

# **HIGHWAYS ADVISORY COMMITTEE**

## **SUPPLEMENTARY AGENDA**

**14 December 2010**

The following report is attached for consideration and is submitted with the agreement of the Chairman as an urgent matter pursuant to Section 100B (4) of the Local Government Act 1972

- 5 AMENDMENTS TO PUBLIC SPEAKING ARRANGEMENTS - Report Attached**
- 6 PROPOSED SCHOOL KEEP CLEAR TIMING AMENDMENT - Outcome of Public consultation - Report to follow if available**
- 7 OSBORNE ROAD PROPOSED PARKING RESTRICTION TIMING AMENDMENTS & PROPOSED “AT ANY TIME” WAITING RESTRICTIONS WITH THE JUNCTION OF THORNCROFT - Outcome of Public consultation - Report to follow if available**
- 8 PROPOSED “AT ANY TIME” (DOUBLE YELLOW LINES) WAITING RESTRICTIONS ALBANY ROAD – Outcome of Public consultation – Report Attached**
- 9 NORTH ROAD/ORANGE TREE HILL/HAVERING ROAD ACCIDENT REDUCTION PROGRAMME – Outcome of Public consultation – Report Attached**
- 10 RING ROAD SPEED AWARENESS - PROPOSED VEHICLE ACTIVATED SIGNS – Outcome of Public consultation – Report Attached**
- 11 PROPOSED SPEED CONTROL HUMPS EXCHANGE STREET – Outcome of Public consultation – Report Attached**

**Philip Heady  
Democratic Services Manager**

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

**REPORT**

14 December 2010

<b>Subject Heading:</b>	Amendments to public-speaking arrangements
<b>CMT Lead:</b>	Christine Dooley, Assistant Chief Executive, Legal & Democratic Services
<b>Report Author and contact details:</b>	Andrew Beesley, Principal Committee Officer, 01708 432437 <a href="mailto:andrew.beesley@havering.gov.uk">andrew.beesley@havering.gov.uk</a>
<b>Policy context:</b>	Amending procedures for the Highways Advisory Committee
<b>Financial summary:</b>	There are no direct financial implications attached to this report

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

Clean, safe and green borough	<input type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input checked="" type="checkbox"/>

**SUMMARY**

This report outlines proposed revisions to the speaking arrangements for resident and Ward Councillors representations made at the Highways Advisory Committee.

**RECOMMENDATIONS**

1. The Committee AGREE that where representations have been received to a scheme, one objector and one supporter shall have an opportunity to address the Committee. The addresses shall not exceed **SIX** minutes or such lesser time as the Committee by resolution, either generally or in relation to a specific scheme, may agree, and the Chairman may at his/her discretion allow more than one objector and/or more than one supporter to address the Committee.
2. The Committee AGREE that a Councillor calling-in a scheme or speaking as a Ward Councillor shall be limited to **FOUR** minutes in addressing the Committee.
3. That the Committee AUTHORISE the Assistant Chief Executive to make any changes to the Constitution to give effect to the procedures now agreed.

**REPORT DETAIL**

- 1.0 The Highways Advisory Committee came into being following the meeting of Council on 26 May 2010. At its inaugural meeting on 15 June 2010, the Committee agreed a reporting procedure. One aspect of the procedure concerned public participation involvement during the meeting. The procedure enabled objectors / supporters to schemes to make their views known before the Committee made its recommendation to the Cabinet Member for decision.
- 1.1 It was agreed that where representations had been received to a scheme, one objector and one supporter should have the opportunity to address the Committee. The addresses should not exceed **ten** minutes or such lesser time as the Committee by resolution, either generally or in relation to a specific scheme, may agree. The Chairman could also use his discretion to allow more than one objector and/or more than one supporter to address the Committee.
- 1.2 In addition, it was agreed that a Councillor calling-in a scheme or speaking as a Ward Councillor should be limited to **five** minutes in addressing the Committee.
- 1.3 The Committee has now met on 6 occasions. Experience of the meetings has indicated that the length of time afforded to members of the public and Ward Councillors when making their representations is more than sufficient.

