



Haverling

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
23 October 2018**

**Council Chamber -
Town Hall**

Members 8: Quorum 4

COUNCILLORS:

**Conservative Group
(4)**

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

**Residents' Group
(1)**

Paul Middleton

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

Christopher Wilkins

**Independent Residents'
Group
(1)**

David Durant

**North Haverling Residents
Group (1)**

Brian Eagling (Chairman)

For information about the meeting please contact:

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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:-

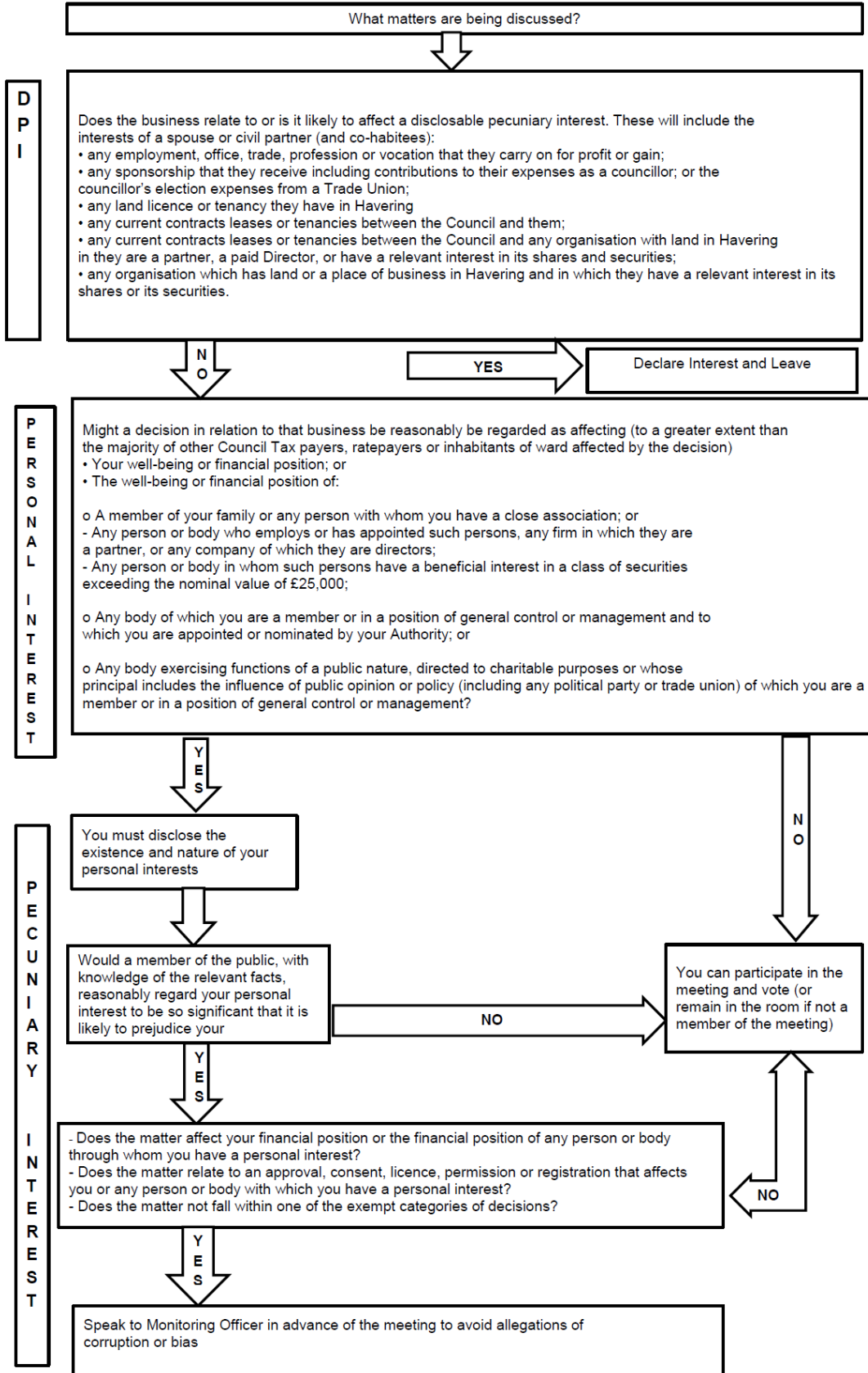
- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, 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 - 4)

To approve as a correct record the minutes of the meeting of the Committee held on 28 August 2018, and to authorise the Chairman to sign them.

5 MAIN ROAD CASUALTY REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 5 - 36)

6 ARDLEIGH GREEN JUNIOR AND INFANT SCHOOLS - SCHOOL CROSSING PATROL SITE (SQUIRRELS HEATH LANE) (Pages 37 - 48)

7 PROPOSED PEDESTRIAN REFUGES, SQUIRRELS HEATH ROAD & SHEPHERDS HILL (Pages 49 - 60)

- 8 **SCH353 MAWNEY ROAD, SOUTH OF EASTERN AVENUE, PART OF THE RO2B CONTROLLED PARKING ZONE** (Pages 61 - 76)
- 9 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 77 - 88)

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

Andrew Beesley
Head of Democratic Services

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
28 August 2018 (7.00 - 7.25 pm)**

Present:

COUNCILLORS

Conservative Group Ciaran White (Vice-Chair), Maggie Themistocli and
+Philippa Crowder

**Upminster & Cranham
Havering Residents'
Group** Christopher Wilkins

**Independent Residents
Group** David Durant

**North Havering
Residents Group** Brian Eagling (Chairman)

An apology was received for the absence of Councillor John Crowder.
+ Councillor Philippa Crowder substituted for Councillor John Crowder.

Councillors Paul Middleton and John Mylod were absent from the meeting.

All decisions were taken with no votes against.

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

15 DISCLOSURE OF INTERESTS

No interest was disclosed at the meeting.

16 MINUTES

The minutes of the meeting of the Committee held on 3 July 2018 were agreed as a correct record and signed by the Chairman.

17 PARK LANE SCH16 - RESULTS OF INFORMAL CONSULTATION

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

extend the existing RO3 residents parking scheme for the rest of Park Lane, operational Mon-Sat 8.30am-6.30pm, be designed and publicly advertised.

That should the Statutory Consultation not receive any objections, the scheme will be implemented as advertised.

Members noted that the estimated cost of the scheme was £0.004m and would be met from the LIP allocation 2018/2019 - A2904.

18 **SCH15 - OLD STATION LANE, PROPOSED PAY & DISPLAY PARKING BAYS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the proposals to convert part of the existing 'At Any Time' Waiting restrictions shown on the plan in appendix A, into Pay and Display parking bays operational Monday to Saturday 8.30am to 6.30pm (3 hours maximum – Tariff A) be implemented.

That the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £0.006m, which would be met from the LIP allocation 2018/2019 (A2904).

19 **SCH230 - FERRO ROAD - PROPOSED RESIDENT PARKING SCHEME**

The Committee considered the report and following clarification that the operational times for the restrictions as stated on plan in appendix A was incorrect and should be between 8.30am and 6.30pm **RESOLVED** to recommend to the Cabinet Member for Environment the proposals to introduce a residents parking scheme in Ferro Road, operational between 8.30am and 6.30pm Monday to Saturday inclusive and the related 'At Any Time' waiting restrictions, as shown on the plan in appendix A to be publicly advertised.

That should the statutory consultation not receive any objections, the scheme would be implemented as advertised.

Members noted that the estimated cost of the scheme was £0.002m which would be met from the LIP allocation 2018/2019 - A2904.

20 **GRENFEL AVENUE AREA - RESULTS OF INFORMAL CONSULTATION**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the proposals to introduce a residents parking scheme in the Grenfell Avenue area,

operational Monday to Friday 10am to 2pm inclusive (shown on the plan in appendix E) be publicly advertised.

Members noted that the estimated cost of the scheme was £0.004m, which would be met from the LIP allocation 2018/2019 - A2904.

Chairman

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HIGHWAYS ADVISORY COMMITTEE

23 October 2018

Subject Heading:

**MAIN ROAD CASUALTY REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

Dipti Patel

Report Author and contact details:

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

Policy context:

**Havering Local Development Framework (2008)
Havering Local Implementation Plan 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 Casualty Reduction Programme – Main Road (A2910).

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

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

SUMMARY

Main Road – Accident Reduction Programme was one of the schemes approved

by Transport for London for funding for 2018/19.

A feasibility study was undertaken to identify safety improvements including humped zebra crossings, pedestrian refuges with speed cushions, speed cushions, road markings and road signs to reduce the casualty rate along the street.

A public consultation was carried out and this report details the findings of the feasibility study, the results of the public consultation and taking account of the feedback from local residents, recommends that elements of the scheme do not proceed to implementation.

The scheme is within **Romford Town, Squirrels Heath** and **Pettits** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Main Road between St Edwards Way and Kingston Road
(Plan No:QR004/1)
 - Hump within existing zebra crossing outside property No. 29 and Hill Court west of Pettits Lane
 - (b) Main Road between Repton Avenue and Crossways
(Plan No:QR004/3)
 - Hump within existing zebra crossing outside property Nos.109 to 113/234/236/238 Main Road
 - (c) Main Road between Links Avenue and Castellan Avenue
(Plan No:QR004/4)
 - New pedestrian refuge outside property Nos. 260a-c/260 Main Road

2. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment following consultation with the Leader of the Council that the safety improvements as detailed below and shown on the relevant drawings be rejected because of the level of objections:
 - (a) Main Road between St Edwards Way and Kingston Road
(Plan No:QR004/1)
 - Speed cushions outside Magistrates Court west of Junction Road
 - Speed cushions outside Texco Express and Petrol Station east of Junction Road
 - Speed cushions west of Kingston Road
 - (b) Main Road between Lodge Avenue and Repton Avenue

(Plan No.QR004/2)

- Speed cushions outside Gidea Park Primary School and outside property No. 43 Main Road
- Speed cushions outside Gidea Park Primary School and outside Royal Jubilee Court.

(c) Main Road between Repton Avenue and Crossways
(Plan No:QR004/3)

- Speed cushions outside property Nos. 69/156 Main Road
- Speed cushions outside property Nos.206/208 and Gidea Park Hotel

(d) Main Road between Links Avenue and Castellan Avenue
(Plan No:QR004/4)

- Speed cushions outside property Nos. 260a-c/260 Main Road
- Speed cushions outside property Nos. 129/260a/260 Main Road
- Speed cushions outside property Nos. 157/161/163/280 Main Road

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.

REPORT DETAIL

1.0 Background

1.1 In October 2017, Transport for London ("TfL") approved funding for a number of Casualty Reduction Schemes as part of the 2018/19 Local Implementation Plan settlement. The 'Main Road Accident Reduction Programme' was one of the schemes approved by TfL. A feasibility study has been carried out to identify potential casualty reduction measures in the area. The feasibility study looked at ways of reducing casualties and risk exposure (especially to vulnerable users) and a series of safety improvements were identified. Following completion of the study, the safety improvements, as set out in this report, were taken forward to a formal public consultation.

1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious Injury collisions (KSIs) 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.

1.3 The Mayor's Vision Zero Strategy aims to eliminate deaths and serious injuries on London's road and street network including **Havering** roads in the light of previous incidents. The Mayor's aim is for no-one to be killed in or by a London Bus by 2030 and for all deaths and serious injuries from road collisions to be eliminated from London's road and street by 2041. The main targets are as follows:

(a) 65% reduction in KSIs by 2022 against 2005-2009 baseline average

- (b) 70% reduction in KSIs by buses by 2022 against 2005-2009 baseline average
- (c) 70% reduction in KSIs by 2030 against 2010-2014 baseline average
- (d) 0 KSIs by 2041
- (e) 0 KSIs by buses by 2030

The Main Road Casualty Reduction Scheme was developed to help to meet the above targets.

Traffic Survey Results Summary

- 1.4 Traffic surveys showed that two-way traffic flows are up to 2000 vehicles per hour during peak periods along Main Road west of Pettits Lane.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Main Road west of Pettits Lane (Off peak periods)	38	37	45	45
Main Road west of Pettits Lane (Peak periods)	34	33	40	40
Main Road east of Crossways (Off peak periods)	42	37	50	45
Main Road east of Crossways (Peak periods)	31	28	45	40

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

Injury Collision Data

- 1.4 In the five-year period to February 2017, **eighty** personal injury collisions (PICs) were recorded along Main Road. Of these eighty PICs, 1 was fatal, three were serious; six involved pedestrians and eighteen occurred during the hours of darkness.

