



Havering

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm	Tuesday 15 January 2019	Council Chamber - Town Hall
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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 Havering 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:-

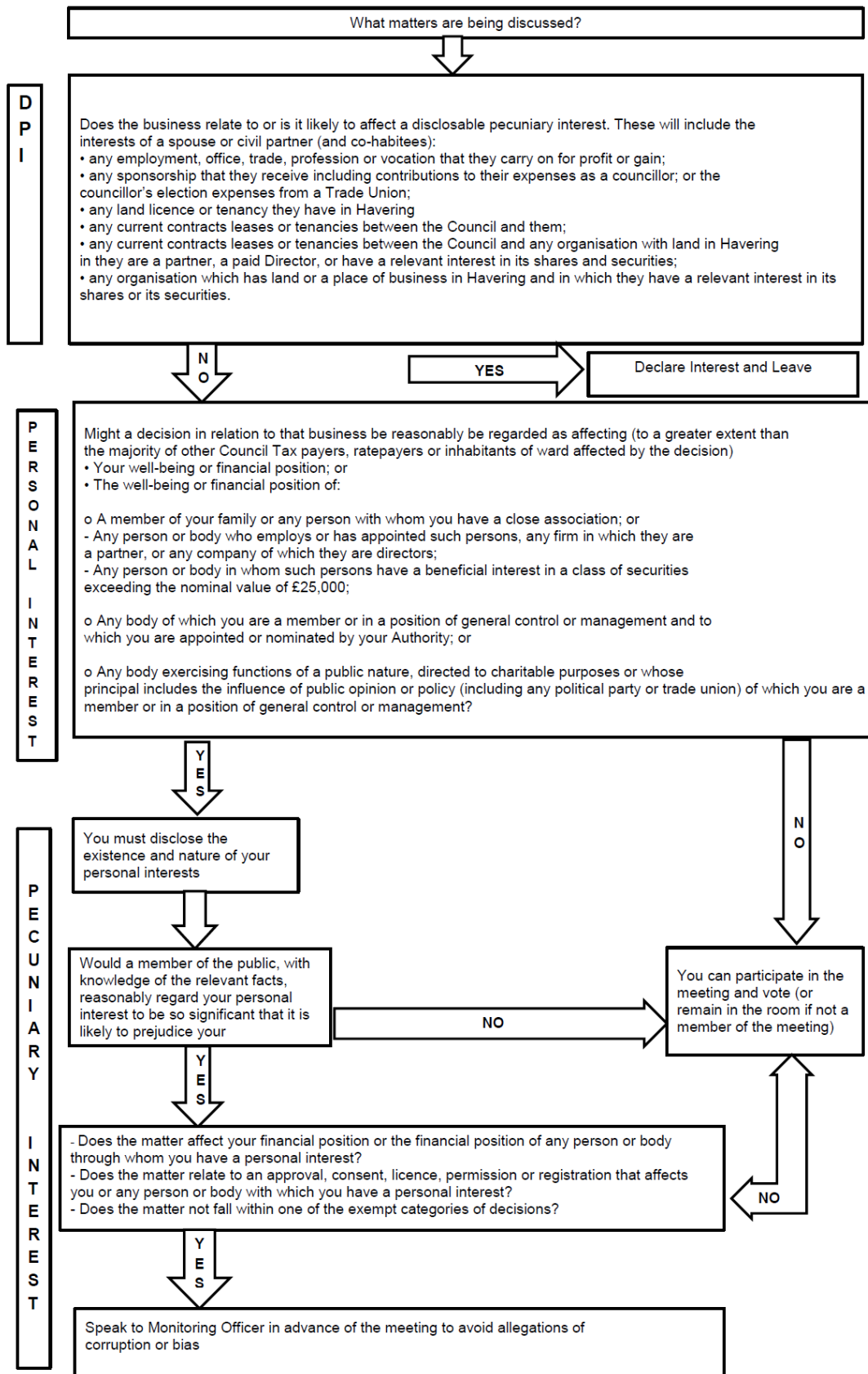
- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, 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 - 10)

To approve as a correct record the minutes of the meeting of the Committee held on 23 October 2018, and to authorise the Chairman to sign them.

5 CHASE CROSS ROAD CASUALTY REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 11 - 38)

Report attached

6 NORTH STREET, FARINGDON AVENUE, SUTTONS LANE / SWANBOURNE DRIVE JUNCTION AND UPMINSTER ROAD SOUTH CASUALTY REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 39 - 70)

Report attached

7 PROPOSED TRAFFIC AND PARKING IMPROVEMENTS IN PETERSFIELD AVENUE, HAROLD WOOD (Pages 71 - 88)

8 PROPOSED TRAFFIC CALMING MEASURES IN BELGRAVE AVENUE, GIDEA PARK (Pages 89 - 108)

Report attached

9 PROPOSED TRAFFIC CALMING MEASURES IN WOOD LANE, ELM PARK - OUTCOME OF PUBLIC CONSULTATION (Pages 109 - 132)

Report attached

10 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 133 - 144)

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
23 October 2018 (7.00 - 8.00 pm)**

Present:

COUNCILLORS

Conservative Group	Ciaran White (Vice-Chair), John Mylod, Maggie Themistocli and +Robby Misir
Residents' Group	Paul Middleton
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 Misir substituted for Councillor John Crowder.

Councillor Ray Morgon was also present for the meeting.

There were 15 members of the public present for the meeting.

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

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

21 DISCLOSURE OF INTERESTS

No interest was disclosed at the meeting.

22 MINUTES

The minutes of the meeting of the Committee held on 28 August 2018 were agreed as a correct record and signed by the Chairman.

23 MAIN ROAD CASUALTY REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council that the following safety improvements be implemented:

Main Road between Links Avenue and Castellan Avenue (Plan No:QR004/4) – New pedestrian refuge outside property Nos 260a-c/260 Main Road

The Committee **RESOLVED** to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council that all remaining elements of the scheme are rejected.

Members noted that the estimated costs would be met from the Transport for London's (TfL) 2018/19 Local Implementation Plan allocation for Accident Reduction Programme.

24 ARDLEIGH GREEN JUNIOR AND INFANT SCHOOLS - SCHOOL CROSSING PATROL SITE (SQUIRRELS HEATH LANE)

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, following consultation with the Leader, that the proposals to construct a zebra crossing in Squirrels Heath Lane as shown on Drawing QR017/01.C be implemented.

Members also noted that the estimated cost of £0.05m would 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 voting to proceed with the scheme was carried by five votes in favour, two against and one abstention.

25 PROPOSED PEDESTRIAN REFUGES, SQUIRRELS HEATH ROAD & SHEPHERDS HILL

In accordance with the public speaking arrangements the Committee was addressed by a resident who spoke in objection to the Shepherds Hill proposal.

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council implementation of the following proposals:

(1) pedestrian refuge on Squirrels Heath Road as shown on Drawing QR017/SHR/FS/GA/100;

(2) pedestrian refuge on Shepherds Hill as shown on Drawing QR017/SH/FS/GA/110.

Member noted that the estimated cost of £0.05m for the works would be met by Transport for London through the 2018/19 Local Implementation Plan allocation Squirrels Heath Road/ Shepherds Hill pedestrian refuges (A2917).

The voting for the Shepherds Hill proposal was five votes in favour to one against and two abstentions.

26 SCH353 MAWNEY ROAD, SOUTH OF EASTERN AVENUE, PART OF THE RO2B CONTROLLED PARKING ZONE

The Committee considered the report and without debate **RESOLVED** to recommend 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 be implemented;
- b. That additional Double Yellow Lines be implemented in Mawney Road to assist traffic flow.

Members noted that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs was £0.004m and the cost would be met from the LIP 2018/2019 funding allocation – A2904.

The voting to proceed with the scheme was 7 votes in favour of implementation with 1 abstention.

27 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

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

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

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

Chairman

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

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals without funding available				
A1	Parsonage Farm School	Rainham and Wennington	20mph Zone with traffic calming around the school.	Agreed to move to Section B
A2	Billet Lane	St. Andrews	Driver speed reduction scheme.	Agreed to move to Section B
A3	Faringdon Avenue	Gooshays and Harold Wood	Request for signalised pedestrian crossing to replace existing zebra crossing.	Agreed to move to Section B
A4	Junction of Alma Avenue with Hacton Lane	Hacton	Review of operation of junction	Agreed to move to Section B
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)				
B1	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.

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London Borough of Havering

Engineering Services, Highways - Streetcare

Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
B2	Belgrave Avenue	Squirrels Heath	Traffic calming to deal with speeding drivers. 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.
B3	Upper Brentwood Road, by Beaumont Close	Squirrels Heath	Traffic calming by junction to reduce driver speed as emergent visibility from side road is poor and residents have difficulty emerging. 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.

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

Item Ref	Location	Ward	Description	Decision
B4	The Mount/ Noak Hill Road	Heaton	Concerns about volume of traffic arising from removal of traffic signals (at Straight Road) and new developments. Full text appended. NOTE: Proposal in draft TfL LIP list for 2019/20	Feasible by not funded.
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.
B6	Hacton Lane, North of Ravenscourt Grove	Hacton	Request for speed table to reduce approach speeds to mini-roundabout.	Feasible but not funded.

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

Item Ref	Location	Ward	Description	Decision
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.
Page 88	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
	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).

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

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

Item Ref	Location	Ward	Description	Decision
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of the traffic lights at Straight Road there is no traffic break for vehicles to safely exit the blind junction at The Mount especially as the speed limit is often ignored. A road calming hump would be an obvious solution. You may notice that there is no safe pedestrian crossing in this area either. We are concerned that it will not be too long before there is a serious accident.

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Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

15 January 2019

Subject Heading:

**CHASE CROSS 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 £0.098m for
implementation will be met by
Transport for London through the
2018/19 Local Implementation Plan
allocation for Casualty Reduction
Programme – Chase Cross Road
(A2912).**

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

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

SUMMARY

Chase Cross Road – Casualty 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 crossing, speed cushions, kerb build-out, 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 some elements of the scheme do not proceed to implementation.

The scheme is within **Haverling Park** and **Mawneys** 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) Chase Cross Road between Sunny Mews and Lawns Way (Plan No:QR006-1)
 - Speed cushions outside property Nos. 61/65/80 Chase Cross Road
 - Speed cushions between Irons way and Felstead Road
 - (b) Chase Cross Road by Ascension Road (Plan No.QR006-2)
 - Speed cushions east of Ascension Road
 - (c) Chase Cross Road between Mount Pleasant Road and Avalon Road (Plan No:QR006-3)
 - Speed cushions south of Mount Pleasant Road
 - Speed cushions south of Avalon Road
 - (d) Chase Cross Road between Avalon Road and Haverling Road (Plan No:QR006-4)
 - Humped zebra crossing outside property Nos. 245/247/249 Chase Cross Road
 - Kerb build-out with speed cushions opposite to property Nos. 276/278/282 Chase Cross 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 drawing be rejected following results of public consultation:
 - (a) Chase Cross Road between Sunny Mews and Lawns Way
(Plan No:QR006-1)
 - Speed cushions outside property Nos. 105/107 Chase Cross Road
3. That, it be noted that the estimated costs of £0.098m, will be met from the Transport for London's (TfL) 2018/19 Local Implementation Plan allocation for Casualty 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 'Chase Cross Road Casualty 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 **Haverling** 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 Chase Cross Road Casualty Reduction Scheme was develop to help to meet the above targets.

Traffic Survey Results Summary

- 1.4 Traffic surveys showed that two-way traffic flows are up to 1400 vehicles per hour during peak periods along Chase Cross Road west of Irons Way.

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

Location	85 th il Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Chase Cross Road west of Irons Way(Off peak)	39	41	45	45
Chase Cross Road west of Irons Way (Peak)	30	31	40	40
Chase Cross Road west of Avalon Road (Off peak)	48	41	55	45
Chase Cross Road west of Avalon Road (Peak)	35	35	45	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Chase Cross Road exceeds the 30mph speed limit. Staff consider 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, **thirty** personal injury collisions (PICs) were recorded along Chase Cross Road. Of these thirty PICs, five were serious; eight involved pedestrians; three involved child; eight involved motorcyclists and eleven occurred during the hours of darkness.

A summary of the PICs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Chase Cross Road between Clockhouse Lane and Sunny Mews	0	2 (2-Ped)	2 (1-Ped) (1-Dark) (1-Child)	4

Chase Cross Road / Sunny Mews Junction	0	0	3 (2-Dark) (1-Speed) (1-Child)	3
Chase Cross Road between Sunny Mews and Irons Way	0	0	2 (1-Dark)	2
Chase Cross Road / Felstead Road Junction	0	0	1 (1-Ped)	1
Chase Cross Road / Lawns Way Junction	0	1	2 (2-Dark)	3
Chase Cross Road between Lawns Way and Faircross Avenue	0	0	1	1
Chase Cross Road / Faircross Avenue / Ascension Road	0	0	3	3
Chase Cross Road between Ascension Road and Belle Vue Road	0	1 (1-Dark) (1-Child)	0	1
Chase Cross Road / Gobions Avenue Junction	0	0	2 (1-Dark)	2
Chase Cross Road / Mount Pleasant Road Junction	0	0	3 (1-Dark) (1-Speed)	3
Chase Cross Road between Mount Pleasant Road and Avalon Road	0	1 (1-Ped)	0	1

Chase Cross Road / Avalon Road Junction	0	0	1	1
Chase Cross Road between Avalon Road and Havering Road	0	0	5 (3-Ped) (2-Dark)	5
Total	0	5	25	30

Proposals

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

- (a) Chase Cross Road between Sunny Mews and Lawns Way (Plan No:QR006-1)
 - Speed cushions outside property Nos. 61/65/80 Chase Cross Road
 - Speed cushions between Irons way and Felstead Road
 - Speed cushions outside property Nos. 105/107 Chase Cross Road
- (b) Chase Cross Road by Ascension Road (Plan No.QR006-2)
 - Speed cushions east of Ascension Road
- (c) Chase Cross Road between Mount Pleasant Road and Avalon Road (Plan No:QR006-3)
 - Speed cushions south of Mount Pleasant Road
 - Speed cushions south of Avalon Road
- (d) Chase Cross Road between Avalon Road and Havering Road (Plan No:QR006-4)
 - Humped zebra crossing outside property Nos. 245/247/249 Chase Cross Road
 - Kerb built-out with speed cushions opposite property Nos. 276/278/282 Chase Cross Road

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 300 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. Nine written responses from Local Members, the Metropolitan Police and residents were received and the comments are summarised in the Appendix 1.

2.2 The views expressed by ward councillors were in support of the scheme.

2.3 The Metropolitan Police indicated that they do not have any objections.

- 2.4 The majority of residents who responded generally supported the scheme. Two residents raised concerns about particular location of the speed cushions and others requested further measures on the service road. Some indicated that speed cameras would be a better solution.
- 2.5 Details of some of the operational Casualty Reduction Schemes implemented within Havering, 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 **thirty** personal injury collisions (PICs) were recorded along Chase Cross Road. Of these thirty PICs, five were serious; eight involved pedestrians; three involved child; eight involved motorcyclists and eleven occurred during the hours of darkness.
- 3.2 Appendix 2 provides commentary/analysis of the effectiveness of implemented Casualty Reduction Schemes, traffic calming measures and other features used in the Council's Casualty Reduction Programme, TfL's targets, Mayor's Vision Zero Strategy, UK Traffic calming techniques and their effect.
- 3.3 Staff prepared a set of proposals which are considered to be appropriate for the class of road that Chase Cross Road is, which would influence driver behaviour and to reduce the risk exposure of vulnerable road users. Staff recommends that the most of the proposals should be implemented except for the speed cushions outside 105/107 Chase Cross Road following concerns raised by residents.
- 3.4 The proposed safety improvements as detailed in the recommendation would minimise collisions, particularly for vulnerable road users along Chase Cross 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 as recommended in the recommendations.

The original Transport for London allocation was £0.098m initial feasibility and consultation costs of £0.013m have reduced the available funding to £0.085m.

The estimated cost of £0.098m for feasibility, consultation and implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocations for Main Road Accident Reduction Programme (A2912). 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 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.

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QR006/1 (Local Member 1)	I am content to proceed to public consultation.	-
QR006/2 (Local Member 2)	Is it going to be delivered to every house along Chase Cross Road?	Public consultation letter delivered all the properties in Chase Cross Road.
QR006/3 (Metropolitan Police))	I do not have any objections	-
QR006/4 (Chase Cross Road resident 1)	I appreciate that this is a busy road and understand your desire to improve safety, however, looking at the location, the proposal seems for the bumps to be outside of my house, which is a cause for concern. I have a young child in the house and we had serious issues settling her at night, particularly when a bus stop was place outside of my house. People were queuing up and coming off of the bus throughout the night, which made it really difficult for her to sleep and caused her to wake up with nightmares. We have just started to re-settle her as fortunately the bus stop was later relocated. I am concerned about the noise of the vehicles going over the bumps at night, as we have lots of cars and buses travelling past my door and would ask if you could help re-position this on the street.	This particular speed cushions will be omitted from the original proposals.
QR006/5 (Chase Cross Road resident 2)	I received describing the proposed speed cushions outside my home. I would like my views on this matter to be heard as this new instalment will really affect my family and me. I agree that something must be done to slow cars down on this road, as I have witnessed many cars speeding past my house; however I am opposed to speed cushions being installed outside my house as this will result in a lot more noise disturbance. The noise resulting from cars travelling over the speed cushions is going to greatly disturb my family as we live in a bungalow with our bedrooms situated at the front of the building, therefore we will directly hear the sound of the cars.	This particular speed cushions will be omitted from the original proposals.