Indeed, members of the Committee have suggested that the length of time should be reduced.

- 1.4 Accordingly, the Committee is invited to consider proposals to reduce the time allocations, the details of which are outlined in the recommendations.
- 1.5 It should be noted that when setting up the Committee, Council delegated to it the precise detail of the changes needed to the Constitution in order to give effect to the procedures that will be needed to approve schemes. The Assistant Chief Executive was authorised to make the necessary changes.
- 1.6 The Committee is therefore requested to recommend to the Assistant Chief Executive the procedure it wishes to adopt.

## **IMPLICATIONS AND RISKS**

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

There are no direct financial implications attached to this report.

### **Legal implications and risks:**

There are no legal implications and risks to be considered at this stage.

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

There are no human resources implications and risks to be considered at this stage.

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

There are no equalities implications and risks to be considered at this stage.

## **BACKGROUND PAPERS**

**N/A**





**HIGHWAYS  
ADVISORY  
COMMITTEE**

**REPORT**

14 December 2010

**Subject Heading:**

**PROPOSED SCHOOL KEEP CLEAR  
TIMING AMENDMENT  
BOWER PARK SCHOOL**

**Report Author and contact details:**

**Outcome of Public Consultation**

Raj Padam

Engineer

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This report recommends that a School Keep Clear restriction outside Bower Park School located on Havering Road be amended as advertised.

The scheme is within **Havering Park** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the 'School Keep Clear' restriction detailed in this report and shown on Drawing QJ069-OF-01-A be implemented.
2. That it be noted that the estimated cost of £500 will be met from the Council's 2010/11 revenue budget for Minor Parking Schemes budget.

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Council's Traffic & Engineering Section of StreetCare received a request from Bower Park School to review the existing school keep clear timings outside the school on Havering Road.
- 1.2 The Highways Advisory Committee agreed that the Head of StreetCare should proceed with the design and consultation of suitable measures (HAC July 2010, Request No.15).
- 1.3 The proposals are to amend the existing school keep clear restriction from, 8:15am - 9:15am & 3:00pm - 4:15pm to Monday to Friday (term time) to 8:00am - 5:00pm Monday to Friday as shown on drawing QJ069-OF-01-A. Where such restrictions are reviewed, references to "term time" are no longer permitted under Regulations.
- 1.4 Approximately 40 letters were hand-delivered to the residents potentially affected by the scheme on or just after 4th October 2010, with a closing date of 29th October 2010. In addition, the proposals were advertised and the emergency services and London Buses were consulted.

### **2.0 Outcome of Public Consultation**

- 2.1 By the close of the consultation, 3 responses were received, 2 of which were from the emergency services, and the other from a local resident. The responses are summarised in Appendix I of this report.



2.2 The Metropolitan Police supported the proposals, the London Fire Brigade had no objections and the resident supported the proposals

**3.0 Staff Comments**

3.1 Staff recommend that the school keep clear restrictions be amended as advertised.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The estimated cost of £500 can be met from the Council's 2010/11 revenue budget for Minor Parking Schemes budget.

**Legal implications and risks:**

Parking management schemes (including restrictions) require consultation and the advertisement of proposals before a decision can be taken on their introduction.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

Parking controls near school pedestrian accesses can make walking easier for parents and pupils and reduce the fear of danger from traffic.

**BACKGROUND PAPERS**

Project file: QJ 069 Bower Park School Keep Clear

**APPENDIX I**

**SUMMARY OF CONSULTATION RESPONSES**

**Highways Advisory Committee, 14 December 2010**

<b>Respondent</b>	<b>Comments</b>
PC Graham Harris Metropolitan Police	<ul style="list-style-type: none"><li>○ The Metropolitan Police have no comment or observations regarding the proposal, and would therefore support the scheme</li></ul>
Steve Smith London fire Brigade	<ul style="list-style-type: none"><li>○ No objections.</li></ul>
6 Towneley Cottages	<ul style="list-style-type: none"><li>○ The resident agrees with the proposal for the revised hours of operation for the school keep clear markings</li><li>○ The situation has concerned the resident since 2006 as it is very dangerous for the safety of pupils.</li><li>○ Resident is please the council is finally resolving the issue.</li></ul>