A summary of the PICs are as follows:

Location	Fatal	Serious	Slight	Total PICs
Main Road between St Edwards Way and Junction Road	0	0	6 (1-Dark)	6
Main Road / Junction Road Junction	0	0	6 (1-Ped) (4-Dark)	6
Main Road / Oaklands Avenue Junction	0	0	4	4
Main Road between Oaklands Avenue and Pettits Lane	0	0	1	1
Main Road / Pettits Lane	0	0	8 (1-Ped) (1-Dark)	8
Main Road between Pettits Lane and Kingston Road	0	0	2	2
Main Road / Kingston Road Junction	0	0	3 (1-Dark)	3
Main Road / Lake Rise Junction	0	0	2	2
Main Road between Lake Rise and Lodge Avenue	0	0	1	1
Main Road / Lodge Avenue Junction	0	0	9 (1-Dark)	9
Main Road between Lodge Avenue and Repton Avenue	0	0	4	4
Main Road / Repton Avenue / Gidea Avenue Junction	0	0	5 (1-Dark)	5

Main Road between Gidea Avenue and Heath Drive	0	0	1 (1-Ped) (1-Dark)	1
Main Road / Heath Drive Junction	0	0	2	2
Main Road / Balgores Lane Junction	0	2 (2-Ped) (2-Dark)	4	6
Main Road between Balgores Lane and Crossways	1 (1-Dark)	0	3	4
Main Road / Crossways Junction	0	1 (1-Ped)	0	1
Main Road /Links Avenue Junction	0	0	2	2
Main Road / Severn Avenue Junction	0	0	1 (1-Dark)	1
Main Road between Severn Avenue and Castellan Avenue	0	0	1	1
Main Road / Castellan Avenue Junction	0	0	1	1
Main Road between Hockley Drive and Upper Brentwood Road	0	0	2	2
Main Road / Upper Brentwood Road Junction	0	0	6 (4-Dark)	6
Main Road between Upper Brentwood Road and Gallows Corner	0	0	2	2
Total	1	3	76	80

Proposals

1.5 The following safety improvements were proposed along Main Road to reduce vehicle speeds and minimise collisions.

- (a) Main Road between St Edwards Way and Kingston Road
(Plan No:QR004/1)
 - Speed cushions outside Magistrates Court west of Junction Road
 - Speed cushions outside Texco Express and Petrol Station east of Junction Road
 - Humped zebra crossing outside property No. 29 and Hill Court west of Pettits Lane
 - Speed cushions west of Kingston Road

- (b) Main Road between Lodge Avenue and Repton Avenue
(Plan No.QR004/2)
 - Speed cushions outside Gidea Park Primary School and outside property No. 43 Main Road
 - Speed cushions outside Gidea Park Primary School and outside Royal Jubilee Court.

- (c) Main Road between Repton Avenue and Crossways
(Plan No:QR004/3)
 - Speed cushions outside property Nos. 69/156 Main Road
 - Speed cushions outside property Nos.206/208 and Gidea Park Hotel
 - Humped zebra crossing outside property Nos.109 to 113/234/236/238 Main Road

- (d) Main Road between Links Avenue and Castellan Avenue
(Plan No:QR004/4)
 - Pedestrian refuges with speed cushions outside property Nos. 260a-c/260 Main Road
 - Speed cushions outside property Nos. 129/260a/260 Main Road
 - Speed cushions outside property Nos. 157/161/163/280 Main Road

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 500 letters were delivered via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Forty three written responses from Local Members, the Metropolitan Police, Gidea Park School, community groups and residents were received and the comments are summarised in the Appendix 1.

2.2 The views expressed by ward councillors were mixed with some in support of the scheme and some against, with the chief concern being that of road humps being installed on a road of this class and with some concern about

drivers switching to side streets to avoid the traffic calming. The MP for Romford also expressed objection to road humps.

- 2.3 The Metropolitan Police noted that the flat topped humps proposed at the zebra crossings would help bring the 85th percentile speeds within DfT guidance.
- 2.4 The Romford Civic Society objected to the proposals with concerns about drivers diverting to other streets, the lack of alternative proposals and pollution. The Gidea Park Civic Society objected to the proposals although saw value in adding the flat topped humps to the existing zebra crossings. They also thought speed cameras would be more effective.
- 2.5 Gidea Park School objected with concerns about air pollution and that the roadworks would lead to pupils and staff being late.
- 2.6 The majority of residents who responded objected to the scheme with concerns about road humps, drivers diverting to side streets and air pollution. Some indicated that speed cameras would be a better solution. Some residents requested measure unrelated to the scheme or measures that are not possible in the UK.
- 2.7 Details of some Havering Casualty Reduction schemes, TfL's targets, Mayor's vision zero Strategy and traffic calming techniques are summarised in the Appendix 2.

3.0 Staff comments and conclusions

- 3.1 The collision analysis indicated that **eighty** personal injury collisions (PICs) were recorded along Main Road. Of these eighty, 1 was fatal, three were serious; six involved pedestrians and eighteen occurred during the hours of darkness.
- 3.2 Appendix 2 provides some commentary on the effectiveness of history Casualty Reduction Schemes, traffic calming measures and other features used in the Council's Casualty Reduction Programme, TfL's targets and Mayor's Vision Zero Strategy.
- 3.3 Staff prepared set of proposals which they considered to be appropriate for the class of road that Main Road is, which would influence driver behaviour and to reduce the risk exposure of vulnerable road users. However, given the level of objection to aspects of the scheme, Staff recommends that the most controversial aspects of the scheme are rejected.
- 3.4 Staff recommends that the following three features from the original scheme should be implemented:
 - (a) Humped zebra crossing west of Pettits Lane, outside property No. 29 and Hill Court.
 - (b) Humped zebra crossing west of Crossways, outside property Nos. 109

- to 113/234/236/238 Main Road
(c) Pedestrian refuges east of Links Avenue, outside property Nos.
260a-c/260 Main Road

3.5 The proposed safety improvements as detailed in the recommendation would minimise collisions, particularly for vulnerable road users along Main Road.

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 original Transport for London allocation was £0.090m initial feasibility and consultation costs of £0.011m have reduced the available funding to c£0.079m.

The estimated cost of 0.090m for feasibility, consultation and implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocation for Main Road Accident Reduction Programme (A2910). 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 places of refuges for the protection of pedestrians in the maintained highway is set out in Part V of the Highways Act 1980 ('HA1980')

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:

The recommendations made in this report do not give rise to any identifiable HR risks or implications that would affect either the Council or its workforce.

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.

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;

- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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
QR004/1 (Local Member 1)	If the proposed programme helps to reduce accidents in Main Road, I would support the improvements.	-
QR004/2 (Local Member 2)	This is okay with me	-
QR004/3 (Local Member 3)	This seems fine with me.	-
QR004/4 (Local Member 4)	If it helps to reduce accidents and saves lives, I will be in favour of the proposal.	-
QR004/5 (Local Member 5)	Just to confirm, I am against any speed cushions on Main Road, this is the first I have heard about this so think we need to relook at the proposal.	-
QR004/6 (Local Member 6)	<p>I must say I have reservations about the proposals for the following reasons.</p> <p>(1) Owing to Main Road being busy, the moves slowly, there are often queues and it can rarely speed, making speed humps unnecessary, I don't know where these speed of 50mph were recorded.</p> <p>(2) Speed humps on a road which slopes as Main Road does on either side of the bridge between Raphael and Lodge Farm Parks, make it dangerous, because one has to slow down going uphill.</p> <p>(3) Emergency vehicles lose time slowing down over humps, also the jolting can be detrimental to patients (and indeed to passengers in any vehicles). Ambulances and police cars regularly use Main Road.</p> <p>(4) Slowing down traffic on a Main Road inevitably causes vehicles to divert down side roads, leading to 'rat runs'. Indeed, I would suggest it is these roads, such as Glenwood Drive, Erroll Road and Castellan Avenue, which need speed humps rather than main roads.</p> <p>(5) Statistics rarely tell the full story; surely preventative measures, such as those outlined in point 4 would be better.</p>	<p>(1)Traffic surveys were carried out on two locations along Main Road for a week which showed the vehicles were travelling up to 50mph.</p> <p>(2) In the vicinity of these two parks, only one sets of speed cushions are proposed west of Kingston Road which would not cause significant problems.</p> <p>(3)Emergency service vehicles can pass over the speed cushions without any discomfort as their vehicles wheel bases are wider than the width of the speed cushions.</p> <p>(4) Although the proposals may cause little rat-runs on the side roads, it is considered that the level of rat-runs would be minimum.</p>

		(5) The most accidents mainly occur on the main roads, not on the side roads. The funding from the TfL for accident reduction programmes need to be used where the most accidents occurred. We are unable to propose traffic calming measures on side roads. For this purpose, the Council need to find other source of funding.
QR007/7 (HAC Member)	I understand what you are trying to do but the proposals seem rather draconian and over the top. Something like the cycle lane at the top of Main Road by the traffic lights going west, upon which I have never seen any cycle and often vehicles who are not used to the area have to cut in when they are in the wrong left turn lanes and wish to proceed to Romford could we review it?	Staff considered that the propose traffic calming measures would minimise accidents along Main Road as 80 PIAs occurred along this road. With reference to cyclists, site observation showed that there are number of cyclists use Main Road to access Romford Town Centre.
QR004/8 (Romford MP)	I would like to voice my strong objections to any road humps being installed in Main Road and hope you will record this formally as part of the consultation.	Staff believe that the proposals would improve safety along Main Road.
QR004/9 (Metropolitan Police)	The existing zebra I was not consulted on as it has probably been in place for a long time. I have to ensure that the 85%ile is within the DfT guidance which will be by combining the two figures and addition of your intended measures will further reduce this. Consequently I do not have any concerns regarding your safety scheme.	-
QR003/10 (Main Road – resident 1)	I am writing to register my support for the planned safety improvements.	-

<p>QR004/11 (Main Road - resident 2)</p>	<p>We have constant troubles with the hotel who's delivery vehicles HGVs park on the pavement outside our house with the wheels up on the kerbs, blocking pedestrians usage of the bus stop and the cycle lane. We welcome the speed humps being put down in the area. We would like to say that we wholeheartedly approve of the measures being put in place due to the amount of accidents that occur on Main Road.</p>	<p>-</p>
<p>QR004/12 (Main Road - resident 3)</p>	<p>We are opposed to your proposals for Main Road as it is a trunk road into Romford and it would cause more congestion and we feel it should be rejected on the following grounds. (1) They are bad for the environment as traffic will be accelerating after each speed cushion which pollutes the atmosphere more and is detrimental to the health of residents. (2) Large vehicles going over the cushion will cause more vibrations to our properties. We get this now when pot holes or road repairs are not carried out. (3) It will cause more problems for the emergency services when trying to negotiate with other traffic, and the emergency vehicles are the main offenders for the speeding and rightly so. (4) How many of the 80 accident were completely due to speed I would suggest most caused by other problems. (5) There is no return on this expenditure would it be more practical to have speed cameras and get a return on the investment.</p>	<p>(1) With reference to pollution, no studies showed that `speed humps cause a significant level increase in CO2 emissions pollution. (2) Large vehicles can pass over the speed cushions without any discomfort as their vehicles' wheel bases are wider than the width of the speed cushions. (3) See comments above. (4)Seven PICs are speed related. (5) The Council has no control over the installation of speed cameras.</p>
<p>QR004/13 (Main Road - Resident 4)</p>	<p>- I grant there are individuals who do ignore the speed limit, these are mostly motor cycles but the majority of speeding vehicles are emergency services namely Police, Ambulances and Para Medics who account for the 'regularly' speeds of 50mph or more. - What consideration has been given to the increased pollution caused by vehicles slowing down for the speed bumps and then accelerating afterwards. Vehicles would presumably be using lower gears to travel Main Road, again increasing pollution.</p>	<p>- With reference to pollution, no studies showed that `speed humps cause a significant level increase in CO2 emissions pollution. - From the experience, it is considered that speed cushions would not cause significant problems in terms of noise and vibration as large vehicles</p>

	<p>- What consideration has been given to the increased noise levels and vibration that will be caused by the use of speed bumps.</p> <p>- Speed camera or a reduced speed limit to say 25mph might be alternatives.</p>	<p>including buses can straddle the speed cushions.</p> <p>- The Council is not responsible for the installation of speed cameras</p>
<p>QR004/14 (Main Road – Resident 5)</p>	<p>I fully agree with, could you at the same time reduce the speed limit in Crossways and surrounding roads to 20mph. Living at the Main Road end of Crossways, it is extremely dangerous at busy times of the day because of drivers using Balgores Crescent and Crossways to avoid the traffic light at Balgores and Main Road. I would like to see traffic calming in Crossways as those drivers avoiding the lights are always in a hurry. I have noticed in Upminster, they have reduced speeds and think this area should do the same.</p>	<p>Crossways and Balgores Crescent area for traffic calming could be considered at a later date if necessary and when funding being available..</p>
<p>QR004/15 (Main Road – Resident 6)</p>	<p>I believe that the scheme should be designed to take the following into account.</p> <p>(1)The proposed scheme has the last cushion adjacent to 280 Main Road. From personal experience there is an increased risk of road traffic accidents adjacent to 304 Main Road. It is essential that this area is included in the scheme with a speed table to slow the traffic and improve the safety of pedestrians.</p> <p>(2)In Havering the only urban east to west main route not to have traffic calming measures is Main Road. All the others have speed tables to the full width of the road. This means that all traffic has to slow down to negotiate them. This method of traffic calming has been used because it is more effective than using road cushions and to ensure a uniform approach across the borough, Speed tables should be adopted throughout this scheme.</p> <p>(3) By using road cushions in Main Road, which has a high proportion of speeding HGVs, motor bikes and cars, they will be less effective in slowing large vehicles, as they will straddle them and motor cyclists will be tempted to weave around them reducing their effect. Car drivers will also</p>	<p>Due to limited funding, further measures could be considered at a later date if necessary and when funding being available.</p> <p>See the comments above.</p> <p>It is considered that the proposed speed cushions would not cause significant problems in terms of safety. Due to limited funding, the speed</p>