	My elderly husband is quite unwell and he struggles sleeping, the added noise from the speed cushions will only worsen this. This concerns me as his condition requires rest.	
QR006/6 (Chase Cross Road resident 3)	As you may be aware Chase Cross Road is a series of bends and there is a crossing situated just after Ascension Road and using this has become difficult due to the fact the Council has sited several parking bays on the approach to the Ascension Road and so that vehicles obscure vision when using crossing. There is also a problem when using the same crossing drivers turning left out of Ascension Road turning left out of Ascension Road are looking to their right prior to shooting out in a wide ark as soon as a gap appears in the fast moving traffic causing people on the crossing some alarm by pulling quickly on the crossing. I think Cameras are the only answer to the continual speeding and may provide some revenue.	With reference to Ascension Road issues, we will investigate and improve safety at this location if feasible. The Transport for London is responsible for the selection and maintenance of the speed cameras.
QR006/7 (Chase Cross Road resident 4)	Agree that something has to be done to slow traffic down. On a number of occasions, when traffic has been heavy or there have been road works being carried out, a number of vehicles have used the services road running parallel with Chase Cross Road from Gobions Avenue towards the Havering Road as a rat run and travelled at high speed down this road trying to beat the slow moving traffic moving towards Chase Cross. What consideration is given if no provision is made to slow the traffic down on the slip road as at the bus stop opposite Felstead Road, where during school times large numbers of children gather and wait for the buses, often spilling on to the slip road.	Due to limited funding, the Council is unable to provide traffic calming measures along the slip road.
QR006/8 (Chase Cross Road resident 5)	We are pleased to hear of this improvement as speed of traffic along Chase Cross Road is awful. Although it might slow traffic on the main road, traffic are going to use slip road. If you are doing this on the main road, then they should be done on the slip road also.	Due to limited funding, the Council is unable to provide traffic calming measures along the slip road.

QR006/9 (Chase Cross Road resident 6)	I couldn't agree more that traffic calming is needed on that road. Are there any proposals for the section near Nursing Home on the bend?	Speed cushions and humped zebra crossing are provided along this section of road.
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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, ACCIDENT REDUCTION AND AIR QUALITY/ HEALTH/ POLLUTION

(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 **Harvering**. 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.

(d) AIR QUALITY / HEALTH / POLLUTION

WHAT IMPACT DO SPECIFIC SCHEMES HAVE ON AIR QUALITY AND HEALTH?

The Transport for London research suggest:

(i) 20mph zones **do not increase air pollution**. Imperial College University's evaluation of 20mph zones in London suggested they had **no net negative impact on exhaust emissions** and resulted in clear benefits to driving style and associated particulate emissions.

(ii) Speed bumps generate small, local increase in emissions, but the health impacts are likely to be **negligible**. They dramatically reduce road danger and support the Health Street Approach. It is uncertain whether speed bumps have negative impacts on air quality over the whole area of a scheme. There is good evidence they are one of the best ways to reduce vehicle speeds and are expected to reduce collisions by around 44%. Speed tables should be considered as an alternative to speed bumps.

(iii) Protected cycle lanes tend not to prolong journey time and are **not expected to increase air pollution**.

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PURPOSE
 To provide a plan of the proposed safety improvements to the Chase Cross Road Accident Reduction Programme.
 The plan is to be used by the Local Council to inform the public and to provide a basis for the design of the proposed improvements.

NOTES

REVISION	AMENDMENT	DATE

Haveing	
LOCAL COUNCIL	
JOB TITLE CHASE CROSS ROAD ACCIDENT REDUCTION PROGRAMME	
DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS	
DRAWN BY VS	CHECKED BY VS
DATE AUG 18	DATE AUG 18
SCALE (AT A3) NTS	ISSUE DRAFT
ACAD REF: Sheet Size A3 (297x420)	DRAWING No QRO06-1



[illegible]

Ref:QR006

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

The Resident or Occupier

Chase Cross Road area (part)

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

26th October 2018

Dear Sir or Madam;

www.haverling.gov.uk

**CHASE CROSS ROAD ACCIDENT REDUCTION PROGRAMME
PROPOSED SAFETY IMPROVEMENTS**

In October 2017, Transport for London approved funding for a number of accident reduction schemes as part of Havering Borough Spending Plan settlement. Chase Cross Road Accident Reduction Programme was one of the schemes approved by TfL. Following the TfL's funding approval, a feasibility study has been carried out to identify possible safety improvements along Chase Cross Road.

The study found that up to 1,400 vehicles per hour use Chase Cross Road and speeds of up to 55 mph were regularly recorded. Analysis of available accident records has shown that there have been a total of thirty personal injury accidents along Chase Cross Road over a five year period. Of this 30, 5 were serious; 8 involved pedestrians and 11 occurred during the hours of darkness.

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

- Chase Cross Road between Sunny Mews and Lawns Way (Plan No:QR006-1)
 - Speed cushions outside property Nos. 61/65/80 Chase Cross Road
 - Speed cushions between Irons way and Felstead Road
 - Speed cushions outside property Nos. 105/107 Chase Cross Road
- Chase Cross Road by Ascension Road (Plan No.QR006-2)
 - Speed cushions east of Ascension Road

- Chase Cross Road between Mount Pleasant Road and Avalon Road (Plan No:QR006-3)
 - Speed cushions south of Mount Pleasant Road
 - Speed cushions south of Avalon Road
- Chase Cross Road between Avalon Road and Havering Road (Plan No:QR006-4)
 - Humped zebra crossing outside property Nos. 245/247/249 Chase Cross Road
 - Speed cushions opposite property Nos. 276/278/282 Chase Cross Road

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

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

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

OR

By email to: highways@havering.gov.uk

Comments should reach us by **Friday 16th November 2018**.

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

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 18th December 2018 at 7:30pm in Havering Town Hall, Main Road, Romford. The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals. Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first

come first served basis so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee, please contact Taiwo Adeoye on 01708 433079 no earlier than 10th December 2018 and at least two days prior to the meeting.

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

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

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

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Mark Philpotts', with a stylized, cursive script.

Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services

Your Data Rights

In relation to the personal data which we may hold about you, you have the right to request to:

Be informed, have access or rectify incorrect information.

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Under Data Protection law we must verify your identity and explain to you our reasons if we do not agree to carry out your request.

Details can be found at this address:

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or via email to :

GDPR-dataprotection@onesource.co.uk

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https://www.havering.gov.uk/info/20007/council_and_democracy/499/privacy_and_cookies/2

or you can listen to our Privacy Policy by telephoning 01708 434343

Data protection questions can be made via telephone on 01708 434343

by email accessinfo@havering.gov.uk or in writing to:

London Borough of Havering
Town Hall
Main Road
Romford
RM1 3BD

You have the right to complain to the Information Commissioner's Office at
www.ICO.org.uk

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PURPOSE
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NOTES

REVISION / AMENDMENT	DATE
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ACAD REF:	REVISION
Sheet Size: A3 (297x420)	QRO06-4



Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

15 January 2019

Subject Heading:

**NORTH STREET, FARINGDON
AVENUE, SUTTONS LANE /
SWANBOURNE DRIVE JUNCTION
AND UPMINSTER ROAD SOUTH
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 £0.060m for
implementation will be met by
Transport for London through the
2018/19 Local Implementation Plan
allocation for Casualty Reduction
Programme – Borough wide KSIs
(A2908-£0.040m) and Upminster Road
South (A2911-£0.020m)**

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

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

SUMMARY

North Street, Faringdon Avenue, Suttons Lane / Swanbourne Drive Junction and Upminster Road South – Casualty Reduction Programme were four minor schemes approved by Transport for London for funding for 2018/19.

A feasibility study was undertaken to identify safety improvements including pedestrian refuges, pedestrian refuge with double yellow lines, pedestrian refuge with kerb build-out and speed cushions and humped pelican crossing, road markings and road signs to reduce the casualty rate along the above roads.

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 the above proposals should proceed to implementation.

The schemes are within **Brooklands, Romford Town, Heaton, Harold Wood, Hacton, Rainham and Wennington** 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) North Street by The Avenue (Plan No:QR002/3)
 - Pedestrian refuge as shown
 - (b) Faringdon Avenue by Tonbridge Road (Plan No.QR002/5)
 - Pedestrian refuge with double yellow line extension as shown
 - (c) Suttons Lane / Swanbourne Drive Junction (Plan No:QR002-6)
 - Pedestrian refuge with kerb build-out and speed cushions as shown
 - (d) Upminster Road South outside Rainham Primary School (Plan No:QR002/1)
 - Humped pelican crossing as shown
2. That, it be noted that the estimated costs of £0.060m, will be met from the Transport for London's (TfL) 2018/19 Local Implementation Plan allocations for borough wide KSIs (A2908 - £0.040m) and Upminster Road South (A2911 - £0.020m) Casualty Reduction Programme. The funding will need to be spent by 31st March 2019, to ensure full access to the grant.

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 'North Street, Faringdon Avenue, Suttons Lane/Swanbourne Drive Junction and Upminster Road South Casualty Reduction Programme' were four minor 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 **Haverling** 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 above roads Casualty Reduction Scheme was develop to help to meet the above targets.

Injury Collision Data

- 1.4 In the five-year period to February 2018, the following personal injury collisions (PICs) were recorded along these roads.

North Street by The Avenue

Seven PICs were recorded along North Street in the vicinity of The Avenue. Of these seven PICs, two were serious; four involved pedestrians; one was child and two occurred during the hours of darkness.

Faringdon Avenue by Tonbridge Road

Four PICs were recorded along Faringdon Avenue in the vicinity of Tonbridge Road. Of these four PICs, two were serious and one occurred during the

hours of darkness.

Suttons Lane / Swanbourne Drive Junction by The Avenue

Two PICs were recorded along Suttons Lane in the vicinity of Swanbourne Drive. Of these two PICs, one was serious.

Upminster Road South outside Rainham Village Primary School

Four PICs were recorded along Upminster Road in the vicinity of Rainham Village Primary School. Of these four PICs, one was serious; three involved pedestrians; two were children and one occurred during the hours of darkness.

Proposals

- 1.5 The following safety improvements were proposed to reduce vehicle speeds and minimise collisions.
 - (e) North Street by The Avenue (Plan No:QR002/3)
 - Pedestrian refuge as shown
 - (f) Faringdon Avenue by Tonbridge Road (Plan No.QR002/5)
 - Pedestrian refuge with double yellow line extension as shown
 - (g) Suttons Lane / Swanbourne Drive Junction (Plan No:QR002-6)
 - Pedestrian refuge with kerb build-out and speed cushions as shown
 - (h) Upminster Road South outside Rainham Primary School (Plan No:QR002/1)
 - Humped pelican crossing as shown

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 230 letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Seven written responses from Local Members and residents were received and the comments are summarised in the Appendix 1.
- 2.2 The views expressed by ward councillors were in support of the scheme.
- 2.3 No comments received from local residents.
- 2.4 Details of some of the operational Casualty Reduction Schemes implemented within Havering, 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 **seventeen** personal injury collisions (PICs) were recorded along these four locations. Of these seventeen PICs, six were serious; seven involved pedestrians; three involved child and eleven

occurred during the hours of darkness.

- 3.2 Appendix 2 provides commentary/analysis of the effectiveness of implemented Casualty Reduction Schemes, traffic calming measures and other features used in the Council's Casualty Reduction Programme, TfL's targets, Mayor's Vision Zero Strategy, UK Traffic calming techniques and their effect.
- 3.3 Staff prepared a set of proposals which are considered to be appropriate for the class of road that North Street, Faringdon Avenue, Suttons Lane and Upminster Road South is, which would influence driver behaviour and to reduce the risk exposure of vulnerable road users. Staff recommends that the proposals should be implemented as recommended in the recommendations.
- 3.4 The proposed safety improvements as detailed in the recommendation would minimise collisions, particularly for vulnerable road users along North Street, Faringdon Avenue, Suttons Lane and Upminster Road South.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above schemes as recommended in the recommendations.

The estimated cost of £0.060m for feasibility, consultation and implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocations for borough wide KSIs (A2908-£0.040m) and Upminster Road South (A2911-£0.020m) Casualty Reduction Programme. 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 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.

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
NORTH STREET BY THE AVENUE		
QR002/3/1 (Local Member 1)	You have my full support. Having looked at the plans I can see that this will be a welcome from the residents of North Street and surrounding area. I have noticed for many years a lot of people are taking their lives into their own hands and running across the road at this part of North Street. I look forward to the feedback from the consultation	-
QR002/3/2 (Local Member 2)	On the basis of safety, I am happy to proceed	-
QR002/3/3 (Local Member 3)	So long as it does not slow the traffic down too much, I do not see this being a problem.	It does not slow down the traffic as pedestrians cross the carriageway when there is a gap in the traffic.
QR002/3/4 (Local Member 4)	Hopefully this scheme will not create any traffic chaos	The scheme would not cause any problem
FARINGDON AVENUE BY TONBRIDGE ROAD		
SUTTONS LANE / SWANBOURNE DRIVE JUNCTION		
QR002/6/1 (Local Member 1)	I am happy with it.	-
QR002/6/2 (Local Member 2)	Although I do not have any particular issue, would it have been more sensible to have combined this with any other potential highway changes arises out of the St George's Hospital site development?	No, we are not expecting any major highway changes as part of site development. This scheme needs to be completed by end of 2018/19 financial year.
UPPMINSTER ROAD SOUTH OUTSIDE RAINHAM VILLAGE PRIMARY SCHOOL		
QR002/1/1 (Local Member 1)	I am in full support.	-

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, ACCIDENT REDUCTION AND AIR QUALITY/ HEALTH/ POLLUTION

(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.

(d) AIR QUALITY / HEALTH / POLLUTION

WHAT IMPACT DO SPECIFIC SCHEMES HAVE ON AIR QUALITY AND HEALTH?

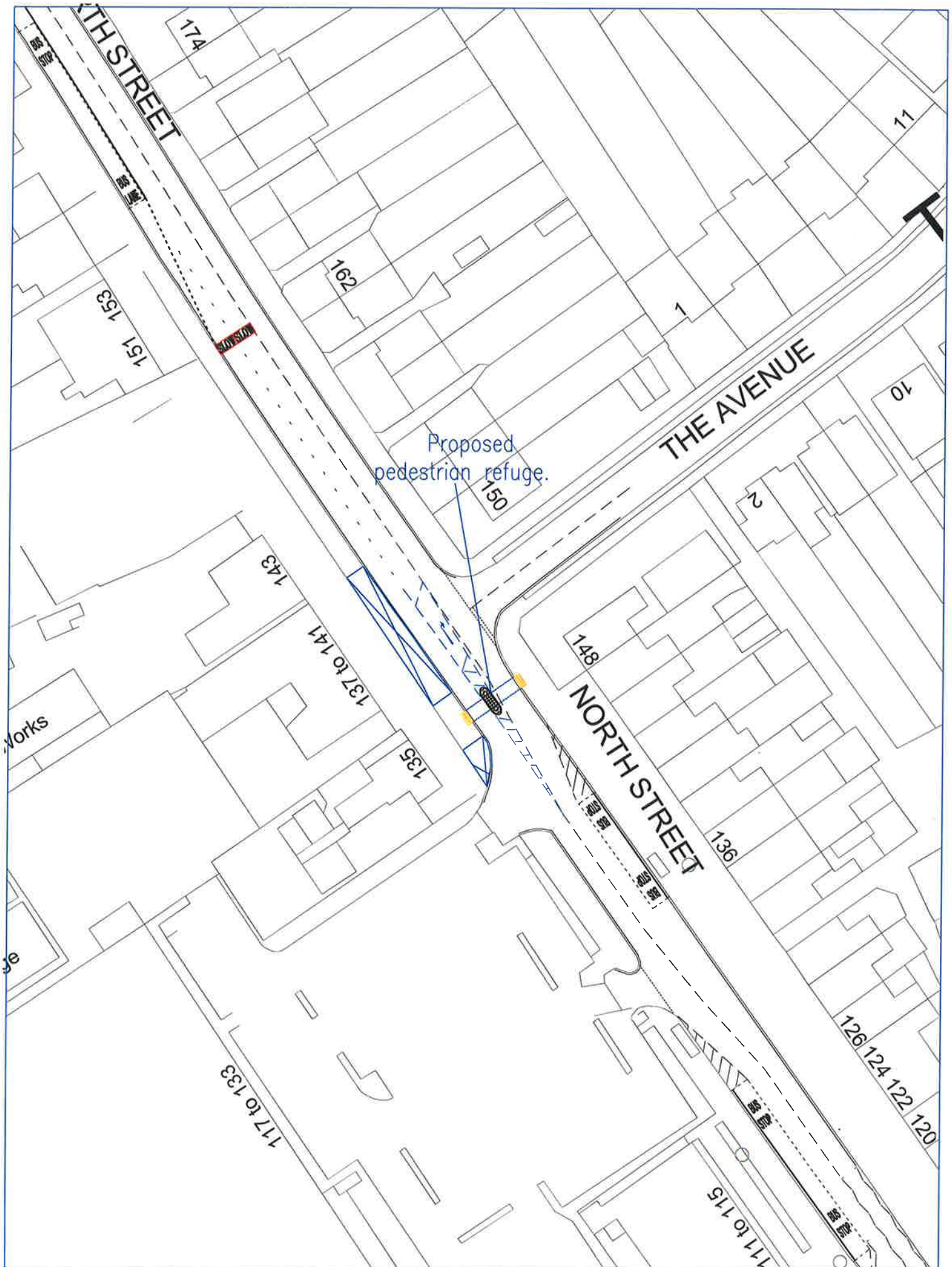
The Transport for London research suggests:

(i) 20mph zones **do not increase air pollution**. Imperial College University's evaluation of 20mph zones in London suggested they had **no net negative impact on exhaust emissions** and resulted in clear benefits to driving style and associated particulate emissions.