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

**REPORT**

14 December 2010

**Subject Heading:**

**OSBORNE ROAD  
PROPOSED PARKING RESTRICTION  
TIMING AMENDMENTS &  
PROPOSED 'AT ANY TIME' WAITING  
RESTRICTIONS WITH THE JUNCTION  
OF THORNCROFT**

**Report Author and contact details:**

**Outcome of Public Consultation**

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This report sets out the responses to the public consultation for the proposed additional hours of operations for the single yellow lines in Osborne Road and the proposed 'at any time' (double yellow lines) on Osborne Road with it's junction of Thorncroft. This report recommends options for implementation or rejection.

The scheme is within **Hylands** ward.

## RECOMMENDATIONS

1. That for the Osborne Road amendments to the existing part time waiting restrictions, the Committee having considered the representations made, rejects the proposals.
2. That for the proposals at the junction of Osborne Road with Thorncroft, the Committee having considered the representations made either;
  - (i) Recommends to the Cabinet Member for Community Empowerment that the 'at any time' (double yellow lines) on Osborne Road with its junction of Thorncroft be implemented; or
  - (ii) That the proposals be rejected.
3. That it be noted that the estimated cost of £1,000 for implementation will be met from the Council's 2010/11 revenue budget for Minor Parking Schemes.

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Council's StreetCare department and local councillors have received complaints about obstructive parking on Osborne Road allegedly caused by parents collecting their children. The problem apparently occurs in the afternoon as the area is already restricted for a short time in the morning.
- 1.2 The Council's StreetCare department also received complaints from local residents and councillors about vehicles parking too close to the junction of Osborne Road and Thorncroft which was reducing drivers visibility whilst attempting to manoeuvre out of Thorncroft.
- 1.3 The Highways Advisory Committee agreed that the Head of StreetCare should proceed with the design and consultation of suitable measures (HAC July 2010, Request No.22).
- 1.4 Proposals were drafted as shown on Drawings QJ079-OF-01-A and 02-A.

## **Highways Advisory Committee, 14 December 2010**

1.5 58 letters were hand-delivered to residents potentially affected by the scheme on or just after 4<sup>th</sup> October 2010, with a closing date of 29<sup>th</sup> October. In addition, the proposals were advertised. The emergency services and London Buses were also consulted.

### **2.0 Outcome of Public Consultation**

2.1 By the close of the consultation, 10 responses were received, 2 of which were from the emergency services. The responses are summarised in Appendix I of this report.

2.2 Of these responses, 6 from residents were in objection to the scheme and 1 resident was in favour with some suggested amendments.

2.3 London Buses support the scheme as they operate a bus route through Osborne Road.

2.4 The Metropolitan Police Traffic Unit and the London Fire Brigade had no objections to the scheme. No response was received by the London Ambulance Service.

### **3.0 Staff Comments**

3.1 Staff suggest that the 'at any time' waiting restrictions (double yellow lines) will improve the visibility of drivers manoeuvring out of Thorncroft into Osborne Road.

3.2 The addition of afternoon restrictions in Osborne Road would move the problem of school-related parking elsewhere. The original request came from residents through a ward councillor, but there is no support from those responding and so staff suggest that the problem is not an issue for the residents.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £1,000 can be met from the Council's 2010/11 revenue budget for Minor Parking Schemes.

### **Legal implications and risks:**

Parking management schemes (including restrictions and bays) require consultation and the advertisement of proposals before a decision can be taken on their introduction.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

Parking management schemes 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.

Blue-badge holders are able to park with an unlimited time in resident permit bays and up to three hours on restricted areas (unless a loading ban is in force).