	<p>be tempted to drive around them into the oncoming traffic. The avoidance of the speed cushions by drivers of all types of road vehicles will increase the risk of accidents and deadly head on.</p> <p>(4) If budget constraints do not allow for road tables throughout the scheme then the design of the two sites which have road cushions and no pedestrian refuge should be reconsidered. If pedestrian refuges are provided between the east and west bound carriageways it will help to discourage drivers of large vehicles and cars from driving round the speed cushions. The two proposed sites are outside the Magistrates Court west of Junction Road and outside the Gidea Park Hotel and number 208 Main Road</p>	<p>cushions are proposed as opposed to speed tables.</p> <p>Due to level of objections and limited funding, staff would recommend few sites for implementation.</p>
<p>QR004/16 (Main Road – Resident 7)</p>	<p>I welcome the proposals but think they will not solve the problem for the following reasons:</p> <p>(1) Cushions will not reduce the overall speed much. Many of the car drivers and motor cyclists are commuters and will be aware of the cushions and merely straddle or avoid them hardly reducing speed</p> <p>(2) Cushions are not effective against vans and HGV's with wide wheelbases who are common speed offenders</p> <p>(3) There is no proposal for cushions to be installed near the location of the pedestrian refuge immediately to the north of Castellan Avenue</p> <p>(4) Cushions are not the deterrent to speeding that the Council is looking for. Only a raised surface the full width of the carriageway will help solve the problem</p>	<p>Due to limited funding, cushions are proposed as opposed to speed tables. Although speed cushions are not effective than speed tables, the Council believe that speed cushions would reduce vehicle speeds to some extent and reduce accidents along Main Road.</p>
<p>QR004/17 (Main Road – Resident 8)</p>	<p>The proposal looks interesting, any measures to reduce the speed of the 'boy racers' would be appreciated by all using or living on or off of Main Road</p>	<p>-</p>
<p>QR004/18 (Main Road – Resident 9)</p>	<p>I am in favour of traffic calming and the proposals should be greatly beneficial. However I am concerned the programme omits any reference to aggressive cycling on footways. In recent years, this has become a major physical and emotional hazard for pedestrians in Romford, allegedly as part of an informal safe cycling initiative. It may be safer for</p>	<p>-</p>

	cyclists; it's certainly not safe for pedestrians	
QR004/19 (Main Road – Resident 9)	The premises annotated as Gidea Park Hotel is actually Harvester	Plan will be amended.
QR004/20 (Main Road – Resident 10)	Is it possible that the speed cushions outside property Nos:69/156 in Main Road could be upgraded to pedestrian refuges with speed cushions or even better a full blown zebra crossing?	Further measures could be considered at a later date if necessary and when funding being available.
QR004/21 (Main Road – Resident 11)	<p>I object to the proposed scheme for the following reasons.</p> <p>(1) The major traffic problem is congestion, not speed.</p> <p>(2) Cyclists regularly use the pavement to travel with little or no regard for pedestrians or residents.</p> <p>(3) The main offenders of speeding are motor cyclists and emergency services. We regularly hear the noise from speeding motor cycles and the sirens of the Police and Ambulances.</p> <p>(4) Pollution is already very high in Main Road and the proposed scheme would worsen the situation.</p> <p>(5) Police cars on emergency calls will be disadvantaged by slow speed or damaged by the cushions.</p> <p>(6) Chelsea tractors will treat the cushions with impunity, however smaller older cars will suffer damage and the drivers will suffer discomfort.</p> <p>(7) If the plan is to stop speeding, the fairest system is to have speed cameras.</p> <p>(8) Cushions penalise the good guys who are obeying the speed limit but still have to slow to avoid damage to the vehicles or themselves.</p> <p>(9) I realise the TfL have too much taxpayers money and dangle this in front of local councils to implement schemes targeted at horrible motorists and slewed towards 'angelic cyclists.</p>	It is considered that the proposed traffic calming measures would reduce vehicles speeds and accidents. It would not cause significant problems for motorists and pedestrians. With reference to pollution, no studies showed that 'speed humps cause a significant level increase in CO2 emissions.
QR004/22 (Main Road – Resident 12)	I agree with the intent but hate the speed humps. All I observe when I use them daily in London road are cars, braking hard and then accelerating hard between humps. You ignored the car parking by police across all the pavements and	It is considered that the proposed traffic calming measures would reduce vehicles speeds and accidents. It would not cause

	entrance to station and garage. This causes visual blocks the slopes for wheelchair, pram walking aid and electric cars. Personally I think the plans are not worth our money.	significant problems for motorists and pedestrians.
QR004/23 (Main Road resident 13)	I strongly object to this suggestion and the idea of humps down a Main Road. I believe speed cushions will only generate unacceptable noise levels to residents as lorries and vans bang over the raised surface. Emergency vehicles constantly travel at high speeds and should there be an obstruction, they may consider taking a different line to avoid the humps endangering oncoming vehicles and pedestrians. Any vehicles approaching speed cushions in the road have a tendency to brake and then accelerate as they pass over them, this however can only generate more unnecessary pollution. Putting humps on the main bus route will mean passengers will have to tolerate the discomfort. Speed cameras would be a more viable option impose no Impact on the environment or residents.	It is considered that speed cushions would not cause significant noise problems as large vehicles including emergency services and buses can straddle over the speed cushions without any discomfort as their vehicles' wheel bases are wider than the width of the speed cushions.
QR004/24 (Havering resident 1)	I have few concerns around the proposals. Cars will use quiet residential roads. There are actually not enough zebra crossings on the lower end of Main Road and I feel this is the perfect opportunity to place one opposite the Tesco garage. I would also like to say why is Pettits Lane not being looked at that is the most dangerous road with I think one crossing point and cars easily go down at 60-70mph.	It is considered that the proposed measures would not cause problems in terms of rat-runs. Further measures could be considered at a later date if necessary. Other area could be considered when funding being available.
QR004/25 (Brook Road resident)	I do not agree with the proposal for traffic calming in Main Road. If you have driven down London Road you will know what I mean. It shakes you up and your car, not a nice experience if you want to stop people going too fast, try going down Brook Road, Gidea Park, they drive like maniacs. You can't drive too fast down main road, because of the volume of traffic, better solution is traffic lights at Pettits Lane turning right into Main Road is a nightmare.	It is considered that the proposed measures would not cause significant problems. Further measures could be considered at a later date if necessary and funding being available.

<p>QR004/26 (Erroll Road- Resident 1)</p>	<p>We wish to submit our objections to this scheme. We think this scheme will increase the amount of traffic using Kingston Road, Gilbert Road and the road we live in as motorists take evasive action from the speed cushions.</p>	<p>It is considered that the proposed measures would not cause significant problems on the side roads.</p>
<p>QR004/27 (Erroll Road- Resident 2)</p>	<p>I would like to advise you of my strong objection. These speed cushions will cause more cars to use the residential streets, Kingston Road, Erroll and Gibert Roads as rat runs. We are already seeing more and more vehicles speeding down these roads when Main Road is jammed. I do agree that more consideration is needed to assist pedestrians crossing the road. Perhaps another crossing near the Tesco Garage and also between Pettits Lane and the existing Pelican crossing at Raphael Park</p>	<p>It is considered that the proposed measures would not cause significant problems on the side roads. Further measures could be considered at a later date if necessary and when funding being available.</p>
<p>QR004/28 (Erroll Road- Resident 3)</p>	<p>We strongly object to your proposal because this will cause great misery to the residents of Erroll Road, Gilbert Road and Kingston Road as most of the motorists will be using these roads and avoid Main Road due to humps. We request you not to proceed with proposal and instead install speed cameras on Main Road</p>	<p>It is considered that the proposed measures would not cause significant problems on the side roads. The Council is not responsible for the installation of speed cameras.</p>
<p>QR004/29 (Erroll Road- Resident 4)</p>	<p>It has been brought to my attention that the Council are considering to install speed cushions along Main Road, Surely the number of speed cushions being proposed is an absolute farce for the local residents. The discomfort of using the number of cushions proposed could cause much wear and tear on owners of vehicles. A more sensible solution would be to install a number of pedestrian crossings along the length of Main Road or install speed cameras along the route. The speed cameras would also create revenue for other things, i.e potholes.</p>	<p>It is considered that the proposed measures would not cause significant problems on the side roads. The Council is not responsible for the installation of speed cameras. Further pedestrian crossing measures could be considered at a later date if necessary and when funding being available.</p>
<p>QR004/30 (Gidea Close - Resident)</p>	<p>We would like to make the following points regarding the proposals. (1) Most of the time in Main Road the ability to travel at more than 20mph is just a dream – the proposal would only be effective in the early morning and in the evening/night.</p>	<p>It is considered that the proposed measures would not cause significant problems. It would reduce vehicle speeds and accidents. If</p>

	<p>(2) The number of cushions seems very excessive. We would have thought 4 plus the 2 zebra crossings would be more than adequate.</p> <p>(3) Putting that number of cushions down Main Road will encourage more westbound traffic to use the A12 and Heath Drive and Pettits Lane, exacerbating what is already becoming a problem with increasing traffic using Heath Drive.</p> <p>(4) It is becoming more apparent that humps/cushions are a source of damage to car suspension and it will probably not be long before there are cases of councils being sued for damages.+</p>	<p>drivers drive at appropriate speeds, the cushions would not cause damage to the vehicles.</p>
<p>QR004/31 (Kingston Road - Resident)</p>	<p>I have just been informed of the proposed suggestion to place cushions on Main Road. First of all, we have not been notified of the proposed plan although this could impact on us when the traffic try to avoid the cushions and turn off Kingston Road. Secondly, when we suggested a few years ago about having a road hump just before the bend in Kingston Road we were informed that Havering do not intend to install any more road humps.</p>	<p>The Council normally consults the residents in the immediate vicinity of any proposals.</p>
<p>QR004/32 (Gilbert Road - Resident)</p>	<p>Whilst I accept that something needs to be done to slow the traffic down, as I have seen many near misses on this road, I do not think the solution being suggested is the one. The idea of ambulances having to bounce over speed humps with patients on board is unacceptable, The police station is also cited on the stretch of the road in question, again, the added issues of the police service seems to be an additional pressure on this already stretched service. My experience of speed humps is that drivers who want to go fast, simply slow down for the cushion and then race away. This does not slow the traffic down really. I would urge that consideration is given to average speed cameras which work very well in other locations.</p>	<p>Emergency service vehicles can pass over the speed cushions without any discomfort as their vehicles' wheel bases are wider than the width of the speed cushions It is considered that the proposed traffic calming measures would reduce vehicles speeds and accidents. The Council is not responsible for the installation of speed cameras.</p>
<p>QR004/33 (Sydenham Close - Resident)</p>	<p>Myself and my wife wish to object to the above proposed scheme.</p> <p>(1) Over 5 years, only 1 fatality and 3 serious injuries suggest less than one serious accidents per year. The law of</p>	<p>It is considered that the proposed traffic calming measures would reduce vehicles speeds and accidents.</p>

	<p>averages is still likely to occur even after the new measures.</p> <p>(2) Putting in about 10 sets of humps and 2 humped crossings in such a small area is totally over the top.</p> <p>(3) Myself and my wife as well as many thousands of people who suffer from back and joint pain will only be made to suffer more damage to our joints every time we travel along main road.</p> <p>(4) Emergency vehicles will be delayed and patients in ambulances will suffer more discomfort and injuries.</p> <p>We would suggest if necessary erecting 2 speed cameras in strategic positions along that stretch of road would solve the issue with less disruption. Alternatively leave things as they are and save the money.</p>	<p>Emergency service vehicles can pass over the speed cushions without any discomfort as their vehicles' wheel bases are wider than the width of the speed cushions. The Council is not responsible for the installation of speed cameras.</p>
<p>QR004/34 (Havering Resident 2)</p>	<p>- This is a Main Road not some side road or rat run and it should remain a Major Road. Accidents will happen and they are exactly that 'accidents'. This is a Major Road already restricted with cycle lanes which if you study daily have very little use. Keep in mind the Police and Emergency Ambulance/Fire Engines are regularly speeding on a daily answering emergency calls. The flashing speed sign past Links Avenue works well and slows down traffic and perhaps Employing these with a 15/20 minute speed with camera may be a better idea to slow down traffic.</p>	<p>It is considered that the proposed traffic calming measures would reduce vehicles speeds and accidents. Emergency service vehicles can pass over the speed cushions without any discomfort as their vehicles' wheel bases are wider than the width of the speed cushions. The existing 30mph vehicle activated sign alone would not reduce accidents along Main Road</p>
<p>QR004/35 (Erroll Road Resident 5)</p>	<p>- I wish to voice my objection to the proposed improvements. Whilst it is commendable that you are wanting to reduce speeding on Main Road. The proposed measures will only put the problem elsewhere and I think that introducing traffic calming measures in Main Road alone would be short sighted approach from the Council which would move the problems of Main Road onto the side roads. May I add that one improvement on Main Road would be a mini roundabout at the top of Erroll Road</p>	<p>It is considered that the proposed measures would not cause significant problems on the side roads. Mini roundabout proposal could be considered at a later date if necessary and when funding being available.</p>

	as it is extremely difficult to turn right from Main Road into Erroll Road, particularly if there is already a vehicle wanting to turn right from Main Road into Pettits Lane. It is also extremely difficult to go from Erroll Road directly onto Pettits Lane for the same reasons.	
QR004/36 (Havering Resident 3)	- I am concerned about the impact of traffic movements through the adjoining roads as a result of the changes. I have long be concerned about the use of Heath Drive and Parkway as cut though. I would ask the Committee to review the use of these 'side roads' after the changes to Main road have been made.	It is considered that the proposed measures would not cause significant problems on the side roads. Traffic calming measures for side roads could be considered at a later date if necessary and when funding being available
QR004/37 (Havering Resident 4)	- We wish to object to the traffic calming proposals put forward for Main Road for the following reasons. (1) The simplest and the cheapest way to decrease driver speed in Main Road is to install speed cameras in line with the 30mph speed limit. (2) Placing additional pedestrian refuges at intervals along the road will help to calm traffic, reduce speeding, inappropriate overtaking and assist pedestrians. An additional crossing between Upper Brentwood Road and Balgores would also be of benefit. (3) On such a major through route traffic humps will only be a nuisance to drivers and passengers. In particular they will be very uncomfortable for bus passengers. (4) There will be even more drivers using Erroll, Gilbert and Kingston Roads as cut through to avoid the bumps. These road already suffer with drivers going too fast. Each of these roads should be changed to a 20mph zone. (5) I note the increased number of accidents at night and suggest that you increase the level of lighting along Main Road. (6) Installing such a high number of traffic humps and raised crossing areas will be costly.	The Council is not responsible for the installation of speed cameras These measures would not reduce vehicle speeds and accidents but they will assist pedestrians. Buses can pass over the speed cushions without any discomfort as buses' wheel bases are wider than the width of the speed cushions. It is considered that the proposed measures would not cause significant problems on the side roads. Street lighting and further improvements could be considered at a later date when funding being available.