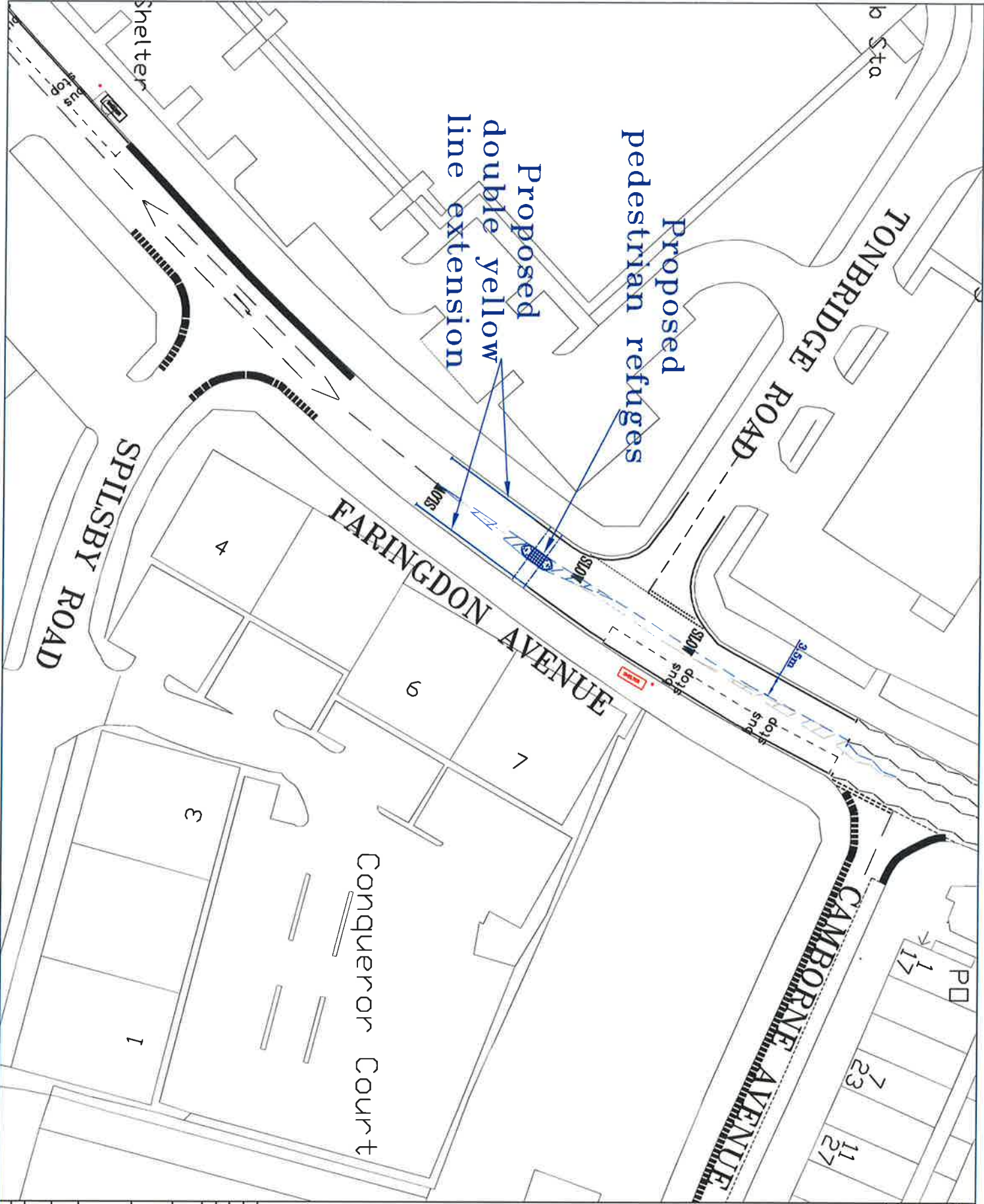
(ii) Speed bumps generate small, local increase in emissions, but the health impacts are likely to be **negligible**. They dramatically reduce road danger and support the Health Street Approach. It is uncertain whether speed bumps have negative impacts on air quality over the whole area of a scheme. There is good evidence they are one of the best ways to reduce vehicle speeds and are expected to reduce collisions by around 44%. Speed tables should be considered as an alternative to speed bumps.

(iii) Protected cycle lanes tend not to prolong journey time and are **not expected to increase air pollution**.

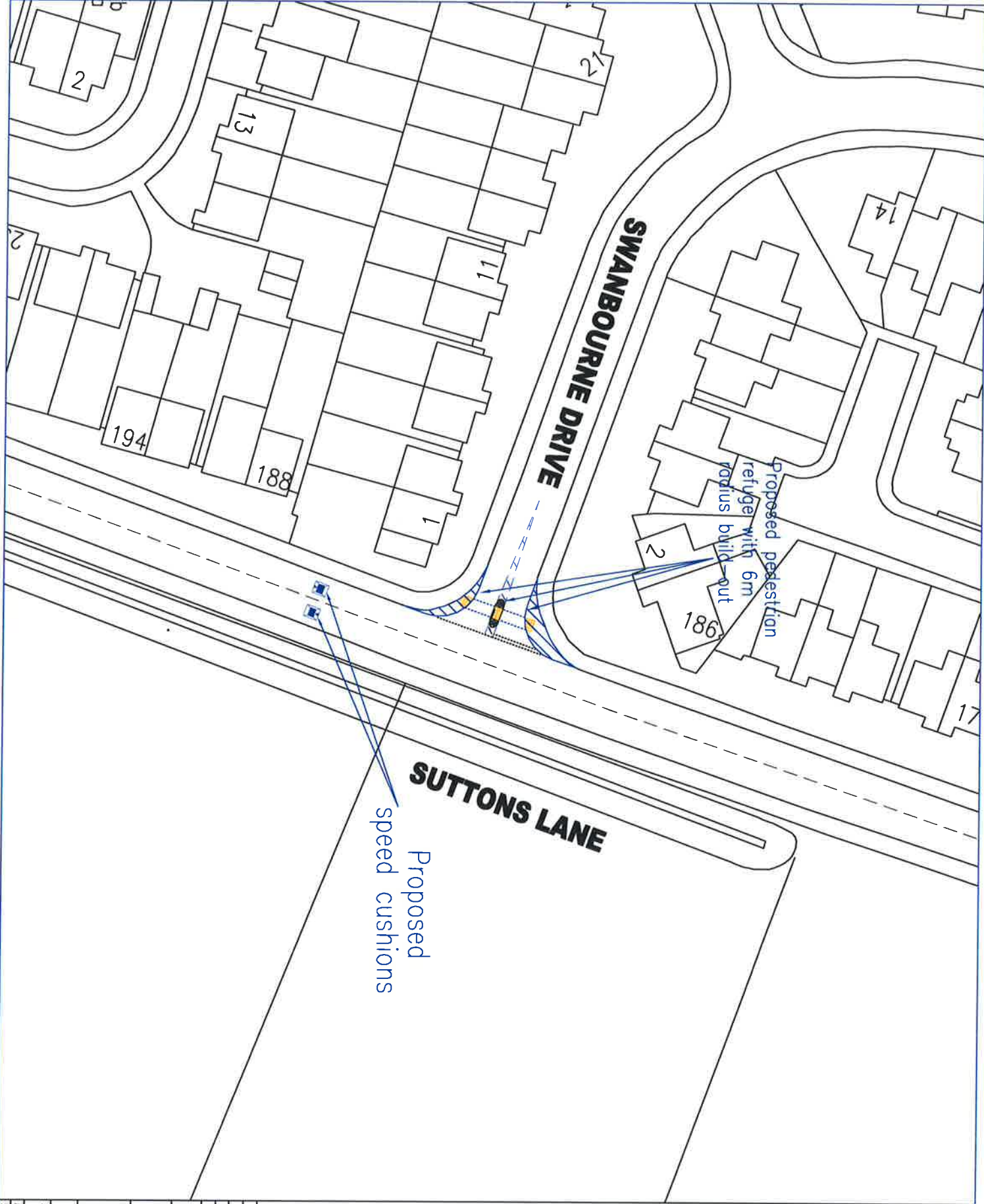
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PURPOSE		-	
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NOTES			
JOB TITLE FARRINGTON AVENUE			
DRAWING TITLE PROPOSED MINOR SAFETY IMPROVEMENTS		DATE	
DRAWN BY VS		CHECKED BY VS	
SCALE (AT A3) 1:1		DATE NOV 18	
ACAD REF: Sheet No: A3 (2317420)		DRAWING No OR002/5	



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NOTES			
REVISION / AMENDMENT			
NO.		DATE	
JOB TITLE SUTTONS LANE / SWANBOURNE DRIVE JUNCTION			
DRAWING TITLE PROPOSED PEDESTRIAN REFUGE WITH KERB BUILD-OUT AND SPEED CUSHIONS			
DRAWN BY VS	CHECKED BY VS	APPROVED BY MP	
SCALE (AT A3) NTS	DATE NOV 18	DRAFT ISSUE	
ACAD REF: Sheet Size: A3 (297x420)	DRAWING No DR002/6	REVISION	

Rainham Village Primary School

Raydens

El Sub Sta

UPMINSTER ROAD SOUTH

BM 5.54m

95 to 103
Garages

5.2m

TCB

Proposed humped
pelican crossing

Working Rainham

COWPER ROAD

MELVILLE ROAD

PURPOSE
-
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NOTES

JOB TITLE		UPMINSTER ROAD SOUTH	
DRAWING TITLE		PROPOSED HUMPED ZEBRA CROSSING	
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	MP	
SCALE (1:1)	DATE	DRAFT	
NTS	OCT 18	ISSUE	
ACD REF:	DRAWING NO	REVISION	
Sheet No: A3 (297x420)	OR002/1		

Ref:QR002/3

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

The Resident or Occupier

North Street (part)

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

7th December 2018

Dear Sir or Madam;

www.haverling.gov.uk

NORTH STREET BY THE AVENUE - PROPOSED PEDESTRIAN REFUGE

The pedestrian refuge is proposed along North Street by The Avenue as shown on the attached plan to minimise casualties. There have been a total of seven personal injury collisions in the vicinity of the above location over a five year period. Of this total, two were serious injury and two involved pedestrians.

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 and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The above proposal will help to meet these targets.

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

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

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

OR

By email to: highways@haverling.gov.uk

Comments should reach us by **Friday 28th December 2018**.

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 15th January 2019 at 7:30pm in Havering Town Hall, Main Road, Romford. The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

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

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

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

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Mark Philpotts', with a stylized flourish at the end.

Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services

Your Data Rights

In relation to the personal data which we may hold about you, you have the right to request to:

Be informed, have access or rectify incorrect information.

You also have the right to object to or restrict our processing of your data.

Under Data Protection law we must verify your identity and explain to you our reasons if we do not agree to carry out your request.

Details can be found at this address:

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or via email to :

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If you would like more information about how we use your data, please read our Privacy Policy:

https://www.havering.gov.uk/info/20007/council_and_democracy/499/privacy_and_cookies/2

or you can listen to our Privacy Policy by telephoning 01708 434343

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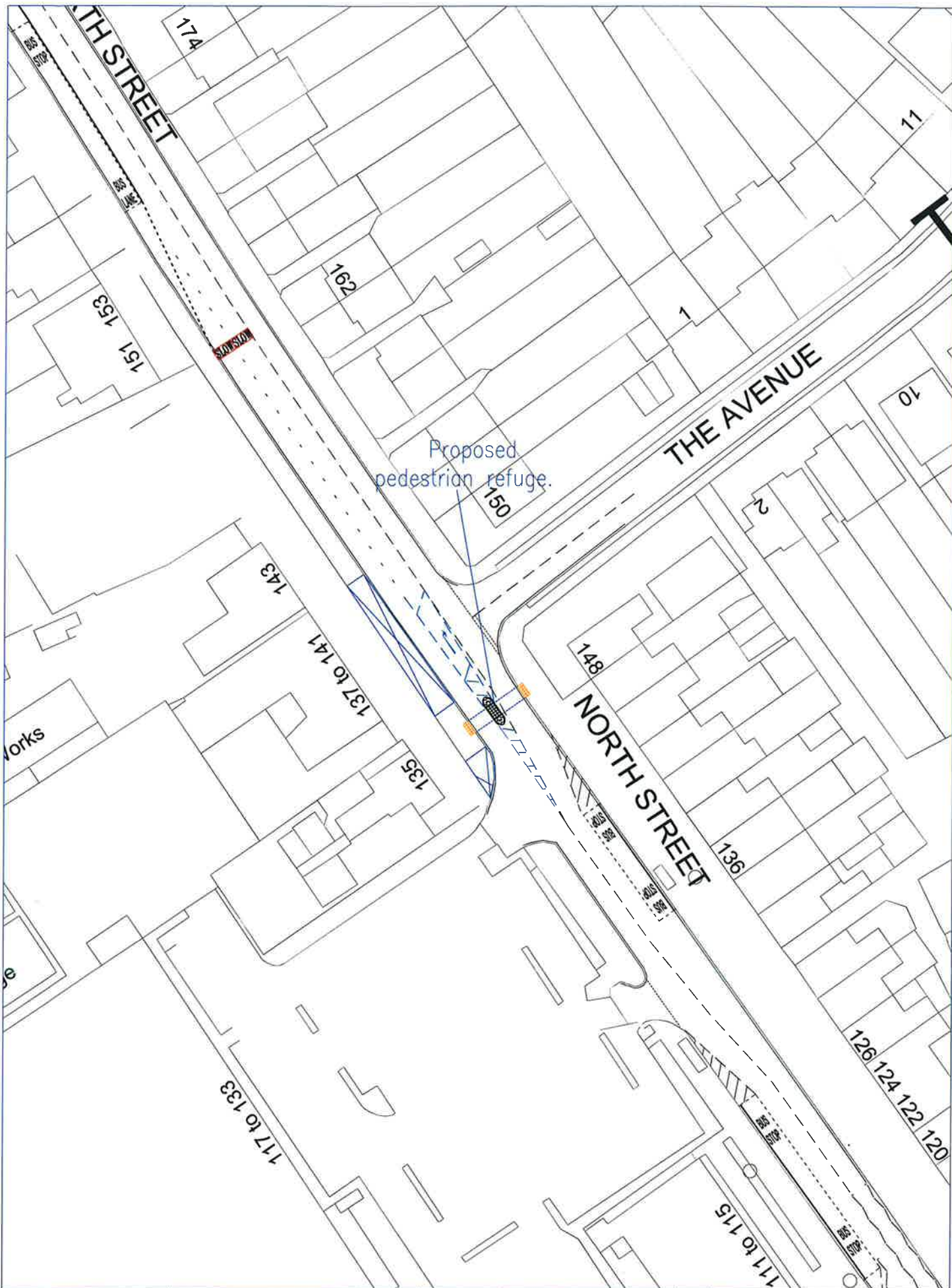
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 <p>Havering LONDON BOROUGH</p> <p><small>©COPYRIGHT All existing drawings to the London Borough of Havering, whether the whole or any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction without Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 182201327</small></p>	<p>JOB TITLE NORTH STREET</p> <p>DRAWING TITLE PROPOSED PEDESTRIAN REFUGES</p>	<p>PURPOSE -</p> <p>DRAWN BY VS</p> <p>SCALE (AT A3 SIZE) 1:100</p> <p>DATE 18 OCT 18</p> <p>DRAWING No QR002-3</p> <p>Sheet Size A3 (420x297)</p>	<p>CHECKED BY VS</p> <p>DATE 18 OCT 18</p> <p>DRAFT -</p> <p>ISSUE -</p>	<p>APPROVED BY MP</p> <p>DRAFT -</p> <p>ISSUE -</p>	<p>REVISION -</p> <p>REVISION -</p> <p>AMENDMENT -</p>	<p>DATE -</p>	<p>DATE -</p>

Ref:QR002/5

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

The Resident or Occupier

Farringdon Avenue (part)

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

7th December 2018

Dear Sir or Madam;

www.haverling.gov.uk

**FARRINGDON AVENUE BY TONBRIDGE ROAD - PROPOSED PEDESTRIAN REFUGE
WITH DOUBLE YELLOW LINE EXTENSION**

The pedestrian refuge with double yellow line extension is proposed along Farringdon Avenue by Tonbridge Road as shown on the attached plan to minimise casualties. There have been a total of four personal injury collisions in the vicinity of the above location over a five year period. Of this total, two were serious.

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 and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The above proposal will help to meet these targets.

