



Haverling

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
9 April 2019**

**Council Chamber -
Town Hall**

Members 8: Quorum 4

COUNCILLORS:

**Conservative Group
(4)**

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

**Residents' Group
(1)**

Paul Middleton

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

Christopher Wilkins

**Independent Residents'
Group
(1)**

David Durant

**North Haverling Residents
Group (1)**

Brian Eagling (Chairman)

For information about the meeting please contact:

**Taiwo Adeoye 01708 433079
taiwo.adeoye@onesource.co.uk**

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

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

Reporting means:-

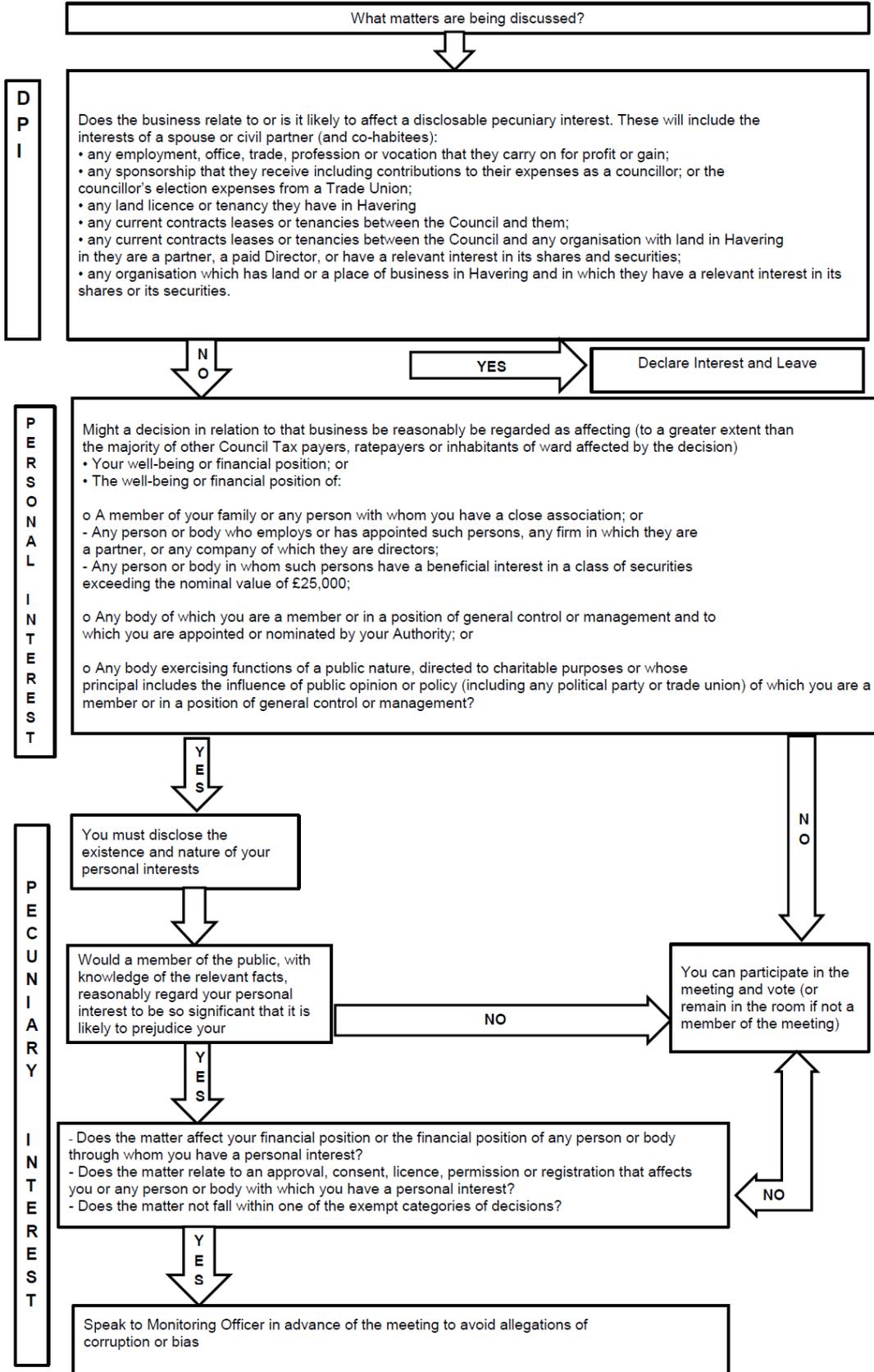
- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing,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