**BACKGROUND PAPERS**

Project file: QJ 079 Osborne Road Waiting Restrictions



**APPENDIX I  
SUMMARY OF CONSULTATION RESPONSES**

<b>Respondent</b>	<b>Object</b>	<b>Comments</b>
Graham Harris Met police	No	<ul style="list-style-type: none"> <li>○ No Comments or observations</li> </ul>
Steve Smith London Fire Brigade	No	<ul style="list-style-type: none"> <li>○ No Comments or objections.</li> </ul>
Alan Ford London Buses	No	<ul style="list-style-type: none"> <li>○ Fully support the scheme.</li> </ul>
10 Osborne Road	Yes	<ul style="list-style-type: none"> <li>○ Resident objects to any additional restrictions as the morning restriction (8am to 10am) is beneficial to prevent commuter parking.</li> <li>○ Any further restrictions would cause problems for residents with no benefit.</li> </ul>
49 Osborne Road	Yes	<ul style="list-style-type: none"> <li>○ No need for restrictions never had any problems with cars parking on junction.</li> <li>○ Further restrictions will cause nothing but problems and erode residents civil liberties.</li> </ul>
9 Osborne Road	Yes	<ul style="list-style-type: none"> <li>○ Have reservations about the proposed restrictions as they should not include Bank Holidays.</li> <li>○ It is bad enough that residents have to move their vehicles to another location too avoid penalty charges but if it includes Bank Holidays this would be a major disruption.</li> </ul>
9a Osborne Road	Yes	<ul style="list-style-type: none"> <li>○ Resident does not want restrictions as they cannot afford a driveway and present restrictions are causing so much grief.</li> <li>○ Resident request residents parking</li> </ul>
14 Thorncroft	No	<ul style="list-style-type: none"> <li>○ In agreement with proposals</li> <li>○ Resident suggests the restriction to be increased from the junction of Thorncroft/Osborne into Thorncroft by 20m rather than 15m to prevent double parking.</li> </ul>
40 Osborne Road	Yes	<ul style="list-style-type: none"> <li>○ Resident cannot understand reason for proposals as there are no problems in Osborne.</li> <li>○ Thorncroft is a small cul-de-sac with no "through traffic"</li> <li>○ Only a few cars park in that location on one side of the road which leaves ample room for vehicle access.</li> </ul>
Osborne Road	Yes	<ul style="list-style-type: none"> <li>○ Have no concerns regarding parking in Osborne Road only have parents dropping or collecting children from the school cause problems but this only lasts for a very short time.</li> <li>○ Resident does not want further restrictions.</li> </ul>





**HIGHWAYS  
ADVISORY  
COMMITTEE**

**REPORT**

14 December 2010

**Subject Heading:**

**PROPOSED 'AT ANY TIME' (DOUBLE  
YELLOW LINES) WAITING  
RESTRICTIONS ALBANY ROAD  
Outcome of Public Consultation**

**Report Author and contact details:**

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This report recommends that the 'at any time' waiting restrictions (double yellow lines) in Albany Road on the approach to A124 Hornchurch Road, be implemented to deal with a local congestion problem.

The scheme is within **Hylands** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the 'at any time' waiting restrictions (double yellow lines) detailed in this report and shown on Drawing QJ071-OF-01-A be implemented.
2. That it be noted that the estimated cost of £1,000 will be met from the Council's 2010/11 revenue budget for Minor Parking Schemes budget.

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Council's Traffic & Engineering Section of StreetCare received a request from residents for parking controls to deal with obstructive parking on both sides of Albany Road on the approach to the traffic signals at the junction with the A124 Hornchurch Road.
- 1.2 The Highways Advisory Committee agreed that the Head of StreetCare should proceed with the design and consultation of suitable measures (HAC July 2010, Request No.23).
- 1.3 Proposals were designed to keep the approach to the junction clear as shown on Drawing QJ071-OF-101-A. This will allow traffic to queue for the traffic signals and safely turn into Albany Road.
- 1.4 12 letters were hand-delivered to the residents along the section of street who are potentially affected by the scheme on or just after 4th October 2010, with a closing date of 29th October 2010. In addition, the proposals were advertised and the emergency services and London Buses consulted.