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

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Comments should reach us by **Friday 28th December 2018**.

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Yours faithfully,

A handwritten signature in black ink, appearing to read 'Mark Philpotts', with a stylized flourish at the end.

Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services

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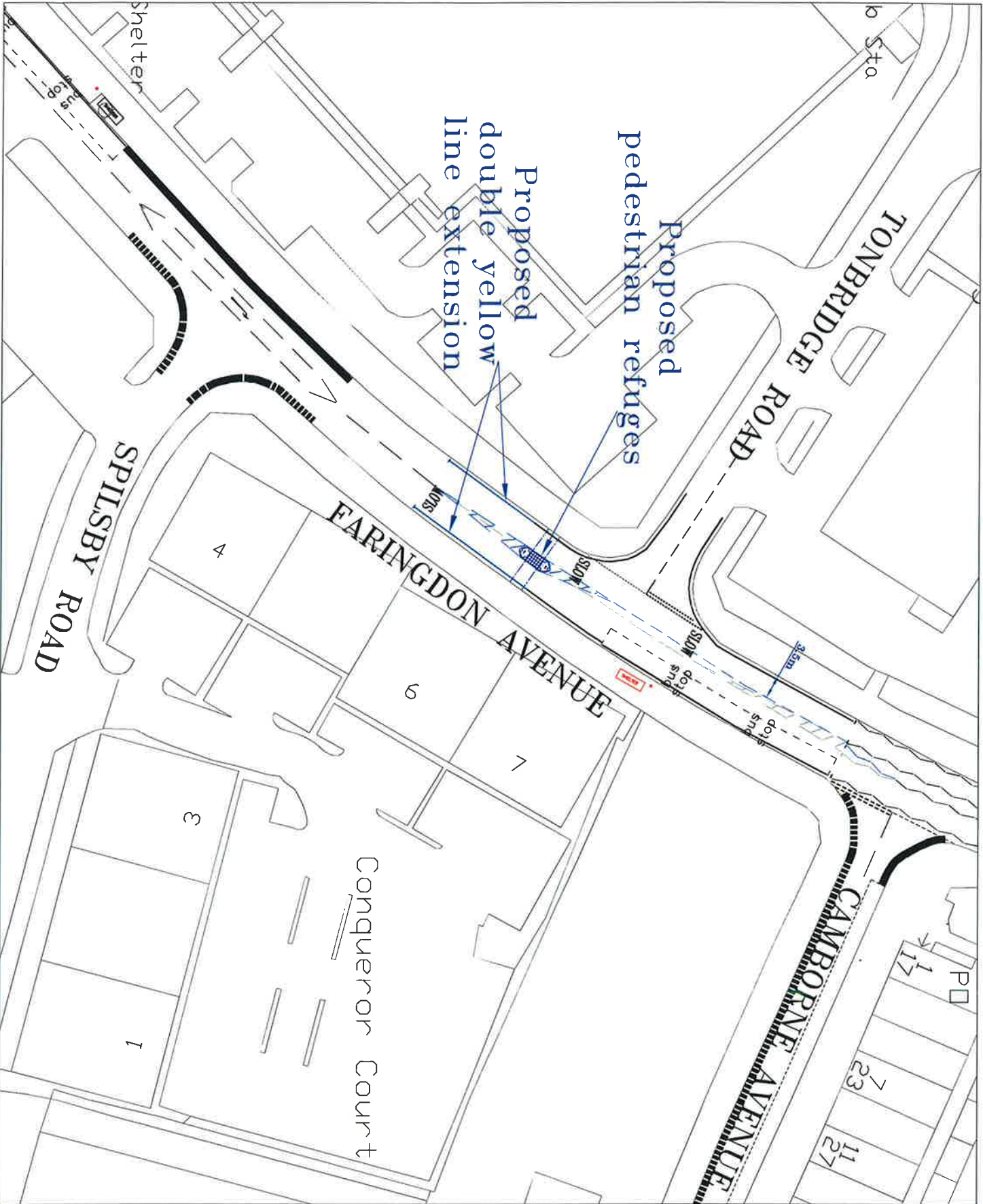
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PURPOSE		-	
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NOTES			
REVISION			
NO.	DATE	DESCRIPTION	BY
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JOB TITLE			
FARRINGTON AVENUE			
DRAWING TITLE			
PROPOSED			
MINOR SAFETY IMPROVEMENTS			
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	MP	
SCALE (AT A3)	DATE	DRAWN	
NTS	NOV 18	ISSUE	
ACAD REF:	DRAWING NO	REVISION	
Sheet Size: A3 (297x420)	OR002/5		

Ref:QR002/6

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

The Resident or Occupier

Suttons Lane (part)

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

7th December 2018

Dear Sir or Madam;

www.havering.gov.uk

**SUTTONS LANE / SWANBOURNE DRIVE JUNCTION - PROPOSED PEDESTRIAN
REFUGE WITH KERB BUILD-OUT AND SPEED CUSHIONS**

The pedestrian refuges with kerb build-out and speed cushions are proposed at the Suttons Lane / Swanbourne Drive Junction as shown on the attached plan to minimise casualties. There have been a total of two personal injury collisions in the vicinity of the above location over a five year period. Of this total, one was serious.

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 and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The above proposal will help to meet these targets.

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

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

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Mark Philpotts', with a stylized flourish at the end.

Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services

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Town Hall

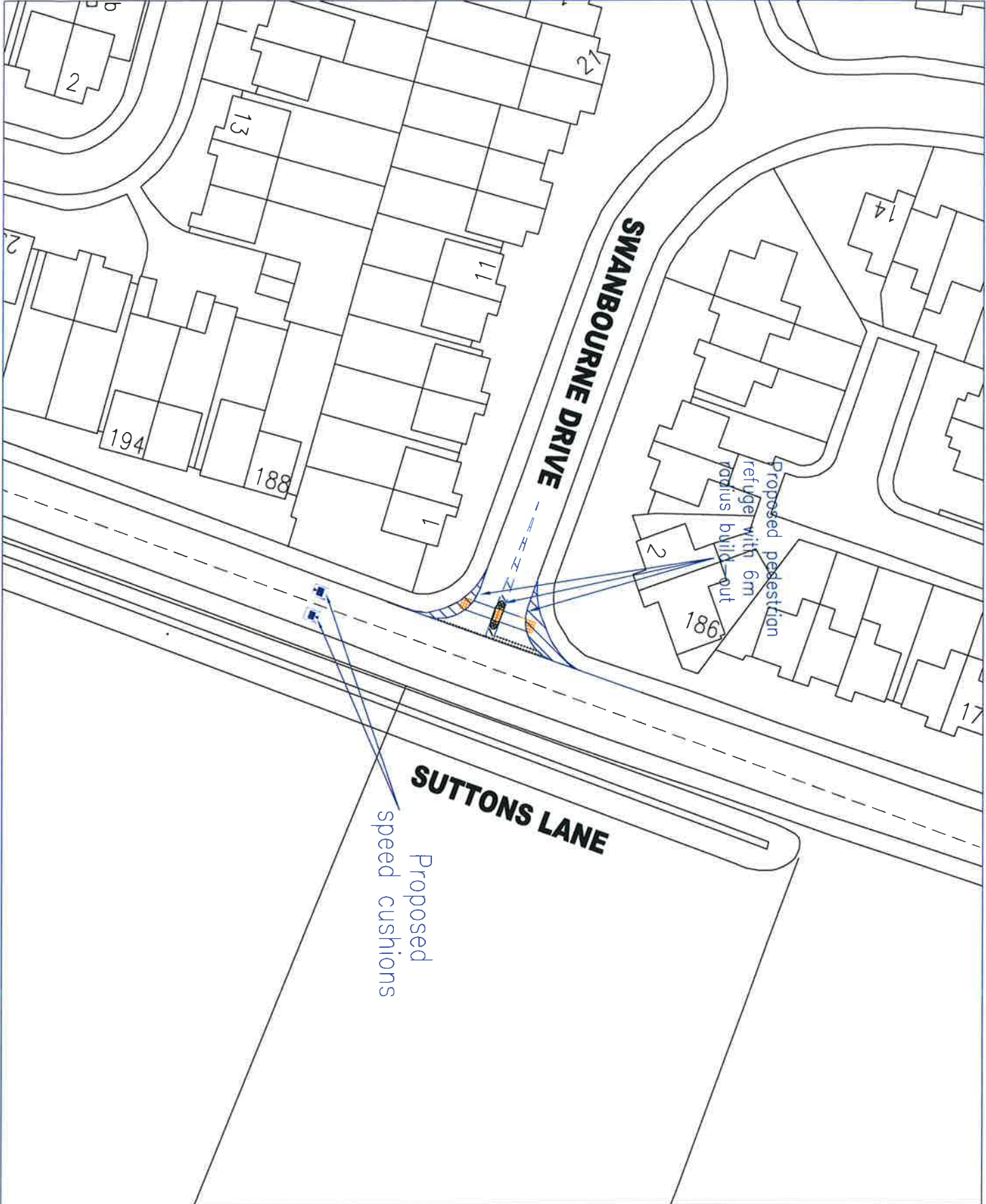
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JOB TITLE		SUTTONS LANE / SWANBOURNE DRIVE JUNCTION	
DRAWING TITLE		PROPOSED PEDESTRIAN REFUGE WITH KERB BUILD-OUT AND SPEED CUSHIONS	
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	MP	
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NTS	NOV 18	ISSUE	
ACAD REF:	DRAWING No	REVISION	
Sheet Size: A3 (297x420)	OR002/6		

Ref:QR002/6

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

The Resident or Occupier

Upminster Road South (part)

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

7th December 2018

Dear Sir or Madam;

www.haverling.gov.uk

**UPMINSTER ROAD SOUTH OUTSIDE RAINHAM VILAGE PRIMARY SCHOOL -
PROPOSED HUMPED PELICAN CROSSING**

The humped pelican crossing is proposed along Upminster Road South outside Rainham Village Primary School as shown on the attached plan to minimise casualties. There have been a total of four personal injury collisions in the vicinity of the above location over a five year period. Of this total, one was serious; two involved pedestrians and one involved child.

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 and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The above proposal will help to meet these targets.

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

If you wish to comment on the proposals, you may do so,
By writing to: The Principal Engineer, Environment, Street Management, Town Hall, Main Road, Romford, RM1 3BB.

OR

By email to: highways@haverling.gov.uk

Comments should reach us by **Friday 28th December 2018**.

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 15th January 2019 at 7:30pm in Havering Town Hall, Main Road, Romford. The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals. Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee, please contact Taiwo Adeoye on 01708 433079 no earlier than 7th January 2019 and at least two days prior to the meeting.

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

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

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

Yours faithfully,

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Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services

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HIGHWAYS ADVISORY COMMITTEE

15 January 2019

Subject Heading:	Proposed traffic and parking improvements in Petersfield Avenue, Harold Wood
SLT Lead:	Dipti Patel Assistant Director of Environment
Report Author and contact details:	Musood Karim Engineer 01708 432804 highways@havering.gov.uk
Policy context:	Havering Local Development Framework (2008). Havering Local Implementation Plan 2018/19 Delivery Plan.
Financial summary:	The estimated cost of £0.063m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2915).

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

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

SUMMARY

This report sets out the responses to a consultation relating to improving traffic flow and parking in Petersfield Avenue, Harold Hill. The proposals involve provisions of 12 parking bays to operate by Pay & Display, 20 free parking bays at rear side of the shops for residents of the flats and a new zebra crossing for pedestrians. The proposals are included in appendix 2 of this report. It further seeks recommendations that the proposals be implemented.

The scheme lies within **Gooshays** Ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment in consultation with Leader of the Council implementation of the following proposals:
 - i. Petersfield Avenue, south side (to front of the shops): Provision of 12 parking bays to operate by Pay and Display (with 30 minutes free parking), situated outside property Nos. 134 to 140, 148 to 154, 162 to 164 and 168 to 174 in Petersfield Avenue, Harold Hill as shown on drawing No. QQ021_PA_FS_GA_101 attached in appendix 1 of this report.
 - ii. Provision of 20 new free parking bays to be allocated at rear side of the shops shown in drawing No. QQ021_PA_FS_GA_101 attached in appendix 1 of this report.
 - iii. Provision of 2 new parking bays to be allocated outside Nos. 162 and 164 Petersfield Avenue as shown on drawing No. QQ021_PA_FS_GA_101 attached in appendix 1 of this report.
 - iv. Provision for a zebra crossing with pedestrian islands in the middle of the road, located outside No.144, Petersfield Avenue as shown on drawing No. QQ021_PA_FS_GA_101 attached in appendix 1 of this report.
2. That it be noted that the estimated cost of £0.063m for the implementation would be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2915).

REPORT DETAIL

1.0 Background

London Buses, part of Transport for London (TfL) and their commercial operators, Stagecoach London have expressed their concerns to the Council about vehicles parking too close to the existing pedestrian islands in Petersfield Avenue. This restricts the passage of buses and large vehicles along the road.

Officers are aware of an instance when a bus was stranded due a van parked very close the existing pedestrian island, situated outside No. 144 Petersfield Avenue. The bus was eventually assisted by the response unit of the bus operators to reverse back from the parked van. The bus was subsequently taken out of service as it could not serve the other stops at scheduled times.

As a result, site investigations were carried out by officers which confirmed the problems arising from vehicles parking too close to the pedestrian islands thus restricting access for buses and other large vehicles.

As an interim measure, officers obtained authority from the Director of Neighbourhoods to advertise the Traffic Management Orders implement new parking restrictions. These parking restrictions failed to adequately deal with obstructive parking. Further feasibility studies have been carried out to ensure that the measures now proposed will overcome the current problems.

2.0 Public transport facilities

There are two bus routes operating in Petersfield Avenue ie 496 and 608. The former operates on low frequency ie 15 minutes (ie 8 buses/hr at peak times in both directions) and the later operates during school term times only.

Harold Wood railway station is situated approx. 1.5 miles from the main shops in Petersfield Avenue. The station is on the Cross Rail (Elizabeth Line between Shenfield to London Heathrow).

3.0 Scheme proposals

The following measures have been proposed as detailed below:

3.1 Proposals for zebra crossing

A zebra crossing has been proposed outside No 144 Petersfield Avenue which is on a common desire line where pedestrians commonly or naturally cross the road. It is important to consider their location carefully when designing pedestrian crossings especially in the vicinity of shops, schools or housing. The crossing incorporates a traffic island to enhance safety for pedestrians. The proposals are shown on drawing No.QQ021_PA_FS_GA_101.

3.2 Proposals for free loading bay for businesses

A free loading bay was initially proposed outside property Nos. 160 to 162, Petersfield Avenue to enable deliveries to be made to businesses without undue delays. Following further investigations, it was noted that all shopkeepers have service yards at rear side of their premises, therefore, the proposals and replaced with parking bays for two cars. The proposals are shown on drawing No. QQ021_PA_FS_GA_101.

3.3 Proposals for parking bays for shoppers

12 new parking bays have been designed in Petersfield Avenue directly outside the shops. Parking will operate by Pay & Display between 08:00 am to 6:30 pm, Monday to Saturdays. There is a provision of 30 minutes free parking for the shoppers which means that they can park 30 minutes in morning and afternoons without charge. The parking tariff applicable will be similar with the charges for Hilldene Avenue shopping area to maintain consistency.

3.4 Proposals for additional parking for residents (residing above shops) and shopkeepers

There is further provision of 20 free parking bays at rear side of the shops. This parking has specifically been designed for the residents of the flats and shopkeepers to be able to park their cars. CCTV cameras are in operation and further street lights will be provided, aid residents safety when parking during at night time. The proposals are shown on drawing No. QQ021_PA_FS_GA_101.

4.0 Details of pre- meeting with ward members

A meeting was held on Friday, 29th June 2018. Present at the meeting were three members of Gooshays Ward and officers from the Council's Street Management Services. The following issues were raised and discussed:

- i) Extension to the 30 minutes free time on Pay & Display bays in Petersfield Avenue to 1 hour. Members were explained that any change to the charging regime is subject to the decision of the Executive.
- ii) Provision for a Zebra Crossing between Petersfield Close and A12 Colchester Road and consideration of Road Traffic Accident data for the previous 5 years including a speed survey data for this area.

Additional items raised (outside the scope of this scheme)

- iii) Parking enforcement around Brookside School to enforce parking controls during the school times.
- iv) Advance warning signs for wild animals (ie Deer warning) around the perimeter of Dagnam Park to protect the animals from speeding motorists.
- v) Introduce of Double Yellow Lines in Gooshays Gardens.

- vi) Issues about lorries damaging the footway in Redruth Road and requested for some enforcement.
- vii) Introduction of Double Yellow Lines at the junction of Petersfield Avenue and Petersfield Close.
- viii) Provision of a new Zebra Crossing in Petersfield Avenue, following a desire line outside the shops.

Action by officers - Items (iii), (v) and (vii) are being dealt with by the Council Parking Team. Item (iv) has been included on the list of action of future schemes. Item (vi) was passed to the Area Liaison Officer for investigation. Item (viii) has been included in the current scheme (at recommendation iv above).

5.0 Outcome of the public consultation

- 5.1 100 letters were hand delivered to occupiers considered to be affected by the proposals. In addition, the emergency services and the Council's Estate Services were consulted.

8 responses were received which represent 8% of the delivered letters. The responses have been analysed carefully and the results are included in appendix 1 of this report.

