



## HIGHWAYS ADVISORY COMMITTEE AGENDA

<b>7.00 pm</b>	<b>Tuesday 12 February 2019</b>	<b>Council Chamber - Town Hall</b>
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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:**

**Taiwo Adeoye 01708 433079**  
**[taiwo.adeoye@onesource.co.uk](mailto:taiwo.adeoye@onesource.co.uk)**

## **Protocol for members of the public wishing to report on meetings of the London Borough of Havering**

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

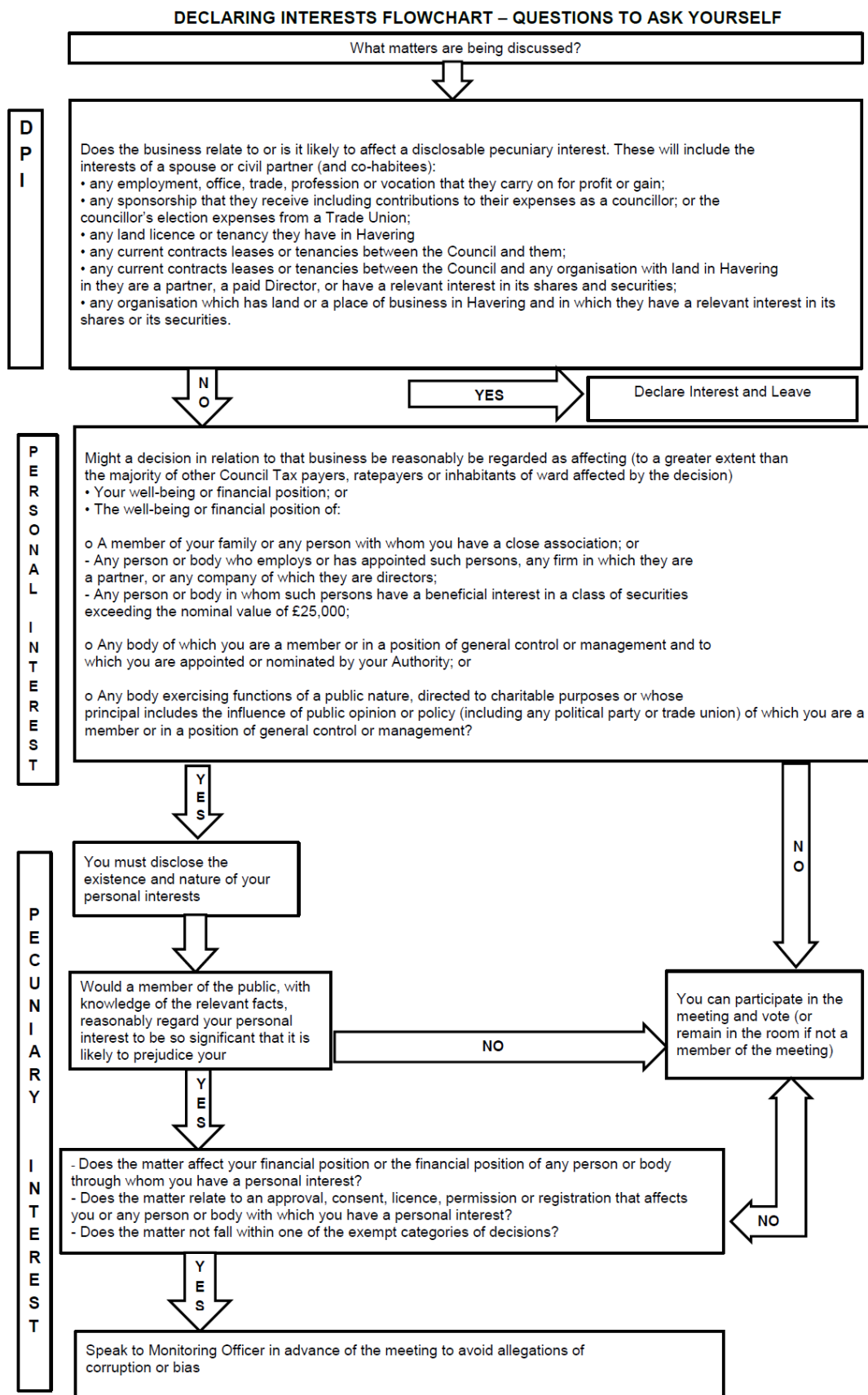
Reporting means:-

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

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.



## **AGENDA ITEMS**

### **1 CHAIRMAN'S ANNOUNCEMENTS**

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2015. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include an organisation or individual that prepares or modifies a design for any part of a construction project, including the design of temporary works, or arranges or instructs someone else to do it.

While the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

### **2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

(if any) - receive.

### **3 DISCLOSURE OF INTERESTS**

Members are invited to disclose any interest in any of the items on the agenda at this point of the meeting.

*Members may still disclose any interest in an item at any time prior to the consideration of the matter.*

### **4 MINUTES (Pages 1 - 12)**

To approve as a correct record the minutes of the meeting of the Committee held on 15 January 2019, and to authorise the Chairman to sign them.

### **5 PROPOSED TRAFFIC CALMING MEASURES IN NORTH OCKENDON VILLAGE, UPMINSTER - OUTCOME OF PUBLIC CONSULTATION (Pages 13 - 36)**

Report attached

**6 SCH197 CEDAR CLOSE - REQUEST TO FORMALLY ADVERTISE A RESIDENT S  
PERMIT PARKING AREA (PPA)' (Pages 37 - 42)**

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  
15 January 2019 (7.00 - 8.00 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Ciaran White (Vice-Chair), John Crowder, +Philippa Crowder and +Robby Misir
<b>Residents' Group</b>	Paul Middleton
<b>Upminster &amp; Cranham Havering Residents' Group</b>	Christopher Wilkins
<b>Independent Residents Group</b>	David Durant
<b>North Havering Residents Group</b>	Brian Eagling (Chairman)

An apology was received for the absence of Councillors Maggie Themistocli and John Mylod.

+ Councillor Misir substituted for Councillor Themistocli and + Councillor Philippa Crowder for Councillor Mylod.

Councillors Linda Hawthorn, Barry Mugglestone and Stephanie Nunn and Ray Morgon were also present for the meeting.