<p>QR004/38 (Chair of Romford Civic Society)</p>	<p>The society objects to this scheme on the following grounds. (1) It will increase air pollution in the area. (2) It will result in an increase in traffic diverting onto side roads, especially Kingston, Erroll and Gilbert Roads (3) There is no analysis of alternative options or of the efficacy of the proposed scheme as a means of achieving its stated goals (4) The scheme is not related to a transportation and traffic strategy for central Romford</p>	<p>With reference to pollution, no studies showed that `speed cushions cause a significant level increase in CO2 emissions pollution. It is considered that the proposed measures would not cause significant problems on the side roads. The proposed traffic calming measures would be the best option in reducing vehicles speeds and accidents.</p>
<p>QR004/39 (Havering Resident 5)</p>	<p>- Yet another poor proposal by these agencies. Most of the time the average speed in this road is 15/20mph. These cushions may slow traffic, but would create even more pollution, Damage vehicles, create serious rat runs in neighbouring streets. You should consider speed cameras which would not only catch the speedsters but create revenue for the Council and consider extra pedestrian zebra type crossing.</p>	<p>With reference to pollution, no studies showed that `speed cushions cause a significant level increase in CO2 emissions pollution. It is considered that the proposed measures would not cause significant problems on the side roads. The Council is not responsible for the installation of speed cameras Further measures could be considered at a later date if necessary and when funding being available.</p>
<p>QR004/40 (Havering Resident 6)</p>	<p>- I am writing to oppose the proposed plans for installation of speed cushions in Main Road. It will increase air pollution and encourage traffic to take short cuts along the side roads, such as Erroll Road, Gilbert Road and Kingston Road. The amount of traffic in these roads has already increased over the last few years</p>	<p>With reference to pollution, no studies showed that `speed cushions cause a significant level increase in CO2 emissions pollution. It is considered that</p>

	<p>and this proposal will only make it worse. I am not opposed to slowing down or even reducing road traffic but feel the proposed plans may not be in the best interest of the local residents.</p> <p>As an alternative, the following options could be considered.</p> <ul style="list-style-type: none"> - Installation of a number of pelican crossings - Installation of speed cameras. 	<p>the proposed measures would not cause significant problems on the side roads.</p> <p>The Council is not responsible for the installation of speed cameras</p> <p>Further measures could be considered at a later date if necessary and when funding being available.</p>
<p>QR004/41 (Mashiters Walk resident)</p>	<p>Thank you for opportunity to respond to this consultation.</p> <ul style="list-style-type: none"> - This consultation paper fails to demonstrate whether this particular piece of highway in Havering is the highest priority in terms of investment of this nature, nor whether this particular type of solution is the most effective at achieving the desired objectives. - There is no analysis to show the side effect of such a scheme in terms of the increase in pollution nor the impact on surrounding streets. - No evidence has been offered to demonstrate the efficacy and environmental impact of similar schemes - There is no evidence of a strategic approach to the future development of the road network within central Romford. - There is no evidence offered that would demonstrate this is good use the public purse. - Further work should be required by Members before considering any detailed proposal such as this. <p>No consideration is given to any other traffic calming measures.</p> <ul style="list-style-type: none"> - Use of width restrictions and alternate flow measures - Use of average speed detection system - Use of speed sensitive traffic lights - Use of speed lights that encourage a lower traffic speed between traffic lights. 	<p>Not suitable for Main Road</p> <p>The council is not responsible for speed cameras. Speed sensitive light are not allowed. Speed lights</p>

		are not effective in reducing vehicle speeds.
QR004/42 (Gidea Park Primary School)	<p>Whilst I welcome any attempt to reduce the dangers to children and other road users, as a primary school that is situated on Main Road I am extremely concerned about the current levels of air pollution and the resulting increase in the levels due to the slower moving traffic should this scheme go ahead. The dangers of high air pollution are widely known and the potential for increased harm to the health of our children is significant. The Local Authority is currently monitoring the high levels of air pollution outside our school and we regularly receive air quality alerts from the GLA.</p> <p>The timing of any work that is due to be carried would also be a significant concern to the school as there is already ongoing roadworks on the A127 and this would impact on both pupils and staff arriving late for school.</p>	See Appendix 2 for detail comments regarding the pollution.
QR004/43 (Gidea Park and District Civic Society)	<p>It seems to us that many tables and cushions are wholly inappropriate on this road, where during the day the heavy traffic numbers make it largely impossible to travel at speed. As a safety measures for pedestrians, many of whom might be quite elderly, it might perhaps be helpful to have speed reducing tables on the existing zebra crossings. Otherwise we consider that much of the money would be better spent on other speed reducing measures; for example, in contributing to the funding of speed cameras which are by far the most effective way of getting motorists to drive more slowly.</p> <p>Presumably, the Ambulance Service has been consulted and also the Police and the London Fire Brigade, as they perhaps the most frequent users of this stretch of road. We suggest that the Ambulance Services would find the proposed measures a hindrance whenever they have a patient needing urgent hospital attention and/ or require a 'gentle' ride without encountering a concentrated series of road humps.</p>	Due to the level of objection, the humped zebra crossings and pedestrian refuge are recommended.

APPENDIX 2

SUMMARY OF CASUALTY TARGETS, CASUALTY REDUCTION, TRAFFIC CALMING TECHNIQUES AND THEIR EFFECT

1. PERCENTAGE OF CASUALTY REDUCTION

The following table shows the percentage of casualty reduction achieved on the implementation of Accident Reduction Programme schemes in recent years using vertical deflections such as humped crossings, speed tables and speed cushions.

SCHEME	IMPLEMENTATION DATE	PERCENTAGE CASUALTY REDUCTION
Mawney Road and White Hart Lane Between A12 and Collier Row Road	March 2012	77%
Hornchurch Town Centre (20mph zone)	June 2012	45%
Collier Row Lane Between Goring Road and Playfield Avenue	March 2014	60%
Crow Lane Whole length	March 2015	40%
Dagnam Park Drive Between Gooshays Drive and Chudleigh Road (20mph zone)	January 2016	100%
Rainham Road Between Ford Lane and Wood Lane	December 2016	50%

Please note that vertical deflections such as humped crossings, speed tables, speed cushions were used in all the above schemes to reduce accidents. The casualties are compared before and after implementation of the schemes.

2. TFL 2020 CASUALTY TARGETS

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 **Havering** Accident Reduction Programme, funded by Transport for London will help to meet these targets.

3. LONDON MAJOR'S VISION ZERO STRATEGY

The Major's Vision Zero Strategy aims to eliminate deaths and serious injuries on London's road and street network including **Havering** roads in the light of previous incidents. The Major's aim is for no-one to be killed in or by a London Bus by 2030 and for all deaths and serious injuries from road collisions to be eliminated from London's road and street by 2041. The main targets are as follows:

- (a) 65% reduction in KSIs by 2022 against 2005-2009 baseline average
- (b) 70% reduction in KSIs by buses by 2022 against 2005-2009 baseline average
- (b) 70% reduction in KSIs by 2030 against 2010-2014 baseline average
- (d) 0 KSIs by 2041
- (e) 0 KSIs by buses by 2030

4. TRAFFIC CALMING TECHNIQUES IN UK AND THEIR EFFECT ON SPEED REDUCTION AND ACCIDENT REDUCTION

(a) TRAFFIC CALMING TECHNIQUES

The following 'Traffic calming techniques' are widely used in UK.

- (1) Vertical deflections include Road hump, speed table, speed cushions, rumble strips
- (2) Horizontal deflection include Chicanes
- (3) Road Narrowing
- (4) Central islands
- (5) Traffic calming at junctions includes changes in alignment, roundabout and mini roundabouts.
- (6) Gateway measures include different surface materials, traffic islands, 20/30mph road signs
- (7) Speed cameras and speed limit changes
- (8) Traffic management measures include road closures and one way streets

All the above traffic calming measures are not suitable for all the roads in **Havering**. The selected traffic calming measures are generally used depending on the road character and nature of achievement such as speed reduction and accident reduction.

(b) SPEED REDUCTION

Vertical deflections such as road humps, speed tables and speed cushions in the carriageway have a **greater impact on vehicle speeds** than any other measures. In order to achieve greater vehicle speeds reduction, the vertical deflections need to be placed close apart which may require greater funding.

(c) ACCIDENT REDUCTION

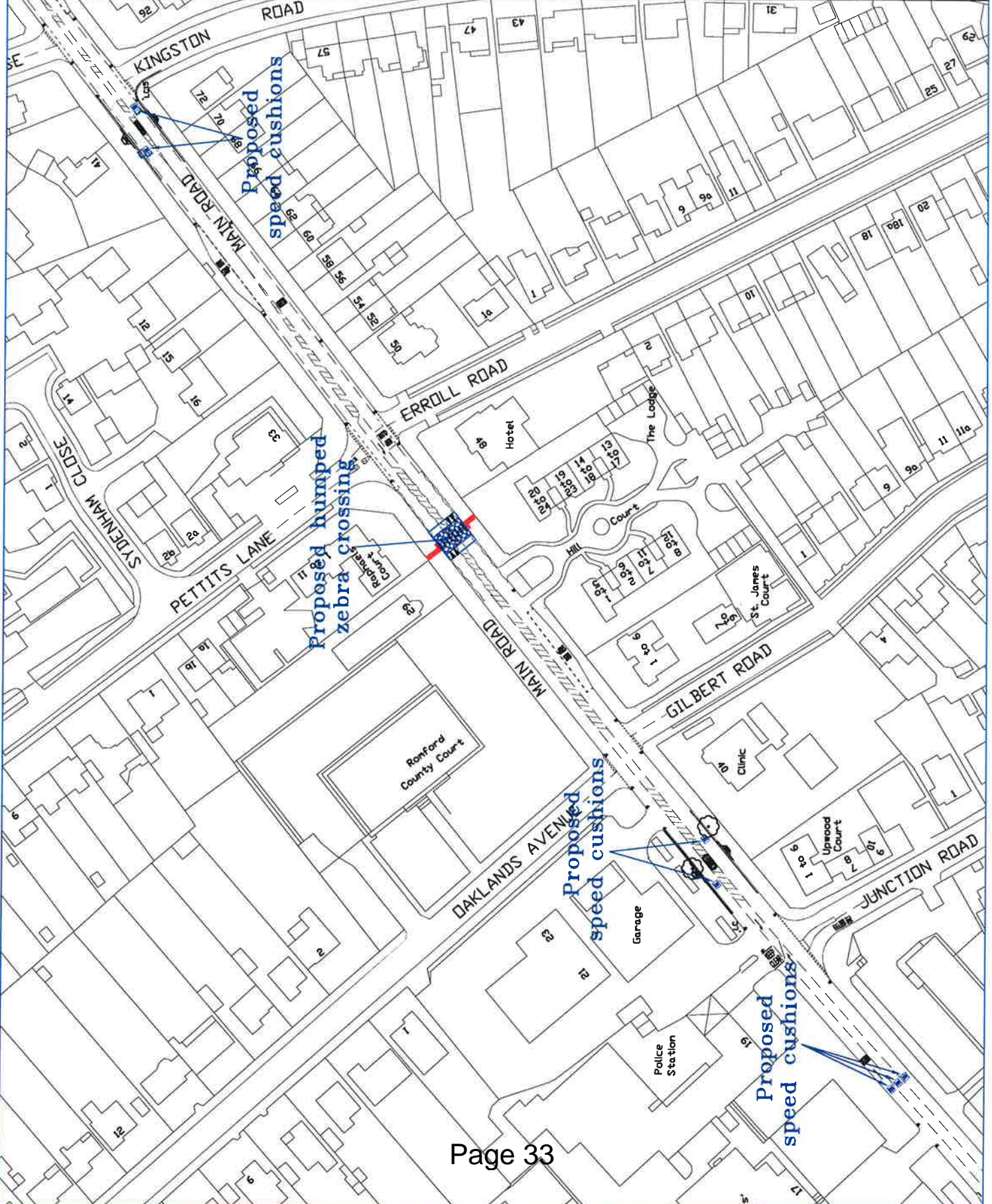
The impact of traffic calming schemes on accident levels is generally related to both the speed reducing effect of the scheme and any reduction in traffic levels as a consequence of it. Slower vehicle speeds in 20mph speed limit roads compared with 30mph or over speed limit roads, not only reduce the occurrence of the accidents, but also have a significant effect on their severity such as from fatal and serious injuries to slight injuries.