The most common suggestion raised by respondents was to provide Echelon parking outside the shops. This would involve vehicles parking perpendicular or at angle to maximise parking by making use of the excessive depth of the existing footway outside the shops.

Officers considered the provision of Echelon parking but discounted it on the following grounds:

- i) Vehicles leaving the parking bays would need to reverse back into a busy road which is also a bus route. Echelon parking operates successfully where it is situated away from through traffic and bus routes such as the Hilldene shopping area.
- ii) Echelon parking would involve building longer parking bays into the footway. Although the existing footway on front side of the shops is relatively wide, there is a dense network of existing underground utility services which would require costly diversions and cannot be justified against the civil costs of the scheme.

- 5.2 During the consultation, a ward member on behalf of the shopkeepers suggested that the existing bus stop (westbound services) should be relocated from the shops to outside, William the Conqueror public house. This request was considered in conjunction with London Buses (LB) who is responsible for installing and maintaining the infrastructure of bus stops across London. The following issues were highlighted:

- i) The distance between the existing stops would not meet the criteria set by LB in maintaining a linear distance of 400 metres between bus stops.
- ii) The proposed location of the bus stop would be at a bend in the road with a configuration of an 'S' shape. LB avoids installing bus stops at these locations as it can be dangerous for approaching vehicles when a bus is parked at the bus stop.
- iii) The new location of the bus stop would require implementing a bus stop clear way which would mean allocating the new stop with 37 metres of free access to the stop. This would in turn require the removal of existing parking.
- iv) The bus stop would move from a convenient location at the shopping centre to a position some distance away. Elderly passengers would experience additional/inconvenience in carrying their shopping or walking back to the shops. In addition, certain businesses like the newsagents, mini-markets, café benefit from their proximity to the bus stops.

6.0 Staff comments and conclusions

Ward members were consulted in May 2018 (pre-local elections) and June 2018 (post local elections). The current proposals incorporate the suggestions of Ward Members to improve the flow of traffic and parking.

The feedback from the consultation provided useful information on the use of available parking bays for long term parking by the commuters, shopkeepers, Petersfield NHS Centre, visitors to church etc.

The proposed Pay & Display parking (with 30 minutes free parking) would assist in reducing long term parking to make way for more potential customers through an increased turnover of vehicles, benefiting local businesses.

The Council has previously implemented similar schemes in Upminster town centre, The Broadway, Elm Park and Hildene Avenue, Harold Hill and these have proved to be successful. Without Pay & Display parking facility, long term parking will continue and this will affect passing trade in the area.

It has not been possible to provide 1 hour of free parking for shoppers as it would not be consistent with the Council's parking charging regime and with other car parks within the area. However, the new parking facility would allocate 30 minutes free parking in the mornings and 30 minutes free parking in the afternoons for each car.

Currently, there are 12 parking spaces available for parking and the same would be maintained. As a result, there will be no loss of parking arising from the proposals.

It is, therefore, recommended that the proposals are agreed to enable the Council to deliver the scheme within the current financial year. If this scheme is

successfully implemented, TfL will provide further funds to improve parking on both sides of the shops in Petersfield Avenue and a pedestrian crossing by A12 Colchester Road in 2019/20 financial year.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment the implementation of the above scheme.

The estimated cost for implementation the proposals as shown on drawing No. QQ021_PA_FS_GA_101 is £0.063m. The funding for carrying out the works will be met by Transport for London through the Local Implementation Plan bid allocated for 2018/19 financial year.

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 to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Street Management 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 Environmental Capital budget.

Legal implications and risks:

The Highways Act 1980 Part V authorises the Council to construct and maintain places of refuge for the protection of pedestrians in the maintained highway.

The Council's power to make an order for charging for parking on the highway 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 (as amended) are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

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

Regulations and General Directions 2016 govern road traffic signs and road markings.

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

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

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

Human Resources implications and risks:

None 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.

BACKGROUND PAPERS

None.

Appendix 1

Summary of the Public Consultation

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Petersfield Avenue, Harold Hill

Summary of the Public Consultation Responses

Item	Respondent	Summary of Response	Agree	Disagree	Comments
			Y	N	
1	Hucknall Close (by telephone) Respondent No.1	Supports the proposals. Will improve parking o/s the shops. Several commuters park in Hucknall Close and board buses to Harold Wood Station.	1		Comments were noted
2	Respondent No 2 Metropolitan Police (Traffic Unit)	Have no objections to the proposals	1		Noted
3	Hucknall Close Respondent No.3	The respondent has not objected the proposals but has stated the impact of introducing Pay & Display parking o/s the shops in Petersfield Avenue will lead drivers to park in Hucknall Close. He has stated that at present overnight parking in Hucknall Close is taken up residents of other flats in the area, by the local church and residents of the flats above the shops whereby the residents of Hucknall Close find it difficult to park their cars.			The respondent was advised that the new proposals will not have any major impact on parking in Hucknall Close as 20 free parking spaces have been proposed for the residents of the flats at the rear side of the shops.

Item	Respondent	Summary of Response	Agree	Disagree	Comments
			Y	N	
4	Respondent No. 4	Has objected the Pay & Display parking. This will destroy businesses. Majority of customers need to stay there for 1 or more hours so free parking should be provided for min. 1 hour and not 30 minutes.	0	1	The respondent was informed that the Pay & Display parking will increase the turn over of parking which will be beneficial to the shop keepers.
5	Respondent No. 5	Has objected to Pay & Display parking. The respondent has stated that he will lose customers where they have to pay £1.70 for parking over 1 hr. The parking charges will result in loss of his business.	0	1	The respondent was advised that not all customers come by car where they need parking and have to pay for parking over 30 minutes. Some customers must be local or take away. He was advised that there would be 30 minutes free parking in the morning and afternoons for each vehicle.
6	Respondent No. 6	Pay and Display will affect his business and others in the parade. Potential shoppers will travel to Whitworth Rd shopping centre as they get free parking.	0	1	The respondent was informed that 30 minutes free parking would be available in mornings and afternoons per car. Not all customers travel by cars. Some must be locals who come by walk.

Item	Respondent	Summary of Response	Agree	Disagree	Comments
			Y	N	
7	Local Ward Councillors	<p>Local Ward Members had raised the following comments after discussing with the shop keepers:</p> <p>a) Provide parking with restricted hours of parking as provided in Whitchurch Road shopping centre ie Free parking for three hours and no return within 1 hour.</p> <p>b) Demolish existing garages at rear side of the shops to provide more space for the shop staff and owners safe place to park.</p> <p>c) consideration be given to reducing width of the existing footway to provide Echelon parking to provide more parking.</p>			<p>Issues were noted.</p> <p>The existing garages are the ownership of the Council's Housing Estate. It is unlikely they will demolish them as the residents of the flats park in them.</p> <p>The Echelon type parking would have the following impact:</p> <p>i) Petersfield Ave has bus routes and there are two existing bus stops outside / opposite side of shops. Officers consider such measures will generate potential accidents.</p> <p>ii) Petersfield Ave is used as a through route for traffic.</p>

Item	Respondent	Summary of Respose	Agree	Disagree	Comments
			Y	N	
8	Respondent No. 8 Bus Operator	The proposals are acceptable as they would reduce the amount of illegal parking that is difficult to enforce Once all the works are completed the new set up would not be detrimental to the bus reliability.	1		<p>iii) Development of such type of parking will involve diverting existing underground services eg fibre optic cables which will be very costly.</p> <p>Comments noted</p>

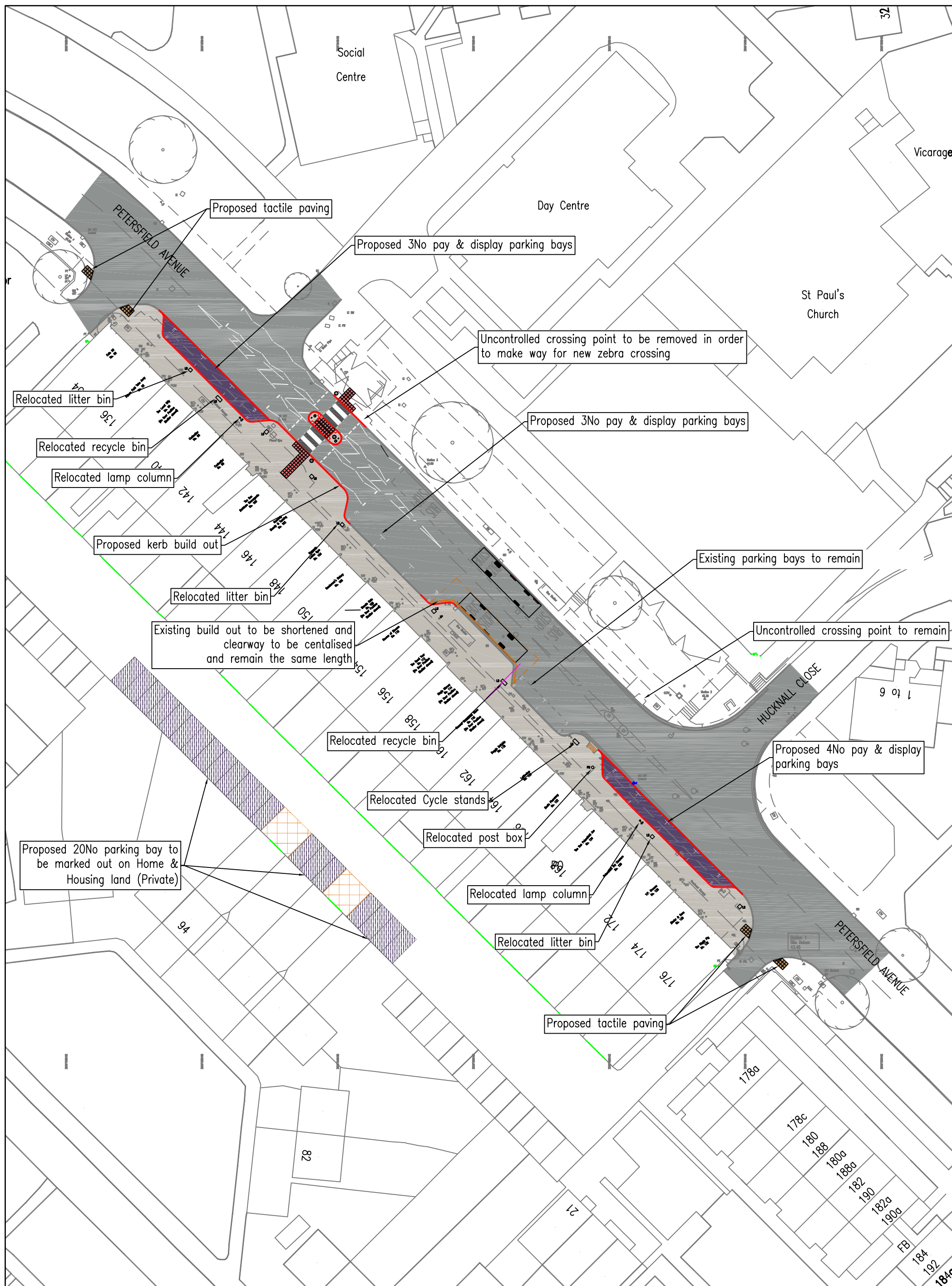
Note: Names of respondents and their addresses have been excluded due to Data Protection Act

Appendix 2

Drawing of proposals

Drawing No. QQ021_PA_FS_GA_101.

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HIGHWAYS ADVISORY COMMITTEE

15 January 2019

Subject Heading:	Proposed traffic calming measures in Belgrave Avenue, Gidea Park.
SLT Lead:	Dipti Patel Assistant Director of Environment
Report Author and contact details:	Musood Karim Engineer 01708 432804 highways@havering.gov.uk
Policy context:	Havering Local Development Framework (2008). Havering Local Implementation Plan 2018/19 Delivery Plan
Financial summary:	The estimated cost of £0.04m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2901).

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 relating to proposed traffic calming measures in Belgrave Avenue, Gidea Park. The proposals showing the locations of speed humps are included in appendix 1 of this report. It further seeks recommendations that the proposals be implemented.

The scheme lies within **Squirrels Heath** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment the implementation of speed control humps in Belgrave Avenue, Gidea Park at the following locations:

- i. Hump No1 – located approx. 31.30m west of the property boundary of Nos. 2 & 4,
- ii. Hump No 2 - located approx. 1.80m east of the property boundary of Nos. 10 & 12,
- iii. Hump No 3 – located at 0.6m north east of the property boundary of Nos. 30 & 32,
- iv. Hump No. 4 – located at 44.0m south west of the property boundary of Nos.34 & 36,
- v. Hump No 5 - located 4.50m south west of the property boundary of Nos. 48 & 50,
- vi. Hump No 6 – located at 2.50m west of the property boundary of Nos. 66 & 68,
- vii. Hump No 7 – located at 6.20m south east of the property boundary of Nos. 108 & 110,
- viii. Hump No 8 - located at 10.10m north east of the property boundary of Nos. 144 & 146

The locations of the speed control humps are shown on drawing Nos. QR023_BA_FS_GA_100 to 103_REV0, attached in appendix 1 of this report.

2. That it be noted that the estimated cost of £0.04m for implementation would be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2901).

REPORT DETAIL

1.0 Background

- 1.1 Belgrave Avenue, Gidea Park connects Upper Brentwood Road in the west and Southend Arterial Road (A127) in the east. The road is predominantly residential with some shops and business units close to the A127. The road is intersected by side roads such as Cambridge Ave, Montrose Ave. and Ferguson Ave. The Ravensbourne River runs between Cambridge Avenue and Montrose Avenue beneath the highway via a culvert structure in Belgrave Avenue which is scheduled for structural strengthening in 2019. The road conveys two-way traffic and has a weight limit restriction for heavy goods vehicles.
- 1.2 The road is constantly used as a rat-run traffic between Upper Brentwood Road and the A127 and this has increased considerably due to the Ardleigh Green Bridge Replacement programme. Some drivers travel at excessive speeds, although the road has a speed limit of 30 mph. In addition, Belgrave Avenue is commonly used by school children walking to The Royal Liberty School in Upper Brentwood Road. The school catchment area extends up to Harold Wood area whereby children use Belgrave Avenue by crossing the A127.
- 1.3 Prior to the feasibility studies, there was a traffic accident in Belgrave Avenue which resulted in a speeding car overturning. The accident occurred at night but residents raised concerns about the consequences of a similar accident occurring during the day when there is significant increase in pedestrian activity in the road. As a result, feasibility studies were carried out by officers to deal with speeding and excessive traffic flow in Belgrave Avenue.

1.3 Traffic and speed flow data

In order to undertake the feasibility studies, speed data and a classified traffic survey were carried out for a continuous period of 7 days in June 2018 at two prime locations in the Belgrave Avenue. Below are tables showing the traffic flows at peak periods and 85% speeds.

Traffic Census Station No. 1 Belgrave Avenue, Close to Upper Brentwood Road

Direction of travel	AM peak	PM peak	Average Speed (mph)	85% (mph)
Westbound (to A127)	80	57	24	28
Eastbound (to Upper Brentwood Rd)	117	284	24	28
Two way traffic	197	341		

Traffic Census Station No. 2: Belgrave Avenue, Close to the A127

Direction of travel	AM peak	PM peak	Average speed (mph)	85% (mph)
Westbound (to A127)	47	146	31	38
Eastbound (to Upper Brentwood Rd.)	32	277	32	40
Two way traffic	79	423		

Tables 1 and 2 show maximum traffic flows at peak periods and speeds

1.4 Results of the traffic survey

The results of the traffic survey show that maximum 85 percentile of the speed is 40 mph. This means that on a sample of 100 cars surveyed, 85% of vehicles do not exceed that speed. In this case 40 mph is a high speed recorded for a residential road with 30 mph of speed limit. More importantly,, there are limited gaps available for pedestrians to cross the road during peak periods in Belgrave Avenue. This, therefore, justifies that effective intervention is needed for Belgrave Avenue in dealing with excessive speeding problems.

2.0 Proposals for speed control measures

- 2.1 General: There are two types of traffic calming measures in practice i.e. vertical and horizontal deflections. Common types of vertical deflections are humps, speed cushions, speed tables whereas the horizontal deflections include build outs (i.e. chicanes) and pinch points. Speed cameras are only installed at specific sites where it can be demonstrated that there is track record of human casualty accidents, categorised under Killed or Seriously Injured (KSI) with speed being the contributory factor.
- 2.2 Based on the speed and traffic flow data, there is a clear justification to implement measures to control the speed of traffic. It is, therefore, proposed to install 8 Nos. speed control humps at selected locations in Belgrave Avenue. The proposals are shown on drawing Nos. QR023_BA_FS_GA_100 to /103_REV0, attached in appendix 1 of this report.
- 2.3 The speed humps will span across the full width of the road and will be constructed 75mm (i.e. 3 inches) high at the highest point above the road level. The humps would be spaced at intervals sufficient for them to be effective in reducing vehicular speeds.
- 2.4 When deciding the locations for installing humps, consideration was given to the location of existing driveways and underground utility services and apparatus. Where possible the humps would be installed close to the common boundaries of neighbouring properties.

- 2.5 Advance warning signs indicating the presence of speed humps in Belgrave Avenue will be installed in Upper Brentwood Road on both approaches leading to the junction of Belgrave Avenue.

