

Notice of Non-key Executive Decision

Subject Heading:	Proposals to improve parking and traffic flow in Petersfield Avenue, Harold Hill - Outcome of Public Consultation.
Cabinet Member:	Cllr Osman Dervish Environment
SLT Lead:	Dipti Patel Assistant Director of Environment
Report Author and contact details:	Musood Karim Engineer Street Management 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 2019/20 (A3078)
Relevant OSC:	Environment
Is this decision exempt from being called-in?	No

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

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

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision approves the implementation of the 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. And at the recommendations of the Highways Advisory Committee as detailed on drawing No. QQ021_PA_FS_GA_101, attached in appendix 2 of this report.

The current situation in Petersfield Avenue is that drivers double park because parking spaces outside the shops are always full and as a consequence, bus drivers end up getting stranded by the pedestrian refuges and this has an impact on journey reliability times.

The scheme seeks to promote available parking spaces with pay-and-display rather than the current unlimited arrangement. In addition, the zebra crossing with its controlled area (zig-zags) will maintain a crossing point while discourage parking in that area thus keeping access for buses and therefore making journey times more reliable.

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution:

Part 3, Section 2.5, paragraph (s) To consider recommendations of the Highways Advisory Committee relating to highways and traffic schemes and to make decisions relating to them.

Part 3, Section 2.6, paragraph (y) Portfolios to be assigned to individual Cabinet Members - Highways & Traffic Schemes.

STATEMENT OF THE REASONS FOR THE DECISION

At its meeting on 15th January 2019 the Highways Advisory Committee ("HAC") considered a report (Agenda Item 7) on the proposals (a copy of the HAC report is attached in Appendix 1) with the following recommendations:

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for the Environment in consultation with Leader of the Council that the following measures are implemented:
 - 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

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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 HAC 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 HAC 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 HAC 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 HAC report.
2. That it be noted that the estimated cost of £0.063m will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2019/20 (A3078).

The HAC having considered the report (Agenda Item 7) on 15th January 2019, made the following recommendations;

That the scheme be implemented as advertised.

This Executive Decision reflects the recommendations of the HAC and adopts the justification for the decision as set out in the report to the HAC.

The proposals are shown in drawing No. QQ021_PA_FS_GA_101, attached in appendix 2 of this report.

OTHER OPTIONS CONSIDERED AND REJECTED

The alternative option to Do Nothing was considered, but was ruled out to overcome the current traffic problems in Petersfield Avenue mainly outside the shops.

PRE-DECISION CONSULTATION

See details in HAC report of 15th January 2019 (agenda item 7).

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Musood Karim

Designation: Engineer

Signature: *Musood Karim*

Date: 16th May 2019

Part B - Assessment of implications and risks

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.

FINANCIAL IMPLICATIONS AND RISKS

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 2019/20 financial year (A3078).

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Details of the estimated cost are shown below:

Item No	Description	Amount £
1	Topographical survey & u/g utility trace by Laser Survey.	3,500
2	New zebra crossing, incl power disconnection/reconnection, beacons, tactile paving and zig -zag road markings. Public advertisement of traffic orders	18,000 1,000
3	Civil Works - Form new parking bays as shown on drawings breakout existing footway & c/way Remove existing kerbs & install new Remove existing footway ped. tiles	8,500
4	Electrical works - relocate existing lamp columns - incl lamp replacements power disconnection & reconnection	12,000
5	Road markings All road markings as per drawings in carriageway & new bays. Burn off where necessary.	2,500
6	Traffic management at day time & night	4,500
	Subtotal	50,000
6	Other costs	
6.1	Add 10% contingencies	5,000
6.2	Add 15% staff and supervision costs	8,250
	Grand total	63,250

Appendix 1

Copy of HAC report of January 2019
(Agenda item 7) and minutes of the HAC meeting



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 are 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.

Petersfield Avenue, Harold Hill

Summary of the Public Consultation Responses

Item	Respondent	Summary of Response	Agree		Disagree		Comments
			Y	N	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 by 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	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 loose 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	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 the 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	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 Response	Agree		Disagree		Comments
			Y	N	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				iii) Development of such type of parking will involve diverting existing underground services eg fibre optic cables which will be very costly. Comments noted

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

Public Document Pack

MINUTES OF A MEETING OF THE HIGHWAYS ADVISORY COMMITTEE Council Chamber - Town Hall 15 January 2019 (7.00 - 8.00 pm)

Present:

COUNCILLORS

Conservative Group	Ciaran White (Vice-Chair), John Crowder, +Philippa Crowder 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 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.

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	St Marys Lane	Upminster	Request to provide priority pinch points to slow speeding drivers.	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. 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.
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.

