCLOSURE OF INTERESTS

No interest was disclosed at the meeting.

166 MINUTES

The minutes of the meeting of the Committee held on 6 February 2018 were agreed as a correct record and signed by the Chairman.

167 ROMFORD LEISURE CENTRE COACH/ VEHICLE DROP-OFF FACILITY

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment and Community Safety that the proposed drop off / pick up parking bay on Grimshaw Way shown on drawing QQ063/101/A be implemented permanently.

Members noted that the estimated cost for the works was of £0.004m which would be met from the Council's capital budget for the Romford Leisure Centre (A1544).

168 **PROPOSED WIDTH RESTRICTION - FINUCANE GARDENS**

Following clarification on the area consulted and comments on the lack of response from residents, the Committee considered the report and following a motion to proceed with recommendation 1(b) **RESOLVED** to recommend to the Cabinet Member for Environment and Community Safety that the width restriction proposed in Finucane Gardens be rejected.

The vote to reject the scheme was carried by 9 votes to 1 against with 1 abstention.

169 **MAWNEY ROAD, SOUTH OF EASTERN AVENUE, PART OF THE RO2B PARKING ZONE - PROPOSALS TO REVIEW EXISTING PARKING PROVISION**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment and Community Safety that the proposals to introduce a residents parking scheme in Mawney Road, south of Eastern Avenue, operational Monday - Saturday, 8:30am - 6:30pm, with associated 'at any time' waiting restrictions at junctions (as shown on the plan; appendix A, B, C & D) be designed and publicly advertised;

Members noted that the estimated cost of implementation was £4000 which would be met by the Parking Strategy Investment (A2017), through a virement from the revenue budget A24650 to capital (A2017), as there are no funds within the capital budget to fund the project.

170 **TPC812 - RUSH GREEN ROAD/DAGENHAM ROAD - PROPOSED AT ANY TIME WAITING RESTRICTIONS**

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

- the proposals to introduce 'At any time' waiting restrictions and proposed Monday - Saturday 8am-6.30pm Loading Ban restriction at the junction of Rush Green Road and Dagenham Road be publicly advertised; and
- the proposals to introduce Pay and Display parking bays in Norwood Avenue and Lincoln Avenue, operational Monday to Saturday 8am-6.30pm with a maximum stay of 3 hours with no return within 2 hours be publicly advertised;

Members noted that the estimated cost of implementation of the three proposals were £0.010m a Capital scheme and this would be met by a virement from the Parking Minor Safety Improvement budget (A24650) 2018/19.

171 EWAN AREA PARKING REVIEW

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment and Community Safety that the proposals to introduce a residents parking scheme, operational between 10am and 2pm Monday to Friday inclusive and the related 'At any time' waiting restrictions be implemented as advertised.

That the effects of any implemented proposals be monitored.

Members noted that the estimated cost of implementing the scheme was £0.008m which would be met from the section 106 contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011, planning reference numbers P0004.11 & P0702.11.

172 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

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

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

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

Chairman

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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 Page 5	133/135 Collier Row Lane	Mawneys	Request to remove pedestrian refuge.	Agreed - Moved to Section B 9-2 votes
A2	Heath Drive	Pettits	No right turn into Heath Drive from Main Road & no left turn into Heath Drive from A12 to deal with speeding and rat-running drivers.	Agreed to replace B 5 in Section B
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)				
B1	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.

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

Item Ref	Location	Ward	Description	Decision
B2	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.
B3	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.

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

Item Ref	Location	Ward	Description	Decision
B4	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.
Pages B5	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.	Replaced with A2
B6	Hacton Lane, North of Ravenscourt Grove	Hacton	Request for speed table to reduce approach speeds to mini-roundabout.	Feasible but not funded.
B7	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.

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

Item Ref	Location	Ward	Description	Decision
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Full text of petition under B4

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.

HIGHWAYS ADVISORY COMMITTEE

Tuesday 3 July 2018

Subject Heading:

FAIRCROSS AVENUE, LAWNS WAY
AND GOBIONS AVENUE
EXPERIMENTAL TRAFFIC SCHEME
Outcome of public consultation

SLT Lead:

Dipti Patel

Report Author and contact details:

Mark Philpotts
Principal Engineer
01708 433751

Policy context:

mark.philpotts@havering.gov.uk
Havering Local Development Framework
(2008)
Havering Local Implementation Plan
2018/19 Delivery Plan

Financial summary:

The estimated cost of £0.010m for the permanent implementation of the scheme or alternatively, the estimated cost for the removal of the scheme of £0.003m will be met by the Council's capital allocation for Minor Highway Improvements (A2225)

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

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

SUMMARY

This report sets out the responses to a consultation for the provision of 2 metre width restrictions in Faircross Avenue and Lawns Way and a 'point' weight limit in Gobions Avenue which was implemented on an experimental basis and seeks a recommendation on whether or not the restrictions should be made permanent.

The scheme is within Mawneys and Havering Park wards.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the 2 metre width restrictions in Faircross Avenue and Lawns Way along with the 'point' 7.5tonne weight limit in Gobions Avenue shown on Drawings QQ032/FA/FS/100/GA/REV0, QQ032/LW/FS/100/GA/REV0 and QQ032/GOB/FS/100/GA/REV0 be either;
 - a) Made permanent and the existing temporary concrete block system be replaced with a permanent layout utilising kerbed islands and appropriate bollards; or
 - b) The width restrictions, the 'point' weight limit and all associated traffic signs be removed and the area reinstated to the prevailing area weight limit.
2. That it be noted that the estimated cost of £0.010m for permanent implementation will be met by the Council's capital allocation for Minor Highway Improvements (A2225). In the event the Committee decides that the scheme should be remove, then the estimated cost of £0.003m will also be met by the Council's capital allocation for Minor Highway Improvements (A2225).
3. That it be noted that the 'point' 7.5 tonne weight limit on Gobions Avenue at its junction with Chase Cross Road as set out in this report will be enforced by the Council if the scheme is made permanent.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 4th October 2016, the Highways Advisory Committee considered a report on the outcome of a consultation on an experimental traffic scheme which provided a 2 metre width restriction in Faircross Avenue, just north of its junction with the Drive.
- 1.2 The report sought a recommendation to be made to the Cabinet Member for Environment, Regulatory Services and Community Safety that the scheme should either be removed or that it be made permanent, with the use of permanent materials as opposed to the current arrangement of concrete blocks and bollards.
- 1.3 After debate, the committee voted to defer a decision (9 votes for and 2 against) to allow ward councillors, residents and staff to discuss a way forward.
- 1.4 Staff met with ward councillors on 9th November 2016 to discuss the deferral of the Faircross Avenue and to discuss an appropriate way forward. The consensus of ward councillors was that a further consultation should take place to gauge public opinion on additional proposals in the wider area as follows;
- A 2 metre width restriction placed in Lawns Way, just northwest of its junction with The Drive;
 - A “point” 7.5 tonne weight limit on Gobions Avenue at its junction with Chase Cross Road. This restriction would be an “absolute” limit forbidding all HGV traffic as opposed to the current area-wide limit which permitted access.
- 1.5 The 2 metre wide restriction for Lawns Way would be similar in nature to the experimental scheme in Faircross Avenue which comprised of concrete blocks, bollards and traffic signs.
- 1.6 The “point” 7.5 tonne weight limit on Gobions Avenue would restrict access to large vehicles from Chase Cross Road, but would have exemption for buses and other public service vehicles (such as refuse collections). Those with genuine business in the area with vehicles over 7.5 tonnes would need to access Gobions Avenue from Havering Road.
- 1.7 Some 800 letters were sent on 11th January 2017 to residents within the original consultation area. The letter invited people to consider two options;

- Option 1 – Make the experimental restriction on Faircross Avenue permanent and implement the measures described above on an experimental basis.
 - Option 2 – Return to the previous situation whereby the Faircross Avenue experimental restriction is removed.
- 1.8 An online “Survey Monkey” was also set up to enable people to respond electronically with details of the proposals placed on the consultation area of the Council’s website.
- 1.9 A closing date of 10th February was provided and residents were requested to keep comments short.
- 1.10 At its meeting of 4th April 2017, the Highways Advisory Committee considered the outcome of the latest consultation and after considerable debate, the Committee resolved to recommend proceeding with a variation of Option 1, with 9 votes in favour and 2 abstentions.
- 1.11 The variation was to end the existing experimental scheme in Faircross Avenue and commencing a new experimental scheme comprising the following elements which are shown on Drawings Q032/FA/FS/100/GA/REV0, QQ032/LW/FS/100/GA/REV0 and QQ032/GOB/FS/100/GA/REV0; plus a location plan QQ032/LOC/000/REV0;
- A 2 metres width restriction in Faircross Avenue, just northwest of its junction with The Drive, but with the restriction moved 2 metres southeast of the position in the original experimental scheme;
 - A 2 metres width restriction in Lawns Way, just northwest of its junction with The Drive;
 - A ‘point’ 7.5 tonne weight limit on Gobions Avenue at its junction with Chase Cross Road.
- 1.12 The new experimental scheme was approved by the Cabinet Member for Environment, Regulatory Services & Community Safety on 8th May 2017 under Executive Decision 17/37.
- 1.13 Staff wrote to residents (around 800 letters) on 1st June 2017 to advise of the decision to commence a new experimental scheme, what the scheme would comprise of and that detailed design was in progress.

1.14 Staff then wrote to residents on 17th July 2017 with a further update which confirmed the nature of the scheme and how the experimental process would work; including how the consultation process operated.

1.15 The timetable for the scheme was set as follows;

- 21st July 2017 – Experimental Traffic Order published,
- 31st July 2017 – Experimental Order comes into force and the 6-month statutory ‘objections period’ commences within which residents should provide feedback,
- 31st July 2017 – physical works to establish the three restrictions would take place, i.e. installation of concrete blocks on Faircross Avenue and Lawns Way together with the uncovering of a number of traffic signs in the area to support the width restrictions and ‘point’ weight restriction,
- End-November 2017 – traffic data collection to provide “after” information,
- 31st January 2018 – period for objections and feedback ends.

1.16 The scheme as implemented included a substantial programme of traffic signage designed to inform drivers of the restrictions before they chose to leave Havering Road and Chase Cross Road. For drivers who either missed/ ignored these schemes or in the case of those making genuine deliveries in the area, signage was also provided within the estate.

1.17 The outcome of the scheme was due to be reported to the Highways Advisory Committee on 6th March 2018, but there was a delay in collecting the ‘after’ traffic data. Because the April meeting of the committee would be close to the local elections, Staff agreed with ward councillors that the matter would be reported to the first available meeting after the elections, i.e. 3rd July 2018. A letter was sent to residents advising them of the new committee date.

2.0 Outcome Of Public Consultation

2.1 By the close of ‘objections’ period of 31st January 2018, 2 responses in objection to the scheme and 1 in support were received. In addition a 52 signature petition against the scheme was received from residents of The Drive.

2.2 One of the objectors to the scheme was from The Drive. Their concern was that the relocated restriction in Faircross Avenue made it more difficult to turn left from The Drive into Faircross Avenue and that the scheme has diverted more traffic (including heavy vehicles) into The Drive.

- 2.3 The other objector did not provide an address, but suggested that the restrictions were not required because Lawns Way and Faircross Avenue did not suffer from use by drivers of heavy vehicles. They also suggested that the 2 metre width restriction prevented use by residents with wider cars and raised concerns about fire and ambulance access. They also expressed a dislike for the appearance of the restrictions and that they were hard to see as people drove through.
- 2.4 The person who wrote in support of the scheme stated that they considered that it was a success for Lawns Way, despite some lorry drivers missing the traffic signs and having to drive back out of the estate.
- 2.5 The petition from the residents of The Drive in objection to the scheme cited an increase in traffic and heavy vehicles using their street since the restrictions were placed in Faircross Avenue and Lawns Way.

3.0 Traffic Data

- 3.1 Traffic surveys were undertaken at the same three locations as were chosen for the initial experimental scheme in Faircross Avenue. The full data is in the Appendix to this report, however the headline results are as follows;

Weekday Vehicles Per Day - Initial Scheme

Street	Flow (vpd) Before	Flow (vpd) After	% Change	OGV1/PSV (vpd) Before	OGV1/PSV (vpd) After	% Change
Faircross Avenue	2646	1980	-25.2	279	166	-40.5
Lawns Way	4277	4540	6.1	309	368	12.5
Gobions Avenue	2648	2982	12.6	359	416	15.9
Totals	9571	9502	N/A	947	950	N/A

Weekday Vehicles Per Day - Larger Scheme

Street	Flow (vpd) Before	Flow (vpd) After	% Change	OGV1/PSV (vpd) Before	OGV1/PSV (vpd) After	% Change
Faircross Avenue	2646	1818	-31.3	279	28	-90.0
Lawns Way	4277	4037	-5.6	309	349	12.9
Gobions Avenue	2648	3232	22.1	359	432	20.3
Totals	9571	9087	N/A	947	809	N/A

- 3.2 The original Faircross Avenue scheme saw an overall traffic reduction in the street with traffic reassigned to the other two streets and a significant reduction in HGV traffic.
- 3.3 The current scheme (when compared to the original 'before' data) shows a higher reduction of traffic in Faircross Avenue, a more modest decrease in traffic in Lawns Way and a large increase in traffic in Gobions Avenue.
- 3.4 The current scheme has almost removed HGV traffic from Faircross Avenue, whereas Lawns Way and Gobions Avenue have seen increases in HGV traffic. However, the traffic count locations (as set out on the plan in the Appendix) would suggest that the reduction in traffic and HGVs in Faircross Avenue applies to the area north of the restriction.
- 3.6 The Lawns Way count point is to the southeast of the restriction and suggests that the increase in HGV traffic is as a result of HGV drivers necessarily having to avoid the restriction.
- 3.7 The Gobions Avenue count point is just northwest of the Havering Road service road which suggests that the increase in traffic flow could for a large part be due to HGV drivers accessing the larger part of the estate via the junction of Gobions Avenue and Havering Road.
- 3.8 In terms of larger and wider vehicles. Essentially the northern parts of Lawns Way, Faircross Avenue, Wilton Drive and Berkeley Avenue area operate as a self-contained traffic cell with access from Chase Cross Road, whereas the rest of the estate is a larger traffic cell with access from Havering Road.

4.0 Staff Comments

- 4.1 The original and current experimental schemes were implemented with relatively modest budgets and as such, traffic data is limited and the Committee should bear this in mind as it decides upon its recommendation.
- 4.2 Despite the considerable signage scheme deployed with the current experimental scheme, there is evidence from both the available traffic data and anecdotally from residents that Gobions Avenue continues to have HGV drivers passing through. In the event the scheme is made permanent, then Staff would review the signage to see if additional discouragement could be provided.
- 4.3 Allied to this, there may be a level of use associated with Satnav units used by drivers where the current regime has not been updated. This can partly be as a result of the traffic order being experimental and partly where drivers are not using systems aimed at commercial HGV operators. In addition, a permanent scheme would be added to the Council's moving traffic contraventions enforcement, rather than ad-hoc manual enforcement.
- 4.4 Residents in The Drive have raised concerns about traffic reassignment to their street. This is not surprising because the positions of the width restrictions in Lawns Way and Faircross Avenue means that The Drive does form the 'escape' route back to Chase Cross Road. The level of traffic the residents have raised concerns about could be again due to the Satnav issues mentioned above.
- 4.5 Staff have also received ad-hoc comments from residents in the Faircross Avenue and Lawns Way who are content with the scheme. Despite the process being set out in detail in the letter of 17th July 2017, Staff were surprised of the low response rate for the 6-month 'objections period' given the interest previously shown. That being the case, any comments received outside of this period cannot be recorded formally as consultation responses.
- 4.6 The experimental order came into force on 31st July 2017 and therefore, the Council must make a decision on whether or not to make the order permanent by 31st January 2019.
- 4.7 In terms of costs, the Committee should note that the sum of £0.010m set out in Recommendation 1(a) deals with changing from the concrete block system to a kerbed arrangement in Lawns Way and Faircross Avenue only. The necessary traffic signs were installed as part of the experimental scheme. The removal of the scheme would be somewhat less costly, but all signs and materials associated with the experiment would have to be removed to return the local layout to that before the original Faircross Avenue experiment.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £0.010m for the permanent implementation of the scheme will be met by the Council's capital allocation for Minor Highway Improvements (A2225). Alternatively, if the Committee decides that the scheme should be removed, then the estimated cost of £0.003m will also be met by the Council's capital allocation for Minor Highway Improvements (A2225).

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

This is a standard project for Environment and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment capital budget.

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve

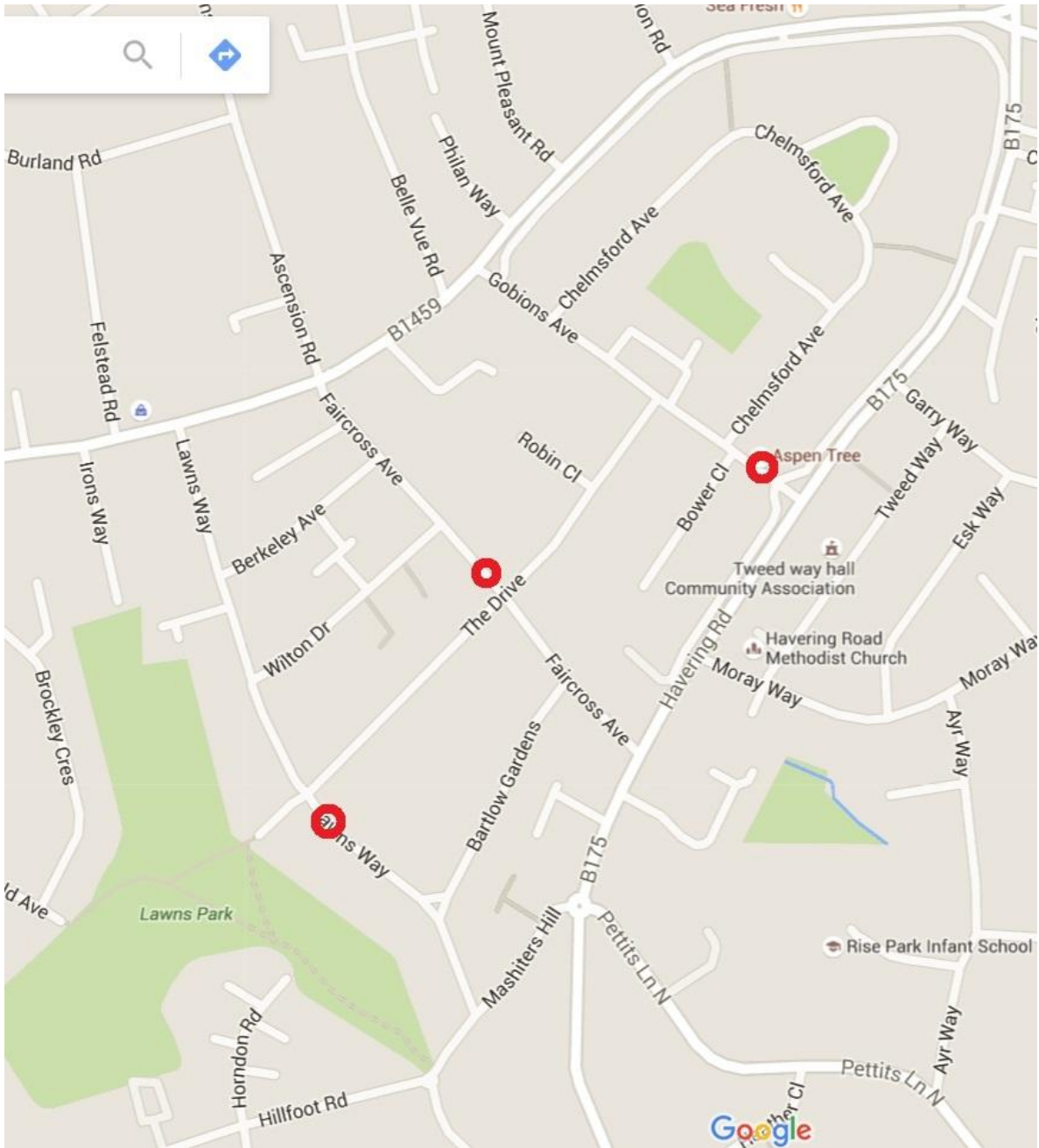
access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.


















BACKGROUND PAPERS

None.