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

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

**28 DISCLOSURE OF INTERESTS**

No interest was disclosed at the meeting.

**29 MINUTES**

The minutes of the meeting of the Committee held on 23 October 2018 were agreed as a correct record and signed by the Chairman.

30     **CHASE CROSS ROAD CASUALTY REDUCTION PROGRAMME -  
PROPOSED SAFETY IMPROVEMENTS**

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, following consultation with the Leader, that the following safety improvements shown on the relevant drawings be implemented:

- (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 Havering 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

The voting to proceed with the scheme was carried by seven votes in favour with one abstention.

The Committee also **RESOLVED** to recommend to the Cabinet Member for Environment, following consultation with the Leader, that the safety improvements shown on drawing No: QR006-1 be rejected.

Members also noted that the estimated cost of £0.098m would be met by Transport for London through the 2018/19 Local Implementation Plan allocation for Casualty Reduction Programme.

31     **NORTH STREET, FARINGDON AVENUE, SUTTONS LANE /  
SWANBOURNE DRIVE JUNCTION AND UPMINSTER ROAD SOUTH  
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 shown on relevant drawings be implemented:

- (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) Upminster Road South outside Rainham Primary School (Plan No:QR002/1)
  - Humped pelican crossing as shown

Members noted that the estimated costs of £0.060m, would 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 would need to be spent by 31 March 2019, to ensure full access to the grant

The voting to proceed with the Suttons Lane / Swanbourne Drive Junction (Plan Pedestrian refuge scheme was carried by five votes in favour, one against and two abstentions.

## 32 **PROPOSED TRAFFIC AND PARKING IMPROVEMENTS IN PETERSFIELD AVENUE, HAROLD WOOD**

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 proposals be implemented:

- a. 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.
- b. 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.
- c. 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.
- d. 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.

- e. 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).

**33 PROPOSED TRAFFIC CALMING MEASURES IN BELGRAVE AVENUE, GIDEA PARK**

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council that the speed control humps in Belgrave Avenue shown on the relevant drawings at the following locations be implemented:

- a. Hump No1 – located approx. 31.30m west of the property boundary of Nos. 2 & 4,
- b. Hump No 2 - located approx. 1.80m east of the property boundary of Nos. 10 & 12,
- c. Hump No 3 – located at 0.6m north east of the property boundary of Nos. 30 & 32,
- d. Hump No. 4 – located at 44.0m south west of the property boundary of Nos.34 & 36,
- e. Hump No 5 - located 4.50m south west of the property boundary of Nos. 48 & 50,
- f. Hump No 6 – located at 2.50m west of the property boundary of Nos. 66 & 68,
- g. Hump No 7 – located at 6.20m south east of the property boundary of Nos. 108 & 110,
- h. Hump No 8 - located at 10.10m north east of the property boundary of Nos. 144 & 146

Members also 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).

The voting to proceed with the scheme was carried by five votes in favour to one against and two abstentions.

34     **PROPOSED TRAFFIC CALMING MEASURES IN WOOD LANE, ELM PARK - OUTCOME OF PUBLIC CONSULTATION**

With its agreement Councillors Barry Mugglestone and Stephanie Nunn addressed the Committee.

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 traffic calming measures shown on the relevant drawings be implemented:

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.

- a. 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,
- b. 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,
- c. 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,
- d. 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.

Members also noted that the estimated cost of £0.0620m would be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2018/19 (A2918).

The voting to proceed with the scheme was carried by seven votes in favour to one abstention.

35     **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.

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**Chairman**

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

Item Ref	Location	Ward	Description	Decision
<b>SECTION A - Highway scheme proposals without funding available</b>				
A1	St Marys Lane	Upminster	Request to provide priority pinch points to slow speeding drivers.	<b>Agreed to move to Section B</b>
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>				
Page 7 41	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration. <b>NOTE: Would require non TfL funding.</b>	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.
B2	Belgrave Avenue	Squirrels Heath	Traffic calming to deal with speeding drivers. <b>NOTE: Proposal brought forward into 2018/19 LIP.</b>	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.

London Borough of Havering

Engineering Services, Highways - Streetcare

Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
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. <b>NOTE: Proposal in draft LIP for 2019/20</b>	Feasible but not funded. Residents have campaigned for action for some time on this matter.
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. <b>NOTE: Proposal in draft LIP for 2019/20</b>	Feasible by not funded.

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

Item Ref	Location	Ward	Description	Decision
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.
Page 9 66	Hacton Lane, North of Ravenscourt Grove	Hacton	Request for speed table to reduce approach speeds to mini-roundabout.	Feasible but not funded.
B7	Hornchurch Road	Hylands	Removal of hump at zebra crossing outside no.96 and at junction with Grosvenor Drive following complaints about noise/ vibration. <b>NOTE: Would require non TfL funding.</b>	Feasible. Not funded. Speed-reduction would be lost along this section of Hornchurch Road.

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

Item Ref	Location	Ward	Description	Decision
B8	133/135 Collier Row Lane	Mawneys	Request to remove pedestrian refuge. <b>NOTE: Would require non TfL funding.</b>	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
<b>Page 10</b> B9	Dury Falls Estate	Cranham	20mph Zone. <b>NOTE: Draft LIP 3 excludes 20mph speed limits and so scheme removed from draft 2019/20 LIP.</b>	Feasible, but not funded. No recent casualty record (last occurred in 2008).
B10	Parsonage Farm School	Rainham and Wennington	20mph Zone with traffic calming around the school. <b>NOTE: Draft LIP 3 excludes 20mph speed limits.</b>	Feasible by not funded. Estimate for immediate area rather than entire estate north of Upminster Road North.



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

Item Ref	Location	Ward	Description	Decision
B11	Billet Lane	St. Andrews	Driver speed reduction scheme.	Feasible by not funded.
Page 12 51	Faringdon Avenue	Gooshays and Harold Wood	Request for signalised pedestrian crossing to replace existing zebra crossing.	Feasible but not funded.
B13	Junction of Alma Avenue with Hacton Lane	Hacton	Review of operation of junction	Feasible but not funded.

**Full text of petition under B4**

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

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

Item Ref	Location	Ward	Description	Decision
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# HIGHWAYS ADVISORY COMMITTEE

12 February 2019

**Subject Heading:**

Proposed traffic calming measures in North Ockendon Village, Upminster – 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 £0.048m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for Traffic Calming Measures for North Ockendon Village for 2018/19 (A2916).