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

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

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

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

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

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

4 MINUTES (Pages 1 - 4)

To approve as a correct record the minutes of the meeting of the Committee held on 12 February 2019, and to authorise the Chairman to sign them.

5 TPC478 - SUNFLOWER WAY REVIEW (Pages 5 - 12)

Report attached

6 MARKET LINK, DUCKING STOOL COURT AND THE MEWS PARKING - PROPOSALS TO FORMALLY ADVERTISE (Pages 13 - 18)

Report attached

7 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 19 - 28)

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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Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
12 February 2019 (7.00 - 7.30 pm)**

Present:

COUNCILLORS

Conservative Group	Ciaran White (Vice-Chair), John Crowder, John Mylod and Carol Smith
Residents' Group	Paul Middleton
Upminster & Cranham Havering Residents' Group	Christopher Wilkins
North Havering Residents Group	Brian Eagling (Chairman)

Apologies were received for the absence of Councillors David Durant and Maggie Themistocli.

+ Councillor Smith substituted for Councillor Themistocli.

Councillors Linda Hawthorn and Ron Ower 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.

36 DISCLOSURE OF INTERESTS

No interest was disclosed at the meeting.

37 MINUTES

The minutes of the meeting of the Committee held on 15 January 2019 were agreed as a correct record and signed by the Chairman.

38 **PROPOSED TRAFFIC CALMING MEASURES IN NORTH OCKENDON VILLAGE, UPMINSTER - OUTCOME OF PUBLIC CONSULTATION**

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

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 was £0.048m (including feasibility design and consultation costs) which would be met from the Transport for London allocation to the borough for Traffic Calming Measures for North Ockendon Village for 2018/19 (A2916).

39 **SCH197 CEDAR CLOSE - REQUEST TO FORMALLY ADVERTISE A RESIDENTS PERMIT PARKING AREA (PPA)**

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council that the proposals to include Cedar Close in the RO2B residents parking zone (operational Monday to Saturday 8:30am – 6:30pm inclusive) proceed to formal consultation.

That if at the close of consultation no objections are received to the proposals above, the scheme proceeds to full implementation.

It was noted that the estimated cost of implementation was £0.002m and would be met from the 2018/19 LIP Funding allocation A2904.

Chairman

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HIGHWAYS ADVISORY COMMITTEE

9 April 2019

Subject Heading:	TPC478 Sunflower Way Review – proposals to formally advertise
Ward:	Harold Wood
CMT Lead:	Dipti Patel
Report Author and contact details:	John-Paul Micallef 01708 432385 Engineering Officer John-Paul.Micallef@havering.gov.uk
Policy context:	Street Management
Financial summary:	The estimated cost of implementation is £0.004m this will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

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

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

SUMMARY

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

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

RECOMMENDATIONS

- 1) That the Highways Advisory Committee having considered this report and the representations made, recommends to the Cabinet Member for Environment, in consultation with the Leader of the Council, that the proposals to introduce a residents parking scheme, operational Monday – Friday, 10.30 – 11.30am inclusive, the Sunflower Way Review (as shown on the plan in **Appendix A**) be introduced.
- 2) Members note that all existing 'at any time' waiting restrictions (double yellow lines) within the Sunflower Way Review parking zone will be retained for junction protection.
- 3) Members note that the estimated cost of implementation is £0.004m this will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