**APPENDIX
TRAFFIC DATA
PHOTOGRAPHS
SCHEME DRAWINGS**

Traffic count points



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<p>LIGHT GOODS VEHICLE (LGV)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  VAN </div> <div style="text-align: center;">  <3.5 TONNES – single rear tyres </div> <div style="text-align: center;">  PICK-UP </div> </div>
<p>OTHER GOODS VEHICLE (OGV1)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  > 3.5 TONNES – twin rear tyres </div> <div style="text-align: center;">  2-AXLES RIGID </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;">  2-AXLES RIGID </div> <div style="text-align: center;">  3 AXLES-RIGID </div> </div>
<p>OTHER GOODS VEHICLE (OGV2)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  4 OR MORE AXLES RIGID </div> <div style="text-align: center;">  3-AXLES ARTIC </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;">  4 OR MORE AXLES ARTIC </div> <div style="text-align: center;">  OTHER GOODS VEHICLE WITH TRAILER </div> </div>
<p>BUSES & COACHES (PSV)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  DOUBLE DECK BUS </div> <div style="text-align: center;">  SINGLE DECK BUS OR COACH </div> </div>

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

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

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

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

Traffic Data, 19th to 23rd February 2018 (average weekday) AFTER ALL THREE STREETS IMPLEMENTED

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM	AM		PM	AM	PM	AM	PM	AM	PM	OGV1/PSV Flow (vpd)	OGV2 Flow (vpd)	
Faircross Avenue	Peak	Northbound	63	27	19	Southbound	93	27	18	156	1818	17.1	28	1.5	0	0
			PM	76			79		155							

Percentage Change Before to After Initial scheme

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

Percentage Change Before to After Larger Scheme

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM	AM		PM	AM	PM	AM	PM	AM	PM	OGV1/PSV Flow (vpd)	OGV2 Flow (vpd)	
Faircross Avenue	Peak	Northbound	-33.7	3.8	-9.5	Southbound	-23.8	0.0	-18.2	-28.1	-31.3	7.5	-90.0	-85.7	-100.0	0.0
			PM	-30.3			-16.8		-24.0							

Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Lawns Way	AM	Northbound	142	28	23	Southbound	192	28	24	334	4277	15.9	309	7.2	2	0
			190				157		347							
Traffic Data, 20th to 26th May (average weekday) AFTER FAIRCROSS AVENUE IMPLEMENTED																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Lawns Way	AM	Northbound	145	28	23	Southbound	206	28	24	351	4540	15.4	368	8.1	6	0.1
			181				165		346							
Traffic Data, 19th to 23rd February 2018 (average weekday) AFTER ALL THREE STREETS IMPLEMENTED																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Lawns Way	AM	Northbound	214	27	22	Southbound	127	25	20	341	4037	16.8	349	8.6	0	0
			166				173		339							
Percentage Change Before to After Initial Scheme																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Lawns Way	AM	Northbound	2.1	0	0	Southbound	7.3	0.0	0.0	5.1	6.1	-3.1	19.1	12.5	200.0	0.00
			-4.7				5.1		-0.3							
Percentage Change Before to After Larger Scheme																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Lawns Way	AM	Northbound	50.7	-3.6	-4.3	Southbound	-33.9	-10.7	-16.7	2.1	-5.6	5.7	12.9	19.4	-100.0	0.00
			-12.6				10.2		-2.3							

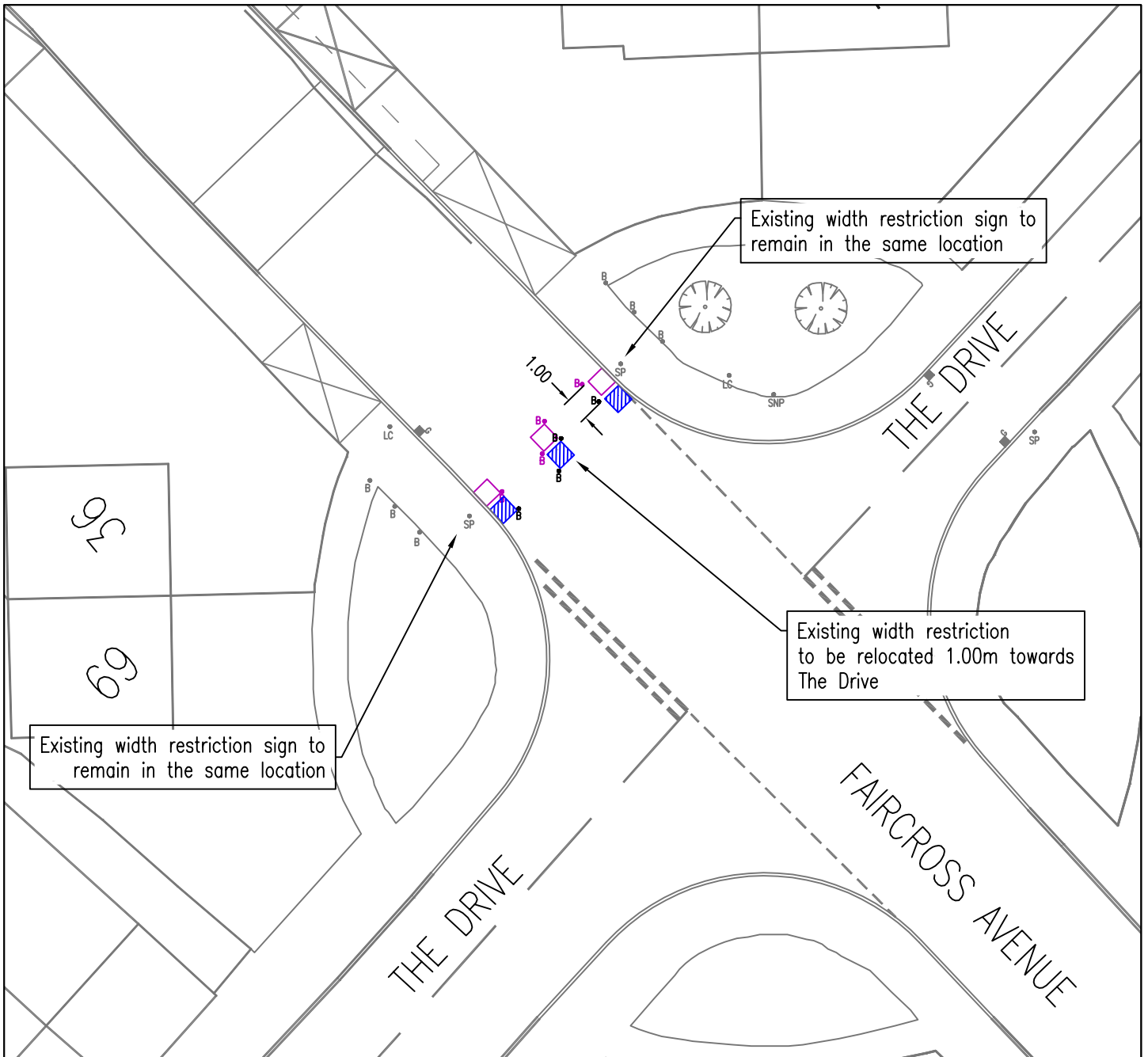
Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE															
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	92	28	22	Southbound	116	29	23	208	2648	15.4	359	1	0
	PM		112				89			201					
Traffic Data, 20th to 26th May (average weekday) AFTER															
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	127	29	23	Southbound	105	29	23	232	2982	15.5	416	3	0.1
	PM		127				105			232					
Traffic Data, 19th to 23rd February 2018 (average weekday) AFTER ALL THREE STREETS IMPLEMENTED															
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	130	30	24	Southbound	137	29	24	267	3232	17.4	432	0	0
	PM		130				137			267					
Percentage Change Before to After Initial Scheme															
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	13.4	3.6	4.5	Southbound	18.0	0.0	0.0	15.4	12.6	0.6	15.9	200.0	0.00
	PM		13.4				18.0			15.4					
Percentage Change Before to After Larger Scheme															
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	18.1	7.1	9.1	Southbound	53.9	0.0	4.3	32.8	22.1	13.0	20.3	-100.0	0.00
	PM		18.1				53.9			32.8					



Lawns Way, example of temporary materials.



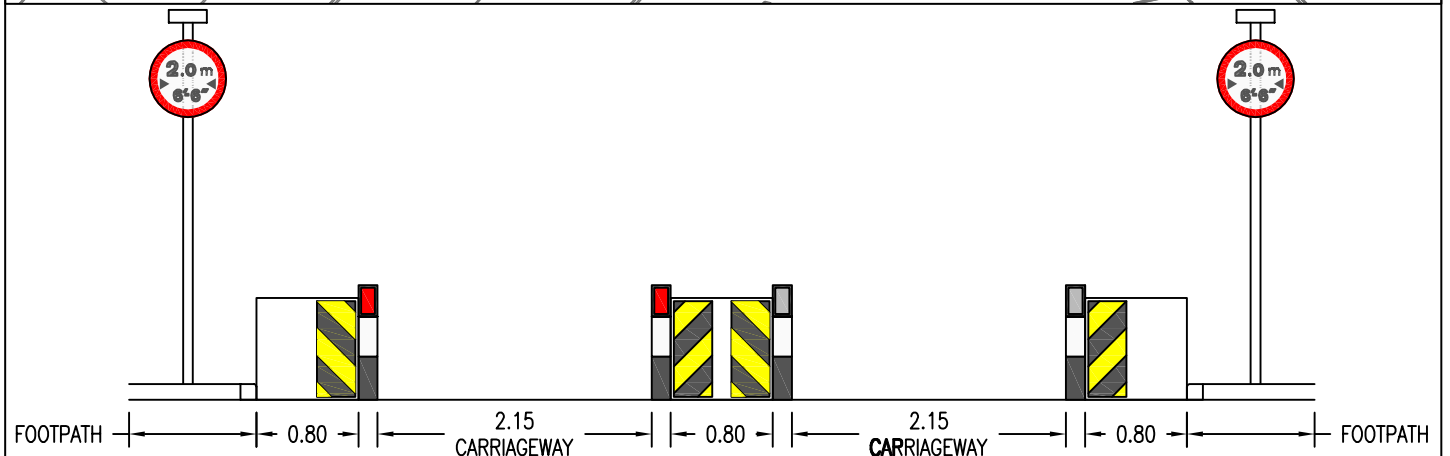
Example of advanced warning sign with lorry 'escape' route positively signed



Existing width restriction sign to remain in the same location

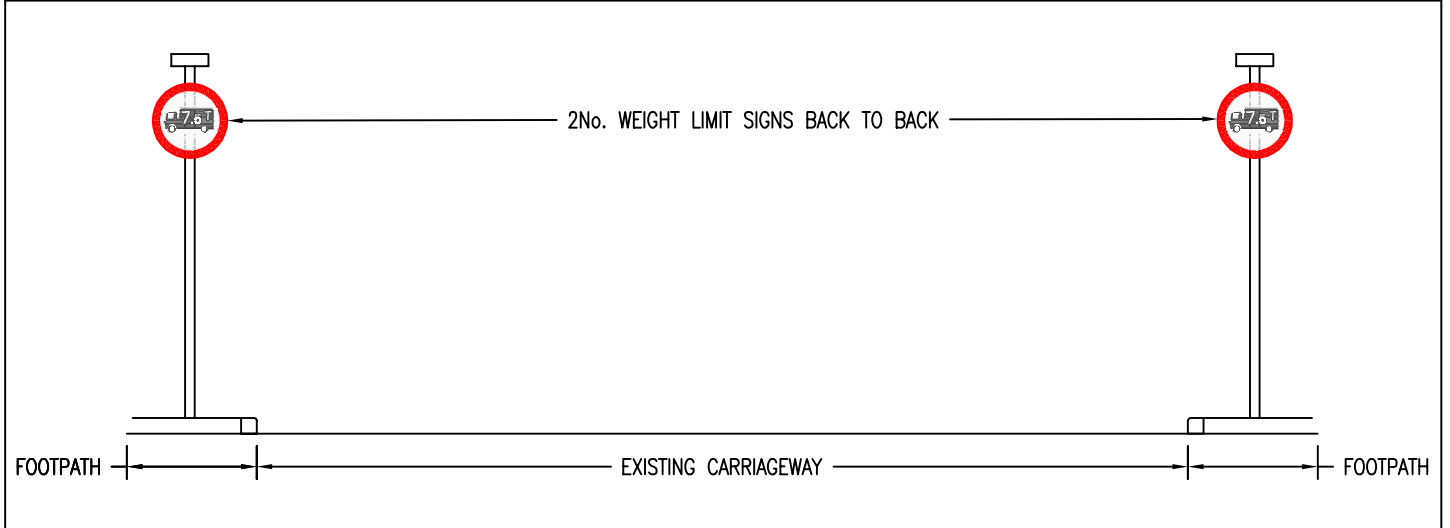
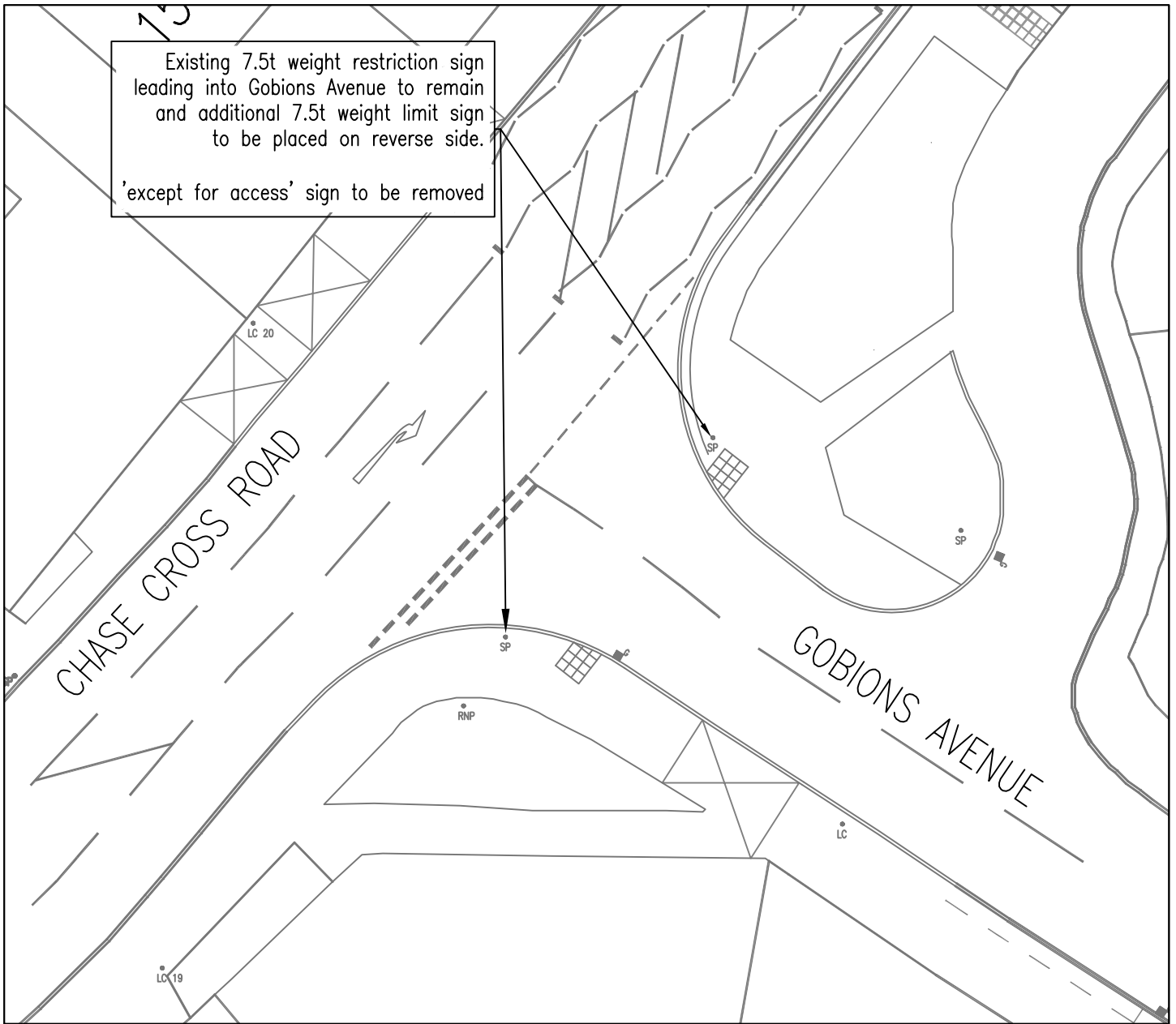
Existing width restriction sign to remain in the same location

Existing width restriction to be relocated 1.00m towards The Drive



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DRAWING TITLE PROPOSED RELOCATION		ACAD REF:	DRAWING No QQ032_FA_FS_100_GA	REV 0	REVISION AMENDMENT
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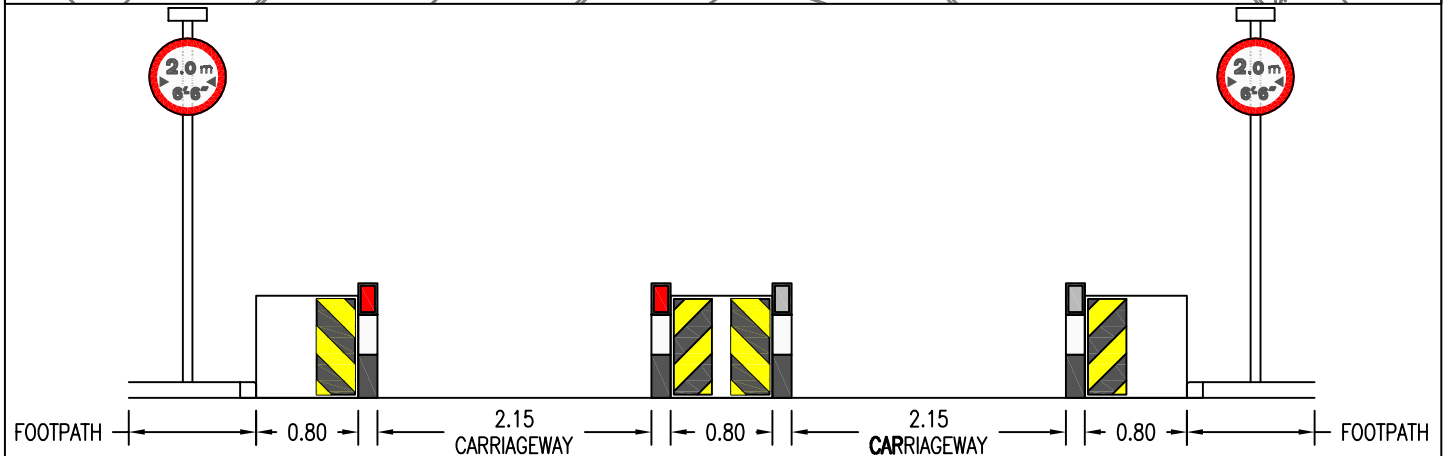
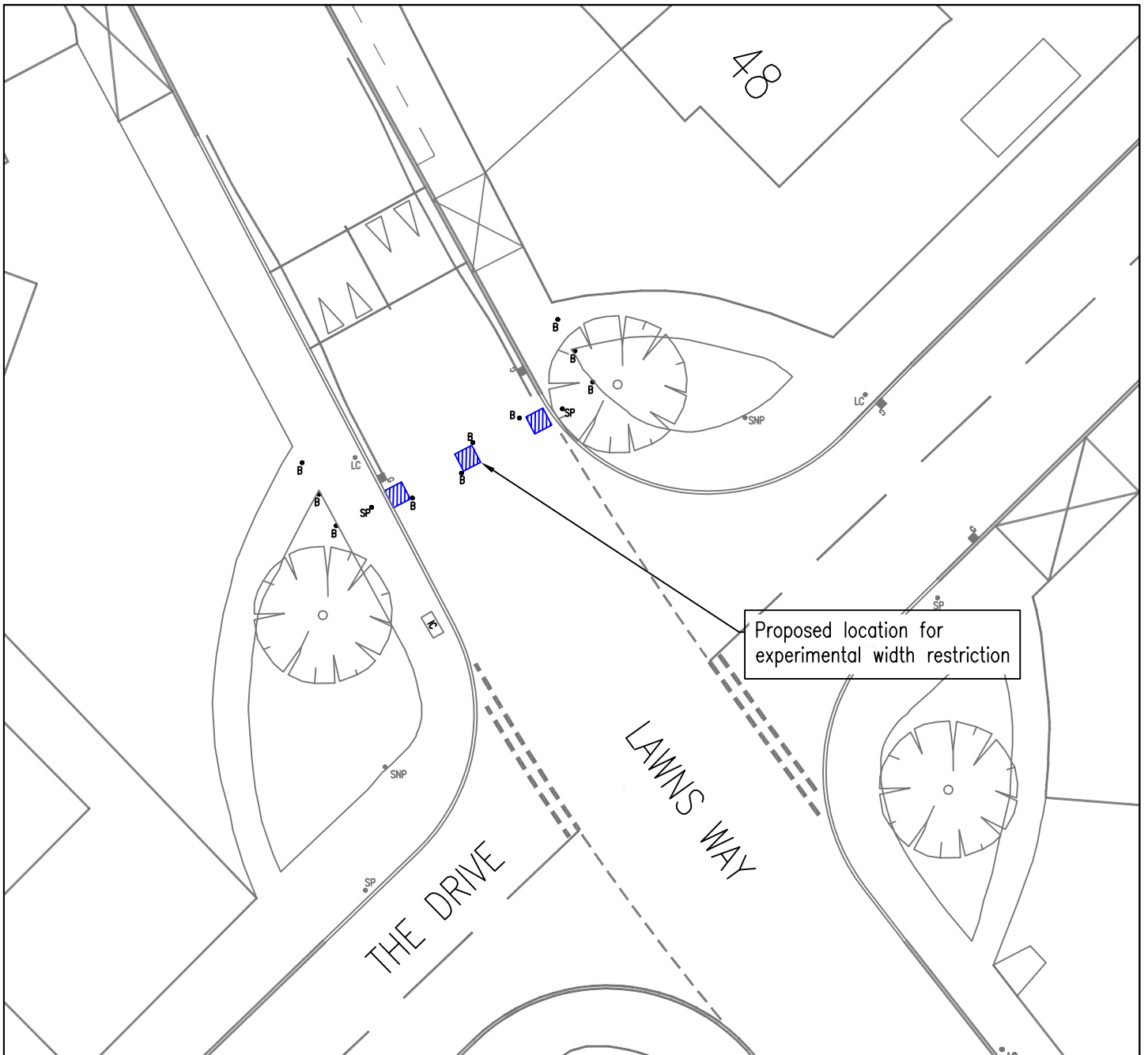
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JOB TITLE LAWNS WAY WIDTH RESTRICTION		DRAWN BY RP	CHECKED BY TQ	APPROVED BY MLP		
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HIGHWAYS ADVISORY COMMITTEE

Tuesday 3 July 2018

Subject Heading:	STRAIGHT ROAD ACCIDENT REDUCTION PROGRAMME – PROPOSED 20MPH ZONE AND 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 2018/19 Delivery Plan
Financial summary:	The estimated cost of £0.090m for implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocation for Accident Reduction Programme (A2907)

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

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

SUMMARY

Straight 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 20mph zone, humped pelican crossings, speed tables, speed cushions, road markings and road signs 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 **Heaton** 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) Straight Road between Stanwyck Gardens and Briar Road (Plan No:QR001/1)
 - 20mph zone
 - 20/30mph roundel road markings and road signs
 - (b) Straight Road North of Hailsham Road (Plan No.QR001/2)
 - Speed cushions (as shown)
 - (c) Straight Road outside property No.321 (Plan No:QR001-2)
 - Speed cushions
 - (d) Straight Road outside property No.334 (Plan No:QR001/3)
 - Speed table
 - (e) Straight Road outside St Ursula’s Catholic Schools (Plan No:QR001/4)
 - Humped pelican crossing
 - (f) Hilldene Avenue between Straight Road and Charlbury Crescent (Plan No. QR001/4)
 - 20mph zone as shown
 - (g) Straight Road outside property Nos. 282/284 (Plan No:QR001/4)
 - Speed cushions
 - (h) Straight Road outside Hilldene Infant school (Plan No. QR001/5)
 - Humped pelican crossing
 - (i) Straight Road by outside property Nos. 231/233 (Plan No. QR006/6)
 - Speed cushions

- (j) Straight Road by Briar Road (Outside property Nos. 169/171/173
(Plan No:QR001/7)
- Speed cushions

2. That, it be noted that the estimated costs of £0.090m, can be met from the Transport for London's (TfL) 2018/19 Local Implementation Plan allocation for Accident Reduction Programme (A2907).