**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 North Ockendon Village in response to concerns raised by local residents and Ward Members about speeding and excessive traffic in the village.

The proposals were consulted with various measures for traffic calming, each specifically designed to meet the site conditions. Plans showing the proposals are included in appendix 1 of this report.

The scheme lies within **Upminster** Ward.

## RECOMMENDATIONS

[Members will note that the raised speed tables included in the scheme originally consulted have been removed from the scheme now proposed for implementation]

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 the implementation of the following measures:

1. **Ockendon Road (north side of property No. 1, Ockendon Road)**
  - a) Existing 30mph speed limit be extended 187m northwards past the junction of B1421 Ockendon Road (near White Post Farm), as shown on drawing No. QR011\_NOV\_FS\_GA\_101\_REV0 in appendix1.
  - b) Priority pinch point formed by carriageway narrowing to give priority to traffic flow for northbound traffic as shown on drawing No. QR011\_NOV\_FS\_GA\_101\_REV0 in appendix 1.
2. **Ockendon Road (B186), south of Castle Cottages**
  - c). Extend existing 30mph speed limit for 75m south eastwards as shown on drawing No. QR011\_NOV\_FS\_GA\_103\_REV0 in appendix 1.
  - d). Priority pinch point formed by carriageway narrowing to give priority to southbound traffic as shown on drawing No. QR011\_NOV\_FS\_GA\_103\_REV0 in appendix 1.
3. That it be noted that the estimated cost of implementing the proposals is £0.048m (includes feasibility design and consultation costs) which would be met by Transport for London allocated to the borough for Traffic Calming Measures for North Ockendon Village for 2018/19 (A2916).

## REPORT DETAIL

### 1.0 Background

- 1.1 North Ockendon village by its geographical location lies south east of Upminster by the M25 motorway. Ockendon Road (B1421) connects the junction of Corbets Tey Road/Harwood Hall Lane in Upminster and continues up to the south eastern side of the borough in North Ockendon village.
- 1.2 The road is semi-rural in character with agricultural land, farm shops, part residential and few businesses along its length. The road is a single carriageway and it conveys two-way traffic along its entire length. Corbets Tey Road, Sunnings Lane, Pike Lane, Pee Lane, Clay Tye Road and Fen Lane form important intersections with Ockendon Road.
- 1.3 Ockendon Road is classified in the road hierarchy changing its classification from B1421 (Corbets Tey Road to Clay Tye Road) to B186 (Clay Tye Road to North Road, South Ockendon). The speed limit varies between 30 to 40 mph and has street lighting along its length. The road is used by local and long distance traffic.

### 2 Public transport facilities

- 2.1 There is no immediate railway station in North Ockendon Village. The nearest over ground station is in South Ockendon. The service is operated by C2C, running between French Street, London to Shoeburyness. Commuters reach the station by walking, cycling, public transport or are dropped at the station.
- 2.2 There are designated bus routes in Ockendon Village ie 347, 370, X21 and X81. Route 347 (2 buses only per day) operates during weekdays only between Romford to Ockendon Station via Upminster. Route 370 operates between Romford and Lakeside Shopping Centre via Ockendon Station. The buses operate on low frequency in both directions during peak periods, however, the frequency decreases at off peak periods.
- 2.3 Bus routes X21 (Ongar to Lakeside shopping) and X81 (Hutton to Lakeside shopping) operate during weekdays only and serve South Ockendon Railway Station.

### Excessive traffic flow and speeds through the village

3. Local residents of the village and Ward members have expressed their concerns about speeding and excessive traffic through the village. As a result, a bid for financial allocation was submitted to Transport for London under the Local Implementation Plan. The bid was approved for the measures to be implemented in 2018/19 financial year and subsequently, feasibility studies were carried out to deal with speeding and excessive traffic flow in the village.

#### 4. Traffic flow and speed survey data

In order to undertake the feasibility studies, speed data and a classified traffic surveys were carried out for a continuous period of 7 days in June 2018 at two selected locations in Ockendon village by Fen Lane. Below are tables showing the traffic flows, average speeds and 85% percentile speeds recorded.

Traffic census site 1: (B186) Ockendon Road (North side of Fen Lane)

Direction of travel	Average daily flows	7 day average speed (mph)	7 day average 85% speed (mph)
Northbound	5706	37	45
Southbound	5861	34.8	42
Two way traffic per day	11,567		

Traffic census site 2: (B186) Ockendon Road (south side of Fen Lane)

Direction of travel	Average daily flows	7 day average speed (mph)	7 day average 85% speed (mph)
Northbound	5516	38.5	45.6
Southbound	5591	40.1	47.3
Two way traffic per day	11,107		

Tables show average weekly traffic flows and speeds through N. Ockendon Village

#### Traffic Accident data

5. Traffic collision data for Ockendon Road was examined in details sourced for five years from June 2013 to May 2018. There were 3 accidents recorded of slight injury severity. It was further noted that the accidents took place in the Village mainly at the junctions of Clay Tye Road/Ockendon Road (2) and Ockendon Road/Fen Lane (1). Numbers in brackets relate to number of traffic accidents recorded.
6. 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.

6.1 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.

6.2 Based on the speed and traffic flow data, there is a clear justification to implement measures to control the speed of traffic as detailed below:

6.3 **B186 Ockendon Road (north side of property No. 1, Ockendon Road)**

- i) Extend existing 30mph speed limit 187m northwards, past the junction of B1421 Ockendon Road (near White Post Farm). The proposals are shown on drawing No. QR011\_NOV\_FS\_GA\_101\_REV0 attached in appendix1.
- ii) Priority pinch point formed by carriageway narrowing to give priority to northbound traffic. The measure will accommodate at cycle track on its adjacent side. The proposals are shown on drawing No. QR011\_NOV\_FS\_GA\_10\_REV0, attached in appendix 1.