3.0 Outcome of the public consultation

- 3.1 231 letters were delivered to the residents who were considered would be affected by the proposals. In addition, the emergency services were consulted. A plan showing the consultation area is attached in appendix 2 of this report.
- 3.2 Members of Squirrels Heath ward were consulted and updated regularly on the feasibility studies to deal with controlling speed and traffic flow in Belgrave Avenue.
- 3.3 At close of consultation 7 responses were received which represents 3% of the delivered letters. Of those who had responded to the consultation, none had objected the proposals. The responses were analysed carefully and the results are included in appendix 1 of this report. The respondents are in favour of implementing speed restraint measures and considered that speed humps would be most appropriate measure to reduce the speeds. Some had requested taller heights of humps to reduce the travel time of rat running traffic and make their road less attractive for them to use.

4.0 Staff comments and conclusions

Although the response rate of the consultation is low, based on the strong support by a few local residents, ward members and given the nature of excessive speeding problems in Belgrave Avenue, there is a clear need for traffic calming measures to improve the road safety in Belgrave Avenue. It is therefore recommended that the proposed safety improvements should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial Implications and Risks

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment the implementation of the above scheme.

The estimated cost for implementation the proposals as shown on drawing No. QR034_PA_FS_GA_101 to 103 is £0.04m. The funding for carrying out the works will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2901).

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 to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Street Management 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 Environmental Capital budget.

Legal implications and risks:

The Council's power to construct humps in highway maintainable at public expenses set out in Part V of the Highways Act 1980 ("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.

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.

There will be some aesthetic impact arising from the road markings, traffic signs and speed control humps but this would be mitigated by enhancing road safety for all road users.

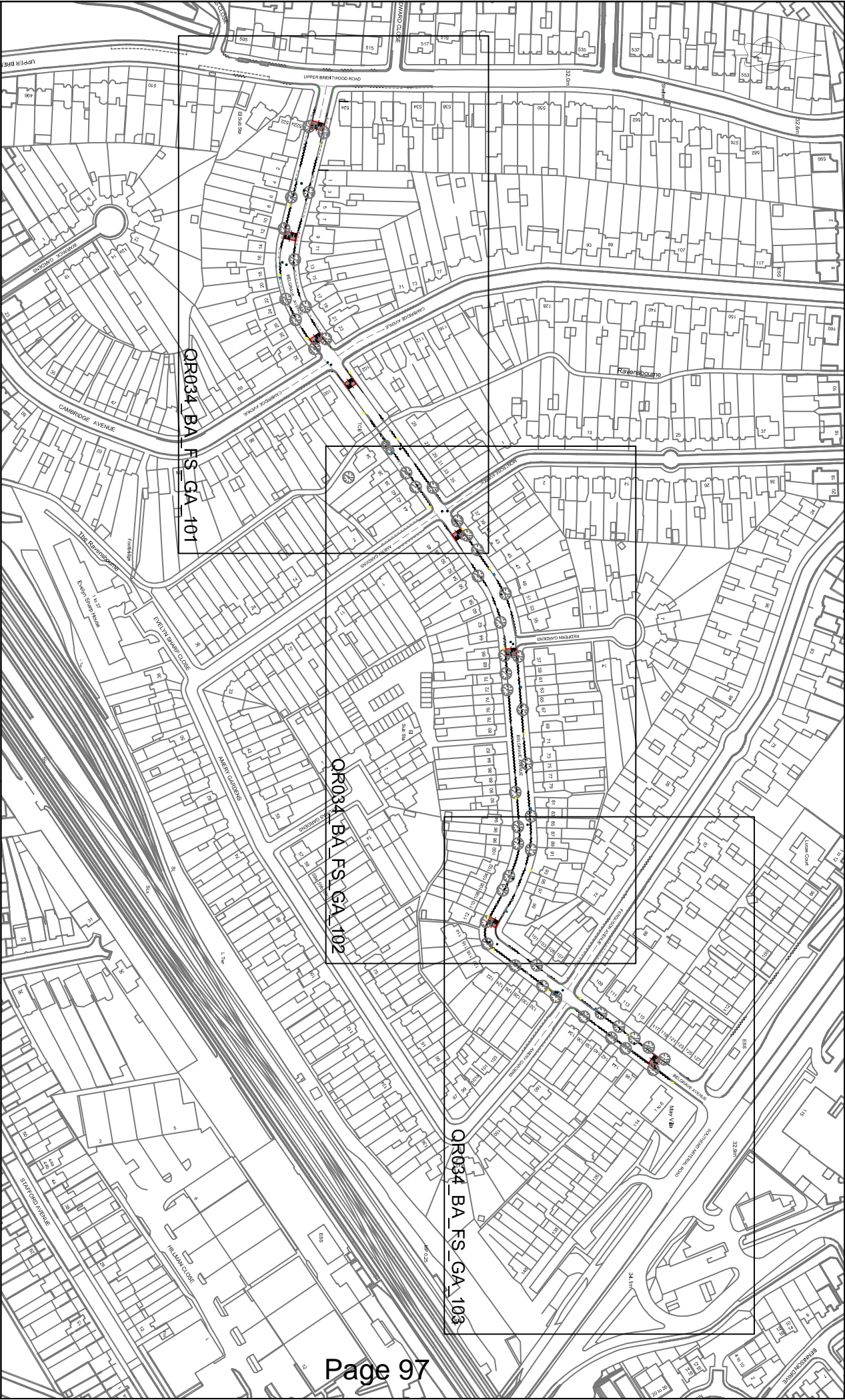
BACKGROUND PAPERS

None.

Appendix 1

Drawings of proposed measures

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JOB TITLE

BELGRAVE AVENUE

DRAWING TITLE

TRAFFIC CALMING MEASURES

DRAWN BY

MLP

CHECKED BY

OM

APPROVED BY

PURPOSE

PROPOSAL

RP

SCALE (AT A4 SIZE)

DATE

09.08.18

ISSUE

REVISION

0

INITIAL ISSUE

DATE

NT.S.

09.08.18

DRAFT

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JOB TITLE

BELGRAVE AVENUE

DRAWING TITLE

TRAFFIC CALMING MEASURES

DRAWN BY

RP

CHECKED BY

MLP

APPROVED BY

OM

PURPOSE

PROPOSAL

REVISION

0

INITIAL ISSUE

09.08.18

AMENDMENT

DATE

SCALE (AT A4 SIZE)

DATE

ISSUE

REVISION

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INITIAL ISSUE

09.08.18

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DRAWING No

OR034_BA_FS_GA_101

REVISION

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INITIAL ISSUE

09.08.18

AMENDMENT

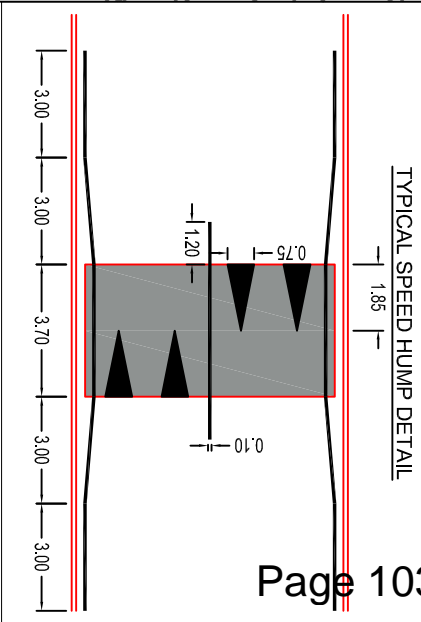
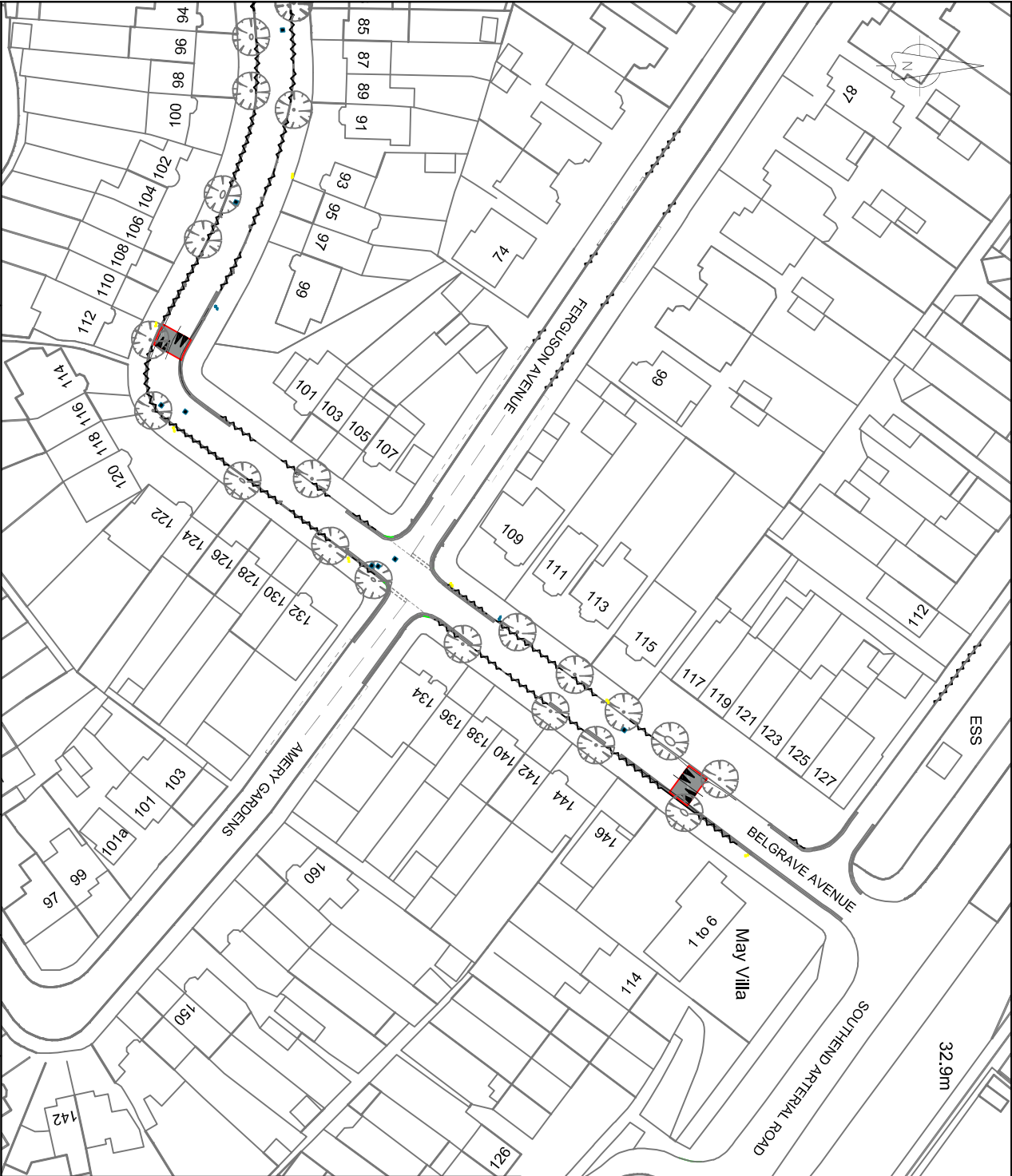
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JOB TITLE	DRAWN BY		CHECKED BY	APPROVED BY	PURPOSE	
	RP	MLP		OM	PROPOSAL	
DRAWING TITLE	SCALE (AT A4 SIZE)		DATE			
	1:1000		09.08.18	<div><div></div><div>DRAFT</div><div>ISSUE</div></div>		
TRAFFIC CALMING MEASURES	DRAWING No				0	
	QP034_BA_FS_GA_102				0	
		REVISION				09.08.18
					REVISION	DATE

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- KEY**
- Existing vehicle crossover
 - Existing waiting restrictions
 - Proposed speed hump

 Havering CITY OF LONDON BOROUGH OF		JOB TITLE BELGRAVE AVENUE		DRAWN BY RP		CHECKED BY MLP		APPROVED BY OM		PURPOSE PROPOSAL	
DRAWING TITLE TRAFFIC CALMING MEASURES		SCALE (AT A4 SIZE) 1:1000		DATE 09.08.18		DRAFT ISSUE		REVISION 0		INITIAL ISSUE AMENDMENT	
DRAWING No OR034_BA_FS_GA_103		DATE 09.08.18		REVISION 0		DATE 09.08.18					

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Appendix 2

Results of public consultation

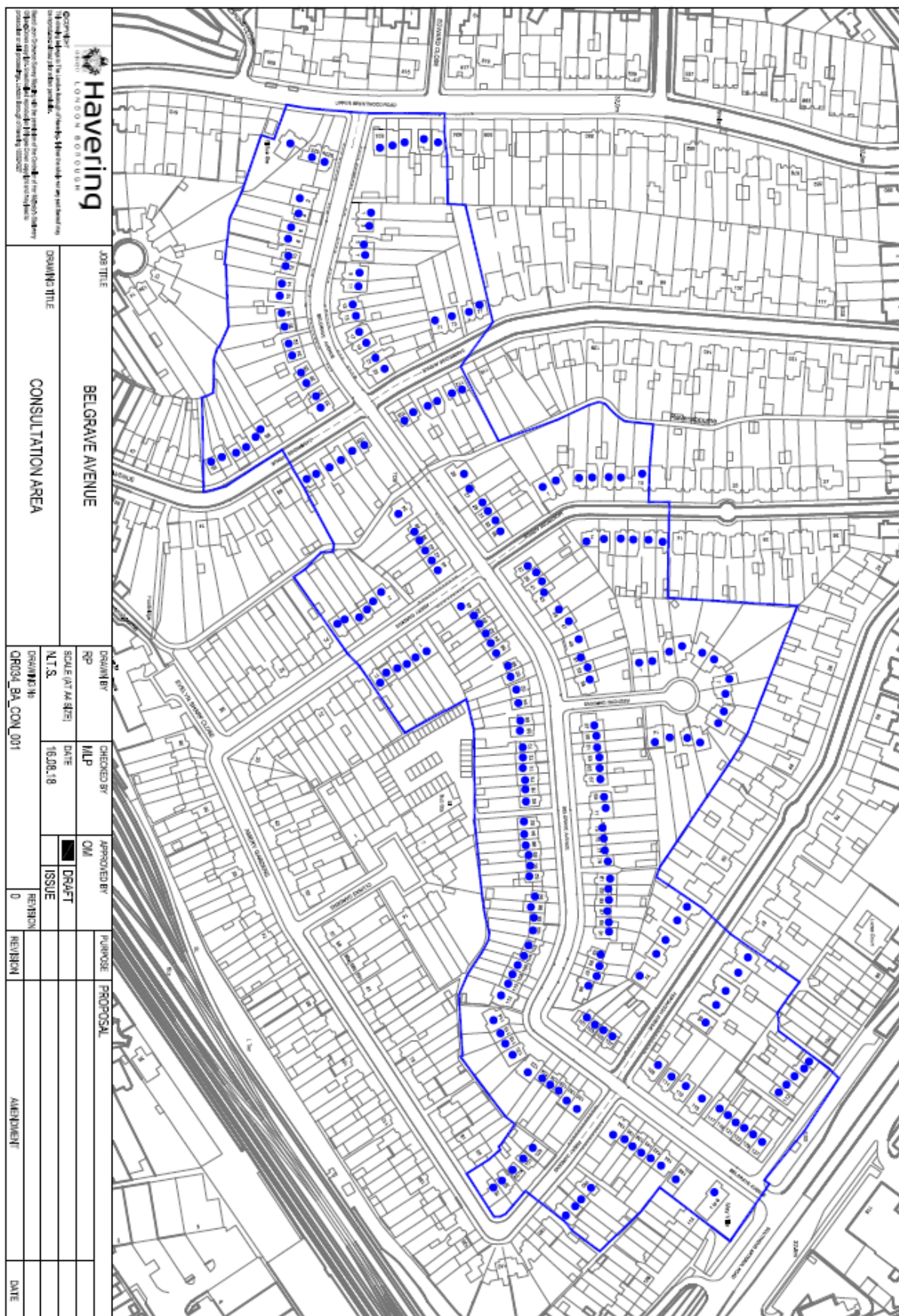
and

Map of consultation area

Belgrave Avenue, Gidea Park
Results of the Public Consultation

Respondent No.	Property No.	Response
1	Redfern Gardens	Speed humps proposed are absolutely necessary in Belgrave Avenue given the level of traffic and speeds at which the cars travel.
2	Redfern Gardens	Belgrave Avenue is used as a cut through road between the A127 and Upper Brentwood Road. Drivers drive very fast and had witnessed an overturned vehicle. The respondent is pleased that funding has been allocated for speed restraint measures for their road.
3	Response by email	Totally agrees with the proposals. The respondent is concerned about the to timescale of implementing the scheme given the level at cars travel in their road. The respondent has suggested if speed cameras could be installed in the road to overcome the speeding problems.
4	Ferguson Avenue	The respondent considers that drivers will start using Ferguson Avenue and the problem will simply move into their road.
5	Response by email	The respondent has stated that this is great news for the residents and has also suggested that their road is also resurfaced.
6	Belgrave Ave	The respondent has been living in Belgrave Ave for the past seven years. and they have always witnessed seeing fast traffic in their road. The respondent has suggested that the humps are installed higher to slow down the traffic effectively.
7	Belgrave Ave	The respondent fully supports the proposals. They are strongly in favour of speed humps and have suggested that these are laid across the full width of the road as opposed to installing speed cushions.