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NOTES

REVISION	INCREMENT	DATE
Havering LONDON BOROUGH		
JOB TITLE MAIN ROAD		
ACCIDENT REDUCTION PROGRAMME		
DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS		
DRAWN BY VS	CHECKED BY VS	APPROVED BY MP
SCALE (AT A3) NTS	DATE JUNE 18	DRAFT ISSUE
ACAD REF:-	DRAWING No CR004/1	REVISION
	Sheet Size: A3 (297x420)	

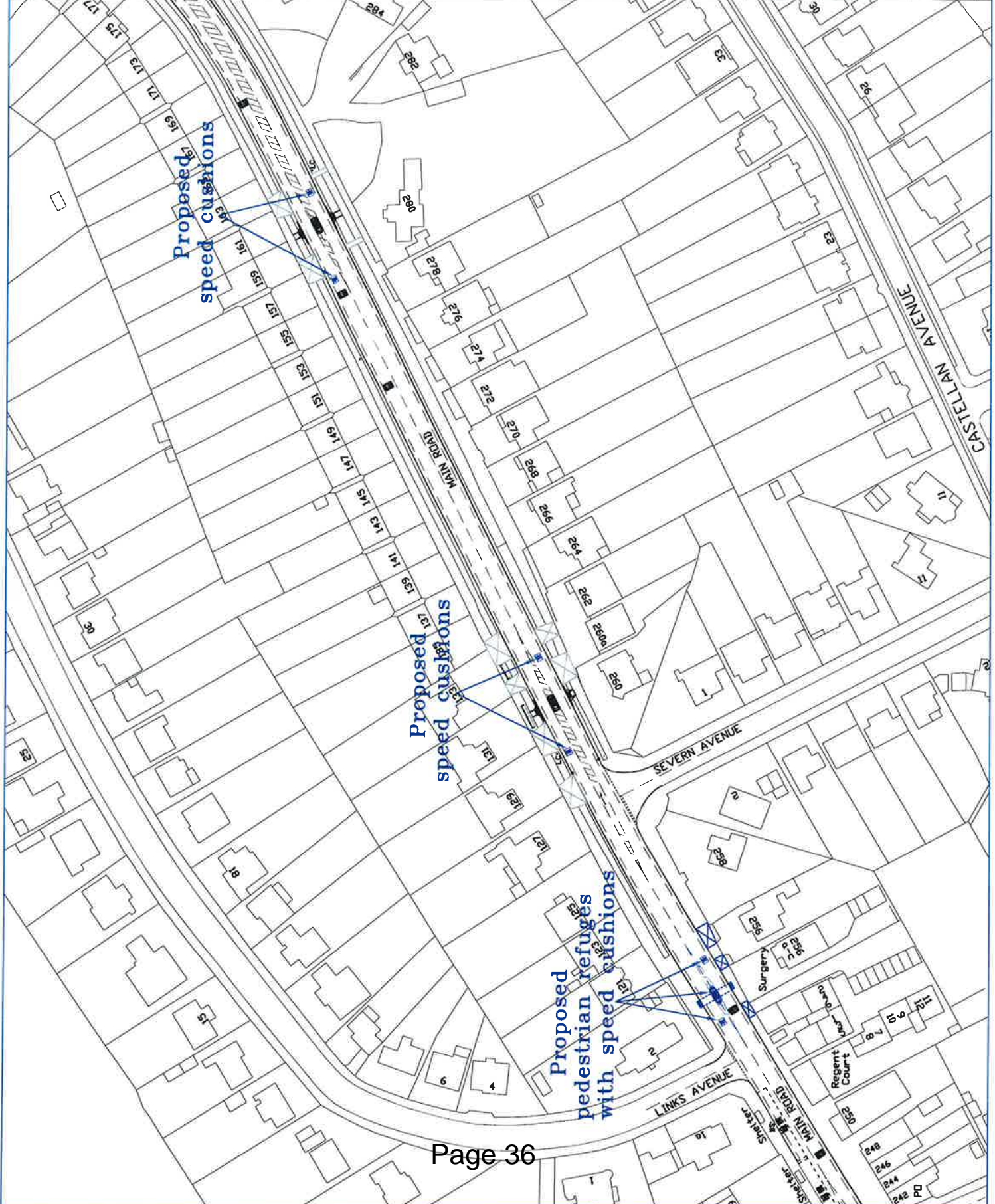


PURPOSE

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NOTES

REVISION	MEASUREMENT	DATE
Havering HAVERING COUNCIL, LONDON, ENGLAND		
JOB TITLE MAIN ROAD ACCIDENT REDUCTION PROGRAMME		
DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS		
DRAWN BY VS	CHECKED BY VS	APPROVED BY MP
SCALE (AT A3) NTS	DATE JUNE 18	DRAFT ISSUE
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HIGHWAYS ADVISORY COMMITTEE
23 October 2018

Subject Heading:

Ardleigh Green Junior and Infant Schools

School Crossing Patrol Site, Squirrels Heath Lane

Outcome of Public Consultation

Dipti Patel

Assistant Director of Environment

SLT Lead:

Report Author and contact details:

Nicola Childs

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Policy context:

Havering Local Development Framework (2008).

Havering Local Implementation Plan

2018/19 Delivery Plan

Financial summary:

The estimated cost of £0.05m for implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocation for Pedestrian Crossing at Junction of Kingsley Gardens and Ashlyn Grove (Ardleigh Green Schools) 2018/19 (A2922)

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

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

[X]
[X]
[]
[X]

SUMMARY

This report sets out the responses to a consultation for the provision of a zebra crossing on Squirrels Heath Lane and seeks a recommendation on whether or not the scheme be implemented.

The scheme is within Squirrels Heath Ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, following consultation with the Leader, that either:
 - (a). the proposals to construct a zebra crossing in Squirrels Heath Lane as shown on Drawing QR017/01.C be implemented as advertised;
 - or
 - (b). the advertised proposals are rejected.
2. That it be noted that the estimated cost of £0.05m will be met by Transport for London through the 2018/19 Local Implementation Plan allocation for Pedestrian Crossing at Junction of Kingsley Gardens and Ashlyn Grove (Ardleigh Green Schools) 2018/19 (A2922).

REPORT DETAIL

1.0 Background

- 1.1 The head teachers of Ardleigh Green Infants and Junior Schools petitioned the Ward Councillors for a zebra crossing facility on Squirrels Heath Lane. Pupils are currently guided across Squirrels Heath Lane by a school crossing patrol ("SCP") who operates on the pedestrian 'desire line'* immediately west of Kingsley Gardens and immediately east of Ashlyn Grove ("the Side Roads"). This proposal was publicly consulted on 11th January 2018 and is shown on Drawing QQ024/AG/01.A in Appendix A.
- 1.2 *The desire line is regarded as the most direct route for the pedestrian.
- 1.3 This junction is very busy during school travel times with the SCP having to cope with vehicle movements ahead on Squirrels Heath Lane as well as left and right turns in and out and across the Side Roads. The SCP not only makes crossing the road safer but it allows pupils to walk to school actively and independently, vital as they progress into secondary school. Crossing Squirrels Heath Lane without the SCP is difficult at peak times. The Council has difficulty recruiting people into vacant SCP posts and if the current officer were to resign, there is every possibility that he would not be replaced.
- 1.4 To ensure the zebra crossing could be located on the desire line, it was considered essential to make the junction less complicated by banning entry into both Kingsley Gardens and Ashlyn Grove. The location was agreed with Ward Councillor and the schools. It would also have the benefit of making the

residential streets quieter by removing through traffic avoiding queues on Ardleigh Green Road and perhaps encourage local people to walk short journeys rather than drive.

- 1.5 Public notices were published and eight hundred and twenty three properties were consulted; 70 responses were received objecting to the proposals compared and 10 were in favour. The majority of objectors cited the inconvenience to residents having a longer drive to reach their property. There was a distinct lack of support from the school community and so following further discussion with Ward Councillors an alternative proposal was developed as they accepted the need for a zebra crossing remained.
- 1.6 Therefore, following discussion with staff and Ward Councillors, it was decided to consult on a revised location for the zebra crossing 38 metres west of the desire line, outside Nos. 124/126 and 145/147 Squirrels Heath Lane. The drawing for this consultation was QR017/01.B. It has since had a minor revision; see paragraph 2.5. The zebra crossing markings fit between the private driveways (No. 126 applied for a vehicle crossover whilst the design was in progress and it has been accommodated within the revised design).
- 1.7 Consultation commenced on 6th July 2018, with sixty nine properties consulted and the placement of public notices.
- 1.8 At the close of consultation eleven responses were received: 8 objections, 3 in favour. Two of the objectors agreed to the zebra but disagreed with the hump. The responses are summarised in the table below. Two of the four properties directly affected objected to the proposals with concerns raised over their continued ability to reverse onto their driveways which would require the reversing vehicle to stop on the zebra zigzags. One respondent runs a child minding business catering for 12 individual families who all currently drop off and collect their children from outside the property. Concerns were also raised on the level of use of the crossing as it would not be on the pedestrian desire line. Questions were also raised over the loss of on-street parking.
- 1.9 The Fire Brigade have no objection to the zebra crossing but object to the flat top hump in Kingsley Gardens as humps impact attendance times.
- 1.10 Staff and Ward Councillor met with residents of two properties directly affected by the revised proposal to help allay their concerns. Discussion took place around the possibility of the zebra proposal being relocated back to Side Roads junction. It was acknowledged that that location better suits the pedestrians and can have the positive effect of reducing rat running but further consultation would be required, engaging the local school and residential communities. The final decision was made after the meeting, by the three ward councillors, to recommend continuing with the current proposal as set out in the recommendation.

Ardleigh Green School. Consultation for Zebra Crossing at Revised Location

Response detail		Views			Comments
	Date	Object	Agree	?	
1	02/07/18 & 30/07/18	x			Is a child minder - concerned where clients will park with zebra and loss of bays. Close to private drives. Wants the January proposal revisited. Wants legal clarification of rules for stopping on zigzags to access driveway. Concerned about speeding on SHL.
2	09/07/18	x			SCP is adequate. Loss of on-street parking. Why is this location appropriate - further from junction and school?
3	09/07/18			?	Squirrels Heath Lane should have 20mph limit. Drivers use footway to avoid traffic queuing for David Lloyd centre
4	01/07/18	x			Pedestrians will not walk out of their way to use zebra, then have to cross Ashlyn Grove. Excessive speed on Squirrels Heath Lane and bend in road obscures visibility. Waste of public money.
5	18/07/18	x	x		Agrees to new zebra location. Objects to flat top hump at Kingsley Gardens. Better to spend money for peds at Ardleigh Green Road/Squirrels Heath Lane/Cecil Ave junctions.
6	19/07/18		x		Desperately need the crossing
7	24/07/18	x			Dangerous to access driveway. Pedestrians will not walk out of their way to use zebra. Crossing patrol reports no problem and drivers cooperate. Low ped flow outside school hours, is cost justified?
8	19/07/18			?	Support need for crossing somewhere in Squirrels Heath Lane. However would not support any particular location, local opinion should take precedence. Safety of children is paramount - hope for agreeable conclusion wherever a safe location is determined.
9	28/07/18	x			Concerned about speed on SHL. Wants legal clarification on stopping on zig-zags. Would like to revisit the proposal at the SCP site. Would like a 20mph zone on Squirrels Heath Lane from David Lloyd to Ardleigh Green Road.
10	10/09/18	x	x		No objection to zebra. Questions the need for the flat top hump in Kingsley Gardens as humps can impact Fire Brigade attendance times.
11	26/09/18	x			Interprets TSRGD that it prevents vehicles reversing on/off property. Vehicles may overtake the vehicle waiting to access driveway; this is an offence. Vehicles leaving their property will obscure pedestrians at the crossing. Police ask for 85% speeds on Squirrels Heath Ln.

2.0 Staff Response to Consultation

- 2.1 Officers are satisfied that the zebra crossing can work safely at the proposed location which is sited between four existing vehicle crossovers. However there are concerns that it is some distance from the pedestrian desire line and it is probable that some pedestrians will continue to cross between the two junctions of Kingsley Gardens and Ashlyn Grove.
- 2.2 Regarding access to driveways, The Traffic Signs Regulations and General Directions 2016, Schedule 14 states that the prohibition of vehicles stopping on zig-zag lines does not apply to a vehicle stopped for the purpose of making a left or right turn (it does not state in which direction). It also states that no vehicle shall pass ahead of the foremost part of another vehicle proceeding in the same direction.
- 2.3 Residents will have to alter how they access/egress their driveways, perhaps waiting on the zigzags while pedestrians cross before making their manoeuvre. However, the 50metres of highway covered by the zig-zag markings will provide good visibility to residents accessing/egressing driveways, possibly better than the current situation where high-sided vehicles can park in footway bays, obscuring visibility.
- 2.4 There will be a loss of 3 footway parking bays plus residents along the 50metres length of the zebra zigzags. Residents will no longer be able to park on the highway outside their properties.
- 2.5 To mitigate the loss of parking for short term visitors including parents dropping pupils at the schools, the 38 metres long resident permit bay on Squirrels Heath Lane east of the David Lloyd centre will be amended to allow 40 minutes of free parking in addition to the permit parking, maximum stay 40 minutes, no return within 40 minutes. This is shown on drawing QR017/01.C and was not part of the consultation. This will provide a Park and Stride facility for the school which is an initiative promoted by Havering's Smarter Travel team where parents who need to drive to school can park safely away from the school gates and walk the last approximately 10 minutes to the gate. The change to this bay will require a separate consultation with the twenty two properties in the permit scheme.
- 2.6 The schools' head teachers acknowledged the need for a zebra crossing but as neither lives in the area they did not comment on either location stating that local opinion should take precedence.
- 2.7 The flat top hump in Kingsley Gardens is not proposed as a traffic calming measure as the existing kerb radii at the junction is so tight that vehicles making the turns cannot do so at speed, even emergency vehicles. It is more to provide comfort to pedestrians, especially those with impaired mobility, by bringing the carriageway to the same level as the footway. The top of the flat

top hump is at least 5m long, different from a round top hump, providing a more comfortable ride for motor vehicles and cyclists alike.