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. NOTE: Proposal in draft LIP for 2019/20	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. NOTE: Proposal in draft LIP for 2019/20	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.
B6	Hacton Lane, North of Ravenscourt Grove	Hacton	Request for speed table to reduce approach speeds to mini-roundabout.	Feasible but not funded.
B7	Hornchurch Road	Hylands	Removal of hump at zebra crossing outside no.96 and at junction with Grosvenor Drive following complaints about noise/vibration. NOTE: Would require non TfL funding.	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. 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
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).
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.

**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.
B12	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

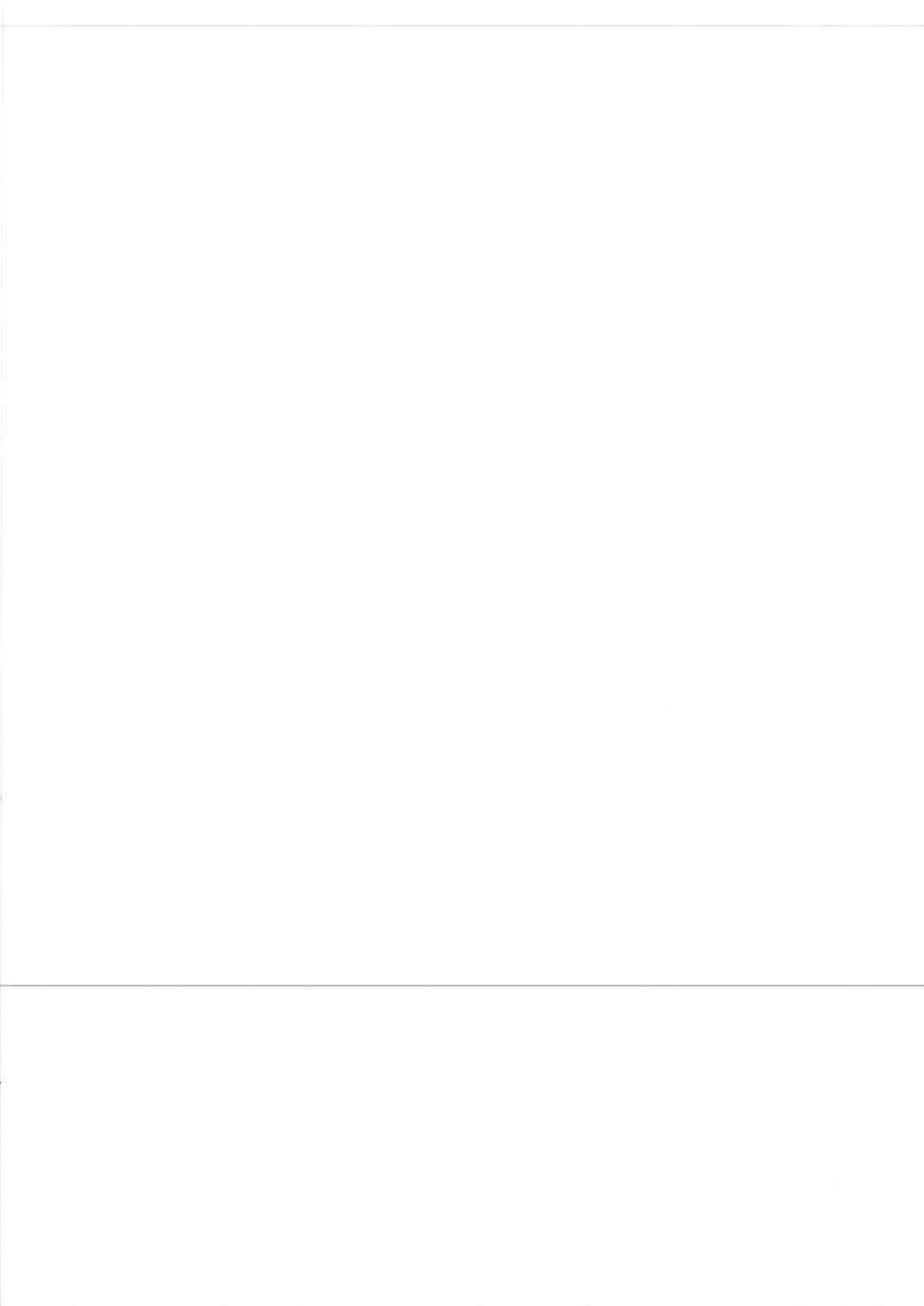
We the undersigned, wish to draw to your attention the dangerous conditions on Noak Hill Road. Since the removal of the traffic lights at Straight Road there is no traffic break for vehicles to safely exit the blind junction at The Mount especially as the speed limit is often ignored. A road calming 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.