6.4 **Ockendon Road (B186), south of Castle Cottages**

- i) Extend existing 30mph speed limit for 75m south eastwards as shown on drawing No. QR011\_NOV\_FS\_GA\_103\_REV0, attached in appendix 1.
- ii) Priority pinch point formed by carriageway narrowing to give priority to southbound traffic as shown on drawing No. QR011\_NOV\_FS\_GA\_103\_REV0, attached in appendix 1. The measure will also include a cycle track on its adjacent side. The priority pinch points have dual use ie help to reduce the traffic speeds and can be used as informal crossing locations for pedestrians.

6.6 When deciding the locations for installing width restrictions, consideration was given to the location of existing driveways, underground utility services and street furniture.

7. Outcome of the public consultation

7.1 40 letters were delivered by post 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 also consulted.

7.2 Members of Upminster ward were pre-consulted on the proposals.

7.3 At close of consultation 9 responses were received which represents a 23% of response rate. 4 respondents (including the Metropolitan Police) were in favour of

the proposed measures in the village, 3 respondents (including London Fire Brigade) have objected whereas 2 respondents are neutral. The responses were analysed carefully and the results are included in appendix 2 of this report.

- 7.4 Some respondents have stated that traffic diverts to the village whenever there are any traffic accidents on the A127 or M25 Motorway. They are concerned that introducing traffic calming measures will lead to traffic slowing down and developing excessive congestion in the village. Two respondents had suggested installing speed cameras instead of traffic calming measures which will maintain a steady flow of traffic.

#### 8. Staff comments and conclusions

Officers acknowledge that the consultation rate was moderate but consider the recorded traffic data and traffic speeds to provide clear justification for the implementation of the proposed traffic calming measures as a means of improving road safety.

Based on the feedback from the consultation it is recommended that the priority pinch points are implemented. In addition, the extensions of 30mph speed limit (as set out in the report) at two locations are implemented which will be self-enforcing to reduce vehicle speeds.

Due to the geographical location of Ockendon Road in rural area, the road is connected to the national road network like the A13 where drivers have been subjected to driving at national speed limits and they seldom reduce speeds when passing through the village. As there are no traffic enforcement cameras or any robust traffic calming measures in (B186) Ockendon Road, it is unlikely that the drivers will reduce their speeds and observe the speed limit.

Furthermore, the Metropolitan Police have insufficient resources to enforce speed restrictions in the area. The policing and strategic priorities of the police have shifted to other areas other than highways safety.

### **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 the proposals is summarised as below:



## **1. B186 Ockendon Road (north side of property No. 1, Ockendon Road)**

- i) Extend existing 30mph speed limit 187m northwards, past the junction of B1421 Ockendon Road (near White Post Farm). The proposals are shown on drawing No. QR011\_NOV\_FS\_GA\_101\_REV0 attached in appendix 1.
- ii) Priority pinch point formed by carriageway narrowing to give priority to northbound traffic. The measure will accommodate a cycle track on its adjacent side. The proposals are shown on drawing No. QR011\_NOV\_FS\_GA\_10\_REV0, attached in appendix 1.

## **2. Ockendon Road (B186), south of Castle Cottages**

- i) Extend existing 30mph speed limit for 75m south eastwards as shown on drawing No. QR011\_NOV\_FS\_GA\_103\_REV0, attached in appendix 1.
- ii) Priority pinch point formed by carriageway narrowing to give priority to southbound traffic as shown on drawing No. QR011\_NOV\_FS\_GA\_103\_REV0, attached in appendix 1. The measure will also include a cycle track on its adjacent side. The priority pinch points have dual use ie help to reduce the traffic speeds and can be used as informal crossing locations for pedestrians.

The estimated cost for carrying out the works is £0.048m which includes the feasibility design and consultation of scheme. The funding for the works will be met by Transport for London for Traffic Calming Measures for North Ockendon Village for 2018/19 (A2916). In addition to the above, TfL have allowed all London Boroughs to carry over unused funds into the next financial year. Therefore, in the event of this scheme not completing within 2018/19, unused funding will be carried into 2019/20.

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 make an Order altering speed limits in highway maintainable at public expense is set out in Part VI of the HA 1980. Before an order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedures) (England & Wales) Regulations 1996 (SI1996/2489) (as amended) are complied with.

The Council's power to make an Order regulating or controlling vehicular traffic on roads is set out in section 6 of Part 1 of the Road Traffic Regulations Act 1984 ("RTRA"1984). Schedule 1 of the RTRA 1984 lists those matters as to which Orders can be made under section 6. These include:

‘For prescribing rules as precedence to be observed as between vehicles proceeding in the same direction, in opposite directions or when crossing.’

The implementation of pinch points with priority given to vehicular traffic proceeding in opposite direction is complaint with the Council’s powers under the RTRA.

Before an Order is made the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996(SI1996/2489) are complied with. The Traffic Signs Regulations & General Directions2016) govern the traffic signs and road markings.

Section122 RTRA 1984 proposes 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 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 are taken into account.

In considering any consultation responses, the Council must balance the concerns of any objection 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.

There will be some aesthetic impact arising from the road markings, traffic signs, keep left bollards etc but this would be mitigated with improving road safety for all road users.