REPORT DETAIL

1.0 Background

- 1.1 Following concerns raised by residents over a lack of parking provisions during the operational hours of existing restrictions in the Sunflower Way area, the Council carried out an informal consultation in March 2017 on proposals to introduce Permit Parking in the immediate area. The resulting low response rate was put down to a lack of information accompanying the consultation documentation, Officers agreed to re-consult the area.
- 1.2 Officers spoke to local ward councillors and agreed to re-consult the area with more detailed information on the proposals, accompanying the consultation letter. It is proposed to change the existing 1 hour 'Waiting Restriction' to a 1 hour 'Resident Permit Parking Only' to allow residents a parking provision during the hour of restriction.

- 1.3 A Notice of Proposal was advertised in October 2018, and the results were distributed to Ward Councillors in December 2018. 5 responses were received. Out of the five responses, four were against the proposals and one resident was in favour.
- 1.4 Following detailed discussions with ward councillors, it was agreed to proceed with the advertised proposals.

2.0 Responses received

- 2.1 The responses received to the Statutory Consultation are contained in Appendix B.

3.0 Staff Comment

- 3.1 Following the advertisement of the Notice of Proposals and the objections received, the Schemes section would recommend that the Sunflower Way scheme, is implemented as per the recommendations.
- 3.2 Although four objections were made to the proposals, we do need to take into consideration residents who may not have off street parking and alternatively, move their vehicles between Monday–Friday 10.30 – 11.30am with existing restrictions. All respondents do have some form of off-street parking.
- 3.3 The aim of this proposal is to limit non-residential parking and make further parking provisions for the residents of the above roads and their visitors.
- 3.4 All three of the Harold Wood Ward Councillors agree with officer recommendations.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend that this scheme is progressed to be implemented following the Statutory Consultation, for the Sunflower Way Area, as laid out in Appendix A.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders is £0.004m, which will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

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

process being completed where a scheme is recommended for implementation. Therefore, final cost 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 make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

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

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

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

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

Human Resources implications and risks:

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

Equalities implications and risks:

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

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

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;

- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

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

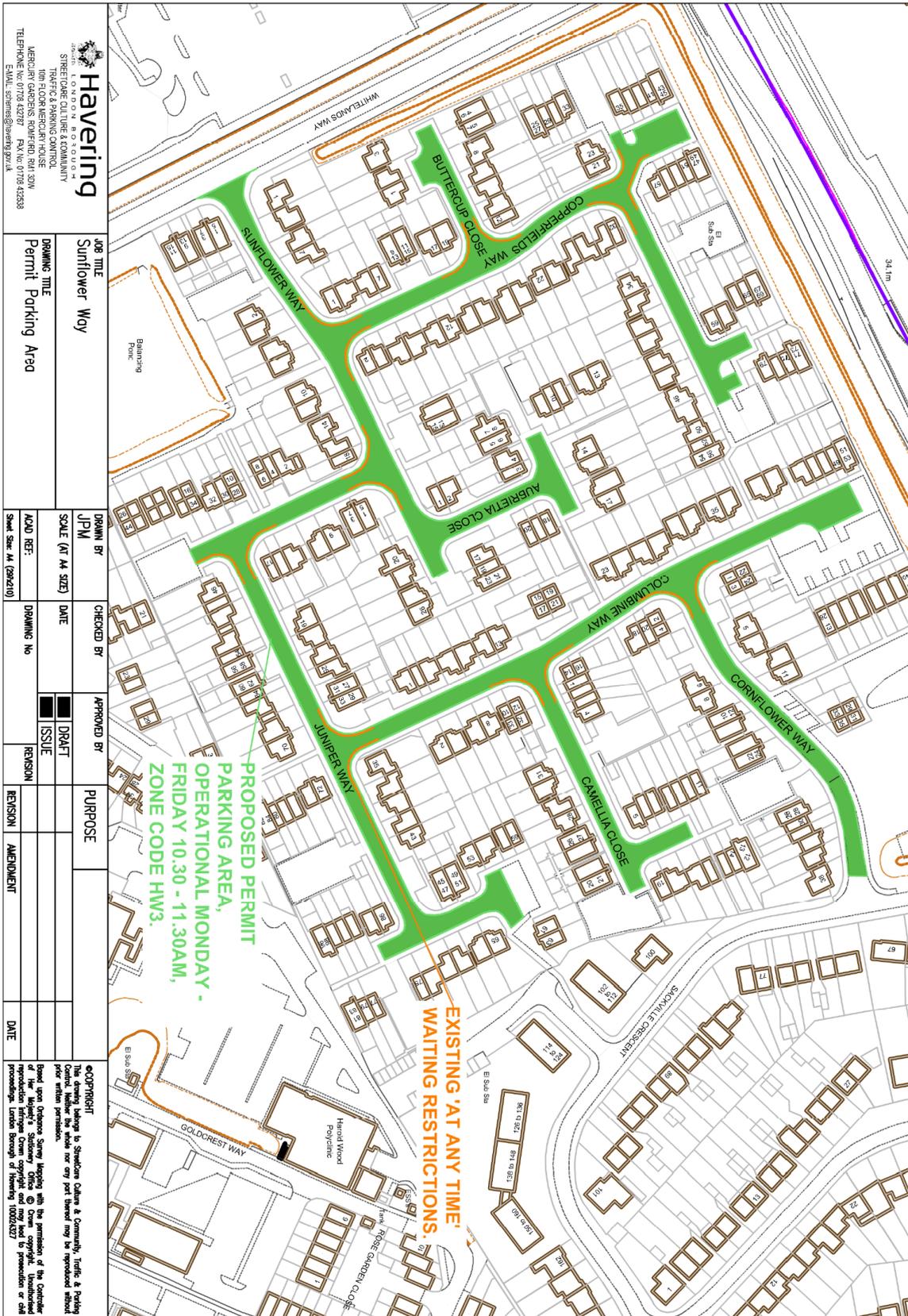
The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all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

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

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

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

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



<p>Haverling STREETCARE CULTURE & COMMUNITY TRAFFIC & PARKING CONTROL 10th FLOOR MERCURY HOUSE MERCURY GARDENS ROYALDO, BART 300N TELEPHONE NO 07738 432787 FAX NO 07738 432383 EMAIL: scservices@haverling.co.uk</p>		<p>JOB TITLE Sunflower Way</p>	
<p>DRAWING TITLE Permit Parking Area</p>		<p>SCALE (AT A4 SIZE) JPM</p>	
<p>ACAD REF: Small Size: A4 (29x210)</p>		<p>CHECKED BY DATE</p>	
<p>DRAWING NO</p>		<p>APPROVED BY</p>	
<p>REVISION</p>		<p>PURPOSE</p>	
<p>REVISION</p>		<p>AMENDMENT</p>	
<p>DATE</p>		<p>DATE</p>	