### **2.0 Outcome of Public Consultation**

- 2.1 By the close of the consultation, four responses were received, 2 of which were from the emergency services. The responses are summarised in Appendix I of this report.
- 2.2 The Resident who responded agrees with the scheme but feel this will push the parking further back in Albany Road and cause other problems.

2.3 The Metropolitan Police Traffic Unit and the London Fire Brigade had no objections to the scheme. No response was received by the London Ambulance Service.

2.4 London Buses had no comments.

### **3.0 Staff Comments**

3.1 Albany Road is wide enough for parking on both sides, but with single line working between. At busy times (especially coinciding with school pick up/drop off), congestion occurs near the junction with A124 Hornchurch Road.

3.2 It is unlikely that a scheme would take place to reduce traffic flow and so any restrictions may push the problem further into the street.

3.3 Staff suggest that restrictions on the approach to the junction with A124 Hornchurch Road would, however, ease the localised congestion for traffic entering and exiting Albany Road.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £1,000 can be met from the Council's 2010/11 revenue budget for Minor Parking Schemes budget.

### **Legal implications and risks:**

Parking management schemes (including restrictions) require consultation and the advertisement of proposals before a decision can be taken on their introduction.

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

None.

### **Equalities Implications and Risks:**

Parking management schemes 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.

Blue-badge holders are able to park with an unlimited time in resident permit bays and up to three hours on restricted areas (unless a loading ban is in force).

**BACKGROUND PAPERS**

Project file: QJ 071 Albany Rd Parking Retractions

**APPENDIX I**

**SUMMARY OF CONSULTATION RESPONSES**

**Highways Advisory Committee, 14 December 2010**

<b>Respondent</b>	<b>Comments</b>
PC Graham Harris Metropolitan Police	No Comments or observations.
Steve Smith London Fire Brigade	No Comments.
Alan Ford London Buses	London Buses are not affected by the proposal.
6 Albany Road	<ul style="list-style-type: none"><li>• Resident understands and agrees that it makes sense to introduce restrictions as it is a bottle neck at the lights.</li><li>• The proposals will push the parking further back in Albany Road (i.e. especially for school and dentist).</li><li>• Resident is experiencing vehicles overhanging their driveway making it difficult for the resident to pull out and park in. By putting these new restrictions in we feel that we will have more of a problem.</li></ul>





**HIGHWAYS  
ADVISORY  
COMMITTEE**

**REPORT**

14 December 2010

**Subject Heading:**

**NORTH ROAD / ORANGE TREE HILL /  
HAVERING ROAD ACCIDENT  
REDUCTION PROGRAMME  
Outcome of Public Consultation**

**Report Author and contact details:**

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input checked="" type="checkbox"/>

**SUMMARY**

North Road / Orange Tree Hill / Havering Road – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify accident remedial measures along the above roads and the following are proposed.

- Relocation and longer road narrowing with collapsible reflective bollards
- Priority changes at the road narrowing
- Buff colour anti-skid surfacing
- Chevron, Giveaway, bends, priority, school and direction road signs.
- Yellow count down, double continuous white and slow markings.

This report details the finding of the feasibility study, public consultation and recommends that the selected proposals as described in the recommendation be approved.

The scheme is within **Havering Park** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the accident remedial measures detailed in this report and shown on Drawing Nos: QJ002/101 to QJ002/109 be implemented with priorities being reversed at:
  - Road narrowing along North Road just north of Hillside Farm
  - Road narrowing along North Road by Fairview Farm
  - Road narrowing along North Road outside Property No: 9.
2. In the light of the public consultation results, further road narrowing along Orange Tree Hill will be investigated and reported to future Highways Advisory Committee.
3. That it be noted that the estimated cost of £70,000 can be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