**BACKGROUND PAPERS**

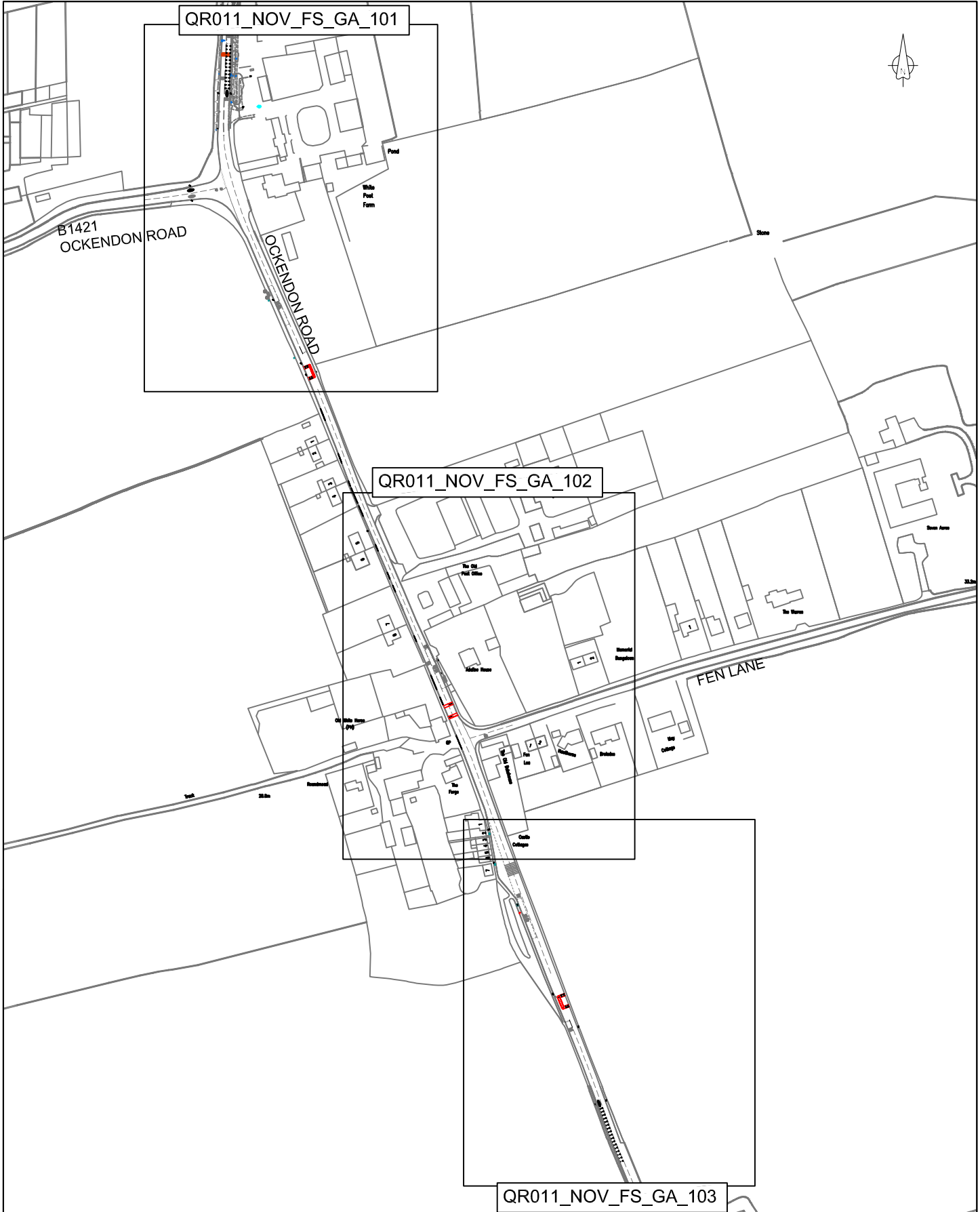
None.