REPORT DETAIL

1.0 Background

- 1.1 In October 2017, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2018/19 Havering Borough Spending Plan settlement. Straight 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 Straight Road Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1200 vehicles per hour during peak periods along Straight Road in the vicinity of Hilldene Infant school and St Ursula Catholic schools.

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
Straight Road in the vicinity of St Ursula's Catholic School	35	33	45	40
Straight Road in the vicinity of Hilldene Infant School	35	35	40	40

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Straight 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 February 2017, **fifty three** personal injury accidents (PIAs) were recorded along Straight Road. Of these fifty three PIAs, four (8%) were serious; twelve (23%) involved pedestrians; twelve (23%) involved children; nine (17%) involved pedal cyclists; eight (15%) involved motor cyclists and sixteen (30%) occurred during the hours of darkness.

Details of PIAs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Straight Road / Hailsham Road Junction	0	1 (1-Speed)	1 (2-Ped) (2-Child)	2
Straight Road between Stanwyck Gardens and Hilldene Avenue	0	0	6 (1-Ped) (1-Child) (2-Dark)	6
Straight Road / Hilldene Avenue Junction	0	1	6 (2-Speed)	7
Straight Road between Hilldene Avenue and Grange Road	0	0	2 (1-Ped) (2-Dark) (1-Child)	2
Straight Road / Grange Way Junction	0	0	1 (1-Ped) (1-Child)	1
Straight Road between Grange Way and Briar Road	0	1 (1-Ped) (1-Child)	4 (1-Dark) (1-Speed)	5
Straight Road / Briar Junction	0	1 (1-Ped) (1-Child) (1-Dark)	3 (1-Ped)	4

Straight Road between Briar Road and Heaton Avenue	0	0	2 (1-Ped) (1-Dark)	2
Straight Road / Heaton Avenue Junction	0	0	4 (1-Dark) (1-Ped)	4
Straight Road between Heaton Avenue and Harrow Crescent	0	0	2 (1-Ped)	2
Straight Road / Harrow Crescent Junction	0	0	2 (2-Dark) (1-Child)	2
Straight Road / Faringdon Avenue Junction	0	0	7 (2-Dark)	7
Straight Road between Faringdon Avenue and Masefield Crescent	0	0	2 (1-Dark) (1-Speed)	2
Straight Road / Masefield Crescent Junction	0	0	1	1
Straight Road Crescent / Shenstone Gardens Junction	0	0	3 (2-Dark) (1-Child)	3
Straight Road between Shenstone Gardens and Gallows Corner	0	0	3 (1-Ped) (1-Dark) (3-Child)	3
Total	0	4	49	53

Proposals

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

- (a) Straight Road between Stanwyck Gardens and Briar Road
(Plan No:QR001/1)
 - 20mph zone
 - 20/30mph roundel road markings and road signs
- (b) Straight Road North of Hailsham Road (Plan No.QR001/2)
 - Speed cushions (as shown)
- (c) Straight Road outside property No.321 (Plan No:QR001-2)
 - Speed cushions
- (d) Straight Road outside property No.334 (Plan No:QR001/3)
 - Speed table
- (e) Straight Road outside St Ursula's Catholic Schools (Plan No:QR001/4)
 - Humped pelican crossing
- (f) Hilldene Avenue between Straight Road and Charlbury Crescent
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 - Humped pelican crossing
- (i) Straight Road by outside property Nos. 231/233 (Plan No. QR006/6)
 - Speed cushions
- (j) Straight Road by Briar Road (Outside property Nos. 169/171/173
(Plan No:QR001/7)
 - Speed cushions

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 300 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. Seven written responses from Local Members, Metropolitan Police, Head Teacher, Governor of School and residents were received and the comments are summarised in the Appendix 1.
- 2.2 Hilldene Primary school Junior Ambassadors, St Ursula's Catholic School Junior Ambassadors and the Council's Smarter Travel representative carried out a community survey regarding the safety. The results of surveys response are summarised in Appendix 2.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that **fifty three** personal injury accidents (PIAs) were recorded along Straight Road. Of these fifty three PIAs, four were serious; twelve involved pedestrians; twelve involved children; nine involved pedal cyclists; eight involved motor cyclists and sixteen occurred during the hours of darkness.
- 3.2 The proposed safety improvements as detailed in the recommendation would minimise accidents along Straight 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 0.090m for implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocation for Straight Road Accident Reduction Programme (A2907). The funding will need to be spent by 31st March 2019, 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 2016 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 2016 govern road traffic signs and road markings.

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

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the 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 1
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QR001/1 (Local Member 1)	I am delighted to give my support to this scheme and hope it fully realises its aim.	-
QR001/2 (Local Member 2)	My colleagues and I will be happy to proceed with the public consultation.	-
QR001/3 (Metropolitan Police)	Your intention is to introduce significant traffic calming which I feel will have a marked impact on speeds. I therefore do not have any objection to this scheme.	-
QR001/4 (Head Teacher, Hilldene Primary School)	<p>As a large primary school with almost 700pupils, we welcome the proposed 20mph zone and safety improvements for Straight Road. Safety of our pupils and their families is of paramount importance and any improvements to the local area receive our whole hearted support.</p> <p>The vast majority of our families walk to school. A recent survey of pupils indicated that approximately 70% of our pupils walk to school. As Hilldene Primary is a local community school, the vast majority of our families live in close proximity and would possibly use Straight Road in some capacity for access to one of our three school entrances.</p> <p>Complaints regarding parking and speeding along Straight Road are regularly received from parents and residents. Whilst we recognise that we are limited in what we can do, over the past two years Hilldene pupils-Junior Travel Ambassadors have been working with St Ursula's Junior Travel Ambassadors, forming working party led by Council's Smarter school travel plan representative working towards a reduced speed limit along this very busy roads which provided access to both schools.</p>	-
QR001/5 (Chair of Governors, Hilldene Primary School)	As Chair of Governors, the Governing Body of Hilldene Primary School fully supports the proposed Straight Road Accident Reduction Programme as detailed in the consultation letter.	-
QR001/6 (Straight Road resident 1)	I would like to thank you for this project. This project will improve safety and it will reduce noise pollution to people who lives	Staff considered that the current proposals are adequate to

	next to this road, so 20mph choice is perfect. I want to suggest that replace the pedestrian refuge outside Nos. 231/233 to humped zebra crossing	reduce speeds and accidents along this road. Further measures could be considered at a later date if necessary.
QR001/7 (Straight Road resident 2)	I welcome the proposed safety improvements for Straight Road. I do have an issue with the proposed speed cushions. Speed cushions are fine with four wheeled vehicles but can be difficult for large motorcycles. The problem is the gap between the speed cushion and pavement or the gap between the concrete base of traffic island. Is it possible to use a speed cushion which runs the whole width of the road lane?	Staff considered that the gaps are adequate for large motor cycles to pass through the speed cushions without any difficulties. Additionally, due to lack of funding, it is not possible to replace all the speed cushions to kerb to kerb speed tables.

**APPENDIX 2
SUMMARY OF COMMUNITY SURVEY RESPONSE**

What do you think about travel around St Ursula's Catholic Infant and Junior School?

This survey is in relation to St Ursula's Catholic Infant and Junior School. Our school's Junior Travel Ambassadors (JTA) are working with Hilldene Primary School to help improve the safety of the roads travelling to school.

We are interested in your views on Straight Road and how you feel it could be improved in regards to speed, crossings, traffic and pedestrians.

We would really appreciate it, if you could take a few minutes to give us your views. Your responses will be used for research purposes only and will be treated in confidence.

Please return your completed questionnaire to the school reception at either the Juniors or Infants. Alternatively, you can email the school office at: office@st-ursulas-rc-jun.havering.sch.uk – FAO Dannielle Forte or Vicky Jones.

Please kindly respond by Friday 27th April 2018

Thank you for your feedback.

1) How far from the school do you live?

Less than 50 metres	8	50 to 200 metres	6
200 to 500 metres		Over 500 metres	8

2) On a scale of 1 – 5, with 1 indicating strongly agree and 5 indicating strongly disagree, please rate the following statements:

	1	2	3	4	5
a) The traffic at the start and end of the day impacts my day to day life.	7	2	8	3	2
b) Parents/carers and school visitors contribute to parking issues in my area.	19	2	1	4	2
c) Parents/carers and school visitors contribute to congestion on the road in my area.	8	5	5	2	3
d) Parents/carers and school visitors contribute to congestion on the pavements in my area.	8	4	5	2	5

e) Pupils at your school are considerate towards others when entering and leaving school grounds and in the local area.	6	3	6	5	3
f) There are sufficient speed bumps along Straight Road.	8	1	4	2	8

Please circle your preference for the next set of questions.

Is Straight Road safe?	Yes	4	No	20
Are there enough speed bumps?	Yes	3	No	19
Are there enough cameras?	Yes	7	No	19
Should we add more crossings?	Yes	19	No	2
Is it a good idea to add a car park?	Yes	19	No	2
Would you agree to a 20mph speed limit for Straight Road?	Yes	23	No	2

How do you think we can improve Straight Road?

More crossings and speed bumps
Speed bumps needed
Slow down the traffic
More speed restriction bumps and cameras to slow people down.
More parking for parents dropping their children to school as causes congestion on the road for commuters.
More cameras/speed bumps and more attention urgently
Cars need to slow right down
Putting in more cameras
Speed restrictions
A lot more cameras and parking spaces needed.
Add a car park, pedestrians crossing in Hilldene Avenue at the entrance is too close to the roundabout and thereby holding up traffic.

The Resident or Occupier

Straight Road (Part) and
Hilldene Avenue (part)

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

29th May 2018

www.havering.gov.uk

Dear Sir or Madam;

**STRAIGHT ROAD ACCIDENT REDUCTION PROGRAMME
PROPOSED 20MPH ZONE AND SAFETY IMPROVEMENTS**

In October 2017, Transport for London approved funding for a number of accident reduction schemes as part of Havering Borough Spending Plan settlement. Straight 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 Straight Road.

The study found that up to 1,200 vehicles per hour use Straight 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 53 personal injury accidents along Straight Road over a five year period. Of this 53, 4 were serious; 12 involved pedestrians; 12 involved Child and 16 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:

- Straight Road between Stanwyck Gardens and Briar Road (Plan No:QR001/1)
 - 20mph zone
 - 20/30mph roundel road markings and road signs
- Straight Road North of Hailsham Road (Plan No.QR001/2)
 - Speed cushions (as shown)



- Straight Road outside property No.321 (Plan No:QR001-2)
 - Speed cushions
- Straight Road outside property No.334 (Plan No:QR001/3)
 - Speed table
- Straight Road outside St Ursula's Catholic Schools (Plan No:QR001/4)
 - Humped pelican crossing
- Hilldene Avenue between Straight Road and Charlbury Crescent (Plan No. QR001/4)
 - 20mph zone as shown
- Straight Road outside property Nos. 282/284 (Plan No:QR001/4)
 - Speed cushions
- Straight Road outside Hilldene Infant school (Plan No. QR001/5)
 - Humped pelican crossing
- Straight Road by outside property Nos. 231/233 (Plan No. QR006/6)
 - Speed cushions
- Straight Road by Briar Road (Outside property Nos. 169/171/173 (Plan No:QR001-7)
 - Speed cushions

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 Monday **18th June 2018**.



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 3rd July 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 27th June 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.

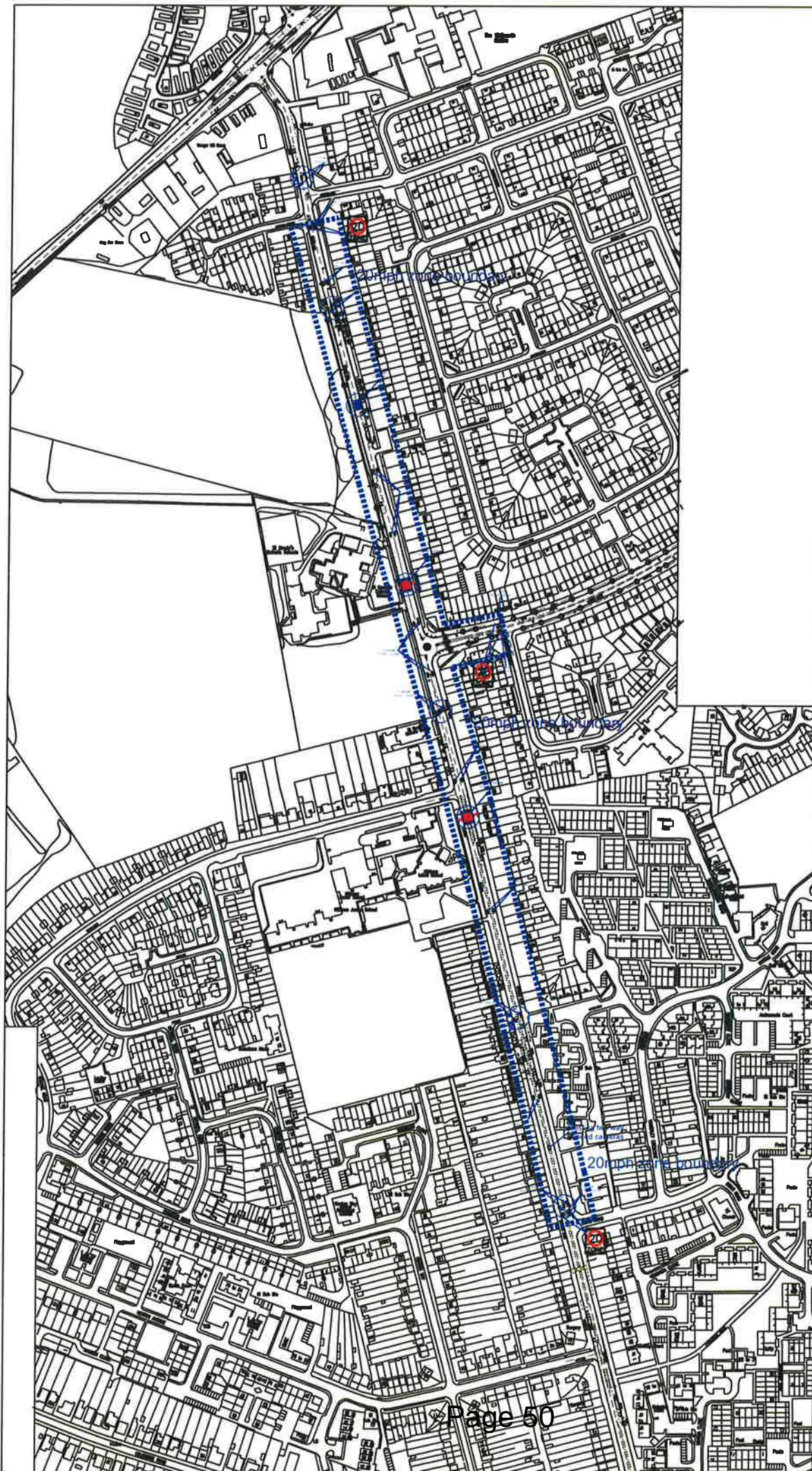
Please note that all comments we receive are open to public inspection.