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Appendix B

Respondent of address	Summary of Comments
Resident of Camellia Close	<p><u>Objection:</u> It is wrong, in my opinion, to go ahead with this scheme. On the contrary, any restrictions should be completely lifted, and single yellow line should be removed.</p> <p>There was problem parking few years back, when the work was going on the Harold Wood hospital site, mainly students from the nursery college.</p> <p>Now there is no reason for parking restrictions.</p>
Resident of Cooperfields Way	<p><u>Support:</u> The resident is in favour of the proposals.</p>
Resident of Copperfields Way	<p><u>Objection:</u> The restrictions currently in place 10.30 – 11.30am stops commuters and people using the roads for work purposes, it works well, there is no valid or beneficial reason to implement this other than to open a new window of opportunity for the council to earn money. It will be a brand new form of income, annually, another yearly fee for residents, I find this quite insulting as council tax is already paid and the proposal doesn't seem to have any benefit to the community other than benefiting the councils income.</p> <p>I feel it's a targeted way of earning money from a small minority who already contribute profusely via council tax. Not only are you asking residents to pay for a permit you are only allowing that permit to be used for solely one car, if a second car needs a permit it's another fee, doubled. Leaving no thought or option for relatives or carers.</p>
Resident of Cornflower Way	<p><u>Objection:</u> Only one road on the estate (Cooperfields) really responded to the consultation in favour of the residents parking permits. The rest of the estate had very little response and were either very marginally in favour or more not in favour (Juniper Way). The whole estate does not need residents parking permits – just Cooperfields Way. The current_1 hour waiting restriction has successfully cured the commuter / university parking congestion. Introducing residents parking permits could be abused by a resident using one to park their car in the street, then letting out their drive or allowing friends or relatives to use their drives, could easily cause parking congestion again. Once a residents parking permit scheme is in place, it can all too easily be escalated in price and/ or time restrictions expanded, when cash-strapped councils need to raise funds.</p>
Resident of Juniper Way	<p><u>Objection:</u> I am against the proposals for a new parking scheme and changes to waiting restrictions. The scheme enables more vehicles to park in the area which will cause:</p> <ul style="list-style-type: none"> • Increased traffic • Increased air pollution (contradicting Havering's corporate plan objective to reduce air pollution) • Increased danger to pedestrians as crossing places will

	<p>be reduced</p> <ul style="list-style-type: none">• Multiple vehicles per household in an area which should be seeing a reduction in the volume of vehicles due to Crossrail <p>The scheme also does nothing to remedy the existing problems with traffic and parking in this area which occur mostly in the evenings and weekends outside of the existing and proposed restriction times. These issues are: poor driving standards, speeding, parking on the footway and parking too close to junctions. What plans does the council have to remedy these issues?</p> <p>The consultation itself is also inadequate as it does not set out details of the permit scheme such as how many will be available per household, how much they will cost etc.</p>
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HIGHWAYS ADVISORY COMMITTEE

9 April 2019

Subject Heading:	Market Link, Ducking Stool Court and The Mews Parking – proposals to formally advertise
Ward:	Romford Town
CMT Lead:	Dipti Patel
Report Author and contact details:	Iain Hardy 01708 432440 Technical Officer Iain.Hardy@havering.gov.uk
Policy context:	Street Management
Financial summary:	The estimated cost of implementation is £0.004m this will be met by Capital LIP funding (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

This report outlines the proposals to introduce waiting and loading restrictions throughout Market Link, Ducking Stool Court and The Mews,

with dedicated disabled and loading bays and recommends a further course of action.

RECOMMENDATIONS

- 1) That the Highways Advisory Committee having considered this report recommends to the Cabinet Member for Environment, in consultation with the Leader of the Council, that:
 - a. the proposals to introduce 'At any time' waiting and loading restrictions in the Mews, Market Link and Ducking Stool Court, Romford as shown on the plan in Appendix A be publicly advertised;
 - b. the proposals to introduce loading bays in Ducking Stool Court and The Mews as shown on the plan in Appendix A be publicly advertised;
 - c. the proposals to introduce two Disabled parking bays in The Mews as shown on the plan in Appendix A be publicly advertised;
 - d. The effects of the implemented proposals be monitored.
- 2) Members note that the estimated cost of this scheme as set out in this report is £0.004m this will be met by Capital LIP funding (A2904).