## **Appendix 1**

Drawings of Proposed Measures

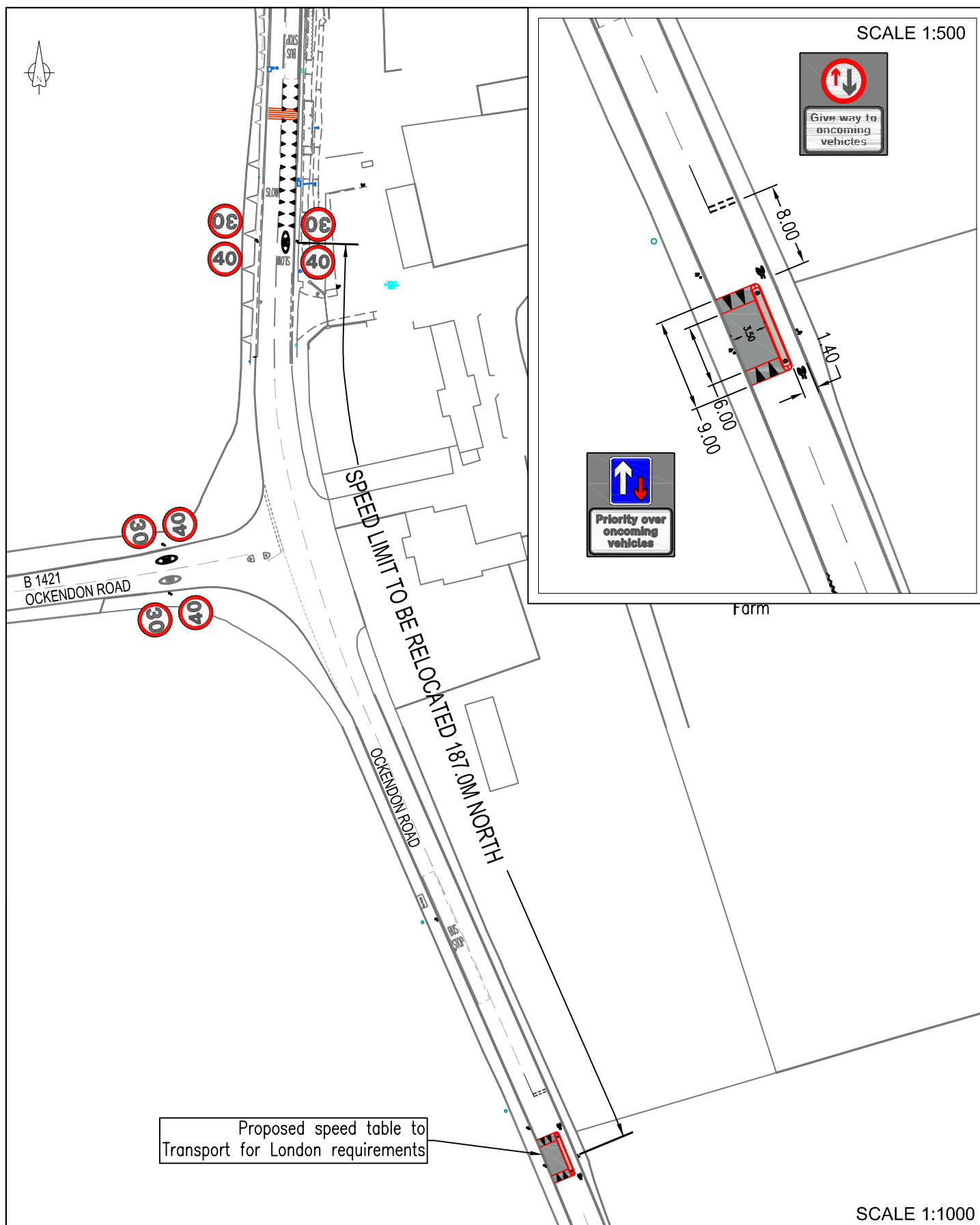
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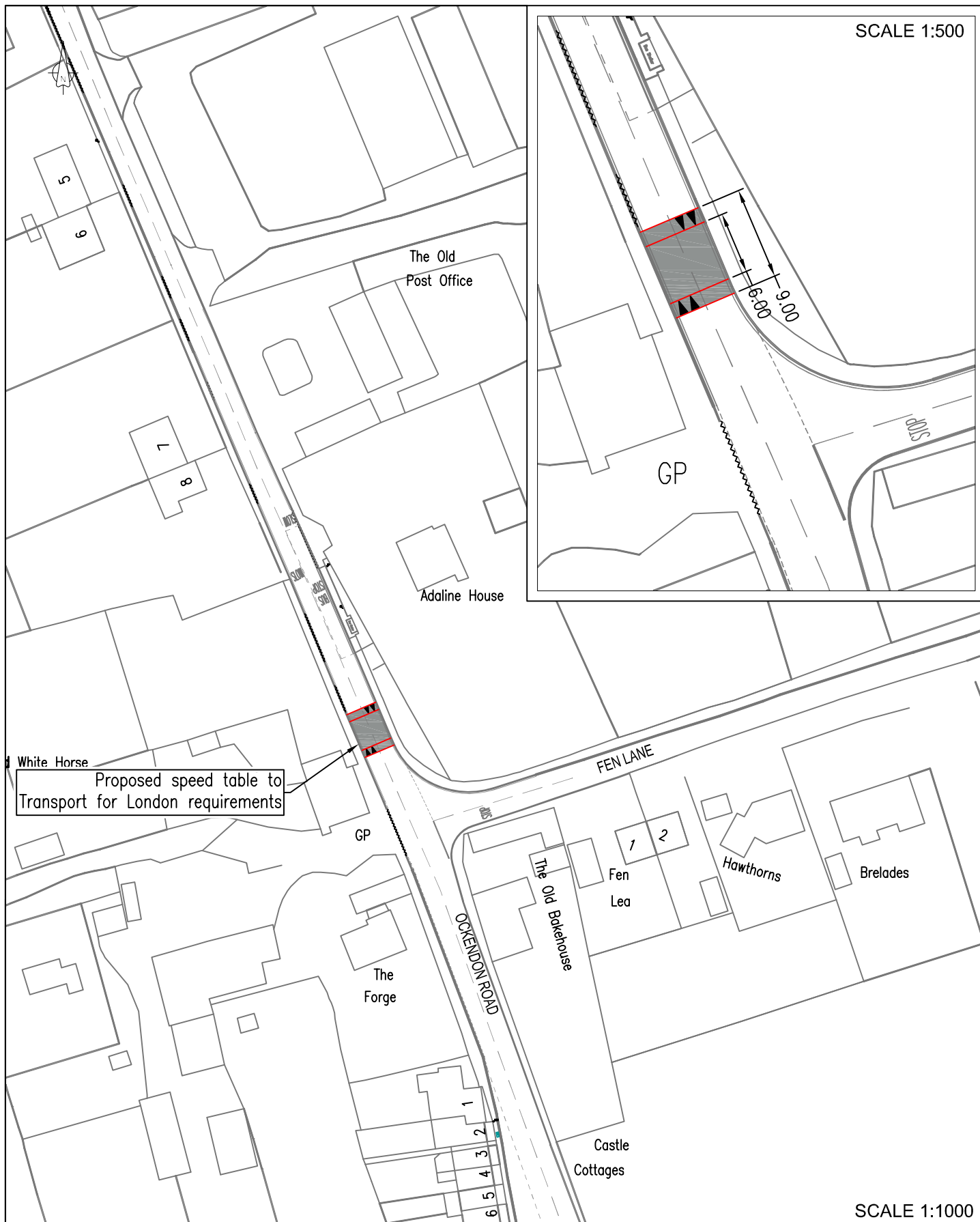
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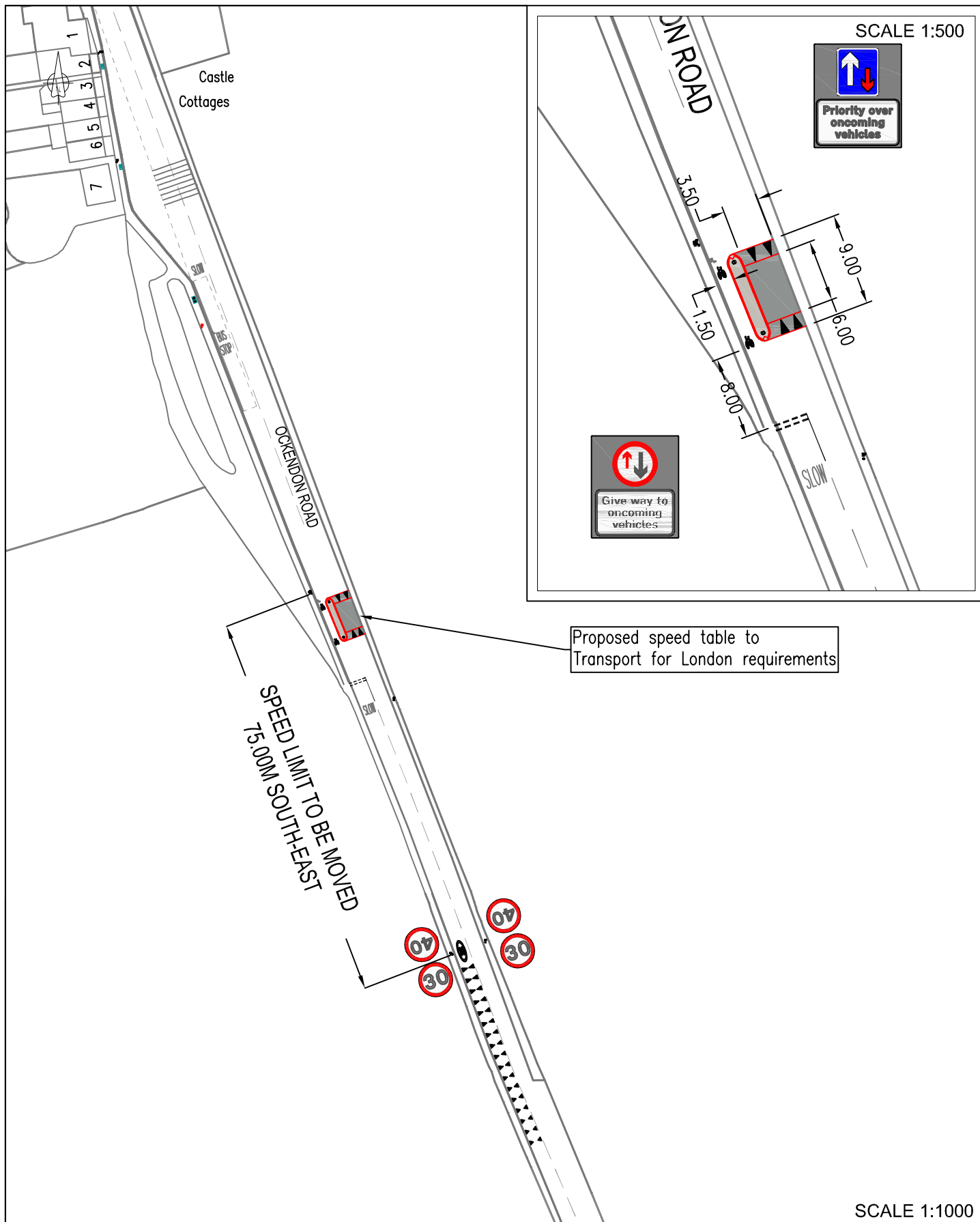