Map of the Consultation Area



		JOB TITLE BELGRAVE AVENUE	
DRAWING TITLE CONSULTATION AREA		DRAWN BY RP	
SCALE 1:1000		CHECKED BY MJP	
DATE 16.08.18		APPROVED BY CM	
NTS		ISSUE	
DRAWING NO OR034_BA_CON_001		REVISION	
PURPOSE PROPOSAL		AMENDMENT	
DATE			

HIGHWAYS ADVISORY COMMITTEE

15 January 2019

Subject Heading:	Proposed traffic calming measures in Wood Lane, Elm Park – Outcome of public consultation.
SLT Lead:	Dipti Patel Assistant Director of Environment
Report Author and contact details:	Musood Karim Engineer 01708 432804 highways@haverling.gov.uk
Policy context:	Havering Local Development Framework (2008). Havering Local Implementation Plan 2018/19 Delivery Plan
Financial summary:	The estimated cost of £0.062m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2918).

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 relating to proposed traffic calming measures in Wood Lane, Elm Park in response to concerns raised by local residents about speeding and excessive traffic in their road. The proposals were consulted on two options for traffic calming measures, each with its own merits. Plans showing the proposals are included in appendix 1 of this report. It further seeks recommendations from the committee to select a viable option on which the measures will ultimately be implemented.

The scheme lies within **Elm Park** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment in consultation with the Leader of the Council the implementation of EITHER option 1 or 2 as detailed below:
 - 1.1 **Option 1** – Wood Lane proposed zebra crossing and speed tables as shown on drawing Nos. QR013_WL_GA_ST100 to ST103, attached in appendix 1 of this report.
 - i. Raised zebra crossing located approx. 10.30m west of the property boundary of Nos. 42 & 44 as shown on drawing No. QR013_WL_GA_ST101,
 - ii. Speed table No. 1 - located approx. 2.1m east of the property boundary of Nos. 70 & 72 as shown on drawing No. QR013_WL_GA_ST102,
 - iii. Speed table No. 2 – located approx. 4.3m east of the property boundary of Nos. 85 & 87 as shown on drawing No. QR013_WL_GA_ST103,
 - iv. Speed table No. 3 – located at 9.3m east of the property boundary of Nos. 97 & 99 as shown on drawing No. QR013_WL_GA_ST103.
 - OR
 - 1.2 **Option 2** – Wood Lane proposed zebra crossing and speed table as shown on drawing Nos. QR013_WL_GA_ST201 and QR013_WL_GA_ST100 to ST103, attached in appendix 1 of this report.
 - i. Speed table No. 1 - located approx. 2.1m east of the property boundary of Nos. 70 & 72 as shown on drawing No. QR013_WL_GA_ST102,

- ii. Speed table No. 2 – located approx. 4.3m east of the property boundary of Nos. 85 & 87 as shown on drawing No. QR013_WL_GA_ST103,
 - iii. Speed table No. 3 – located at 9.3m east of the property boundary of Nos.97 & 99 as shown on drawing No. QR013_WL_GA_ST103.
 - iv. Speed table 4 - located approx.1.6m east of the property boundary of Nos. 40 & 40a, as shown on drawing No.QR013_WL_GA_ST201.
 - v. Zebra Crossing – located at 2.90m west of the property boundary of Nos. 48 & 50 as shown on drawing No.QR013_WL_GA_ST201.
2. That it be noted that the estimated cost of implementing each option is £0.0620m which would be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2918).

REPORT DETAIL

1.0 Background

- 1.1 Wood Lane in Elm Park connects A125 Rainham Road in the west and South End Road in the east. The road is predominantly residential with a few shops in South End Road. The road is a single carriageway and it conveys two-way traffic along its entire length. Mungo Park Road and Rosewood Avenue form an important intersection point (ie four ways) in Wood Lane with considerable amount of traffic movements travelling in different directions.
- 1.2 The road is constantly used by local traffic and long distance rat-running traffic between Rainham Road and South End Road. In addition, residents have complained about some drivers travel at speeds.
- 1.3 Local residents had raised concerns about the speeding traffic in Wood Lane given that the road is used by school children walking to Mitchell Primary school and a nursery (First Step) in South End Road. As a result, feasibility studies were carried out by officers to deal with speeding and traffic flow in Wood Lane.
- 1.4 Traffic flow and speed survey data

In order to undertake the feasibility studies, speed data and a classified traffic survey were carried out for a continuous period of 7 days in June 2018 at four selected locations in Wood Lane, one in Rosewood Avenue and one in Mungo Park Road. Below are tables showing the traffic flows at peak periods, Mean speeds and 85% percentile speeds recorded.

Traffic census site No. 1- Wood Lane, west of South End Road

Direction of travel	AM peak	PM peak	Mean speed (mph)	85% speed (mph)
Eastbound	286	319	29.6	31.9
Westbound	285	268	30.1	34.7
Two way traffic	571	587		

Traffic census site No. 2- Wood Lane, east of Penrith Crescent

Direction of travel	AM peak	PM peak	Mean speed (mph)	85% speed (mph)
Eastbound	271	311	29	33.6
Westbound	284	260	28.5	33.1
Two way traffic	555	571		

Traffic census site No. 3- Wood Lane, west of Mungo Park Road

Direction of travel	AM peak	PM peak	Mean speed (mph)	85% speed (mph)
Eastbound	296	404	25.3	29.1
Westbound	367	320	27.1	31.5
Two way traffic	663	724		

Traffic census site No. 4- Wood Lane, east of Rainham Road

Direction of travel	AM peak	PM peak	Mean speed (mph)	85% speed (mph)
Eastbound	261	390	26.4	29.8
Westbound	388	297	25.1	29.3
Two way traffic	649	687		

Note: Tables 1 to 4 show traffic flows at peak periods and speeds

1.5 Traffic Accident data

Traffic collision data for Wood Lane was examined in details sourced for five years from January 2012 to June 2017. There were no fatal or serious accidents registered, however, there were 7 accidents recorded of slight injury. It was further noted that the accidents took place in Wood Lane mainly at the junctions of Rosewood Avenue (2), Mungo Park Road (3), Silverdale Avenue (1) and Ambleside Ave. (1). Numbers in the brackets relate to number of road accidents recorded.

2.0 Public transport facilities

Elm Park Station (London Underground station) is in close vicinity of Wood Lane and is on District Line running between Upminster and west London via central London. Commuters reach the station by walking, cycling, public transport or are dropped at the station and vice versa.

There are no designated bus routes in Wood Lane, however, there are buses operating in Mungo Park Road and Rosewood Avenue. The bus routes are 165, 365 and 372. Routes 165 and 365 operate as high frequency routes ie 10 to 12 minutes whereas 372 operate on low frequency. This equates to 26 buses travelling in both directions during peak periods, however, the frequency decreases at off peak periods.

3.0 Proposals for traffic calming measures

Based on the locations of the traffic accidents, there is a clear justification that effective intervention is needed to design traffic calming measures to reduce vehicle speeds to minimise traffic accidents as close as possible to the existing junctions in Wood Lane.

3.1 General: There are two types of traffic calming measures in practice i.e. vertical and horizontal deflections. Common types of vertical deflections are humps, speed cushions, speed tables, raised crossings (zebra or pelican crossings) whereas the horizontal deflections include build outs (i.e. chicanes) and pinch points. Speed cameras are only installed at specific sites where it can be demonstrated that there is track record of human casualty accidents, categorised under Killed or Seriously Injured (KSI) with speed being the contributory factor.

3.2 Based on the speed and traffic flow data, there is a clear justification to implement measures to control the speed of traffic. Two options have been identified as detailed below:

Option 1 - incorporates a humped zebra crossing and three raised tables. The proposals are shown on drawing Nos. QR013_WL_GA_ST101 to /ST103, attached in appendix 1 of this report.

Option 2 - incorporates a zebra crossing (surface level) and four raised tables at various locations in Wood Lane. The proposals are shown on drawing Nos. QR013_WL_GA_ST101 to /ST103 and QR013_WL_GA_ST201, attached in appendix 1 of this report.

The raised tables have dual use ie help to reduce the traffic speeds and can be used as informal crossing locations for pedestrians. In addition, these are more acceptable to buses as compared to speed control humps.

- 3.3 The raised tables will span across the full width of the road and will be constructed 75mm (i.e. 3 inches) above the road surface. The tables will have ramps on both ends to permit the flow of surface water.
- 3.4 When deciding the locations for installing raised tables and pedestrian crossing, consideration was given to the location of existing driveways, underground utility services and street furniture. Where possible the locations of speed tables have been proposed close to the common boundaries of neighbouring properties.

4.0 Outcome of the public consultation

- 4.1 254 letters were delivered to the residents who were considered would be affected by the proposals. In addition, the proposals were publicly advertised in the local press and emergency services were consulted.
- 4.2 Members of Elm Park ward were pre-consulted on the proposals related with controlling traffic speeds in Wood Lane.
- 4.3 At close of consultation 8 responses were received which represents 3% of the delivered letters. 6 respondents are in favour of traffic calming measures (ie option 1 or 2) in Wood Lane, 1 had objected and 1 is neutral. The responses were analysed carefully and the results are included in appendix 2 of this report.

5.0 Staff comments and conclusions

Although the response rate of the consultation is relatively low, based on the complaints about high speeds by the local residents, Ward Members and limited gaps available for pedestrians to cross the road during peak periods in Wood Lane, there is a clear need for traffic calming measures to improve the road safety for all users.

It is, therefore, recommended that either option 1 or 2 (as set out in the report) are recommended for implementation. Both options have the potential for improving road safety at key locations. Each option has the benefit of a zebra crossing (humped or at road surface level) and raised speed tables which will reduce vehicle speeds and also provide informal crossing points for pedestrians at key locations along Wood Lane.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council the implementation of EITHER Option 1 or 2 as detailed in the report. The estimated cost for implementation the proposals is summarised as below:

- i) **Option 1:** estimated cost is £0.062m as shown on drawing Nos. QR034_PA_FS_GA_101 to /103.
- ii) **Option 2:** Estimated cost is £0.062m as shown on drawing Nos. QR013_WL_GA_ST201 and QR013_WL_GA_ST**100** to ST**103**

The funding for carrying out the works will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2918).

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 to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Street Management 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 Environmental Capital budget.

Legal implications and risks:

The Council's power to construct road humps in highway maintainable at public expenses is set out in Part V of the Highways Act 1980 ("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 ("RTRA1984"). 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 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, in so far 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. The statutory duty must be balanced with any other concerns 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.

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.

There will be some aesthetic impact arising from the road markings, traffic signs and speed tables but this would be mitigated with improving road safety for all road users.

BACKGROUND PAPERS

None.

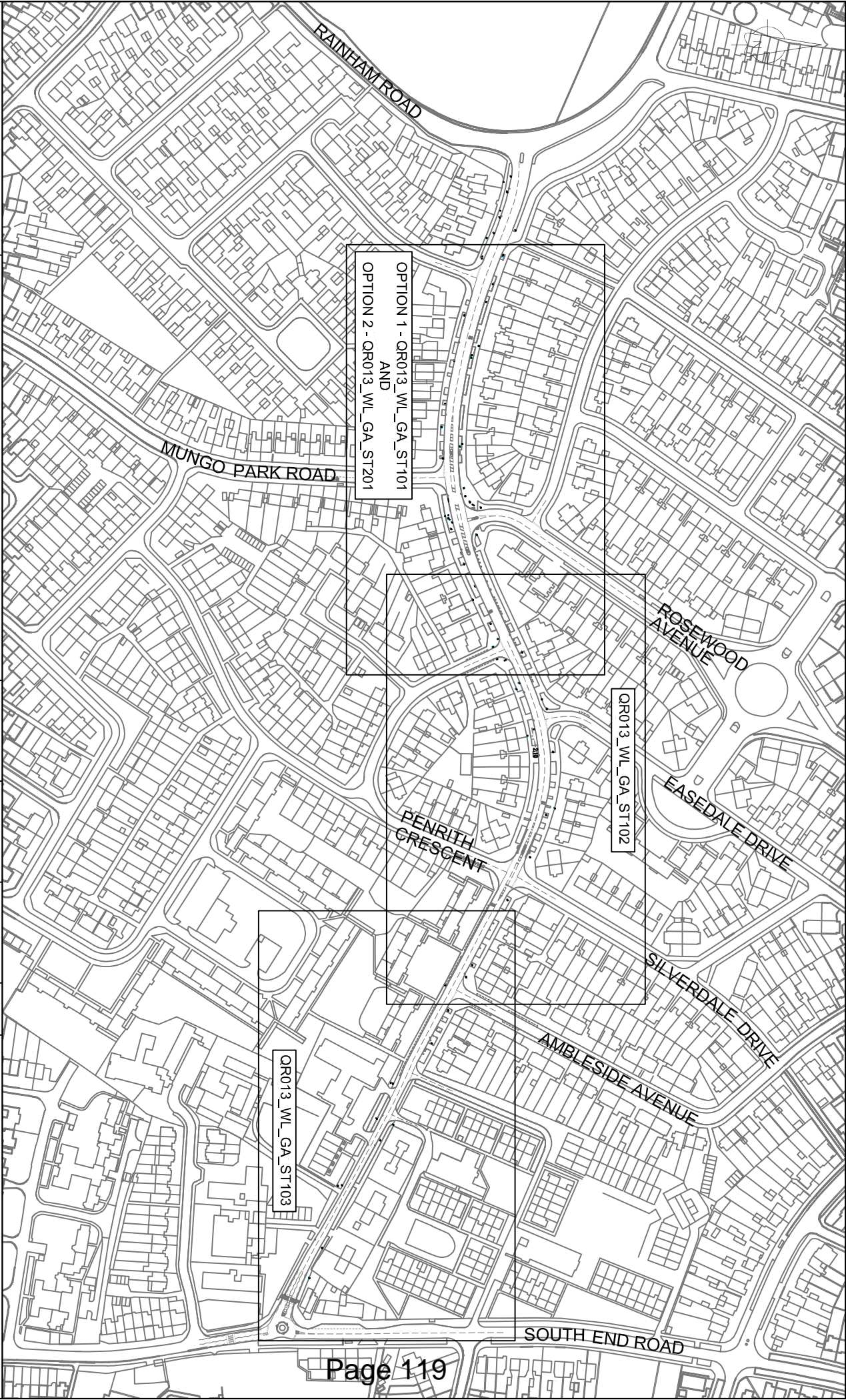
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Drawings of proposed measures