- 2.8 The 85th percentile speed of vehicles on Squirrels Heath Lane was recorded as 31.1 eastbound and 32.1 westbound. This is the speed that 85% of vehicles are travelling at or below. Staffs are satisfied that visibility to the crossing meets the requirements of Manual for Streets 2.

3.0 **Conclusions**

- 3.1 The need for a zebra crossing to serve the pupils of the school is clear. The original location at the side roads junction required banned entry which would inconvenience through traffic and residents accessing their properties. Although it was on the pedestrian desire line.
- 3.2 The current proposal is 38 metres from the desire line and so some pedestrians may chose not to use it. Residents either side of the crossing will have to alter the way they access their driveways, being mindful of other vehicles and pedestrians at and around the crossing.
- 3.3 The committee will need to make a recommendation considering the need to provide a safe pedestrian crossing of Squirrels Heath Lane and that of motor vehicle drivers. In an urban environment, there are many constraints on the highway meaning facilities are sometimes a best fit around the existing conditions.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report seeks a recommendation on whether or not the scheme be implemented.

The estimated cost of £0.05m for implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocation for Pedestrian Crossing at Junction of Kingsley Gardens and Ashlyn Grove (Ardleigh Green Schools) 2018/19 (A2922). 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 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 (as amended) 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 statutory 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 are taken into account prior to a decision being made.

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 arising from the proposals.

Equalities implications and risks:

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

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

BACKGROUND PAPERS

None.

APPENDIX A

SCHEME DRAWINGS

Proposal from January 2018 Consultation: QQ024/AG/01.A

July Consultation: QR017/01.B

Proposal including amendment to Permit Parking bay: QR017/01.C

P Residents permit holders
GP4 Mon - Sat 8 am - 6.30 pm
 or
 40 mins
 No return within 40 mins

Properties included in the GP4 resident permit zone. Amend signplate adding 'or 40mins, no return within 40mins'.

Footway parking bays and other road markings to be removed from extent of zebra crossing.

Belisha beacons fitted with hoods to direct light toward traffic, incorporated into new lamp column.

Proposed vehicle crossing application.

Remove drop kerb.

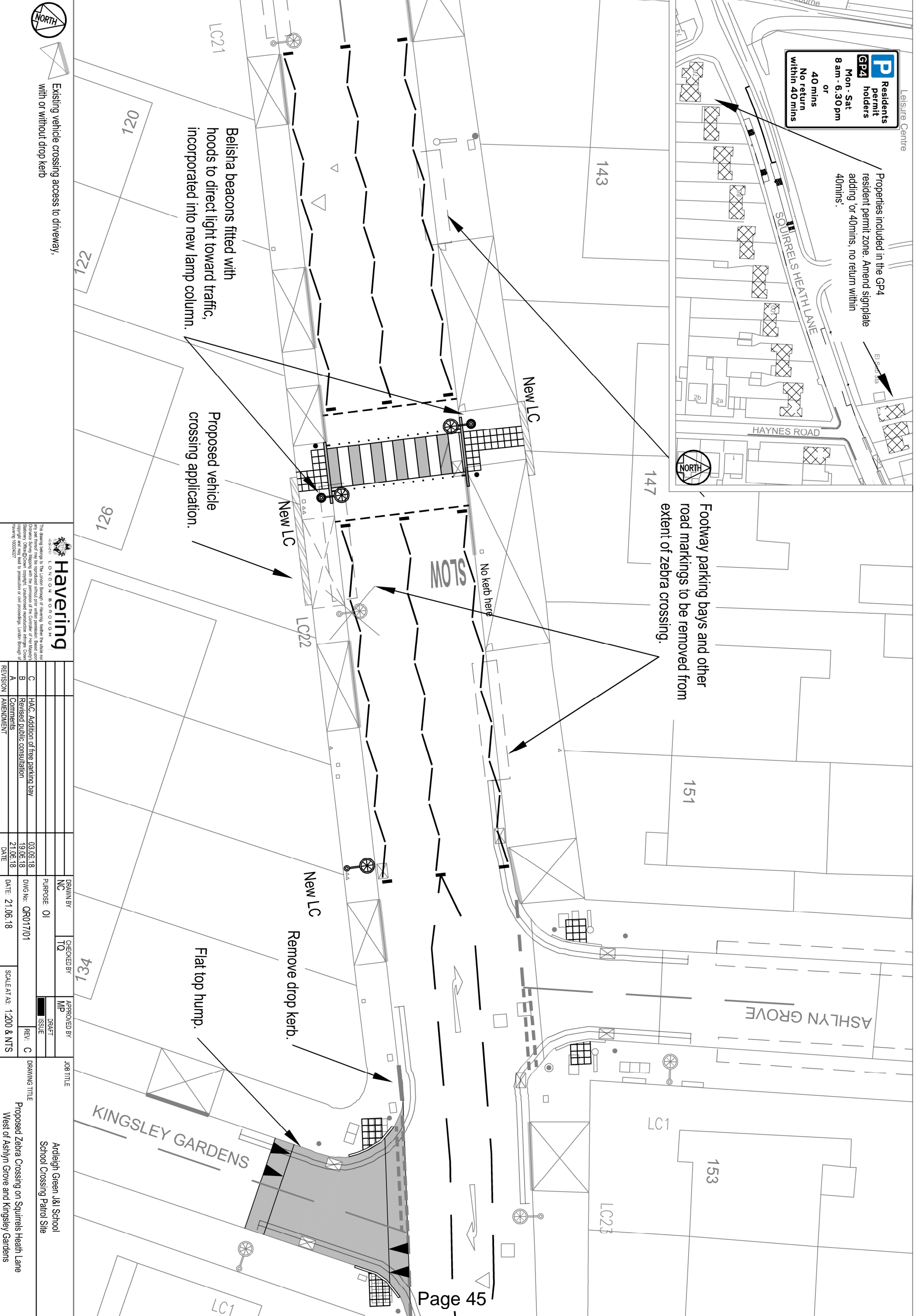
Flat top hump.

No kerb here

SLOW



Existing vehicle crossing access to driveway, with or without drop kerb



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REVISION	AMENDMENT	DATE
A	Comments	21.06.18
B	Revised public consultation	19.06.18
C	HAC Addition of free parking bay	03.09.18

DRAWN BY	NC	CHECKED BY	TQ	APPROVED BY	MP
PURPOSE:	01			DATE:	21.06.18
DWG No:	QR017/01			SCALE AT A3:	1:200 & NTS

JOB TITLE
 Adleigh Green J&I School
 School Crossing Patrol Site

DRAWING TITLE
 Proposed Zebra Crossing on Squirrels Heath Lane
 West of Ashlyn Grove and Kingsley Gardens

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HIGHWAYS ADVISORY COMMITTEE
23 October 2018

Subject Heading:	PROPOSED PEDESTRIAN REFUGES, SQUIRRELS HEATH ROAD & SHEPHERDS HILL Outcome of public consultation
SLT Lead:	Dipti Patel
Report Author and contact details:	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2018/19 Delivery Plan
Financial summary:	The estimated cost of £0.05m for the works will met by Transport for London through the 2018/19 Local Implementation Plan allocation Squirrels Heath Road/ Shepherds Hill pedestrian refuges (A2917).

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 public consultation for the provision of new pedestrian refuges on Squirrels Heath Road and Shepherds Hill and seeks a recommendation on their implementation.

The scheme is within **Harold Wood** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, following consultation with the Leader of the Council, that the proposed pedestrian refuge on Squirrels Heath Road is implemented as shown on Drawing QR017/SHR/FS/GA/100.
2. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, following consultation with the Leader of the Council, that the proposed pedestrian refuge on Shepherds Hill is either;
 - (a) Implemented as shown on Drawing QR017/SH/FS/GA/110, or
 - (b) Rejected.
3. That it be noted that the estimated cost of £0.05m for the works will be met by Transport for London through the 2018/19 Local Implementation Plan allocation Squirrels Heath Road/ Shepherds Hill pedestrian refuges (A2917).

REPORT DETAIL

1.0 Background

- 1.1 A request was made for help with crossing Shepherds Hill and slowing drivers via a 103 signature petition in late 2016. Additionally, a request for help crossing Squirrels Heath Road (near Archibald Road) was made in early 2017. In both cases, the requests were referred to HAC with ward councillor support.

- 1.2 The two requests were combined into a single scheme which was approved for inclusion in the 2018/19 Transport for London Local Implementation Plan delivery programme.
- 1.3 Staff proceeded with a review of the two requests and following the development of draft proposals, a site meeting was held with ward councillors to discuss potential options.
- 1.4 Drawings QR017/SHR/FS/GA/100 and QR017/SH/FS/GA/110 show proposals for Squirrels Heath Road and Shepherds Hill respectively. In both cases, some minor carriageway widening is required within which to fit a refuge of a 1.6m in width.
- 1.5 Ward councillors confirmed that they were content with the proposals and that staff should proceed to a public consultation.
- 1.6 50 letters were hand-delivered to those potentially affected by the scheme (26 to Squirrels Heath Road and 24 to Shepherds Hill) on 31st July 2018, with a closing date of 20th August 2018 for comments.
- 1.15 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

2.0 Outcome of public consultation

- 2.1 By the close of consultation, 6 responses had been received. 1 response was from the Metropolitan Police Traffic Unit and 5 responses came from residents in connection with the Shepherds Hill proposal.
- 2.2 The police indicated that they had no objections to the proposals.
- 2.3 Of the 5 residents responding to the Shepherds Hill proposal, 3 objected to the proposal and 2 supported the proposal.
- 2.4 Those objecting cited the following concerns;
 - The proposals will make it impossible to turn left onto their driveway as they currently have to move right before they turn left now,
 - The scheme will affect the residents' ability to reverse from their driveway onto the road and that near misses were commonplace already,
 - Impact on deliveries to residents,
 - There are visibility issues with the proposals,

- The crossing should either be by the pub or outside the house of who requested it,
- The scheme will only help a minority of people but affect the majority,

2.5 Those supporting the proposal provided the following comments;

- The proposal is a good idea, but another one is also required further up the hill,
- Pleased that residents are getting a crossing for the busy road after many years of asking.

3.0 Staff comments

3.1 The proposed refuge at Squirrels Heath Road is uncontentious and will assist people crossing to/ from a pair of bus stops near Cockabourne Court; and so Staff recommend that this be implemented.

3.2 For the proposal at Shepherds Hill, Staff are content that the layout appropriately deals with visibility of both the refuge and people crossing.

3.3 With regard to the impact on residents' vehicle access, Staff are of the view that with the carriageway widening, reversing would be no worse than is currently the case, notwithstanding advice in the Highway Code that drivers should not reverse onto the highway. However, Staff agree that the speed of drivers and the volume of traffic can make manoeuvring difficult.

3.4 In relation to deliveries, Staff observe that they would have to take place away from the refuge which is the case in any situation where there is a feature within the highway of this nature.

3.5 With the Shepherds Hill refuge, the Committee will need to consider the original request for assistance to cross the road against the views expressed by those who responded to the consultation in making its recommendation.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member:

1. The implementation of the proposed pedestrian refuge on squirrels Heath Road.
2. The implementation or rejection of the Proposed pedestrian refuge on Shepherds Hill.

The original Transport for London allocation was £0.058m initial feasibility, design and consultation costs have reduced the available funding to £0.050m.

The estimated cost of 0.050m for implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocation Squirrels Heath Road/ Shepherds Hill pedestrian refuges (A2917). 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 both refuges 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 budget.

Legal implications and risks:

The Council's power to construct and maintain places of refuge for the protection of pedestrians in the maintained highway is set out in Part V of the Highways Act 1980 ('HA1980')

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 arising from this scheme.