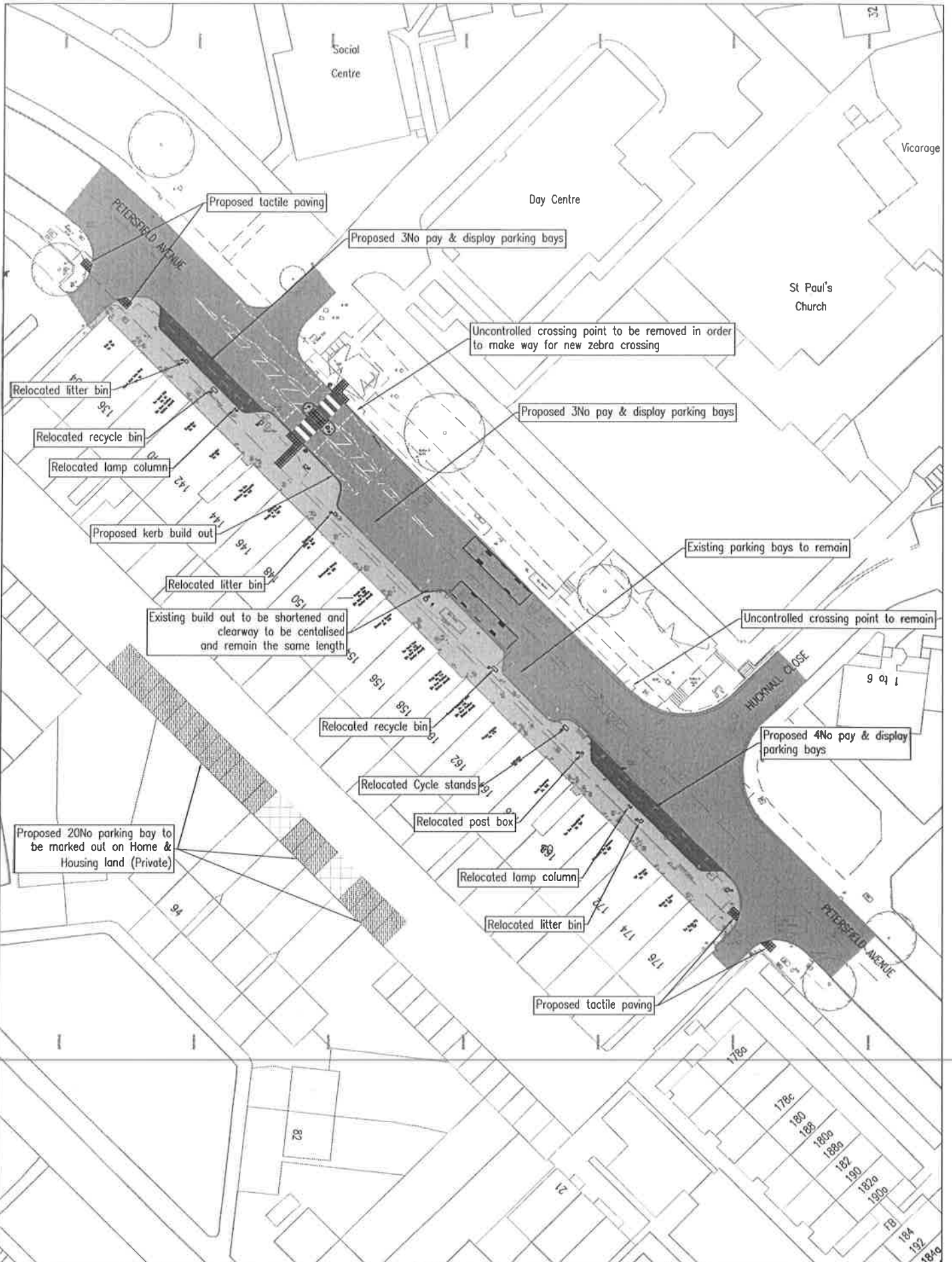
**London Borough of Havering
Engineering Services, Highways - Streetcare
Highway Schemes Applications Schedule**

Item Ref	Location	Ward	Description	Decision
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Appendix 2

Drawing showing the proposals
Drawing. No. QQ021_PA_FS_GA_





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	<p>DRAWING TITLE GENERAL ARRANGEMENT</p>	<p>SCALE (AT A3 SIZE) 1:500</p>	<p>DATE 03.09.18</p>	<p>REVISION 0 Initial Issue</p>	<p>REVISION B</p>	<p>Leading bay proposal removed</p>	<p>07.01.18</p>
				<p>REVISION A</p>	<p>REVISION A</p>	<p>Zebra crossing included as part of the scheme</p>	<p>03.09.18</p>
				<p>REVISION 0</p>	<p>REVISION B</p>	<p>Initial Issue</p>	<p>20.09.17</p>
				<p>REVISION B</p>	<p>REVISION AMENDMENT</p>	<p>AMENDMENT</p>	<p>DATE</p>

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