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## **Appendix 2**

### Summary of Public Consultation Responses

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Scheme Title: Ockendon Road, North Ockendon Traffic Calming Measures

Item	Respondent	Summary of response	Staff comments
1	Metropolitan Police (Traffic Unit)	Have no objections about proposals	Noted.
2	London Fire Brigade	i) Speed tables will impact on their attendance times.  ii) Provide speed camers which will help to maintain a steady flow of traffic  iii) Priority pinch points will also affect their response time 'as <i>seconds count</i> ' to save lives.	Speed tables have been excluded. See 3(iii) below.  TfL install speed cameras if the site meets their criteria of 3 or more fatal accidents.  The measures cannot be excluded otherwise it is difficult to slow the traffic
3	Ward Councillors of Upminster	i) Support the extension of the 30 mph speed limits in Ockendon Road, north of Property No 1 & south side of Castle Cottages in Ockendon Road. ii) support priority pinch points at both locations proposed. iii) Do not support the raised speed tables proposed o/s White Horse pub & by Fen Lane/Ockendon Rd junction.	suggestion taken forward  suggestion taken forward  Measures have been excluded from the scheme
4	Respondent 1	Speed humps will cause vibrations to his property. The priority pinch points should slow down the traffic	

Item	Respondent	Summary of Response	Staff comments
5	Respondent 2	<p>The scheme needs to be redesigned. There is tidal flow of heavy goods vehs one in mornings and one in evenings so traffic is self regulated by volume of traffic.</p> <p>Speed tables and road narrowing will have the same effect ie causing traffic to slow and then accelerate to fast speeds. Larger vehicles will have to slow down to allow other vehicles to pass safely. The Lower Thames Crossing will have a significant impact upon the area with the measures in place. Speed cameras would be more effective in slowing the traffic.</p>	
6	Respondent 3	<p>The respondent is pleased to see traffic calming measures have been proposed. Has suggested to restrict lorries as accidents have occurred by delivery lorries visiting the nursery 2 to 3 times per day during summer and 2 to 3 times per week during summer periods. He has further stated the heavy traffic passing through the village from Thurrock will experience problems by traffic calming measures particularly near the bend by White Post Farm.</p>	



Item	Respondent	Summary of comments	Staff comments
7	Respondent 4.	<p>The respondent has stated that any narrowing of the road will be disastrous. The roads in the area are very busy at peak periods and the tail back will be enormous caused by the proposed measures.</p> <p>The speed tables will slow down the traffic with some humps installed at the top end of Fen Lane by Ockendon Road would be helpful to slow down the traffic which will assist drivers emerging from their drive ways.</p>	
8	Respondent 5	<p>The respondent agrees traffic calming measures are needed for the village. Considerable amount traffic diverts to Ockendon village in the event of road accidents on the M25 and A127 As a result, the proposed measures will cause more congestion.</p>	
9	Respondent 6	<p>The respondent has strongly objected against the proposals. The road is running freely at the moment.</p> <p>In the event of traffic accidents on the M25 or A127 a lot of traffic diverts into the village. The traffic calming measures will have a significant impact on the traffic thus bring chaos in the area.</p>	

**Note:** Names of respondents particularly residents have been excluded for Data Protection Act

Summary of Responses	
No of letters delivered by post	40
No of responses received	9
% of responses received	23

# HIGHWAYS ADVISORY COMMITTEE

Tuesday 12 February 2019

<b>Subject Heading:</b>	SCH197 Cedar Close– request to formally advertise a ‘residents permit parking area (PPA)’
<b>CMT Lead:</b>	Councillor Osman Dervish
<b>Report Author and contact details:</b>	Gareth Nunn <a href="mailto:Gareth.nunn@havering.gov.uk">Gareth.nunn@havering.gov.uk</a> 01708 433139 Engineering Technician
<b>Policy context:</b>	LIP
<b>Financial Summary:</b>	The estimated cost of implementation is £0.002m and will be met by the 2018/19 LIP funding allocation A2904

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

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

## SUMMARY

### Brooklands Ward:

This report is requesting permission from the Highways Advisory Committee (HAC) to formally advertise the inclusion of Cedar Close in to the RO2B Residents Parking Zone by introducing a residents’ only permit parking area in Cedar Close following representations by residents.

## RECOMMENDATIONS

- 1) That the Highways Advisory Committee having considered this report and the representations recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that:
  - (a) the proposals to include Cedar Close in the RO2B residents parking zone (operational Monday to Saturday 8:30am – 6:30pm inclusive) (as shown on the plan in appendix A) proceed to formal consultation;
  - (b) if at the close of consultation no objections are received to the proposals at 1(a) above, the scheme proceeds to full implementation.
  