Equalities Implications and Risks:

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

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

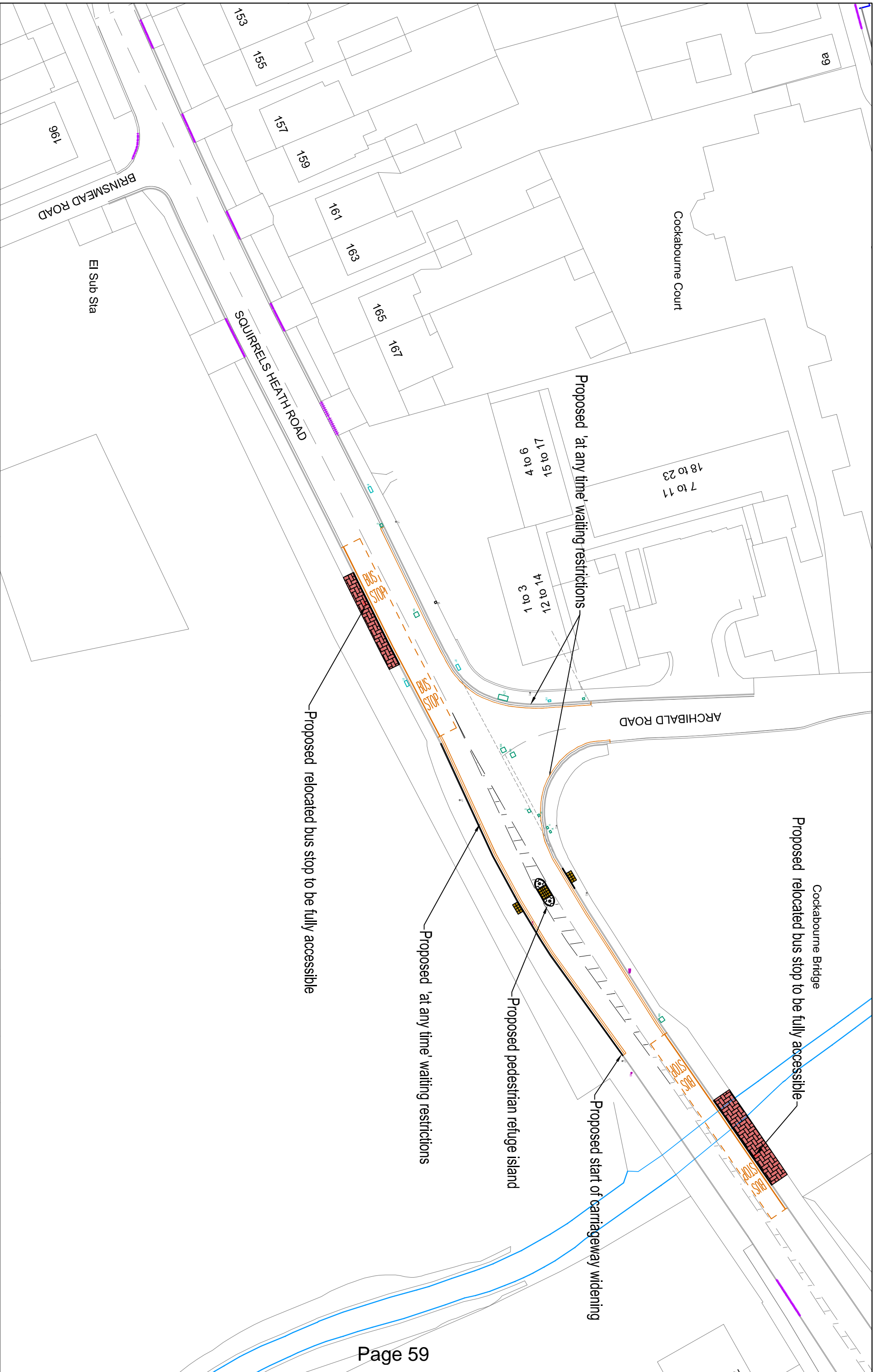
BACKGROUND PAPERS

None.

**APPENDIX
SCHEME DRAWINGS**

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Haverling
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REVISION	AMENDMENT	DATE	DRAWN BY	CHECKED BY	APPROVED BY
			RP	TQ	MLP
			PURPOSE: PROPOSAL		
			DING No: QR017_SHR_FS_GA_100		
			DATE: 30/04/18	SCALE AT A3: 1:500	REV: 0

JOB TITLE	SQUIRRELS HEATH ROAD CROSSING
DRAWING TITLE	GENERAL ARRANGEMENT

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HIGHWAYS ADVISORY COMMITTEE
23 October 2018

Subject Heading:	SCH353 Mawney Road, south of Eastern Avenue, part of the RO2B controlled parking zone – proposals to review existing parking provision
CMT Lead:	Dipti Patel
Report Author and contact details:	John-Paul Micallef 01708 432385 Engineering Officer <u>John-Paul.Micallef@havering.gov.uk</u>
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £0.004m and will be met from the LIP allocation 2018/2019 - A2904.

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

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

This report outlines the responses received to the detailed parking consultations undertaken in the Mawney Road area and recommends a further course of action.

Ward:

Brooklands Ward

RECOMMENDATIONS

- 1) That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, following consultation with the Leader of the Council, that:
 - a. The proposals to introduce a residents parking scheme, operational Monday – Friday, 8.30am – 6.30pm inclusive, in Mawney Road, south of eastern avenue as amended to this report as **Appendix A** to be introduced;
 - b. Members note that additional Double Yellow Lines are to be implemented in Mawney Road to assist traffic flow.

- 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 £0.004m and will be met from the LIP 2018/2019 funding allocation – A2904.

REPORT DETAIL

1.0 Background

- 1.1 Following reports from local residents regarding inconsistencies between the times of operations and legality of the signs and lines within the area in early 2017, this Committee agreed to formally consult the area in February 2018 to identify and deal with parking related issues and gauge the views of local residents on the current parking situation in their road.
- 1.2 Due to the inconsistent signage, the committee agreed to formally consult on a resident's parking scheme, operational Monday – Saturday, 8.30am – 6.30pm.
- 1.3 A detailed consultation was undertaken in May 2018, and the results were distributed to Ward Councillors on 5th July 2018. A total of 379 properties were consulted with 9 responses received giving just under 2.4% response rate. Out of the 9 responses, 8 were against the proposals and wanted the days of operations changed to Monday – Friday. One resident stated that the bay outside 112 Mawney Road would make it hard for them to see oncoming traffic when turning out of their driveway. 1 resident requested for Marks Road to be included into the RO2B zone instead of the ROW zone. The original consulted plan is appended to this report as **Appendix B**.
- 1.4 Following detailed discussions with ward councillors and taking full consideration of the consultation responses officers consider that the Mawney Road scheme should operate between Monday – Friday, not Monday – Saturday (Originally Proposed). Furthermore, it was also agreed to remove the bay proposed outside 112 Mawney Road due to sight line issues for a resident within the immediate area.

2.0 Responses received

- 2.1 The responses received from the Statutory Consultation are appended at **Appendix C**. All respondents are requested to see the council's recommendations page in response to their comments.

3.0 Staff Comment

- 3.1 Following the Statutory Consultation and the objections received, the Schemes section would recommend that the scheme goes in as amended in the recommendations.
- 3.2 The Ward Councillors were presented with the results on the 5th July 2018, and responded on the 7th July 2018. The Ward Councillors gave their full

support for the scheme to progress as amended. The new plans are now appended to this report as **Appendix A**.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend that this scheme is progressed to be implemented following the Statutory Consultation, for the Mawney Road area, as laid out in **Appendix A**.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders is £0.004m, and will be met from the LIP 2018/2019 funding allocation – A2904.

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

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

Legal implications and risks:

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

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

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

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

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

Human Resources implications and risks:

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

Equalities implications and risks:

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

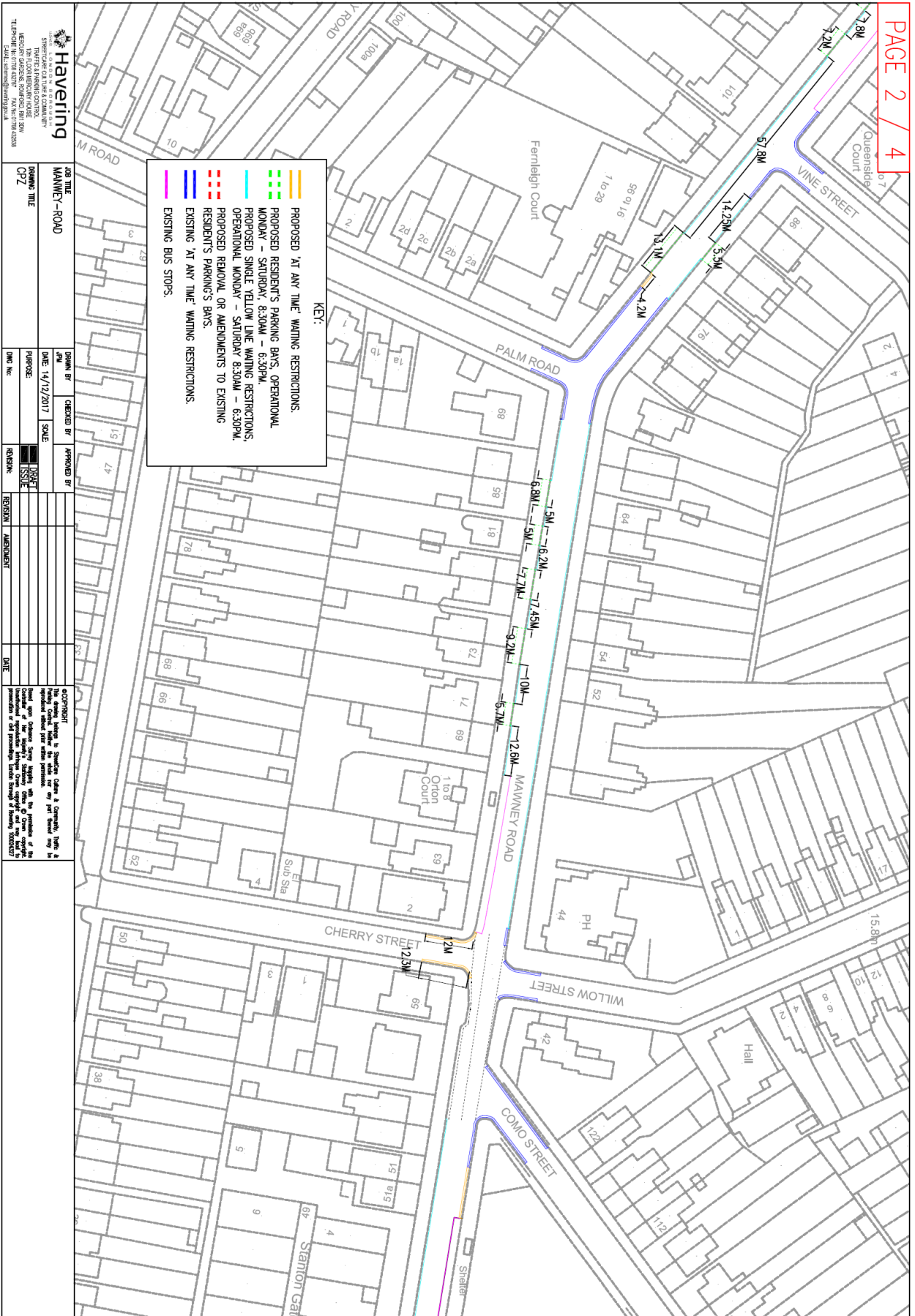
The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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

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

The proposal to install a Residents Parking Scheme and 'At Any Time' waiting restrictions will be publicly advertised and are subject to formal consultation.

Consultation responses will be carefully considered prior to a further course of action being recommended. There will be some visual impact from further signing and lining works.

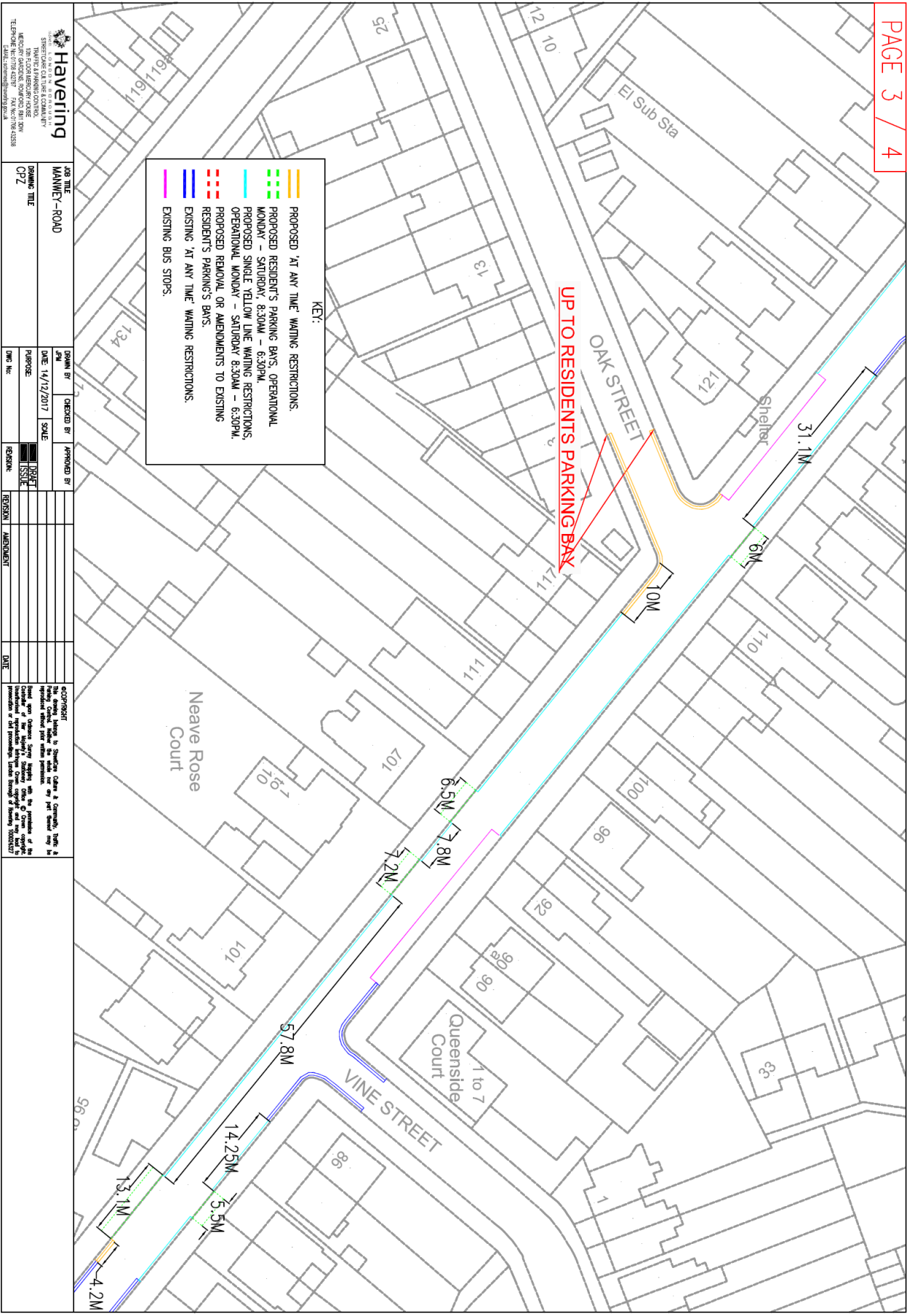


KEY:

- PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS.
- PROPOSED RESIDENT'S PARKING BAYS, OPERATIONAL MONDAY - SATURDAY 8.30AM - 6.30PM.
- PROPOSED SINGLE YELLOW LINE WAITING RESTRICTIONS, OPERATIONAL MONDAY - SATURDAY 8.30AM - 6.30PM.
- PROPOSED REMOVAL OR AMENDMENTS TO EXISTING RESIDENT'S PARKING BAYS.
- EXISTING 'AT ANY TIME' WAITING RESTRICTIONS.
- EXISTING BUS STOPS.