Yours faithfully,

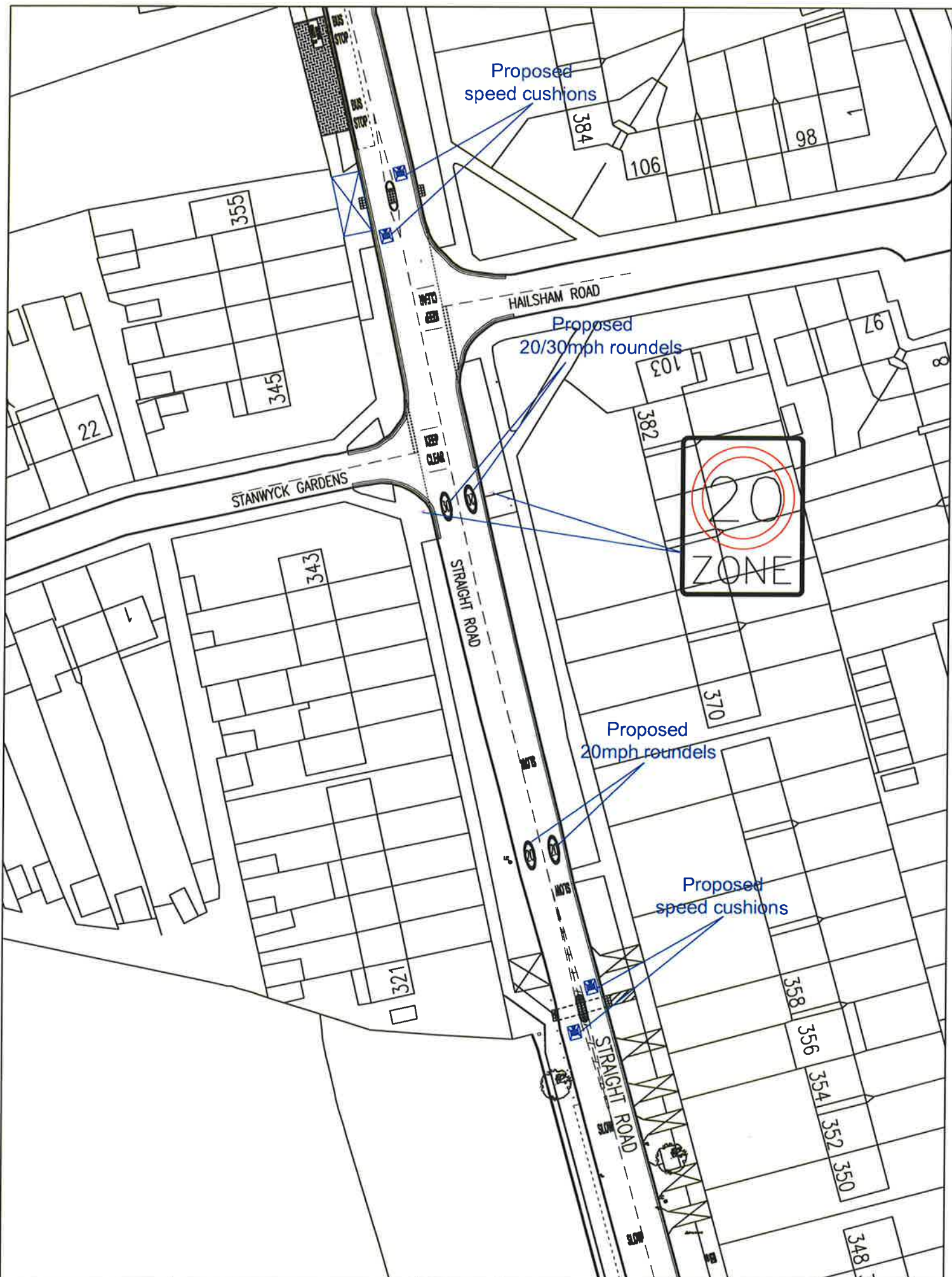


Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services





 Havering <small>LONDON BOROUGH</small>		
STRAIGHT ROAD ACCIDENT REDUCTION PROGRAMME		
PROPOSED 20MPH ZONE AND SAFETY IMPROVEMENTS		
<small>DATE:</small> <small>SCALE:</small> <small>PROJECT NO.:</small> <small>PROJECT NAME:</small>	<small>DATE:</small> <small>SCALE:</small> <small>PROJECT NO.:</small> <small>PROJECT NAME:</small>	<small>DATE:</small> <small>SCALE:</small> <small>PROJECT NO.:</small> <small>PROJECT NAME:</small>
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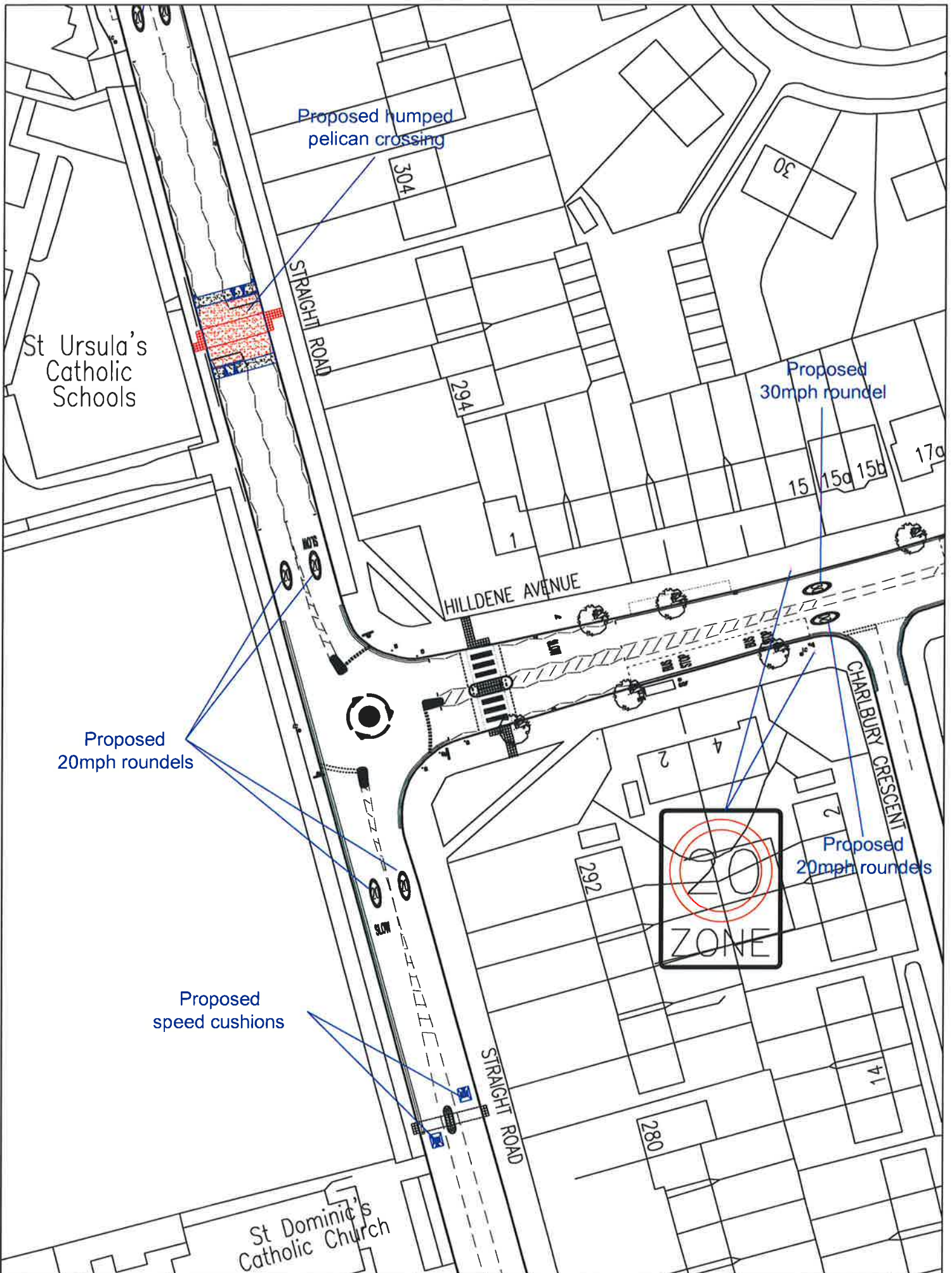
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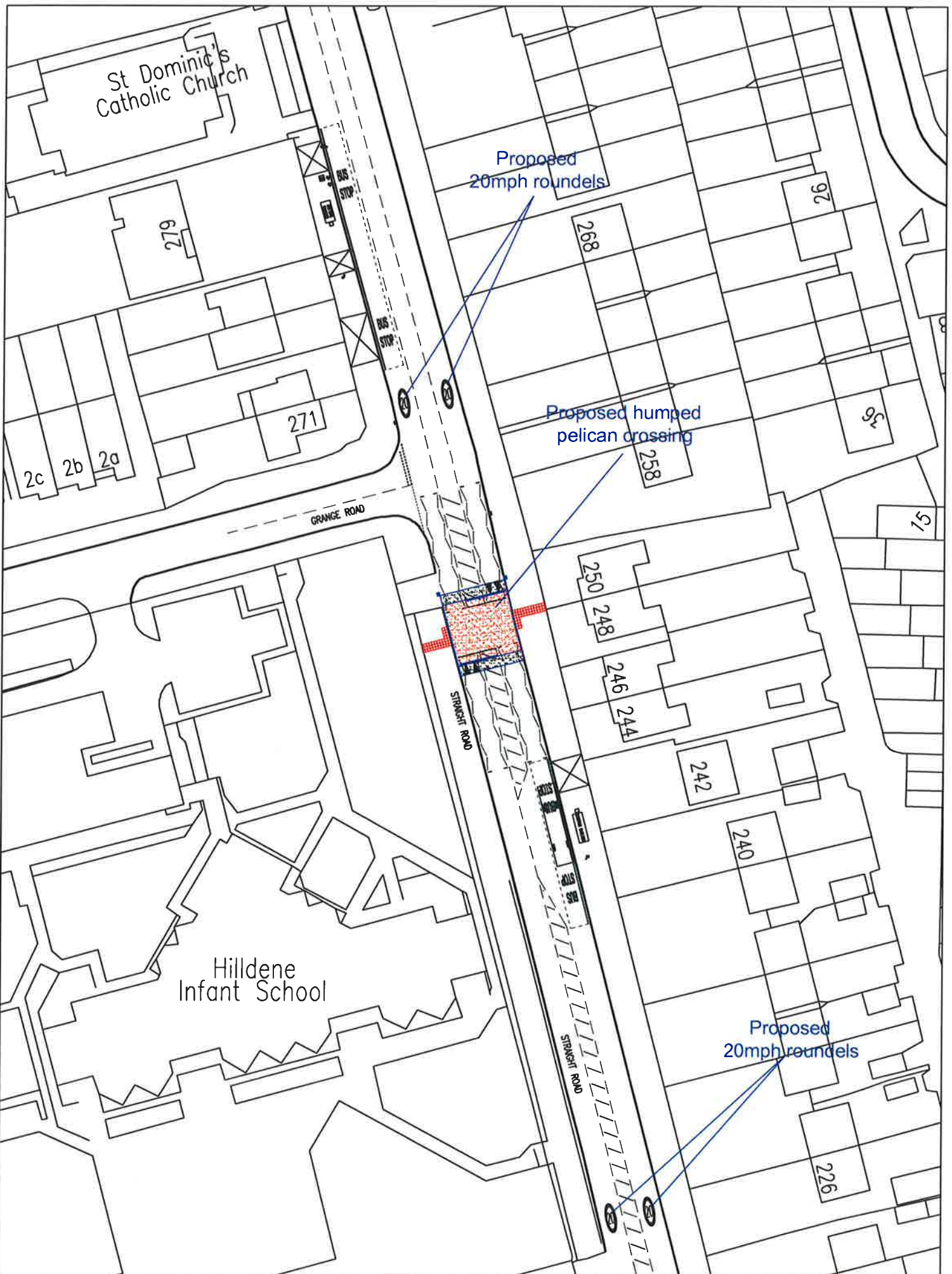
Proposed speed table

Proposed 20mph roundels

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Gene School

STRAIGHT ROAD

Proposed
20mph roundels

Proposed
speed cushions

STRAIGHT ROAD

DENTAL
PRACTICE

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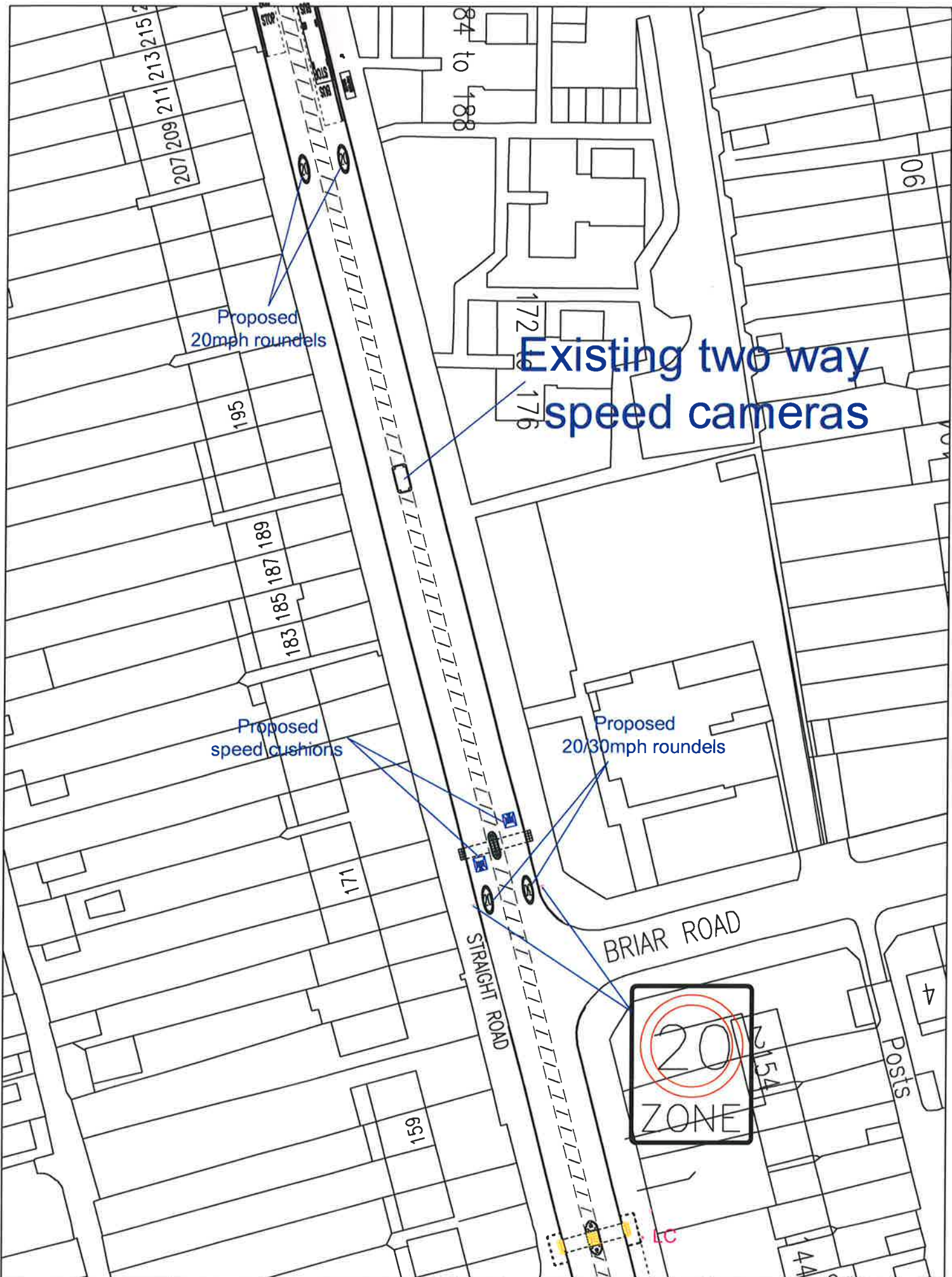
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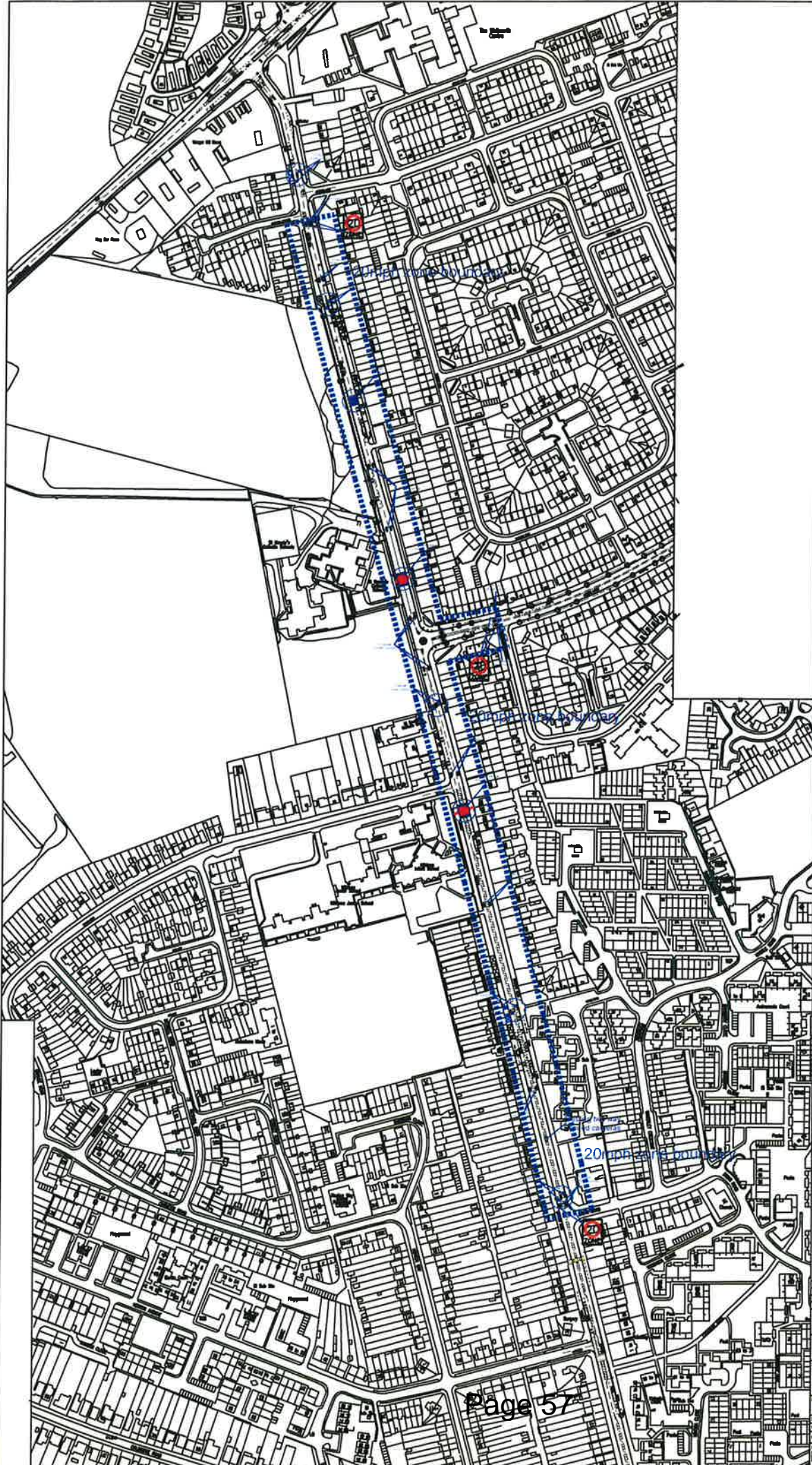
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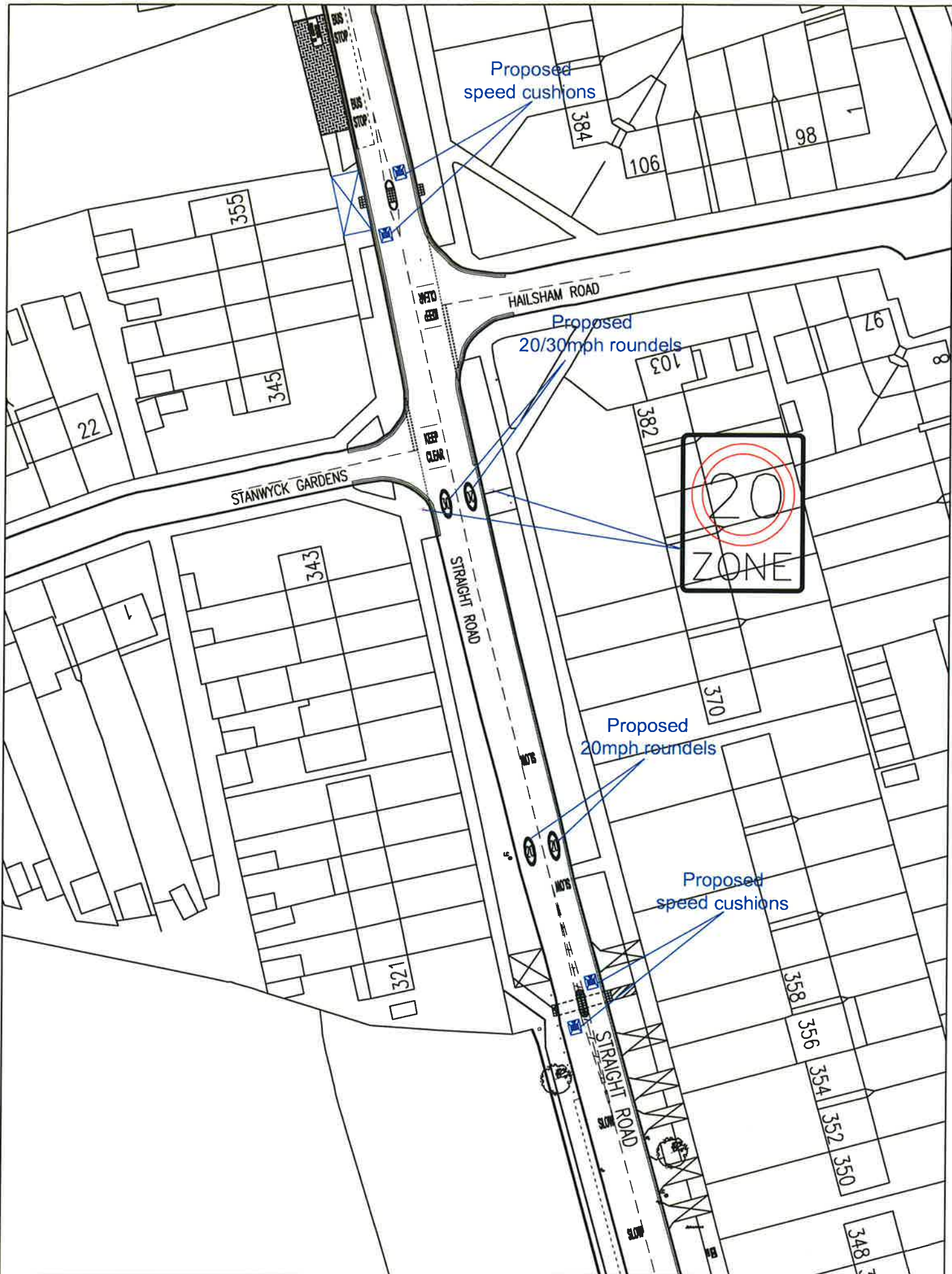
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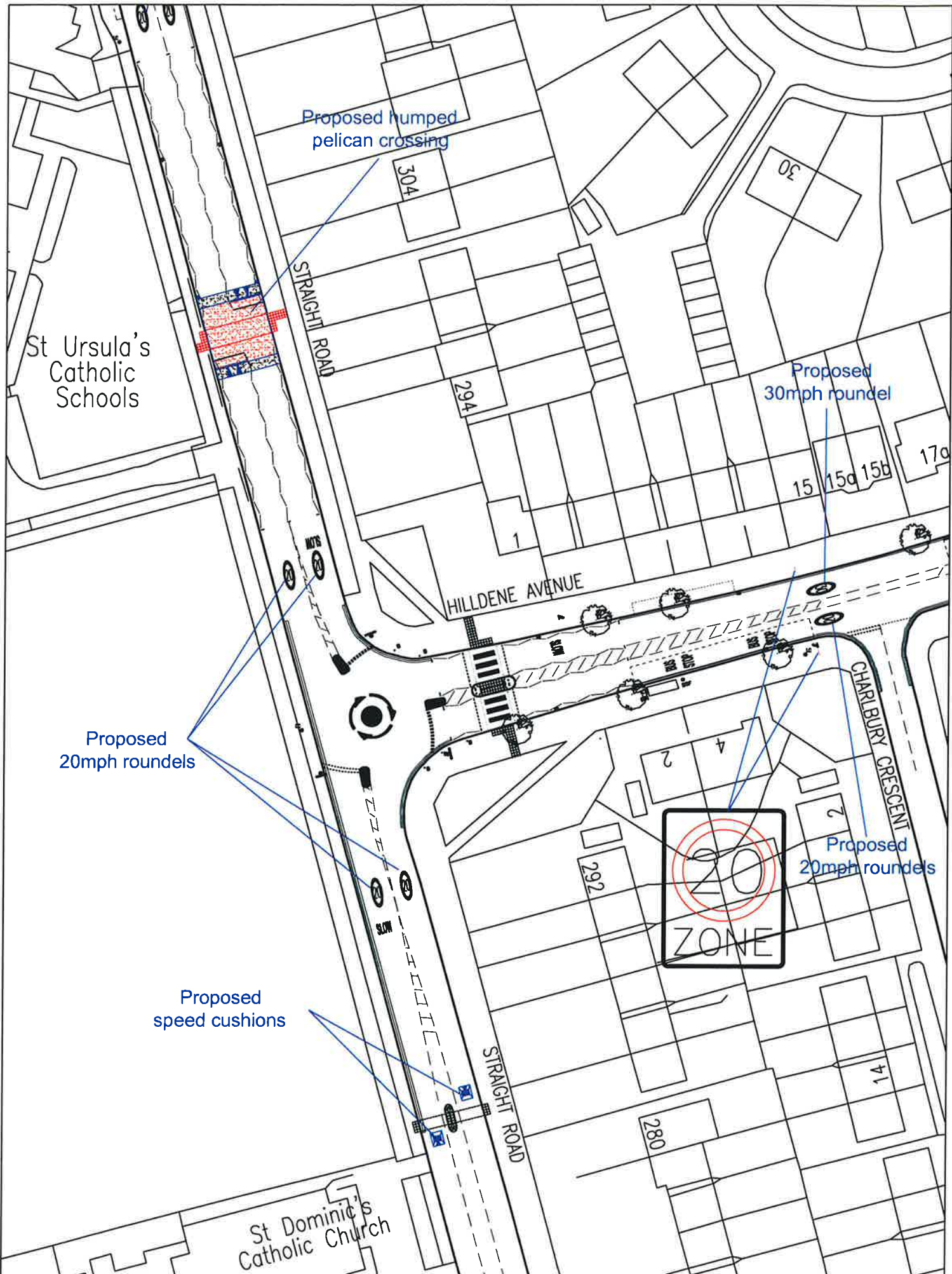
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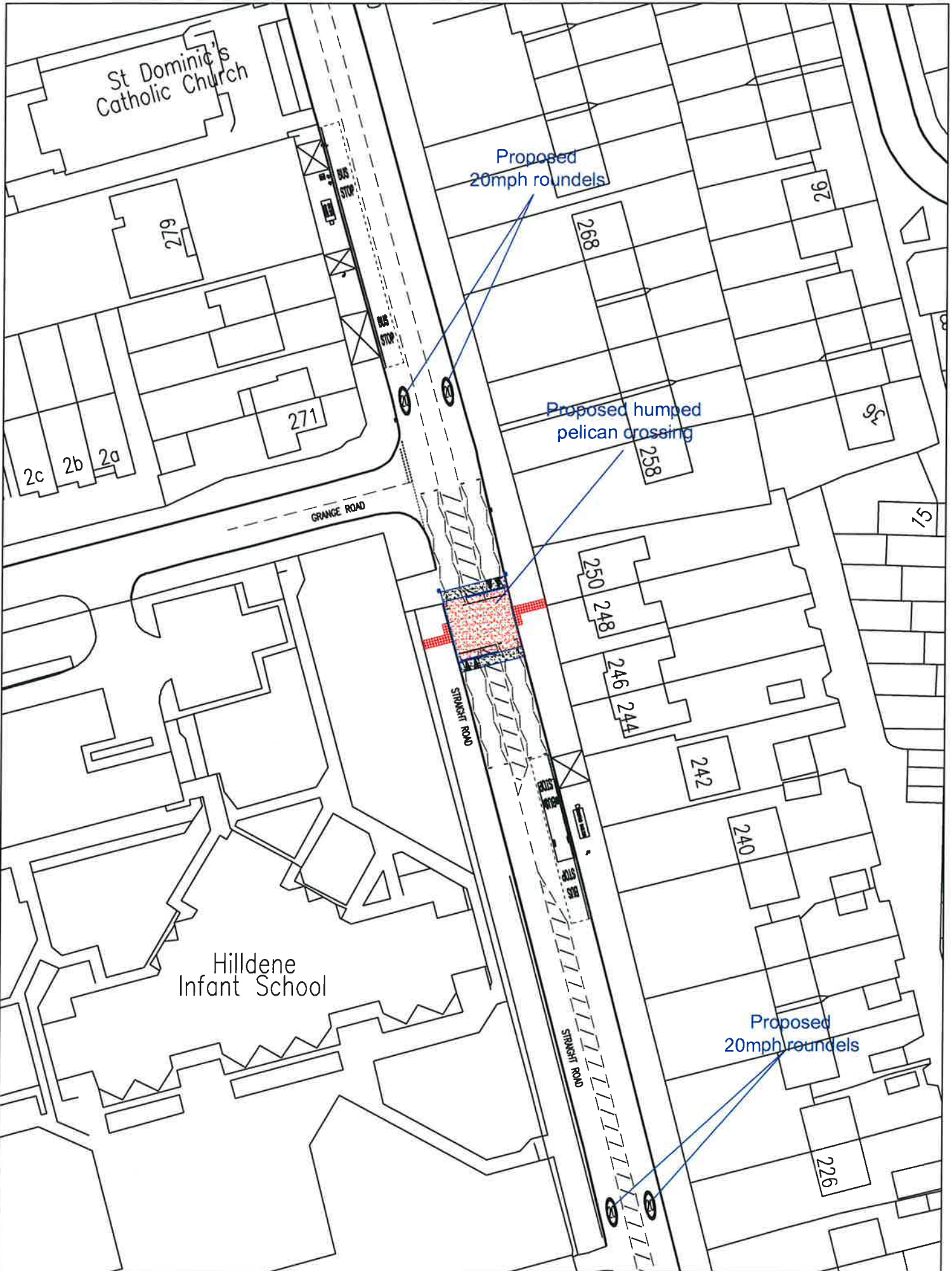
Proposed speed table