- 2) The estimated cost of implementation is £0.002m and will be met by the 2018/19 LIP Funding allocation A2904

## REPORT DETAIL

### 1.0 Background

- 1.1 In August 2017 residents of Cedar Close (“Road”) were informally consulted on a scheme for the inclusion of the Road in the existing RO2B residents parking zone (“CPZ”). The response rate was low with a total of 4 responses received. 3 respondents made representations against the proposals and 1 respondent was in favour of the proposals. Due to the low response rate and level of objections the proposals were abandoned.
  
- 1.2 In December 2018, following complaints about non-residential parking resulting in lack of parking provision for Cedar Close residents, due to residents of Cedar Road parking in Cedar Close as well as obstructive and dangerous parking, Brooklands Ward Councillors canvassed the Road. As a result, a petition was received requesting the inclusion of the Road in the CPZ. The petition was signed by 10 of the 15 properties in the Road.

### 2.0 Staff Comments

- 2.1 The Road is a small, unrestricted road in the middle of large residents CPZ. Currently residents of the surrounding streets, covered by the CPZ can park in the Road; however the residents of the Road are unable to park in the streets covered by the CPZ. There are localised pressures on parking within the Road that can be relieved through its inclusion within the CPZ.
  
- 2.2 Officers favour the introduction of a Permit Parking Area (PPA) with the same times of operation as the rest of the RO2B CPZ (Monday to Saturday, 8:30am – 6:30pm). The

inclusion of the Road within the CPZ will enable residents with a permit to park in surrounding streets relieving the localised parking issues in the Road.

## **IMPLICATIONS AND RISKS**

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

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

The estimated cost of implementation is £0.002m and will be met by the 2018/19 **LIP funding allocation A2904**

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

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

### **Related costs to the Permit Parking areas:**

All permit prices can be found on the Council's website here;

[https://www.havering.gov.uk/info/20005/parking\\_permits](https://www.havering.gov.uk/info/20005/parking_permits)

### **Legal Implications and risks:**

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

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

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

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

### **Human Resources implications and risks:**

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

### **Equalities implications and risks:**

The 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 is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

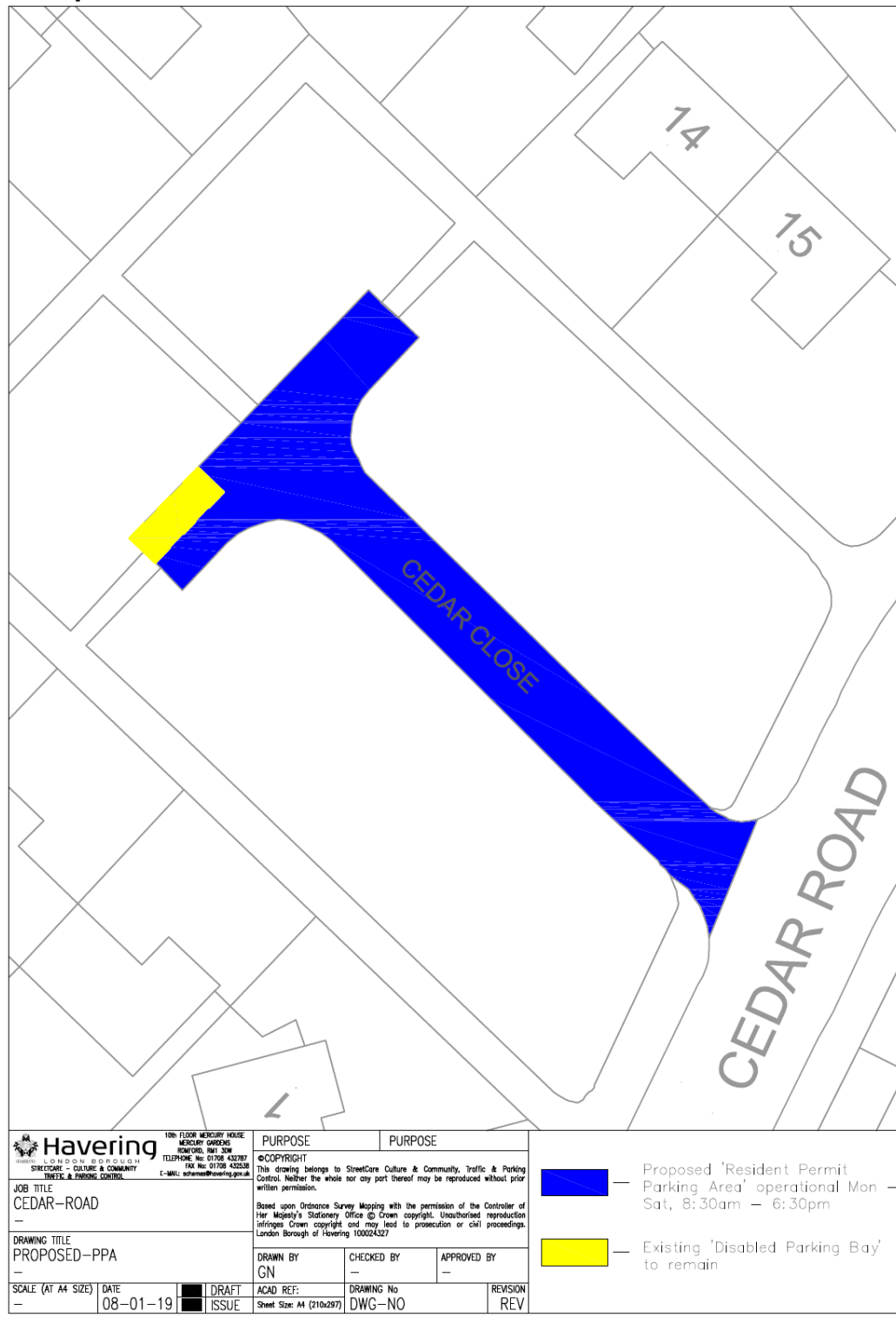
The proposals provide measures to improve safety and accessibility for all road users.

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

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

## BACKGROUND PAPERS

### Appendix A - Proposed PPA in Cedar Close



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