Option 1 - QR013_WL_FS_GA_100_REV0 to / 103

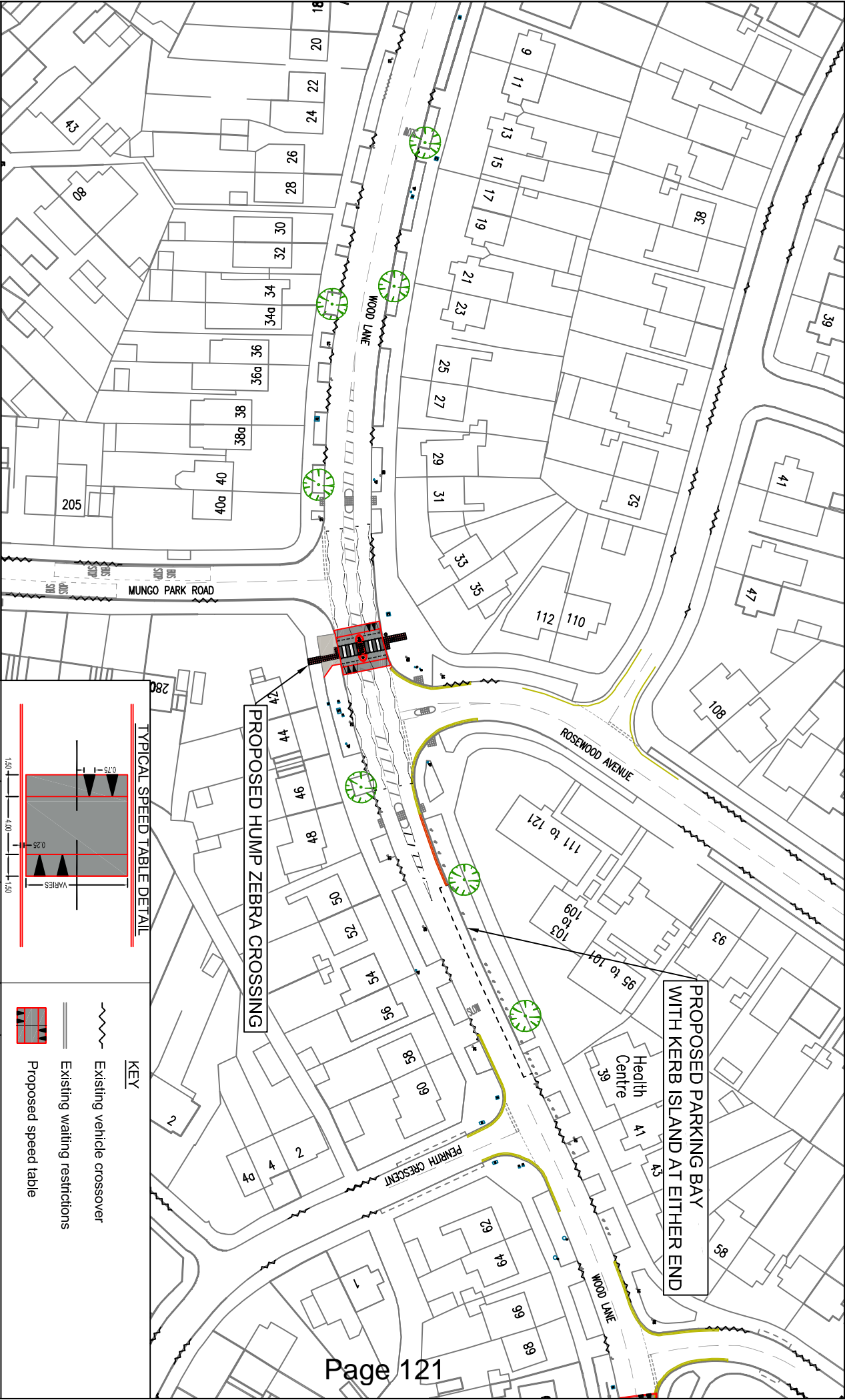
Option 2- QR013_WL_GA_ST201


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LOCATION PLAN		N.T.S.		07.09.18		<input checked="" type="checkbox"/> ISSUE			
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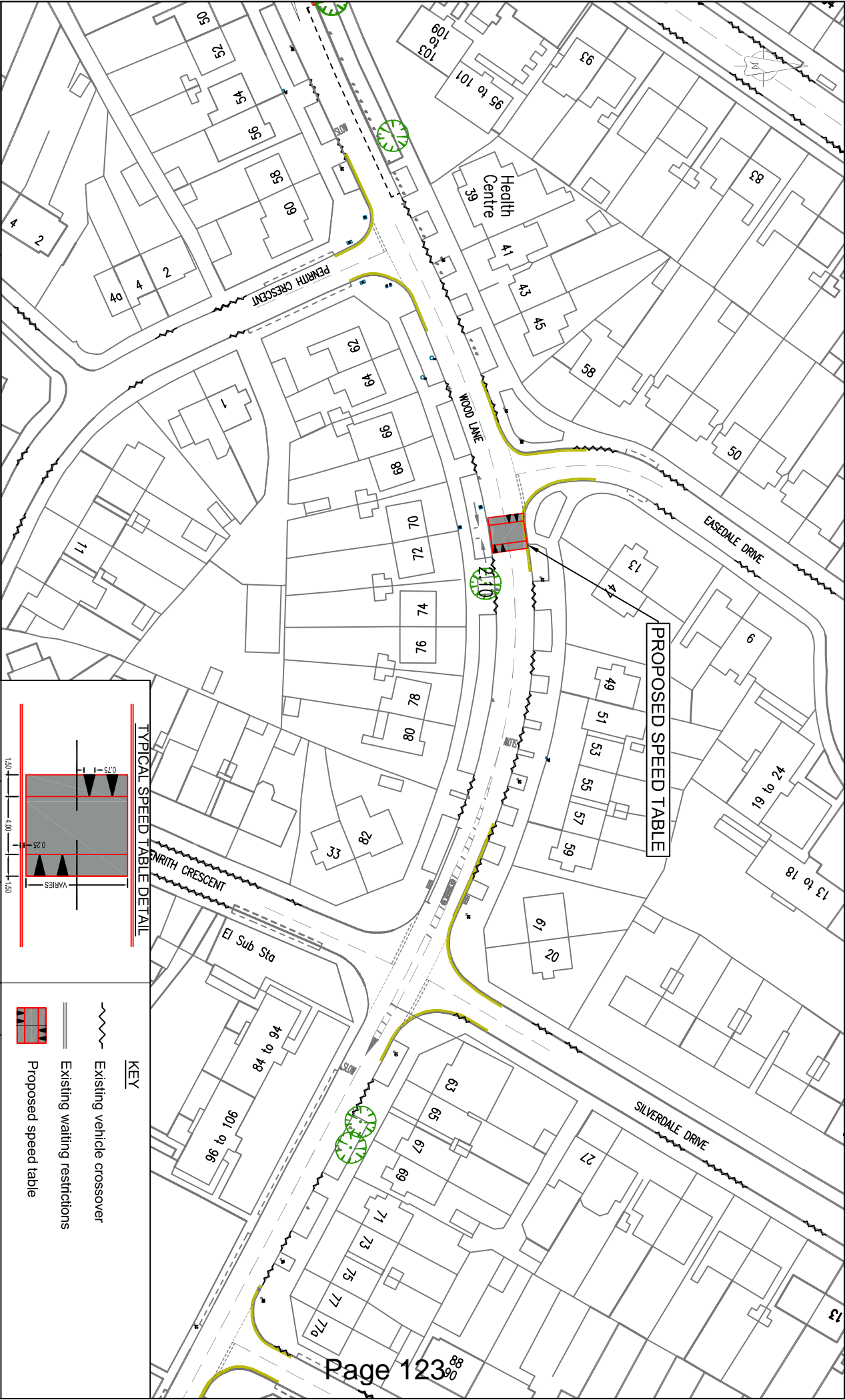
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DRAWING No		REVISION	
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DRAWN BY		CHECKED BY	
RP		TQ	
SCALE (AT A4 SIZE)		DATE	
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APPROVED BY		PURPOSE	
MLP		PROPOSAL	
DRAFT		PURPOSE	
ISSUE		AMENDMENT	
0		DATE	

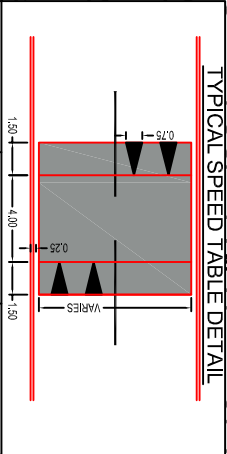
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JOB TITLE
WOOD LANE TRAFFIC CALMING MEASURES

DRAWING TITLE
PROPOSED MEASURES

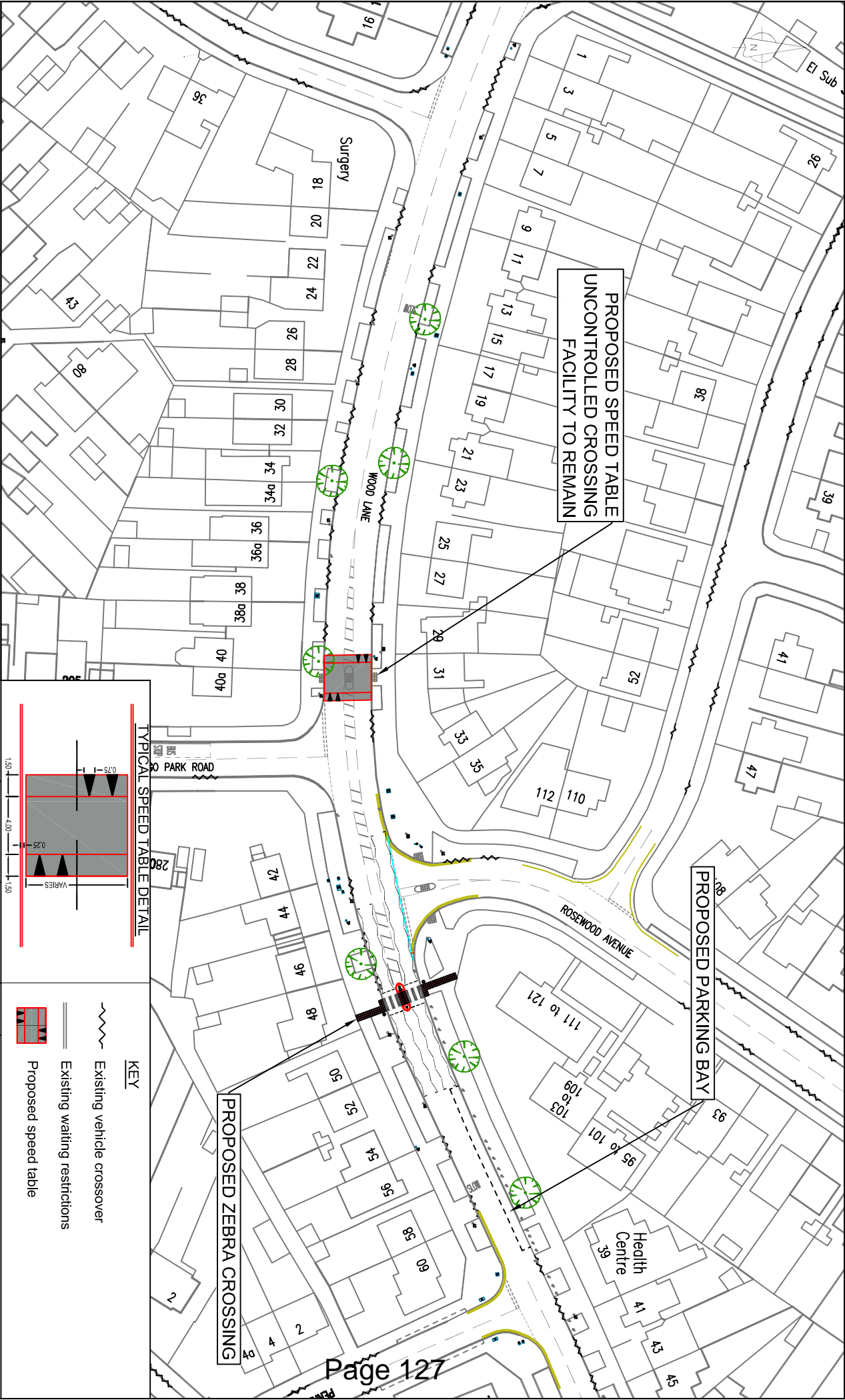


KEY	
	Existing vehicle crossover
	Existing waiting restrictions
	Proposed speed table

DRAWN BY RP	CHECKED BY TQ	APPROVED BY MLP	PURPOSE PROPOSAL
SCALE (AT A4 SIZE) 1:1,000	DATE 07.09.18	DRAFT ISSUE	
DRAWING No QR013_WL_GA_ST102	REVISION 0		
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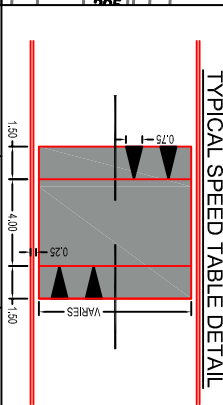
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JOB TITLE		WOOD LANE TRAFFIC CALMING MEASURES	
DRAWING TITLE		PROPOSED MEASURES	
ALTERNATIVE ZEBRA CROSSING LOCATION		SPEED TABLES	
DRAWING No	DRAWN BY	CHECKED BY	APPROVED BY
OR013_WL_GA-ST201	RP	TQ	MLP
1:11000	SCALE (AT A4 SIZE)	DATE	ISSUE
12.11.18			
A	REVISION		
AMENDMENT			
DATE			



KEY

-  Existing vehicle crossover
-  Existing waiting restrictions
-  Proposed speed table

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Appendix 2

Summary of the Public Consultation

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Scheme Title Wood Lane, Elm Park - Traffic Calming Measures
Start Date 23.11.18
End Date 14.12.18
No of Letters Delivered 254
No of Responses Received 8
Response Rate 3%

Respondent	Address	Comments	Location of Zebra crossing			
			Option 1 o/s 42 Wood Lane	Option 2 o/s 48 Wood Lane	Either	Did not comment
1	Respondent 1 London Fire Brigade	I would strongly oppose any speed tables and raised Zebra crossings as all these can and would impact on emergency response times . If any measures are suggested I would suggest they be the island humps where by large vehicles can pass over without restriction.				X
2	Respondent 2 London Cyclists	In view of the positive effect of traffic calming in reducing vehicle speeds and hence improving conditions for cycling, I would support these proposals.				X
3	Respondent 3 Metropolitan Police Traffic Unit	No objection		X		
4	Respondent 4 Address not supplied	Not sure speed bumps will be any good but the more important thing with Wood Lane is the ridiculous parking at the doctors surgery. The only consistent speeding vehicles are the emergency services who use Wood Lane all the time as a cut through Southend Road and Rainham Road. All the bumps will do is hinder them. That's a bad accident waiting to happen at the surgery and it looks like that's what you are waiting for, because I can't believe the council have done nothing about it				X
5	Respondent 5 Rosewood Avenue	I am totally in favour of this. I don't mind either of your proposed sites. Anything to cut the speeds that some drivers achieve in Wood Lane would be very beneficial. During summer it was horrendous with all the would-be Lewis Hamiltons racing up and down.			X	

6	Respondent 6	Wood Lane	<p>The traffic appears to be slower from the mini roundabout at South End Road until it reaches Ambleside Avenue this is due to parked cars and a narrowing of the road, however as the road continues the road opens up, as does the speed of the cars.</p> <p>I reside in xx Wood Lane and by the time they hit this section of road they are flying in both directions, we normally reverse out onto the road, now I have always been taught to be cautious but I fear an accident will happen soon due to speed.</p>		X		
7	Respondent 7	Wood Lane	<p>Resident of Wood Lane has a young family and totally in favour of option 1. Speeding vehicles over the years has become horrendous, not only dangerous to us all but also very loud late at night and early in the morning.</p> <p>I walk my children to and from School and walking down Wood Lane is tight enough as it is but coupled with speeding drivers it is quite worrying. Would welcome any speed calming measures but we feel the more the better to encourage people to drive safely for the whole road not just where the speed bumps are or the crossing.</p>	X			
8	Respondent 8	Wood Lane	<p>Firstly, let me thank the council for their planning traffic calming measures in this area. I feel that this is a requirement which will get progressively more urgent in the future.</p> <p>1. Option 2 does not restrict traffic from accelerating out of Rosewood Avenue, across Wood Lane, before exiting into Mungo Park Road in an almost Formula 1 manner. This is a serious issue and should be at the heart of these traffic calming endeavours.</p> <p>2. The siting of the zebra crossing in Option 1 is more user friendly as its proximity to the staggered junction would entice more footfall.</p> <p>3. There would be less disruption to traffic whilst work is undertaken to complete the task.</p> <p>4. It retains both central islands (directly outside 31 Wood Lane and 48 Wood Lane) giving extra calming methods.</p> <p>5. It does not encumber upon existing driveways.</p> <p>6. I am a registered holder of a Blue Badge and the solutions in Option 2 would encumber upon, not only safe entry and exit from our property, but safe crossing for pedestrians.</p> <p>7. Our eldest daughter is registered disabled and, as above, requires the safe exit and entrance to our property.</p>	X			

HIGHWAYS ADVISORY COMMITTEE

15 January 2019

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
JANUARY 2019**

SLT Lead:

Dipti Patel

Report Author and contact details:

**Mark Philpotts
Principal Engineer
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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
Places making Havering
Opportunities making Havering
Connections making Havering

[X]
[X]
[]
[X]

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

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

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

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member for Environment 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 (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

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

BACKGROUND PAPERS

None.

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

Highways Advisory Committee
 15th January 2019

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	St Marys Lane	Upminster	Request to provide priority pinch points to slow speeding drivers.	Feasible by not funded.	None	c£50k	Cllr Wilkins	04/12/2018
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
139 B1	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration. NOTE: Would require non TfL funding.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.	None	£6k	Resident ENQ-0407431	06/09/2016

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

Highways Advisory Committee
15th January 2019

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B2	Belgrave Avenue	Squirrels Heath	Traffic calming to deal with speeding drivers. NOTE: Proposal brought forward into 2018/19 LIP.	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
B3	Upper Brentwood Road, by Beaumont Close	Squirrels Heath	Traffic calming by junction to reduce driver speed as emergent visibility from side road is poor and residents have difficulty emerging. NOTE: Proposal in draft LIP 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

London Borough of Havering
Engineering Services, Highways - Streetcare
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Highways Advisory Committee
15th January 2019

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B4 Page 141	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 LIP for 2019/20	Feasible by not funded.	None	c£40k	Residents via 50 signature petition	21/11/2017
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

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Highways Advisory Committee
 15th January 2019

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B7	Hornchurch Road	Hylands	Removal of hump at zebra crossing outside no.96 and at junction with Grosvenor Drive following complaints about noise/ vibration. NOTE: Would require non TfL funding.	Feasible. Not funded. Speed-reduction would be lost along this section of Hornchurch Road.	None	c£12k	Residents via Cllr Ganley	12/12/2017
B8	133/135 Collier Row Lane	Mawneys	Request to remove pedestrian refuge. NOTE: Would require non TfL funding.	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
B9	Dury Falls Estate	Cranham	20mph Zone. NOTE: Draft LIP 3 excludes 20mph speed limits and so scheme removed from draft 2019/20 LIP.	Feasible, but not funded. No recent casualty record (last occurred in 2008).	None	c£60k	Petition via Cllr Barratt	03/07/2018

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

Highways Advisory Committee
15th January 2019

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B10	Parsonage Farm School	Rainham and Wennington	20mph Zone with traffic calming around the school. NOTE: Draft LIP 3 excludes 20mph speed limits.	Feasible by not funded. Estimate for immediate area rather than entire estate north of Upminster Road North.	None	£75k	Cllr Tucker	18/09/2018
B11	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
B12	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

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

Highways Advisory Committee
15th January 2019

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B13	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

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.