Proposed 20mph roundels

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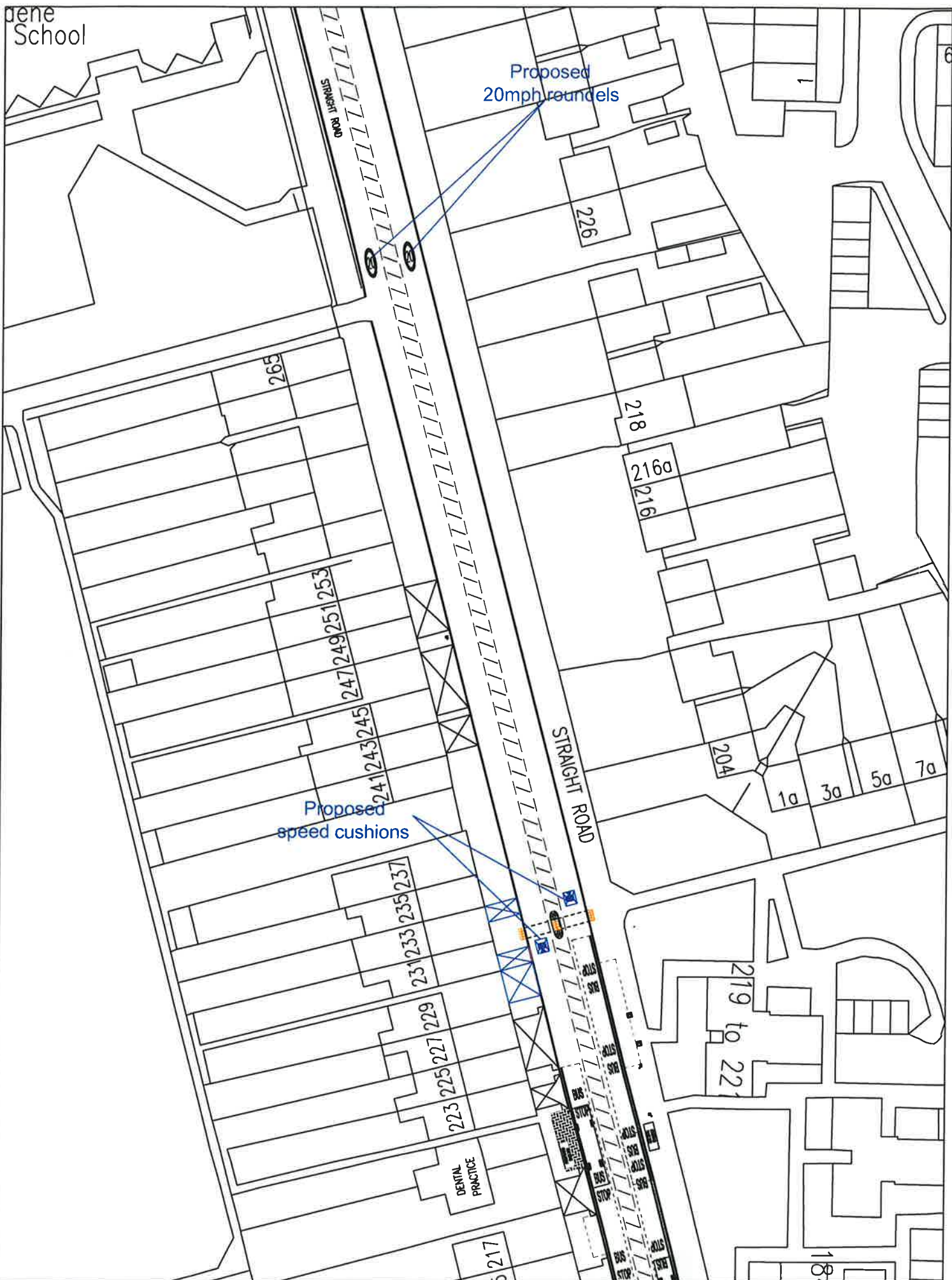
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Gene School



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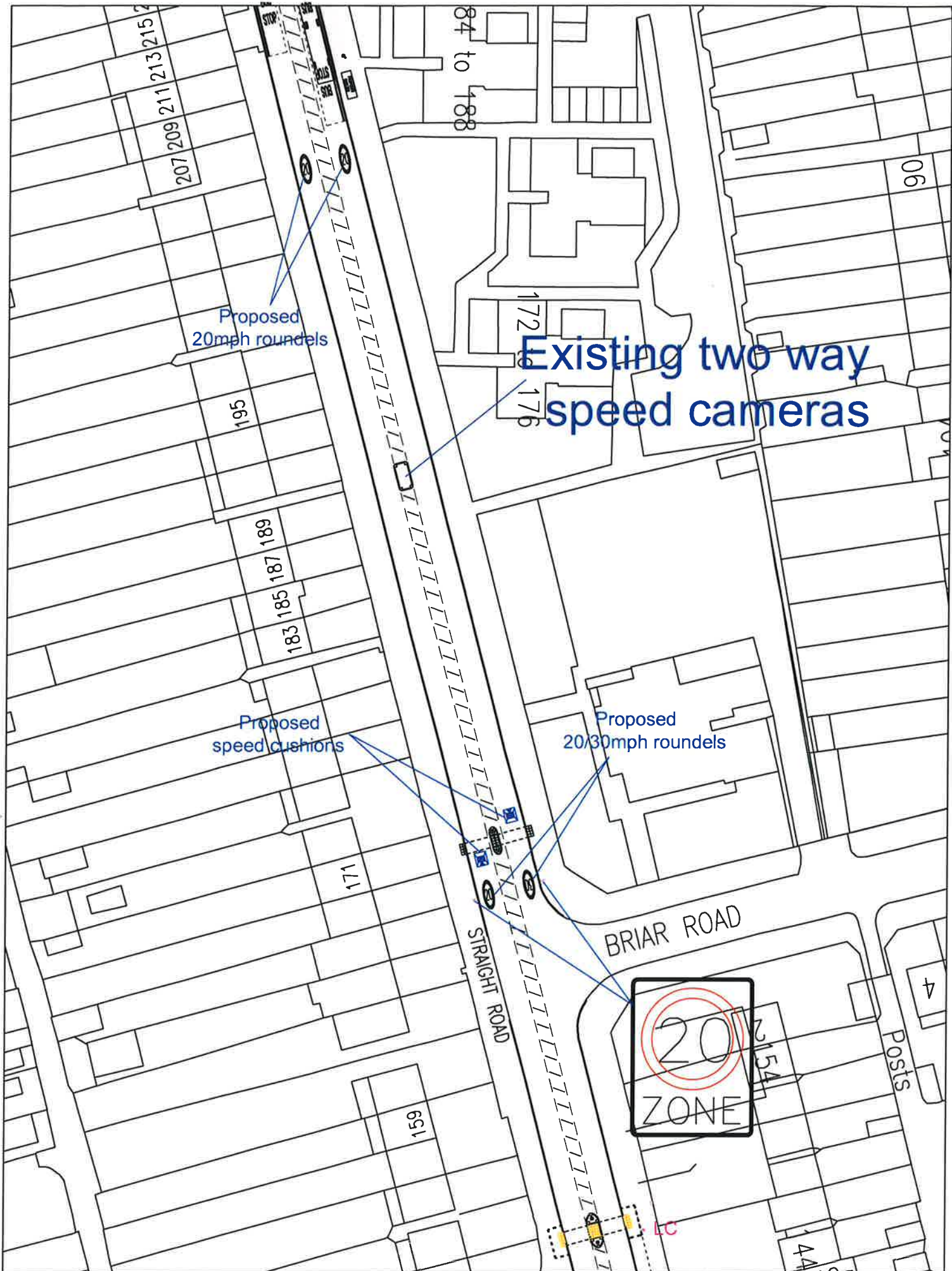
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HIGHWAYS ADVISORY COMMITTEE

Tuesday 3rd July 2018

Subject Heading:	SCH197 Havering Road Review – results of informal consultation
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	John-Paul Micallef John-Paul.Micallef@havering.gov.uk 01708 432385 Engineering Technician
Policy context:	Street Management
Financial Summary:	The estimated cost of implementation is £0.008m and will be met by the Minor Schemes Budget A24650 / 651780 (Private Contractor payment)

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

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

SUMMARY

Pettits Ward:

This report outlines the responses received to the informal consultation undertaken with the residents of Ashmour Gardens, Collier Row Lane, Eastern Avenue East, Hamilton Avenue, Havering Road, Heather Avenue, Mashiters Hill, Oaks Avenue, Portnoi Close, Priests Avenue; Saffron Road and recommends a further course of action.

RECOMMENDATIONS

- 1) That the Highways Advisory Committee having considered this report and the representations recommends to the Cabinet Member for Environment that;
 - a. the proposals to introduce a residents parking scheme, operational Monday to Friday, 8-10am and 2-4pm inclusive, in Ashmour Gardens, Collier Row Lane, Eastern Avenue East, Hamilton Avenue, Havering Road, Heather Avenue, Mashiters Hill, Oaks Avenue, Portnoi Close, Priests Avenue; Saffron Road (as shown on the plan in **Appendix A** be designed and publicly advertised;
 - b. 'at any time' waiting restrictions are introduced at all junctions and bends of the roads in the consultation area as shown on the plan in **Appendix A** where there are instances of obstructive parking;
 - c. if at the close of public consultation no objections are received to recommendation 1a. above the designed scheme is introduced as advertised;
- 2) The estimated cost of implementation is £0.008m and will be met by the Minor Schemes Budget A24650 /651780.

REPORT DETAIL

1.0 Background

- 1.1 Havering Road review was put onto Calendar Brief on 16th March 2017 following requests from residents. Officers organised a site visit with the Pettits Ward Councillors in February 2018 to discuss the parking problems experienced by residents. At the time of the site visit, a number of residents confirmed that the majority of problems arose during school pick up and drop off times.
- 1.2 The first part of Havering Road to it's junction with Collier Row Lane, currently has a single yellow line restriction, operational Monday – Saturday 7-10am and 4-7pm with a no loading ban in place during the times of operation. The remainder of Havering Road has four wheel up footway parking bays on both sides of the road up to it's junction with Mashiters Hill and the anywhere past this point is unrestricted (parking in carriageway). Ashmour Gardens, Mashiters Hill, Priests Avenue and lastly Portnoi Close have two wheels up footway parking bays down the whole road. Residents have raised a number of issues including: vehicles double parking in Havering Road making it difficult for through traffic to get by; and vehicles overhanging or blocking vehicle crossings accesses (drop kerbs).

1.3 Following the meeting, officers agreed with local Ward Councillors to send out an informal consultation (questionnaire) to gauge the views of residents in the area (a copy of the questionnaire is at **Appendix B**). As the majority problems identified by residents arise during school hours, it was agreed with Ward Councillors, that restrictions should operate Monday – Friday.

1.4 On Friday 9th March 2018, 696 residents that were perceived to be affected by the review were sent letters and questionnaires, with a return date of Friday 30th March 2018.

2.0 Results of informal consultation

2.1 From the 696 resident's consulted there was 35% return rate. 57% of respondents considered there to be a parking problem in their road to justify action being taken by the Council. The main causal factor for the parking issues was considered to be the parents of children at the local school. . 65% of respondents were in favour of the introduction of parking restrictions, in their road, to deal with the issues.

2.2 Officers asked a further two questions of those residents who favoured the introductions of restrictions, as follows: :

Q4: If yes – what type of restrictions would you prefer?

Overall Support (%)	Single Yellow Lines	Residents Parking
Support	63%	37%

Q5: What times of operation would you prefer?

Overall Support (%)	8am – 6:30pm	8–10am 2–4pm
Support	43%	57%

2.3 During the course of the consultation officers received three (3) responses without an identifiable address for respondent. These responses have not been taken into consideration.. The overall table of responses (by road order) is appended to this report as **Appendix C**.

2.4 The following roads showed small or no amount of support for any parking restrictions to be implemented:

- Eastern Avenue East
- Hamilton Avenue
- Heather Avenue (only 4 properties consulted)
- Mashiters Hill
- Saffron Road

2.5 During the course of the consultation officers received photographic and video evidence of vehicles double parking, driving onto the footway to cut traffic out and lastly, a number of accidents which have occurred in the past in Havering Road, Oaks Avenue and Portnoi Close. All photographic evidence is appended to this report as **Appendix D**.

3.0 Staff Comments

From the responses received, it would seem that the most popular option would be a waiting restriction (single yellow line) operational between Monday – Friday 8–10am and 2–4pm.

- 3.1 Officers favour the introduction of a residents parking scheme over waiting restrictions as this would preserve the amount of available parking spaces (for use by residents) during the times of operation. The proposed operational times for the scheme are Monday – Friday 8-10am and 2-4pm. The roads covered by the scheme include those roads considered susceptible to vehicle displacement during school pick up and drop off times.. All summary of objections can be found appended to this report as **Appendix E**.
- 3.2 Due to obstructive parking, officers are also proposing to implement ‘at any time’ waiting restrictions where vehicles are causing difficulty for larger, Emergency and Council vehicles to precede. Havering Road / Eastern Avenue up until it’s junction of Collier Row Lane has a current restriction in place which will not be included within the proposed Controlled Parking Zone. The current restriction is there to solve peak hour parking and officers feel at this moment in time, it does not need to be changed.
- 3.3 If the unrestricted parking bays which are located either two or four wheels on the footway or four wheels in the carriageway are changed to resident’s parking, this will enable the Parking Enforcement Team to enforce vehicles parking outside of the marked bay under the Standard Penalty Charge Notice code 26 (Parked in a special enforcement area more than 50cm from the edge of the carriageway and not within a designated parking place).
- 3.4 Following a meeting with Pettits Ward Councillors in May 2018 it was agreed to propose a resident’s parking scheme, operational Monday – Friday inclusive, 8-10am and 2-4pm.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial implications and risks:

The estimated cost of implementation is £0.008m and will be met by the Minor Schemes budget A24650 / 651780.

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

This is a 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 Environment overall Minor Parking Schemes revenue budget A24650.

Related costs to the Permit Parking areas:

All permit prices can be found on the Councils website here;

https://www.havering.gov.uk/info/20005/parking_permits

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 (RTA 1984). Before an Order is made, the

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

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

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

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

Human Resources implications and risks:

The proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

Equalities implications and risks:

The proposals provide measures to improve safety and accessibility for all road users.