REPORT DETAIL

1.0 Background

- 1.1 Parking in the Market Link area has become increasingly difficult over the last two years, as a result of increasing levels of obstructive parking taking place after 6.30pm, on Sundays and consistently over the Christmas and New Year period.
- 1.2 The highway in this area of Romford town centre is having increasing demands, placed upon it from existing residential and commercial uses. There are also new developments coming forward that will further increase highway use such as a new hotel in Market Place, above the existing B&M store.
- 1.3 Parking in Market Link, Ducking Stool Court and The Mews is currently unrestricted after 6:.30pm and on Sundays. The majority of

highway issues arise during this unrestricted period. It is proposed to change the Monday to Saturday 8.30am to 6.30pm waiting restriction in the roads to operate 'at any time' with a concurrent loading ban operational 'at any time'.

- 1.4 The proposed scheme has been designed to maintain the free flow of vehicular traffic in the roads in the vicinity of Market Place (particularly for emergency vehicles); reduce inconsiderate and obstructive parking and control parking by blue badge holders through the introduction of designated disabled parking bays.
- 1.5 The existing free parking bay, opposite Emma House, is currently heavily used by blue badge holders. Under the proposals this bay will be converted to a loading bay to meet business needs and restrict use by blue badge holders. To mitigate any adverse effect of the proposals on blue badge holders two new dedicated disabled parking spaces will be created in The Mews.
- 1.6 A loading bay will be created to the rear of the B&M store in satisfaction of a planning condition pursuant to planning permission P0489.16 for a new hotel at 25 – 29 Market Place. In agreement with the owners of the B&M store it is proposed that the new bay will be placed over the dropped kerb to the rear loading dock for the store. The position of the bay is also aimed at dealing with obstructive parking blocking the use of the loading dock to the store.
- 1.7 Officers have spoken to the Ward Councillors and they are happy for these proposals proceed to public advertisement.
- 1.8 All responses received during the course of public consultation will be collated and reported back to this Committee, so a further course of action can be agreed.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £0.004m this will be met by Capital LIP funding (A2904). The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the Committee a final decision then would be made by

the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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

Legal implications and risks:

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984") with the power to designate parking places set out under part IV of the 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 & 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:

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

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.

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

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

The proposal to install 'At Any Time' waiting and loading restrictions, Disabled Parking Bays and Loading Bays will be publicly advertised and is subject to formal consultation.

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

There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 2 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit businesses rather than be a detriment. This will not be applicable to Blue Badge Holders, as they will still be able to park without charge and for the full duration of the hours of operation.

HIGHWAYS ADVISORY COMMITTEE

9 April 2019

Subject Heading:	HIGHWAY SCHEMES APPLICATIONS APRIL 2019
SLT Lead:	Dipti Patel
Report Author and contact details:	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Draft Havering Local Implementation Plan 2019/20 Delivery Plan (where applicable)
Financial summary:	The estimated cost of requests, together with information on funding is set out in the schedule to this report.

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

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

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

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

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

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member for Environment 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
 9th April 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	Northumberland Avenue, Gidea Park	Squirrels Heath	Request for 4 road humps	Feasible, but not funded.	None	£15k	Resident via Cllr Wallace	01/02/2019
A2	Ravenscourt Grove	St. Andrews	Request for 20mph Zone	Feasible by not funded. To be self-enforcing, traffic calming is required.	None	£40k	Resident via Cllr Mylod	01/02/2019
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. 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

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Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B2	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
B3	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
B4	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

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B5	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
Page 27 26	Parsonage Farm School	Rainham and Wennington	20mph Zone with traffic calming around the school.	Feasible by not funded. Estimate for immediate area rather than entire estate north of Upminster Road North.	None	£75k	Cllr Tucker	18/09/2018
B7	Billet Lane	St. Andrews	Driver speed reduction scheme.	Feasible by not funded. Cllr Middleton has confirmed that this is not supported by other ward councillors.	None	£35k	Cllr Mylod	18/09/2018

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B8	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
B9	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
B10	St Marys Lane	Upminster	Request to provide priority pinch points to slow speedng drivers.	Feasible by not funded.	None	c£50k	Cllr Wilkins	04/12/2018