<p>Haverling STRATEGIC PLANNING COMMUNITY THE FLOORING HOUSE MEDWAY GARDEN, SOUTHDALE WAY, SW19 TELEPHONE: 0203 254 2545 EMAIL: info@haverling.co.uk</p>		<p>JOB TITLE MANNIEY-ROAD</p>		<p>DRAWN BY CPZ</p>	
<p>DATE 14/12/2017</p>		<p>CHECKED BY</p>		<p>APPROVED BY</p>	
<p>SCALE</p>		<p>REVISION</p>		<p>AMENDMENT</p>	
<p>DATE</p>		<p>REVISION</p>		<p>AMENDMENT</p>	

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<p>Havering COUNCIL</p> <p>STREETWORKS & LINE EXCHANGE 11th FLOOR RESIDENTS HOUSE NEAVE ROSE COURT, QUEENSDALE ROAD TEL: 020 8314 2000 FAX: 020 8314 2001 E-MAIL: council@haringey.gov.uk</p>		<p>JOB TITLE MANWAY-ROAD</p>	<p>DATE 14/12/2017</p>	<p>CHECKED BY [Signature]</p>	<p>APPROVED BY [Signature]</p>
<p>DRAWING TITLE CPZ</p>	<p>SCALE AS SHOWN</p>	<p>DATE 14/12/2017</p>	<p>SCALE AS SHOWN</p>	<p>APPROVED BY [Signature]</p>	<p>DATE 14/12/2017</p>
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<p>REVISION</p>	<p>AMENDMENT</p>	<p>DATE</p>	<p>DESCRIPTION</p>	<p>DATE</p>	<p>DESCRIPTION</p>

Appendix B –

Respondent of address	Summary of Comments
Resident of Mawney Road:	Objection: Objecting to propose placing of a parking bay outside 112 Mawney Road. The resident has off street parking down the shared access next to 112 Mawney Road there is often heavy traffic along this stretch of road and it is necessary to be able to see when there is a gap in the traffic approaching to allow one to pull out safely.
Resident of Mawney Road:	General: However Marks Road is not part of the R02B zone and has different operating times under zone ROW. Does this mean that Marks Road will be returned to zone R02B as it was when residents parking was introduced? It would be the perfect time to do this and remove the anomaly for addresses such as mine that are in Mawney Road but have rear right of way to our properties from Marks Road. I park a vehicle in a resident's bay in Marks Road zone ROW which historically used to be in zone R02B. I have an annual problem renewing my residents permit as I cannot do it online and have to visit the PASC due to the zone conflict.
Resident of Oak Street:	Objection: I'm a little disappointed to hear that after complaints of faded bay lines and missing or incorrect signs are being resolved by adding a Saturday to the resident parking scheme. Which will result in residents having to buy more visitor permits especially as it's more likely that visitors will park on the road on a Saturday to visit friends and family? It's already a costly expense to park outside your own house and with the added extra permits being brought for visitors and now with the proposed Saturday parking too, it's another added cost and not associated with the initial problem addressed in the letter and only benefiting the council financially.
Resident of Mawney Road:	Objection: The original parking scheme dating back to 1997 is and always has been a Monday to Friday restriction with no restrictions on Saturdays. Please see attached a copy of a letter I received in 1997 outlining the restrictions which clearly shows the scheme is presently Monday to Friday. This has always worked well; we have never had any problems or issues of any kind with shoppers or commuters parking in Mawney road south of Eastern Avenue on a Saturday. Making the scheme Monday to Saturday would unnecessarily severely restrict parking for friends and family visiting on a Saturday as there is limited off road parking and in some cases could cause issues between neighbours with shared drives vying for space to park. Therefore, I object to your proposals and want the scheme to remain a Monday to Friday 8.30am to 6.30pm as it is currently.
Resident of Mawney Road:	Objection: Myself and my fellow neighbours have been discussing the proposal, and we feel it would not be

	<p>beneficial for this change to take place. We often have family and friends visit and so I would not want any added parking restrictions. To clarify we want to keep the original Monday- Friday restrictions and not to continue restrictions to include Saturday as well. Also I would like to mention I have not had any issues with members of the public who have no association to residents on Mawney road, parking on my road or in front of my drive.</p>
Resident of Mawney Road:	<p>We are writing to object to such a change. The restrictions are currently mainly Monday to Friday, which we believe stops commuters from parking along a main road all day, we have no objections to this as we are not only at work during the restricted times 8.30 am to 6.30 pm but believe as children use the pavements to walk to school, it deems it safer for them to have a clear path.</p> <p>However the restrictions being increased to a Saturday seems to only burden the residents. We do not have a drive and therefore would have two options both of which incur a cost we are not prepared to pay for.</p>
Resident of Mawney Road:	<p>I agree that the restrictions need to be rationalised because at present the parking bay markings are not clear and the information given on the notices are conflicting. I do however; oppose the decision to make the restrictions Monday-Saturday. I assume that originally the scheme was introduced to stop commuters parking but that is not a problem at the weekends and I therefore think the weekends should be free. As a resident of Mawney Road for 8 years, along with my husband and daughter, we have had to pay a lot of money to park our cars outside our house and allow visitors to do the same. To have a scheme where you also pay on Saturdays just increases our expense and is not beneficial to the residents.</p>
Resident of Mawney Road:	<p>I am not happy about the parking arrangements outside my house changing. This would be an inconvenience as we have family and friends visiting at the weekend and therefore we object to the proposed change.</p>
No address:	<p>We've lived in the road for 25+ years and as long as the restrictions have been in force they've only been Monday to Friday but the new rationalisation seems to be suggesting Monday to Saturday which wouldn't suit us at all as we have a very large family who mainly visit over the weekend and it would be difficult for them to do this if the parking restrictions were in force on a Saturday, also my daughter works from home on a Saturday and it would make it impossible for her to continue doing this as well.</p>

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REPORT SUBJECT **Mawney Road south of Eastern Avenue,
part of the RO2B controlled parking zone
– proposals to review existing parking
provision**
Results of formal consultation

MEETING AND DATE HIGHWAYS ADVISORY COMMITTEE
25th September 2018

DEPARTMENT Schemes

CHECKED FOR ACCURACY: Gurch Durhailay

CHECKED FOR LEGAL ASPECTS: Alexander Odwyer

CHECKED FOR DIVERSITY: Vernal Scott

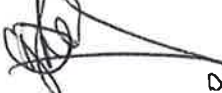
CHECKED FOR FINANCIAL ASPECTS: Vanya Alexander

**CHECKED FOR HUMAN RESOURCES
IMPLICATIONS:** Geraldine Minchin

CHECKED FOR ICT IMPLICATIONS Not Applicable

SIGNED

Author of Report or Head of Service:  Date: 12/09/18

READ AND APPROVED BY
Assistant Director:  Date: 13/09/18
DIPTI PATEL

Date and time received by Democratic Services

DRAFT REPORT TO COMMITTEE

Which Committee/Sub-Committee etc? Highways Advisory Committee

Deadline for observations (date). **ASAP**

Which Officers supplied with copies? Alexander Odwyer
Geraldine Minchin
Taiwo Adeoye
Vanya Alexander
Vernal Scott
Gurch Durhailay

Report initiator - Dept/Officer Comments to:
Extension:

Chair consulted? no

Project Scheme File Ref: SCH353

SUBJECT: SCH353 Mawney Road, south of Eastern Avenue, part of the RO2B controlled parking zone – proposals to review existing parking provision

HIGHWAYS ADVISORY COMMITTEE

23 October 2018

Subject Heading:	HIGHWAY SCHEMES APPLICATIONS October 2018
SLT Lead:	Dipti Patel
Report Author and contact details:	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2018/19 Delivery Plan (where applicable)
Financial summary:	The estimated cost of requests, together with information on funding is set out in the schedule to this report.

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

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

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all highway scheme requests which are not funded, on the Council's highways programme or otherwise delegated so that a decision will be made on whether the scheme should be set aside for possible future funding or rejected.
- 1.2 The bulk of the highways schemes programme is funded through the Transport for London Local Implementation Plan and these are agreed in

principle through an Executive decision in the preceding financial year. A full report is made to the Highways Advisory Committee on conclusion of the public consultation stage of these schemes.

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

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- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

Decisions need to be made which are in accordance with equalities considerations, the details of which will be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment.

BACKGROUND PAPERS

None.

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

Highways Advisory Committee
 23rd October 2018

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
SECTION A - Highway scheme proposals without funding available								
A1	Parsonage Farm School	Rainham and Wennington	20mph Zone with traffic calming around the school.	Feasible by not funded. Estimate for immediate area rather than entire estate north of Upminster Road North.	None	£75k	Cllr Tucker	18/09/2018
A2	Billet Lane	St. Andrews	Driver speed reduction scheme.	Feasible by not funded.	None	£35k	Cllr Mylod for all St. Andrews ward councillors	18/09/2018
A3	Faringdon Avenue	Gooshays and Harold Wood	Request for signalised pedestrian crossing to replace existing zebra crossing.	Feasible but not funded.	None	c£50k	Petition via Cllr Wise	18/09/2018
A4	Junction of Alma Avenue with Hacton Lane	Hacton	Review of operation of junction	Feasible but not funded.	None	£10 (review only)	Resident via Cllr Morgon	09/10/2018
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								

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

Highways Advisory Committee
 23rd October 2018

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
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.	None	£6k	Resident ENQ-0407431	06/09/2016
Page 84 84	Belgrave Avenue	Squirrels Heath	Traffic calming to deal with speeding drivers. NOTE: Proposal currently in public consultation at the instruction of senior management. Proposal in draft TfL LIP list for 2019/20	High driver speeds recorded in central section of street; 85% speed 38mph westbound, 40mph eastbound; 69% drivers speeding westbound, 83% drivers speeding eastbound. 5 years to October 2016, one injury collision - driver failed to give way at Cambridge Avenue junction and was seriously hurt/ other driver slightly hurt.	None	c£45k	Residents' Petition via Cllr Wallace	15/09/2017

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

Highways Advisory Committee
 23rd October 2018

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B3 Page 85	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. NOTE: Proposal in draft TfL LIP list for 2019/20	Feasible but not funded. Residents have campaigned for action for some time on this matter.	None	c£12k	Residents via Cllr Wallace	07/11/2017
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. NOTE: Proposal in draft TfL LIP list for 2019/20	Feasible by not funded.	None	c£40k	Residents via 50 signature petition	21/11/2017

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

Highways Advisory Committee
23rd October 2018

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B5	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.	Essentially creates a smaller scheme from B5 below. Costs reflect need to provide physical measure at least at the A12 end of the street.		c£40k	Cllr John Crowder	19/02/2018
B6	Hacton Lane, North of Ravenscourt Grove	Hacton	Request for speed table to reduce approach speeds to mini-roundabout.	Feasible but not funded.	None	c£12k	Resident	07/11/2017
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.	None	c£12k	Residents via Cllr Ganley	12/12/2017

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

Highways Advisory Committee
23rd October 2018

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B8	133/135 Collier Row Lane	Mawneys	Request to remove pedestrian refuge.	Refuge installed in 2006/07 as part of the Collier Row Lane local safety scheme. Thames Water have undertaken works to a manhole cover which appears to have dealt with much of the issue, but residents maintain complaints about vibration and are of the view it is caused by	None	c£6k	Several residents via Cllrs Patel & Frost	06/02/2018
A1	Dury Falls Estate	Cranham	20mph Zone. NOTE: Proposal in draft TfL LIP list for 2019/20	Feasible, but not funded. No recent casualty record (last occurred in 2008).	None	c£60k	Petition via Cllr Barratt	03/07/2018

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.

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

Highways Advisory Committee
23rd October 2018

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
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