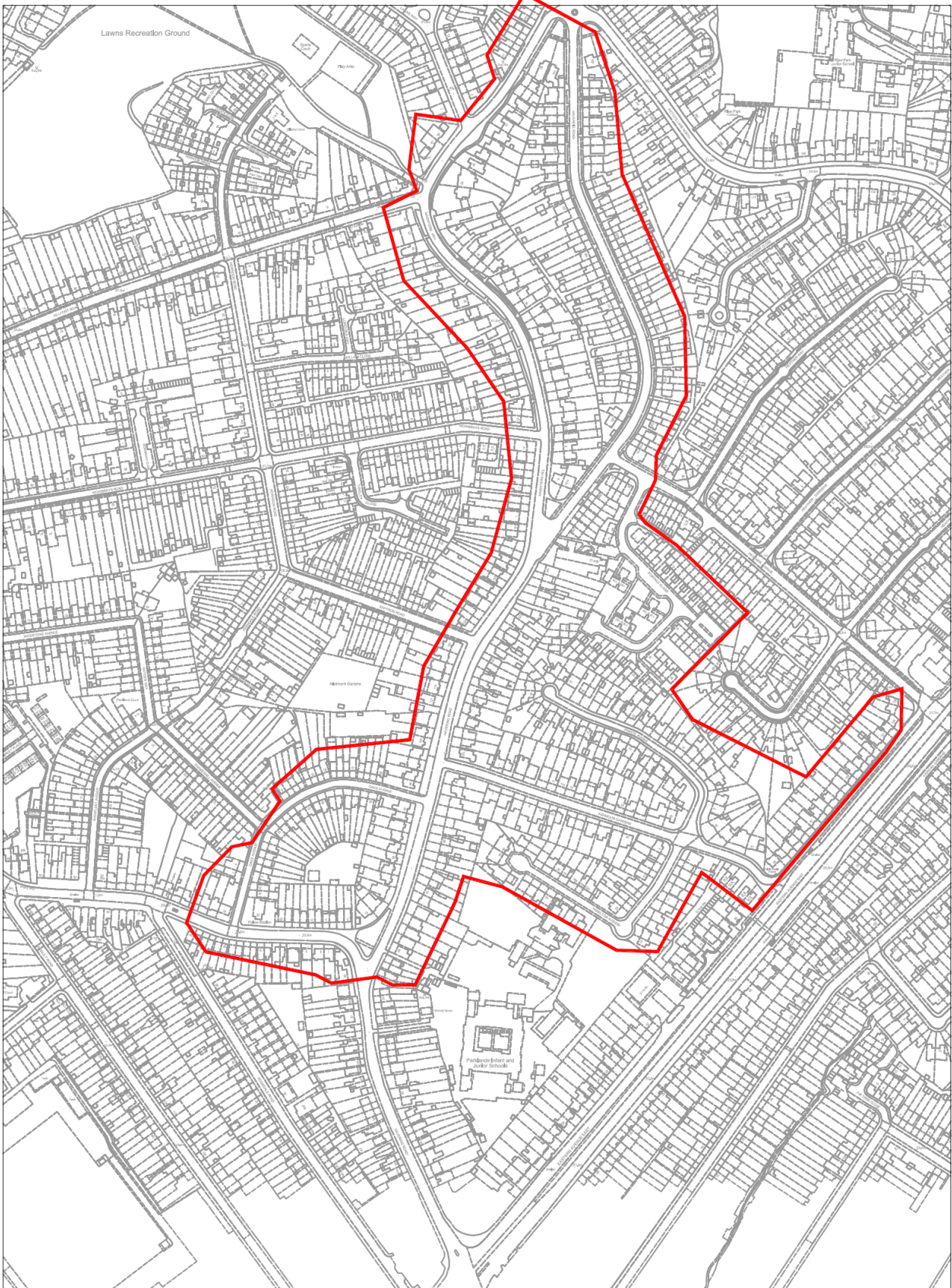
The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.


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

BACKGROUND PAPERS

Appendix A
Appendix B
Appendix C
Appendix D
Appendix E

Appendix A



 <p>Havering LONDON BOROUGH STREETFARE CULTURE & COMMUNITY TRAFFIC & PARKING CONTROL 10th FLOOR MERCURY HOUSE MERCURY GARDENS, ROYALDOY, HA11 3DW TELEPHONE No: 01708 432787 FAX No: 01708 432638 E-MAIL: schemes@havering.gov.uk</p>	JOB TITLE ???	PURPOSE ???	DRAWN BY INITIAL	CHECKED BY INITIAL	APPROVED BY INITIAL	<p>©COPYRIGHT This drawing belongs to StreetCore Culture & Community, Traffic & Parking Control. Neither the whole nor any part thereof may be reproduced without prior written permission.</p> <p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>	
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	ACAD REF: ???	DRAWING No ???	REVISION ?	REVISION	AMENDMENT		DATE
	Sheet Size: A3 (420x297)						



Street Management Schemes

Town Hall
Main Road
Romford
RM1 3BB

PARKING REVIEW QUESTIONNAIRE
Havering Road area

Name:

Please call: Schemes
Telephone: 01708 433464 or 431056

Address:

Email: schemes@havering.gov.uk

Date: 9th March 2018

Please take the time to complete and return this questionnaire as 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 30th March 2018**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council?
- Yes
 No

If your answer is YES to the above question, please proceed to the questions below:

2. In your opinion, are the problems caused by:
- Commuters
 Parents
 Residents
 Other

3. Are you in favour of your road having parking restrictions placed upon it to limit the current parking problems?

4. If yes – what type of restriction would you prefer?

- Single Yellow Line
 Residents Parking

5. What times of operation would you prefer?

- 8am – 6:30pm
 8am – 10am
2pm – 4pm







No parking problems	29
Acknowledges the problem but only lasts 30 mins twice a day.	7
Where are school parents going to park,	2
Would not subscribe to any parking scheme that places a financial penalty upon the local residents	5
Money making parking scheme	6
No vehicle crossover, be forced to pay for a permit	1
Restrictions not needed, use more to mend pavements which are a health hazard.	1
Request for pavement parking in Hamilton	2

Appendix E

Summary of objections received:

Avenue	
Acknowledges the problem but will have a knock on effect for other roads	2
Not a problem in their road, but if any restrictions are applied to any surrounding roads, they will be favour.	2
Unhappy about no pre-paid envelope	3
Vehicles park on both sides of the road but if road is clearer vehicles will drive faster, creating a serious hazard.	1
Would like an extension of the School Keep Clear markings	1
If the Council checked the addresses of the children attending Parklands School there would not be a problem. Children are being driven across the Borough.	1
If restrictions are placed in neighbouring roads it will displace into their road	2
Would like 1 hour or 2 hour visitor permits	1
Speeding	6
Concerned about delivery drivers	1
Speed Humps	1
Requests for 'at any time' waiting restrictions	2
Footway Parking Bays are faded and need relining	2

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HIGHWAYS ADVISORY COMMITTEE

Tuesday 3 July 2018

Subject Heading:

TPC755 Cranham Parking Review –
Informal Consultation

CMT Lead:

Dipti Patel

Report Author and contact details:

Matthew Jeary – Special Projects
Engineer
matthew.jeary@havering.gov.uk
01708-431894

Policy context:

Traffic & Parking Control

Financial summary:

**The estimated cost of implementation
is £0.007m and will be met through a
from the revenue budget A24650.**

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

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

SUMMARY

Ward Cranham

This report outlines the responses received to the Statutory parking consultation undertaken in the Cranham Ward 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** that:
 - a. the following proposals are implemented as advertised: -
 - i. 'at any time' waiting restrictions (Double Yellow Lines) at the locations set out in Appendix A and shown on Drawings Cranham 1, Cranham 2, Cranham 3 and Cranham 4 in Appendix B;
 - ii. 24 hour waiting restrictions at the Junction of Hedingham Road and Ashby Close shown on Drawing Cranham 1 in Appendix B;
 - iii. change to the operational time of the existing waiting restrictions in Ashburnham Gardens, Waldegrave Gardens and Engayne Gardens from 08:00 hours - 09:30 hours Monday to Saturday to 10:00 hours – 13:00 hours Monday to Saturday as shown on Drawing Cranham 2 in Appendix B;
 - iv. introduction of parking facility outside the shops on Front Lane operational 09:00 hours - 17:00 hours with a maximum 90 minutes stay and no return within one hour as shown on Drawing Cranham 4 in Appendix B
 - b. the following proposals (being part of the advertised scheme) are abandoned:
 - i. Change to the operational time of the existing waiting restriction in Waldegrave Gardens to 08:00 hours – 18:30 hours Monday to Saturday (the existing restriction 08:00 hours – 09:30 hours shall remain);
 - ii. 'at any time' waiting restrictions on the north side of Avon Road as shown on the Drawing Cranham 4 in Appendix B
2. Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should a scheme be implemented is £0.007m and will be met from the revenue budget A24650.

REPORT DETAIL

1. At its meeting in August 2015, this Committee agreed in principle to the proposals to introduce pay and display parking facilities in Deyncourt Gardens and Waldegrave Gardens. These proposals were progressed separately to this review and have since been implemented.

2. Further to the above, and with reference to a petition received from the residents of Deyncourt Gardens, Waldegrave Gardens and Engayne Gardens, it was also agreed that consideration would be given to the implementation of waiting restrictions in the petitioners roads. Residents requested a split restriction operational for one hour in the morning and one hour in the afternoon. Officers did not consider this restriction to be advisable due to enforceability issues. For this reason it was proposed to consult on a 10am to 3pm Monday to Saturday waiting restriction. Officers considered that the times of this restriction will adequately deal with parking pressures on a Saturday which was raised as a concern of residents and Councillors.
3. Officers suggested that the whole of the Cranham Ward be consulted on parking this was supported by Ward Councillors and commenced in February 2016. The results are appended at Appendix C.
4. Following the consultation results Officers met with Ward Councillors and it was agreed there was no mandate to conduct further consultation on residential parking.
5. Officers together with Ward Councillors undertook a series of site meetings during which the consulted streets were walked and conclusions were drawn on appropriate measures to alleviate evident parking issues. The proposed measures are set out in this report in Appendix A.
6. The Statutory Consultation was undertaken on the 12th January 2018 and concluded on the 2nd February 2018.
7. The results of the Statutory consultation were presented to Ward Councillors on the 19th February 2018, where the decision to implement or reject certain aspects of the Statutory Consultation areas are appended in Appendix A.
8. Any Footway bays that are faded will be remarked and signed accordingly.

IMPLICATIONS AND RISKS

Legal implications and risks:

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

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders

(Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

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

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers' recommendations. 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 £0.007m for implementation, and will be met from the revenue budget A24650.

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

Highways Advisory Committee Report August 2015

Part 1 - Items to be progressed with full Ward Councillor backing shown on Drawing reference Cranham 1 in Appendix B

1. At any time waiting restrictions both sides of the junction of Falkirk Close and Hedingham Rd for a distance of 10m, as shown on the Drawing in Appendix B - Cranham 1
2. At any time waiting restrictions both sides of the junction of Carisbrooke Close and Hedingham Rd, as shown on the Drawing in Appendix A - Cranham 1;
3. At any time waiting restrictions outside No. 106 Benets Rd and at the side of 106 Benets Rd, as shown on the Drawing in Appendix B - Cranham 1;
4. At any time waiting restrictions at the junction of Frimley Avenue and Somerset Gardens, as shown on the Drawing in Appendix B - Cranham 1;
5. At any time waiting restrictions at the junction of Somerset Rd and Holme Rd, as shown on the Drawing in Appendix B - Cranham 1;
6. At any time waiting restrictions at the junction of Holme Rd and Benets Rd, as shown on the Drawing in Appendix B - Cranham 1;
7. At any time waiting restrictions at the junction of Hedingham Rd and Ashby Close as shown on the Drawing in Appendix B - Cranham 1;
8. 24hour waiting restrictions at the junction of Hedingham Rd and Caernarvon Close, as shown on the Drawing in Appendix B - Cranham 1;

Items to be progressed with full Ward Councillor backing shown on Drawing reference Cranham 2 in Appendix B

9. Change to operational time of waiting restriction in Ashburnham Gardens, Waldegrave Gardens and Engayne Gardens from 8am-9.30am Monday to Saturday to 10am to 3pm Monday to Saturday, as shown on the Drawing in Appendix B - Cranham 2;
10. At any time waiting restriction on the junction Engayne Gardens and Waldegrave Gardens, as shown on the Drawing in Appendix B - Cranham 2;
11. At any time waiting restrictions on the junction of Hall Lane and Ashburnham Gardens, as shown on the Drawing in Appendix B - Cranham 2;

12. At any time waiting restriction on the junction of Ashburnham Gardens and Engayne Gardens, as shown on the Drawing in Appendix B - Cranham 2;
13. At any time waiting restriction on the west side of Hall Lane at the side of 1 to 54 Huskards as shown in Appendix B - Cranham 2.

Items to be progressed with full Ward Councillor backing shown on Drawing reference Cranham 3 in Appendix B

14. At any time waiting restrictions outside No's 20 and 25 Kingfisher Rd and at the junction of Kingfisher Rd and Heron Way, as shown on the Drawing in Appendix A - Cranham 3;
15. At any time waiting restrictions at the junction of Heron Way and Nightingale Rd, as shown on the Drawing in Appendix A - Cranham 3;
16. At any time waiting restrictions at the junction of Plover Gardens and Heron Way, as shown on the Drawing in Appendix A - Cranham 3;
17. At any time waiting restrictions on Heron way outside No's 73 and 78, as shown on the Drawing in Appendix A - Cranham 3;
18. At any time waiting restrictions on the junction of Heron Way and Swift Close, as shown on the Drawing in Appendix A - Cranham 3;
19. At any time waiting restrictions outside No's 110 and 151 heron Way, as shown on the Drawing in Appendix A - Cranham 3;
20. At any time waiting restrictions on the junction of Heron Way and Moor Lane, as shown on the Drawing in Appendix A - Cranham 3;
21. At any time waiting restriction on the junction of Moor lane and Nathan Close, as shown on the Drawing in Appendix A - Cranham 3;
22. At any time waiting restriction outside No's 58 and 60 Moor Lane, as shown on the Drawing in Appendix A - Cranham 3;
23. At any time waiting restriction at the side of No's 43 and 2a Cranham Gardens and outside No's 12 to 6 Cranham Gardens, as shown on the Drawing in Appendix A - Cranham 3;
24. At any time waiting restriction on the junction of Cranham Gardens and Park Avenue, as shown on the Drawing in Appendix A - Cranham 3;
25. At any time waiting restriction at the junction of Front Lane and Ingerbourne Gardens, as shown on the Drawing in Appendix A - Cranham 3;

26. At any time waiting restriction at the junction of Ingrebourne Gardens and Marlborough Gardens outside No. 12, as shown on the Drawing in Appendix A - Cranham 3;
27. A parking facility outside the shops on Front Lane Monday to Friday 9am to 5pm, max 90mins stay, no return one hour as shown on the Drawing in Appendix A - Cranham 3;

Items to be progressed with full Ward Councillor backing shown on Drawing reference Cranham 4 in Appendix B

28. At any time waiting restriction on Chelmer Rd outside No's 1-5, as shown on the Drawing in Appendix B – Cranham 4;
29. At any time waiting restriction outside No 34 Chelmer Rd, as shown on the Drawing in Appendix B – Cranham 4.

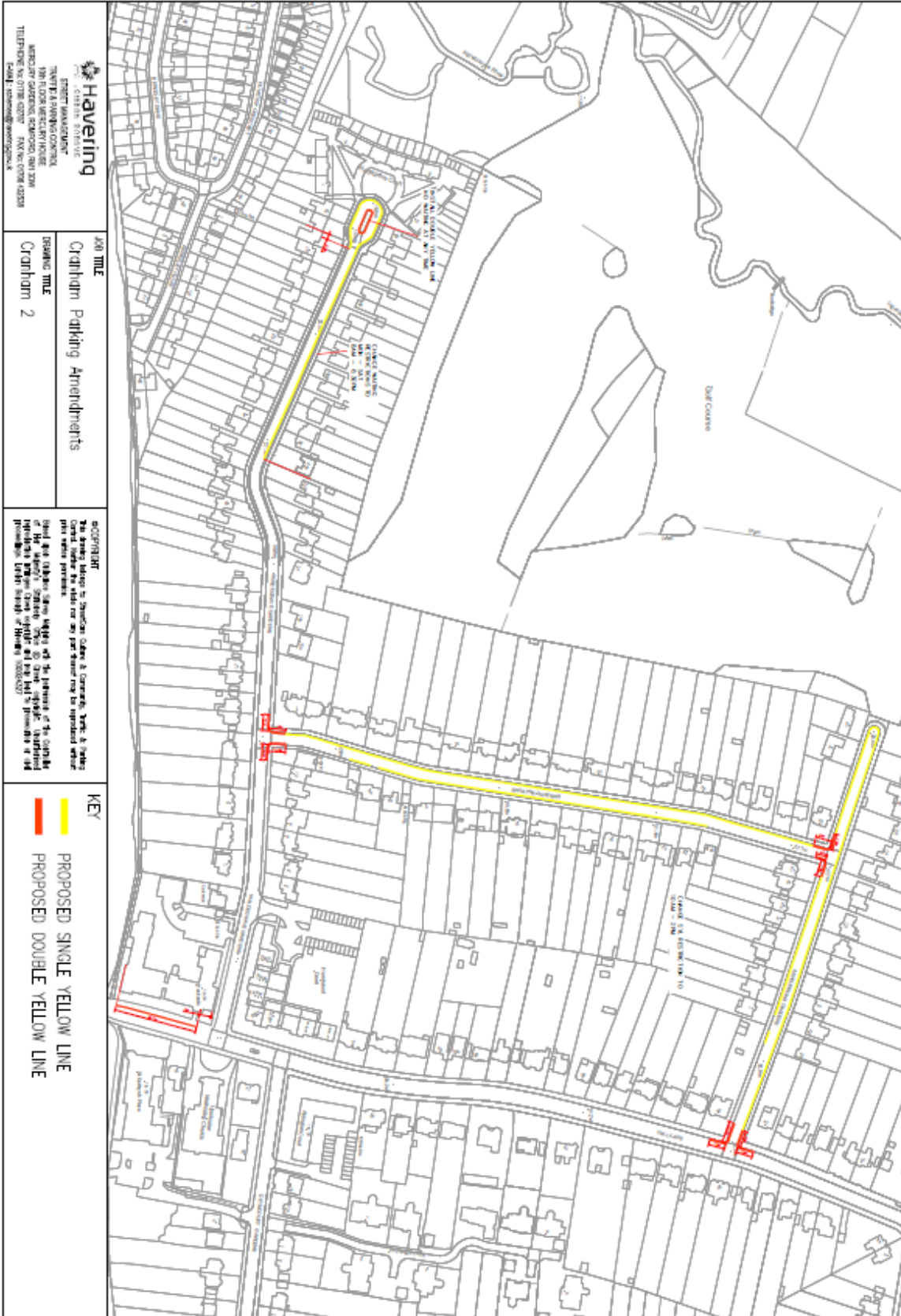
Appendix A : Items recommended to be abandoned from the scheme with full Ward Councillor backing for their removal

1. Change to operational time of waiting restriction in Waldergrave Gardens from 8am-9.30am Monday to Friday to 8am-6.30pm Monday to Saturday, as shown on the Drawing in Appendix B - Cranham 2;
2. At any time waiting restriction on the north side of Avon Rd, as shown on the Drawing in Appendix B – Cranham 4;

Cranham 1

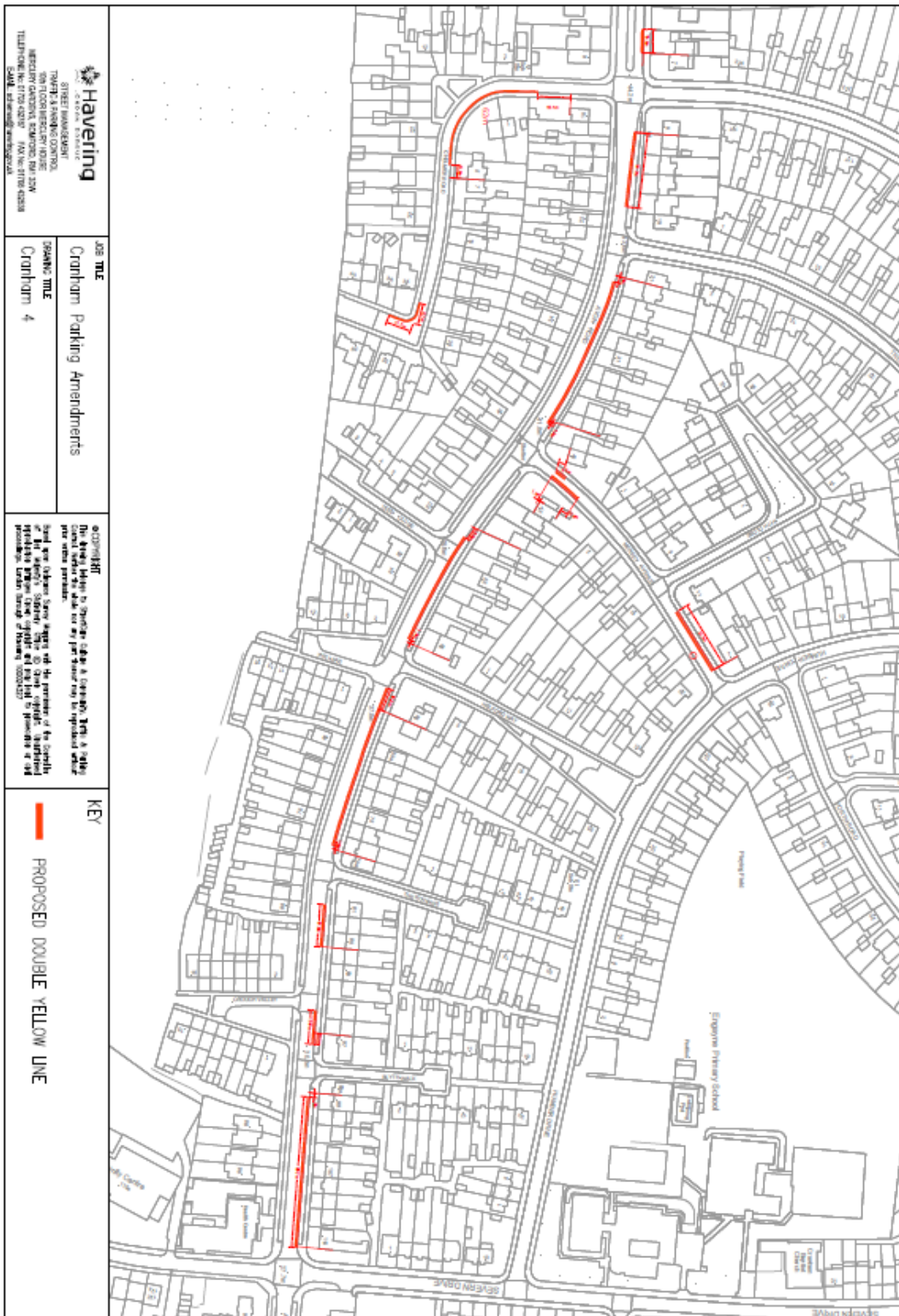


Cranham 2



Cranham 3





<p>Havering LOCAL AUTHORITY</p> <p>TELEPHONE: 01709 42500 FAX: 01709 42528 WWW.HAVERING.GOV.UK</p>	<p>JOB TITLE</p> <p>Cranham Parking Amendments</p>	<p>DATE</p> <p>Cranham 4</p>
	<p>DESIGNER</p> <p>Cranham 4</p>	

Appendix C – Informal Consultation from February 2016

Streetname	Houses	Q1 Yes	%	Q1 No	%
Acacia Avenue	42	1	2.38%	3	7.14%
Ashburnham Gardens	26	8	30.77%	1	3.85%
Ashby Close	27	1	3.70%	1	3.70%
Avon Rd	146	14	9.59%	10	6.85%
Benets Rd	132	7	5.30%	7	5.30%
Berkeley Close	28	1	3.57%	1	3.57%
Berkeley Drive	75	5	6.67%	2	2.67%
Benheim Close	10	1	10.00%	2	20.00%
Blyth Walk	20	5	25.00%	0	0.00%
Briarleas Gardens	66	4	6.06%	1	1.52%
Brookmans Close	34	1	2.94%	3	8.82%
Brunswick Ave	35	2	5.71%	1	2.86%
Caernarvan Close	20	3	15.00%	1	5.00%
Caribrooke Close	27	1	3.70%	7	25.93%
Chelmer Rd	40	9	22.50%	2	5.00%
Chipperfield Close	36	13	36.11%	1	2.78%
Claremont Gardens	48	0	0.00%	8	16.67%
Clyde Crescent	76	6	7.89%	3	3.95%
Colne Valley	16	0	0.00%	2	12.50%
Courtenay Gardens	61	8	13.11%	1	1.64%
Cranham Gardens	168	7	4.17%	13	7.74%
Crouch Valley	16	2	12.50%	1	6.25%
Dart Close	19	2	10.53%	1	5.26%
Dee Close	11	1	9.09%	1	9.09%
DEYNCOURT GARDENS	94	6	6.38%	5	5.32%
DORKINS WAY	34	2	5.88%	2	5.88%
DUNSTER CRESCENT	55	4	7.27%	4	7.27%
DURY FALLS CLOSE	38	2	5.26%	2	5.26%
ELDRED GARDENS	28	0	0.00%	3	10.71%
ENGAYNE GARDENS	41	8	19.51%	2	4.88%
ESDAILE GARDENS	25	1	4.00%	4	16.00%
EVERSLEIGH GARDENS	58	1	1.72%	5	8.62%
FAIRHOLME GARDENS	34	0	0.00%	5	14.71%
FALKIRK CLOSE	22	2	9.09%	1	4.55%
FLEET AVENUE	67	2	2.99%	4	5.97%
FLEET CLOSE	26	4	15.38%	2	7.69%
FORTH ROAD	32	1	3.13%	2	6.25%
FRIMLEY AVENUE	37	2	5.41%	4	10.81%
FRONT LANE	232	16	6.90%	14	6.03%
GADSDEN CLOSE	24	3	12.50%	1	4.17%
GROVSENER GARDENS	45	4	8.89%	6	13.33%

HALL LANE	155	2	1.29%	9	5.81%
HEDINGHAM ROAD	59	5	8.47%	6	10.17%
HEL福德 WAY	20	6	30.00%	1	5.00%
HERON WAY	142	7	4.93%	9	6.34%
HIGH ELMS	13		0.00%	1	7.69%
HOLDEN WAY	52	2	3.85%	5	9.62%
HOLME ROAD	18	1	5.56%	2	11.11%
HUMBER DRIVE	38	6	15.79%	4	10.53%
INGREBOURNE GARDENS	134	16	11.94%	7	5.22%
ISIS DRIVE	37	2	5.41%	1	2.70%
KENNET CLOSE	24	3	12.50%	0	0.00%
KINGFISHER ROAD	34	1	2.94%	1	2.94%
KINGS GARDENS	50	3	6.00%	3	6.00%
LABURNHAM GARDENS	68	1	1.47%	7	10.29%
LATHAM PLACE	9	1	11.11%		0.00%
LEE GARDENS AVENUE	11	1	9.09%	1	9.09%
LIMERICK GARDENS	59	3	5.08%	1	1.69%
LEXINGTON WAY	59	6	10.17%	1	1.69%
MACON WAY	84	11	13.10%	3	3.57%
LIMERICK GARDENS	59	2	3.39%	1	1.69%
MaLLARD CLOSE	17	2	11.76%	1	5.88%
MARLBOROUGH CLOSE	23	1	4.35%	4	17.39%
MARLBOROUGH GARDENS	144	20	13.89%	12	8.33%
MASEFIELD DRIVE	19	1	5.26%	1	5.26%
MERSEY AVENUE	16	1	6.25%		0.00%
MOOR LANE	244	11	4.51%	14	5.74%
MOULTRIE WAY	26	2	7.69%	2	7.69%
NIGHTINGALE AVENUE	37		0.00%	1	2.70%
NYTH CLOSE	22	5	22.73%	2	9.09%
PARK AVENUE	23		0.00%	3	13.04%
PENTIRE CLOSE	26		0.00%	1	3.85%
PLOUGH RISE	42	4	9.52%	4	9.52%
PLOVER GARDENS	22		0.00%	1	4.55%
QUEENS GARDENS	34		0.00%	2	5.88%
RIVER DRIVE	47	1	2.13%	4	8.51%
ROSEBERRY GARDENS	223	1	0.45%	10	4.48%
RUSKIN AVENUE	12	3	25.00%	4	33.33%
RUSTIC CLOSE	14	1	7.14%		0.00%
SEVERN DRIVE	209	17	8.13%	21	10.05%
SOMERSET GARDENS	79	2	2.53%	2	2.53%
SPENSER CRESCENT	50	6	12.00%	5	10.00%
STOUR WAY	63	1	1.59%	2	3.17%
SUNNYCROFT GARDENS	31		0.00%	2	6.45%
SWAN AVENUE	46	1	2.17%	6	13.04%

TEES CLOSE	6		0.00%	1	16.67%
TERN GARDENS	21	1	4.76%	2	9.52%
THE CRESCENT	43		0.00%	5	11.63%
THE FAIRWAY	27	3	11.11%	3	11.11%
THE LEAS	15	3	20.00%		0.00%
THE RODINGS	21	2	9.52%	1	4.76%
TIPTREE CLOSE	19	1	5.26%		0.00%
TRENT AVENUE	54	7	12.96%	2	3.70%
TYNE CLOSE	12	2	16.67%		0.00%
WALDEGRAVE GARDENS	95	12	12.63%	9	9.47%
WAYCROSS ROAD	83	3	3.61%	5	6.02%
WILLOW WALK	14	4	28.57%	2	14.29%
WINGFIELD GARDENS	8		0.00%	1	12.50%
WINGLETYE LANE	1	1	100.00%		
		358		337	

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HIGHWAYS ADVISORY COMMITTEE
Tuesday 3 July 2018

Subject Heading:	SCH97 Abbs Cross Gardens Pay and Display ; ‘At any time’ waiting restrictions – Comments to advertise proposals
CMT Lead:	Dipti Patel
Report Author and contact details:	John-Paul Micallef John-Paul.Micallef@havering.gov.uk 01708 432385 Engineering Technician
Policy context:	Street Management
Financial summary:	There are no financial cost associated with this proposal.

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

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

SUMMARY

St Andrews Ward:

This report outlines the results of the formal consultation to introduce Pay and Display and extending the ‘At any time’ waiting restrictions 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 that:
 - (a) The proposals to introduce a Pay and Display facility and 'At any time' waiting restrictions in Abbs Cross Gardens (as shown on the plan in Appendix B) be abandoned due to the weight of objections;
 - (b) The proposals to be reviewed after six (6) months to see what the effects are on the new Lidl supermarket opposite Abbs Cross Gardens.
2. No financial cost associated with this proposal.

REPORT DETAIL

1.0 Background

- 1.1 Following requests from the Estate Manager, Waste Team and Ward Councillors, it was proposed to introduce a Pay and Display facility for the Royal Mail depot that is situated in Abbs Cross Gardens. In addition to this, to extend the 'At any time' waiting restrictions on the bend in Abbs Cross Gardens till it meets the Disabled Parking Bay opposite Victor Walk.
- 1.2 On the 2nd February 2018 residents and businesses perceived to be affected by the proposals were consulted by letter.
- 1.3 During the consultation period, from the 63 properties consulted, 16 responses were received all objecting to the Pay & Display facility; 15 responses also objected to the 'At any time' waiting restriction. One resident was in favour of the 'At any time' waiting restrictions. All responses received are summarised and tabled in the table appended to this report as **Appendix A**. Out of the 16 respondents, 8 stated that they were happy to have a Residents Parking Scheme introduced instead of a Pay and Display facility.
- 1.4 Officers met with Ward Councillors on the 26th February 2018 to discuss the proposals. It was agreed on site to abandoned the scheme and review the proposals after 6 months. It was also discussed at the site meeting that the effect on the new Lidl Supermarket could possibly lead to an increase in parking pressure and a residents parking scheme could be a future option. .
- 1.5 All three St Andrews Ward Councillors are in favour of officer recommendations.

2.0 Staff Comments

- 2.1 Given the level of objection to the proposals and the opening of a Supermarket, within the area officer's recommendations are to abandon the scheme and review

parking in the area after a period of 6 months. Officers would recommend that if the parking pressure worsens, then a Residents Parking Scheme would be the only option to stop commuter parking.

IMPLICATIONS AND RISKS

Financial implications and risks:

There are no financial costs associated with this recommendation; however any future decisions arising from the 6 month review will require financial assessment.

Legal Implications and risks:

The Council's power to make an order for charging for parking on the highway or 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 officers' recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

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

Human Resources implications and risks:

The proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

Equalities implications and risks:

None.

BACKGROUND PAPERS

Appendix A Appendix B

Appendix A

Respondent	Summary of resident's comments	Staff Comments
Resident	<p><i>My principle objection to the proposal is that it will remove approximately 35 free parking spaces that are currently available to the residents of Abbs Cross Gardens and Victor Walk. There are about 30 houses, flats and maisonettes that have to park in the road because they have no road outside their premises. A dropped curb and front garden parking are not possible. There is a small car park on the estate but that is mostly used by residents that live in the centre of the estate where again there are no roads and it is usually full. Many of the residents own more than one vehicle. Parking here is already a nightmare because of shoppers and workers from the shops and people collecting parcels from the sorting office. There is also a problem with parking for any visitors we residents have or tradesmen that need to call. Reducing the number of parking spaces will only make the situation worse. I repeat that we have no choice about where we park. There are very few spaces further along the road towards Abbs Cross Lane and all of the surrounding roads have parking restrictions. Where do you think we can park? Do we all have to sell our cars to enable visitors to the High Street to park? Are there not already enough car parks in the town for visitors to the shops.</i></p> <p><i>As a result of the previous consultation double yellow lines were laid along one side of the road outside the sorting office. As far as we are concerned (and we use this road many times a day) that has largely solved the problem of cars trying to pass each other on the worst part of the bend. If you extended the yellow lines by another two or three car lengths it might improve visibility slightly but once the road straightens out there is no problem. Again it seems that you are prioritising drivers that are using the road as a rat run to avoid the lights at Abbs Cross Lane over the people that live here in the town centre. I do not see any justification for reducing the amount of parking in the road that is available to residents that you are</i></p>	Please see Item 2.

	<p><i>proposing.</i></p> <p><i>You also suggest that your changes will improve safety in the road. My experience of living in the road for nearly 50 years is that the more cars that were parked along it the safer it became because the traffic had to slow down. The only accidents that I recall occurred before the sorting office was built when cars would attempt to go round the bend at such speed that they would loose control and crash into the lamppost that used to stand there. The worst that happens now is that occasionally our wing mirrors are damaged. I think that your proposals will actually make the road more dangerous particularly if, as I expect, we see an increase in traffic due to the right hand turn ban into and out of the new Lydl supermarket.</i></p> <p><i>Emergency vehicles are a very rare sight along this road, they at least do not see it as a short cut to avoid the Abbs Cross Lane traffic lights and far from the dust cart being held up on the once a week visit it is usually it that is holding up the traffic.</i></p> <p><i>There are many other streets in Havering where on street parking and the flow of traffic are a problem but I do not see any evidence of your intention to severely restrict parking in any of them. My view of your proposals are that you wish to install parking meters to raise revenue and restrict parking to enable the increased traffic that you are forcing to use this road, including HGVs, to access the new Lydl supermarket when your right hand turn ban starts.</i></p>	
Resident	<p><i>I would like to object to the above proposal in Abbs Cross Gardens. I live in Abbs Cross Gardens and feel it is very unfair to the residents living along the proposed section. Where do we as resident's park? What about our family and friends visiting? This will also devalue our property as there will be no parking! I feel you are making considerations for people collecting stuff from the delivery office or going to Hornchurch town centre by adding pay and display but not the residents who actually live in the street. You state this will assist with reducing disruption to council and emergency services, what about the disruption to the residents that live there? Could designated resident parking spaces not be an alternative? Please reconsider your proposal.</i></p>	Please see Item 2.
Resident	<p><i>The resident was not aware of the proposals and found out through neighbours. As I live in the Hastoe housing estate and regularly have to use Abbs Cross Gardens to park my car, I consider the lack of notice about the proposed changes to be underhand. I am a council tax payer; my views and rights to park my car where I live should be</i></p>	Please see Item 2.

	<p><i>respected and protected.</i></p> <p><i>If you are worried about non-residents parking in Abbs Cross Gardens please introduce residents only parking as you have done in other parts of the borough and have Lidl pay for it.</i></p> <p><i>I appreciate we should welcome business's setting up in Hornchurch but not to the detriment of people that live here.</i></p> <p><i>The car park on the Hastoe Estate has very limited parking, residents also need to use Abbs Cross Gardens to park their cars. Please either leave Abbs Cross Gardens as is or introduce residents only parking bays. I will be using my vote to express how happy I am at this approach.</i></p>	
Resident	<p><i>I don't agree with this as the Royal Mail is heavily used but very briefly. It's my view that this will cause delays/traffic & this is being proposed just to make additional monies. There's barely anywhere in this area to park as it is & this is taking it too far.</i></p> <p><i>If someone has to park elsewhere & has a large package, it will create a Risk because the person may drop the item or worse, may hurt themselves carrying it.</i></p> <p><i>How would this benefit Council services? You could argue that anything could help emergency services.</i></p>	Please see Item 2.
Resident	<p><i>Has anybody thought about the residents of Victor Approach when deciding this proposal. We have limited parking already and find this very unfair as we haven't even been offered the possibility of resident parking permits. Please pass our concerns on to whoever is responsible for the final decision.</i></p>	Please see Item 2.
Resident	<p><i>I am a resident in Victor Walk, RM12 4XQ. As you are aware families seem to have more drivers therefore motor vehicles than in past times. As older residents are dying more young families are moving in. In my block alone there are 12 flats with whole families living in each property. If each person had only 1 car this would have a requirement of 12 spaces alone for just this block. There are at least 10 blocks of residential living plus the tower block. There are only approximately 70 parking spaces for all of these residents. As things stand there is simply nowhere near enough parking for residents. Recently when I have returned home from work at 6pm – 7pm there have been no parking spaces available. I have had to park a fair way away from my home and walk 10 minutes. I have also noticed that general public are parking in Victor Close and walking to the bus stop in Hornchurch Road to commute to work every morning!!!</i></p> <p><i>I am very pleased to see that at last yellow lines</i></p>	Please see Item 2.

	<p><i>had been painted in the junction of Victor Close and Abbs Cross Gardens. I had a bad accident there a few years ago due to parked cars obstructing the view of the moving traffic on the main road (actually parking on the corners of the junction) I reported it to Havering then but my letters were ignored.</i></p> <p><i>Whilst I agree that safety is paramount I would ask you to consider making the streets in the surrounding vicinity of the roads concerning your proposal 'resident permit only'. If this is not an option the local authority really should consider where residents may park? Your proposal can only worsen the parking situation for residents without considering residents well-being and rights.</i></p> <p>Two (2) of the following responses were sent into Schemes@haverinq.gov.uk .</p>	
Resident	<p><i>Where I understand the reasoning behind the proposals mentioned in the subject of this email, I would like to point out that parking is already very tight for residents of the estate. I frequently have to park outside of the Royal Mail as there are no spaces outside my residence or in the allocated car park. Also, because I work in the city, my car is at home all day, so these restrictions would cause me to get a penalty, which I find quite unfair considering I am a resident.</i></p> <p><i>Will there be resident permits given for these bays? I feel this will cause problems.</i></p>	Please see Item 2.
Resident	<p><i>My principle objection to the proposal is that it will remove approximately 35 free parking spaces that are currently available to the residents of Abbs Cross Gardens and Victor Walk. There are about 30 houses, flats and maisonettes that have to park in the road because they have no road outside their premises. A dropped curb and front garden parking are not possible. There is a small car park on the estate but that is mostly used by residents that live in the centre of the estate where again there are no roads and it is usually full. Many of the residents own more than one vehicle. Parking here is already a nightmare because of shoppers and workers from the shops and people collecting parcels from the sorting office. There is also a problem with parking for any visitors we residents have or tradesmen that need to call. Reducing the number of parking spaces will only make the situation worse. I repeat that we have no choice about where we park. There are very few spaces further along the road towards Abbs Cross Lane and all of the surrounding roads have parking restrictions. Where do you think we can park? Do we all have to sell our cars to enable</i></p>	Please see Item 2.

visitors to the High Street to park? Are there not already enough car parks in the town for visitors to the shops.

As a result of the previous consultation double yellow lines were laid along one side of the road outside the sorting office. As far as we are concerned (and we use this road many times a day) that

has largely solved the problem of cars trying to pass each other on the worst part of the bend. If you extended the yellow lines by another two or three car lengths it might improve visibility slightly but once the road straightens out there is no problem. Again it seems that you are prioritising drivers that are using the road as a rat run to avoid the lights at Abbs Cross Lane over the people that live here in the town centre. I do not see any justification for reducing the amount of parking in the road that is available to residents that you are proposing.

You also suggest that your changes will improve safety in the road. My experience of living in the road for nearly 50 years is that the more cars that were parked along it the safer it became because the traffic had to slow down. The only accidents that I recall occurred before the sorting office was built when cars would attempt to go round the bend at such speed that they would lose control and crash into the lamppost that used to stand there. The worst that happens now is that occasionally our wing mirrors are damaged. I think that your proposals will actually make the road more dangerous particularly if, as I expect, we see an increase in traffic due to the right hand turn ban into and out of the new Lidl supermarket.

Emergency vehicles are a very rare sight along this road, they at least do not see it as a short cut to avoid the Abbs Cross Lane traffic lights and far from the dust cart being held up on the once a week visit it is usually it that is holding up the traffic.

The unforeseen consequences of these proposals will not be an improvement of traffic along the High Street and Hornchurch Road, but a build up at the Abbs Cross Lane/Hornchurch Road traffic lights and junction in spite of it being a box junction; as well as build up at both ends of Abbs Cross Gardens. Although well-meant this has not been thought through properly.

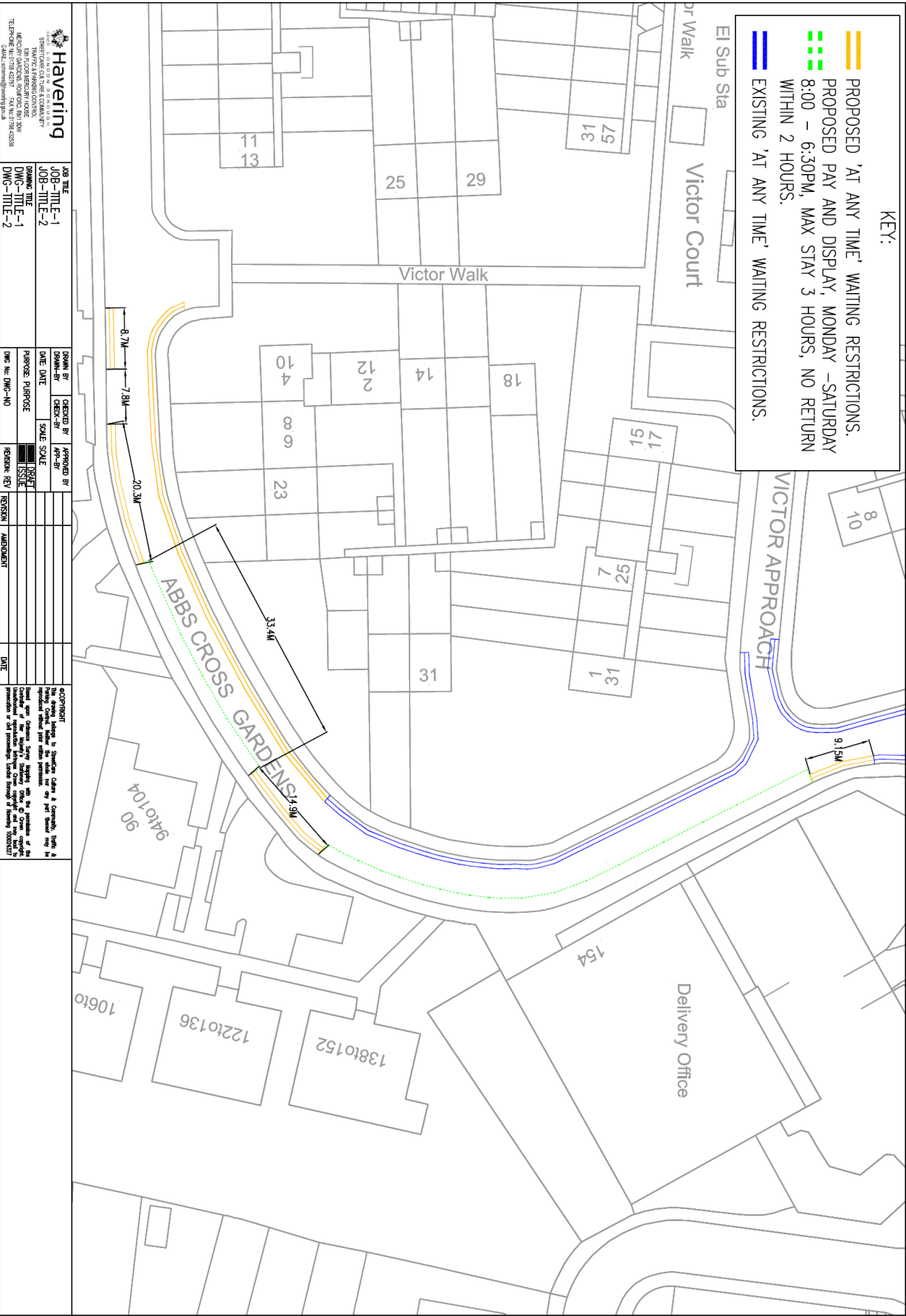
Finally the duty of the council is to protect the quality of life of its residents, making a residential side road into an adjunct of a major thoroughfare, hardly meets this duty.

Two (2) of the following responses were sent into Schemes@haverinq.gov.uk .

Resident	<p>The resident is not in favour of the proposals. They explain that where the 'at any time' waiting restrictions are being proposed, is where residents park. The proposals will leave resident with no parking facility at all. If the 'at any time' waiting restrictions are extended, then vehicles will speed up when proceeding around the bend.</p> <p>The resident goes on to other proposals that are being designed by our Highways Team within the local area. Lastly, the resident states that they had a meeting with a Ward Councillor and explained their objections to the Ward Councillor.</p>	Please see Item 2.
Resident	<p>The resident is not in favour of the proposals. Either at day or night time with no car parking spaces available due to other Residence having other cars as well that are live around on this Victor Estate.</p> <p>They also state that they hope that the Disabled Parking Bay will be kept due to a Blue Badge Holder living in Victor using it at all times.</p>	<p>Please see Item 2.</p> <p>Officers can confirm that if the proposals did go ahead, the Disabled Parking Bay would still be current in Abbs Cross Gardens. Local Authorities have various traffic regulations to go through to remove a Disabled Parking Bay. As this was not advertised, the Disabled Parking Bay will remain.</p>
Resident	<p>The resident objects to the proposals. They explain they do not want their visitors to pay to park. The herons only have 1 small car park for residents and visitors. The goes on to explain about the new Lidl supermarket opening.</p>	Please see Item 2.
Resident	<p><i>I object to the proposals for introducing both Pay and Display bays and Double Yellow lines in Abbs Cross Gardens, Hornchurch for the following reasons;</i></p> <p><i>These proposals will lead to the loss of existing resident parking for residents living in Abbs Cross Gardens, Victor Walk, Victor Court and Victor Approach. This would equate to over one hundred nearby dwellings being deprived of parking spaces as required in future. Parking on our estate is already very limited relative to the number of people living on the estate. In Victor Walk where I live for example, there isn't any road, and so for us all we must park on nearby Abbs Cross Gardens. For many others on the above roads, all living in flats, there is no spare parking on the estate for most of the time, so they also rely on Abbs Cross Gardens on occasions.</i></p>	Please see Item 2.

	<p><i>Double yellow lines in Abbs Cross Gardens may lead to a less congested road, but it would meanwhile encourage some drivers to speed up along this residential street. In the case of pay and display parking, it is not fair that existing free resident parking is removed and replaced for paid visitor parking, when there are already two nearby car parks in Hornchurch and other on street pay and displays in nearby roads. The proposed pay and display bays will not get enough use to even justify the cost of the parking meter in my opinion, as Royal Mail staff for example will park elsewhere.</i></p> <p><i>The introduction of these proposals would cause great hardship to me and my neighbours, and if implemented would also cause additional parking issues further along Abbs Cross Gardens, where no double lines or pay and display bays yet apply.</i></p> <p><i>Would the council please therefore consider the introduction of the following proposals instead;</i></p> <ol style="list-style-type: none"> 1. The introduction of parking bays along Abbs Cross Gardens, being new marked pavement bays (as already in use in nearby Victor Close and Abbs Cross Lane), thus allowing vehicles to legally park half on the pavement and half on the road. This could also be extended further along Abbs Cross Gardens to further improve traffic flow/congestion throughout the length of the road. 2. The introduction of a 20 mph speed limit along Abbs Cross Gardens. 3. The introduction of a vehicle weight limit throughout Abbs Cross Gardens to prevent HGV vehicles travelling to/from the new Lidl store. 	<p>Officers have taken the residents recommendations into view, but due to weight of objections, officers and Ward Councillors have decided to abandon the scheme.</p> <p>Officers will pass the residents second and third recommendations onto the Highways Department.</p>
Resident	<p><i>The grounds on which I base my objections are as follows:</i></p> <p><i>Parking is already at a premium in this area, making it hard enough to park at times as it is and to take away so much parking I will be left with no-where to go. The consultation sites that one of the reasons is "to improve road safety and sight lines which will assist in reducing disruption to Council and emergency services". Well I have never been aware of a single occurrence of any disruption, but I do work, so I would be exceptionally keen to see the statistics on which you found your statement. I actually feel that our safety will be compromised if</i></p>	Please see Item 2.

	<p><i>you implement your plans because cars already speed down Abbs Cross Gardens, and the changes will only encourage those people to go even faster.</i></p> <p><i>You also state "These proposals have been designed to create a turnover of vehicles and therefore maximize parking provisions for local amenities". There is already more than adequate parking facilities to serve Hornchurch Town Centre with multiple car parks not being fully utilized because people wont pay the council car parking charge, yet you going to accommodate local shoppers at the expense of your local residents which I find extremely worrying if the stance of the council these days is to overlook residents needs.</i></p> <p><i>The council should encourage people to use the parking facilities already available in the local area and then there would be no need to put residents through this upset.</i></p> <p><i>Abbs Cross Gardens is about to become a rat-run for people trying to get in/out of the new LIDL store due to the no right turn restrictions there, so an increase in faster traffic down our road is not acceptable.</i></p> <p><i>I believe there are a number of "resident friendly" parking options that should be explored before the drastic measures in this PTO are even considered.</i></p>	
Resident	The resident is not in favour of the proposals. They explain that the proposals will reduce the amount of parking space for the residents in the area and their visitors.	Please see Item 2.



HIGHWAYS ADVISORY COMMITTEE

Tuesday 3 July 2018

Subject Heading:	TPC478 Sunflower Way Review, Formally Whiteland's Way – results of informal consultation
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	John-Paul Micallef John-Paul.Micallef@havering.gov.uk 01708 432385 Engineering Technician
Policy context:	Street Management
Financial Summary:	The estimated cost of implementation is £0.004m for implementation will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

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

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

SUMMARY

Harold Wood Ward:

This report outlines the responses received to the informal consultation undertaken with the residents of Aubrietia Close, Buttercup Close, Camelia Close, Columbine Way, Copperfield Way, Cornflower Way, Juniper Way; Sunflower Way and recommends a further course of action.

RECOMMENDATIONS

- 1) That the Highways Advisory Committee having considered this report and the representations recommends to the Cabinet Member for Environment that;
 - a. the proposals to introduce a residents parking scheme, operational Monday to Friday, 10:30 – 11:30am inclusive, in Aubrietia Close, Buttercup Close, Camelia lose, Columbine Way, Copperfield Way, Cornflower Way, Juniper Way and Sunflower Way (as shown on the plan in **Appendix A** be designed and publicly advertised;
 - b. if at the close of public consultation no objections are received to recommendation 1a. above the designed scheme is introduced as advertised;
- 2) The estimated cost of implementation is £0.004m for implementation will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

REPORT DETAIL

1.0 Background

- 1.1 Following concerns raised by residents over a lack of parking provisions during the operational hours of existing restrictions in the Sunflower Way area, the Council carried out an informal consultation in March 2017 on proposals to introduce Permit Parking in the immediate area. The resulting low response rate was put down to a lack of information accompanying the consultation documentation, Officers agreed to re-consult the area.
- 1.2 Currently, the area is covered by a waiting restriction, operational Monday – Friday 10:30-11:30am.
- 1.3 Officers spoke to local Ward Councillors and agreed to re-consult the area with more detailed information on the proposals accompanying the consultation letter. It is proposed to change the existing 1 hour 'Waiting Restriction' to a 1 hour 'Resident Permit Parking only' to allow residents a parking provision during the hour of the restriction.
- 1.4 On Friday 23rd February 2018, 364 residents that were perceived to be affected by the review were sent letters, with a return date of Friday 16th March 2018 for receipt of representations.

2.0 Results of informal consultation

- 2.1 The consultation gave resident's two options: whether they would prefer the introductions of a Resident Permit Parking; or the current restrictions to remain.
- 2.2 From 364 resident's consulted; there was a 15% return rate. 63% of the respondents wanted a residents permit parking whereas 37% of respondents wanted restrictions to remain. A road by road tabled response is appended to this report as **Appendix B**.

3.0 Staff Comments

- 3.1 Officers sent Ward Councillors an email in May 2018 explaining the results of the consultation.
- 3.2 The recommendations given to Ward Councillors were as follows:
Currently within the consulted area, it is restricted between Monday– Friday 10:30-11:30am. During these times of operation, residents have to move their vehicles off the carriageway, either to an alternative location where there are no restrictions or onto their driveway, which is an inconvenience to the area. Whereas, if the area was Permit Parking, they would just need to purchase a permit, show this within their windscreen and not move their vehicle at all. All resident's comments can be found appended to this report as **Appendix C**.
- 3.3 Officers feel that maximising the parking provisions and making it more convenient for residents is a suitable and desirable outcome. This also helps an ongoing maintenance issue as the waiting restrictions will be removed from the area and signage will be located at the start and end of the Permit Parking Area (this doesn't include repeater plates).
- 3.4 Ward Councillors are in agreement with officers to proceed with the introduction of a Permit Parking Area, operational Monday – Friday 10:30-11:30am.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementation is £0.004m for implementation will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

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

This is a 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 Environment overall Minor Parking Schemes revenue budget A24650.

Related costs to the Permit Parking areas:

All permit prices can be found on the Councils website here;

<https://www.havering.gov.uk/info/2000/Permitting/111/permits>

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 officers' recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

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

Human Resources implications and risks:

The proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

Equalities implications and risks:

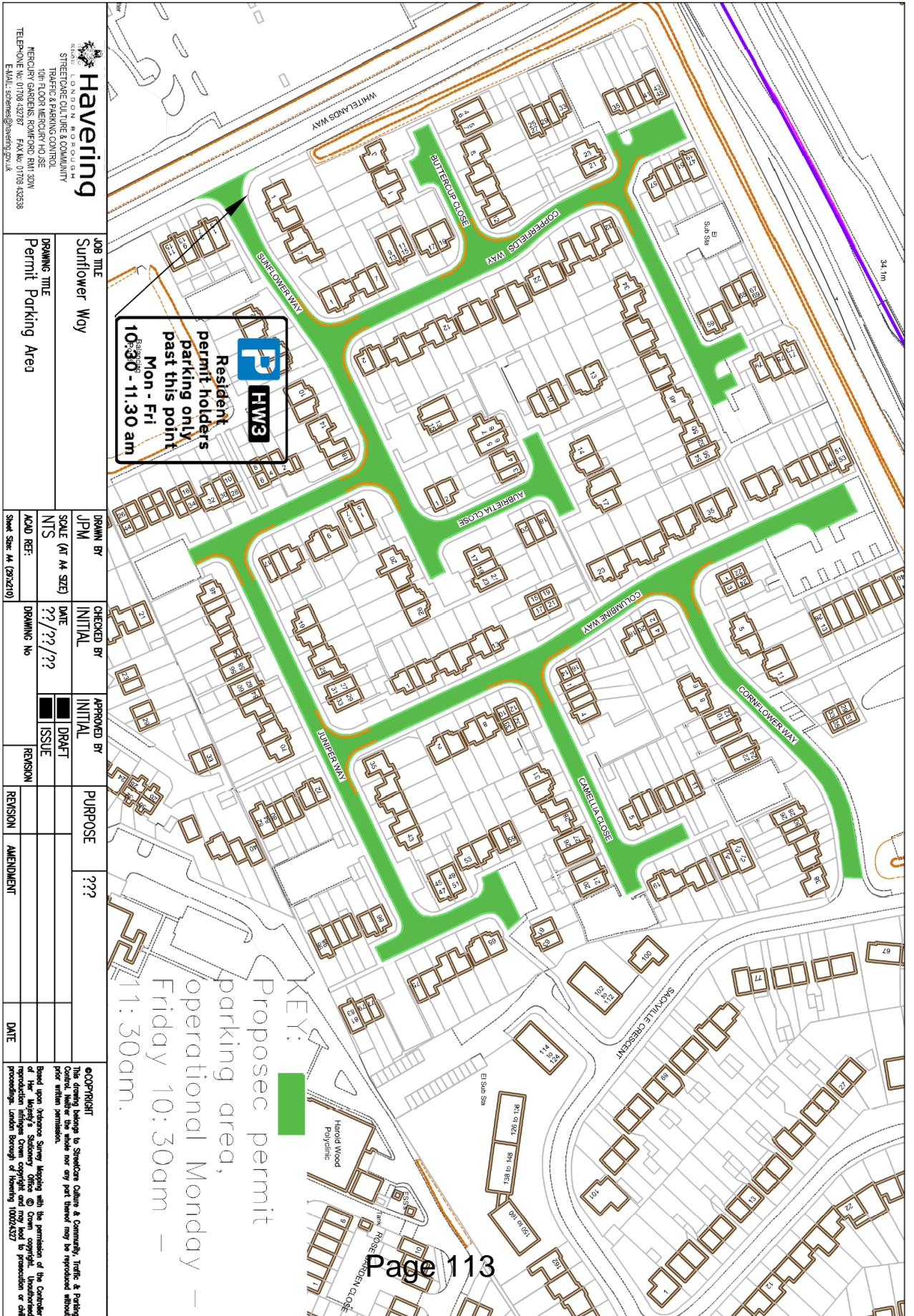
The proposals provide measures to improve safety and accessibility for all road users.

The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters.

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

BACKGROUND PAPERS

Appendix A
Appendix B
Appendix C



Haverling
 LONDON BOROUGH OF
 STREETCARE CULTURE & COMMUNITY
 TRAFFIC & PARKING CONTROL
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROYFORD ROAD, 30W
 TELEPHONE No: 01709 432787 FAX No: 01709 432538
 EMAIL: schemes@haverling.gov.uk

JOB TITLE	Sunflower Way
DRAWING TITLE	Permit Parking Area

DRAWN BY	JPM	CHECKED BY	INITIAL	APPROVED BY	INITIAL	PURPOSE	???
SCALE (AT A4 SIZE)	NTS	DATE	??/??/??	ISSUE	ISSUE		
ACAD REF:		DRAWING No		REVISION			
Sheet Size: A4 (297x210)							

KEY:
 Proposed permit parking area, operational Monday - Friday 10:30am - 11:30am.

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Sunflower Way Informal Consultation

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Road Name	Address	% Returns	Returns	Q1. In your view, would you prefer the Resident Permit Parking or currently restrictions to remain (option 1 or option 2)?		Q1 %	
				total	RESIDENTS PARKING Option 1	CURRENT RESTRICTIONS Option 2	O1
			Aubrietia Close	20	10%	2	1
Buttercup Close	12	0%	3	2	1	67%	33%
Camellia Close	33	12%	4	3	1	75%	25%
Columbine Way	53	9%	5	3	2	60%	40%
Copperfield Way	79	23%	18	15	3	83%	17%
Cornflower Way	38	5%	2	1	1	50%	50%
Juniper Way	98	12%	12	5	7	42%	58%
Sunflower Way	26	12%	3	1	2	33%	67%
No Address	5		5	3	2	60%	40%
Total	364	15%	54	34	20	63%	37%
				63.00%	37.00%		

* 2 Responses explained that they would prefer Option 1 but if they have to pay for permits, they will go for Option 2.

Appendix C

<i>Road Name</i>	<i>Option 1 / Option 2</i>	<i>Comments and Suggestions</i>
Juniper Way	Option 2	Wholly opposed to changing the current parking restrictions. The parking at the weekends in appallingly bad at times - and poses a serious safety risk as emergency vehicles such as fire engines would struggle to navigate their way down the road. Allowing residents to park as they wish all week would only make this situation worse as the current arrangements do force residents to use the off street parking available
Camelia Close	Option 2	<p>The reason is that we have private parking facilities that negate the use of parking in the road during the operating times; moreover since the introduction of the scheme I have witnessed vehicles (including commercial vehicles) parked within the private parking areas during the day which don't belong to the residents.</p> <p>This seems to be a direct result of the current restriction to park in the road; I do not see how charging residents for permits and the subsequent cost of introducing the scheme to be a useful endeavour.</p>
Juniper Way	Option 2	The volume of cars in Juniper Way is already too high and I would like to see greater enforcement and more restrictions.
Camelia Close	Option 1	Parking permits are a good idea however they should be for a longer time than just that an hour.
Columbine Way	Option 1	It will give householders who had numerous vehicles a better option
Columbine Way	Option 2	I prefer the existing scheme because it prevents commuters and students from parking here, but it still allows residents, friends, relatives etc to park before 10.30am and after 11.30am. Option 2 is a good scheme and I do not want the scheme changed for a parking permit system
Juniper Way	Option 2	If the option 1 proposal is imposed, it will strengthen the current issues of unauthorised parking within the private parking area of Juniper Way. This obstructs residents from

		using their parking space and creates access problems, especially for those with mobility issues, consequently increasing the likelihood of a fall and obstructs careers from carrying out their duties. Most offenders are local residents and their visitors who wish to avoid local parking restrictions
Copperfield's Way	Option 1	This should have been brought in before any of the adjacent estates had it recently introduced.
Juniper Way	Option 1	There are times when I have guests or deliveries/workmen etc when current parking restrictions are very inconvenient.
Columbine Way	Option 2	I have added some photographs that I took this morning at about 9.30am. The roads are clear of parked cars; this suggests to me that the current scheme is working satisfactory.
Copperfield's Way	Option 1	We desperately need places to park during the current restrictions (10.30-11.30) so resident parking permits are essential in our area.
Copperfield's Way	Option 1	It is extremely difficult to juggle around the current parking restrictions at the current time.
Juniper Way	Option 2	I am strongly against introducing parking permits, on the following basis, I believe this will increase the amount of traffic and rubbish been dumped on our streets. the introduction of permits will only encourage this Activity and discourage the typical family 1-2 cars from taken up residency on the estate.
Sunflower Way	Option 1	As someone who would not need a parking permit I still comment that I feel it's unfair that residents should have to pay for any parking permits for this one hour a day for each car. I feel that residents should have free parking permits as this would still have the desired effect of stopping commuter parking, which was the initial problem.
No Address	Option 2	I am in favour of option 1, but only if at no cost to residents. Havering Council are once again just using this as a cash cow. Only cost should be is for resident's visitor permits. If Havering Council insists on residents shelling out to park for just one hour a day, then I would only be in favour of option 2.

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Copperfield's Way	Option 1	I think it is a good idea to let residents and their visitors park in the restricted times with a purchase of a permit.
Sunflower Way	Option 2	I feel that option one would bring all sorts of parking problems. In to the area, ie residences give permits to family and friends To park in the area. We are not too far from Harold Wood Station were parking is limited because of works to the station and Cross-rail The parking at the station is not large enough now and will not be in the future, unless Cross rail build a Multi-storey carpark. And I feel that a lot of people will abuse the system. And will cause lot of inconvenience to the local residents. As some drivers take it upon themselves to park large vans, cars and abstract ones view when leaving there drive. Which I feel is a and health and safety issue.
Juniper Way	Option 1	I am very much in favour of the introduction of resident permit parking area. This would give us as residents much more in the way of options when we have visitors or tradesmen visiting our home to carry out work.
Columbine Way	Option 1	It is ridiculous that there is currently no opportunity to provide for visitors and trades persons carrying out works etc.
Copperfield's Way	Option 1	Also at the end of Copperfield's Way (just before the private car park) there are two parking bays that have been yellow lined, they are not part of the road or turning points and have always been visitor parking bays, these should not be yellow lined at all.
Juniper Way	Option 2	The proposals for option 1 make it easier for residents to park multiple vehicles which can only be detrimental for the local area. They also encourage greater numbers of vehicles to park in the area which in turn increases road dangers, pollution etc. There are issues with poor driving standards in the area:

		speeding, pavement parking and parking too close to junctions. The proposed changes do not address these issues.
Cornflower Way	Option 2	There is adequate off street parking for all houses on this estate for at least 2 cars; many houses have garages, which are not used.
Sunflower Way	Option 2	The majority of houses have large enough spaces at their fronts to enable parking on the driveway. By introducing a Resident Permit Scheme, even on a small basis, may start off Resident Parking Zones for the whole borough by the back door.
Copperfield's Way	Option 1	Myself and neighbours desperate need of places to park during the current restrictions (10.30-11.30) so resident parking permits are essential in our area.

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