## REPORT DETAIL

### **1.0 Background**

- 1.1 In November 2009, Transport for London approved funding for a number of Accident Reduction Programme as part of 2010/11 Havering Borough Spending Plan settlement. North Road / Orange Tree Hill / Havering Road – Accident Reduction Programme was one of the schemes approved by TfL.
- 1.2 A feasibility study has been carried out to identify accident remedial measures along North Road / Orange Tree Hill / Havering Road. The study has now been completed and has looked at ways of reducing accidents and it is considered that the accident remedial measures, as described in the recommendations will improve road safety.
- 1.3 In June 2010, the Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.4 The Government have set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSI by 50%; pedestrian and cyclist KSIs by 50% from the baseline of the average number of casualties for 2004-08. The North Road / Orange Tree Hill / Havering Road Accident Reduction Programme will help to meet these targets.

**Survey Results**

1.5 Traffic surveys showed that two-way traffic flows are up to 600 vehicles per hour along North Road and Orange tree Hill.

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

1.

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Orange Tree Hill by Pinewood Road	38	37	43	41

1.7 The 85<sup>th</sup> percentile speed is the speed not exceeded by 85% of vehicles and is the measure of speed recommended by the Government for the design of traffic management schemes. The speed limit along this road is 30mph. The speed survey showed that the vehicle speeds were higher than the speed limit along this road.

**Accidents**

1.8 In the four-year period to December 2009, a total sixteen personal injury accidents (PIAs) were recorded along North Road, Orange Tree Hill and Havering Road. Of the total PIAs, four were serious and the remaining were slight injuries. Of the total, two were speed related; one has occurred during the hours of darkness and one involved pedestrians. Detail of accident locations and their severity are summarised below.

Location	Fatal	Serious	Slight	Total PIAs
North Road	0	1	6 (1-Ped) (2-Dark)	7
North Road / Broxill Road / Orange Tree Hill junction	0	2 (1-speed)	1	3
Orange Tree Hill	0	1	4 (2-Dark)	5
Havering Road	0	0	1 (1-Dark)	1
<b>Total</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>16</b>

## **Proposals**

1.9 The following measures are proposed and shown on Plan Nos. QJ002/1 to QJ002/9 appended.

- Orange Tree Hill between Pinewood Road and Elmer Avenue (Plan No:QJ002/101).
  - Re-locate existing road narrowing with longer road narrowing as shown.
  - Red and buff anti-skid surfacing.
  - Collapsible reflective bollards.
  - Additional Bend, Priority and Giveaway signs
  - Yellow count down and slow road markings as shown.
- Orange Tree Hill between Elmer Avenue and Broxhill Road (Plan No:QJ002/102).
  - Red and buff colour anti-skid surfacing.
  - Bend signs with yellow background and direction sign as shown.
  - Slow and wider centre line road markings as shown.
- Orange Tree Hill / Broxhill Road / North Road Junction (Plan No:QJ002/103).
  - White reflective road studs.
  - Red and buff colour anti-skid surfacing.
  - Chevron, Give way with yellow background, direction signs as shown.
  - Centre hatch, wider centre line and slow road markings as shown.
- North Road between Broxhill Road and Eldan House (Plan No:QJ002/104).
  - Longer road narrowing with collapsible reflective bollards
  - Red and buff colour anti-skid surfacing as shown.
  - Additional Priority and Giveaway signs as shown.
  - Slow road markings
- North Road between The Vicarage and Samantha Mews (Plan No:QJ002/105)
  - Red anti-skid surfacing
  - Bend signs
  - Double continuous white, slow and wider centre line road markings
- North Road between Samantha Mews and Festival Cottages (Plan No:QJ002/106)
  - Red and buff colour anti-skid surfacing
  - Bend and school children signs
  - Slow road markings
- North Road between Sway Cottage and Tiverton Cottages (Plan No:QJ002/107)
  - Red and buff colour anti-skid surfacing
  - Longer road narrowing with collapsible reflective bollards and reverse the priority

## Highways Advisory Committee, 14 December 2010

- Additional Priority and Giveaway signs
- Slow road markings
- North Road in the vicinity of Fairview Farm (Plan No:QJ002/108)
  - Red and buff colour anti-skid surfacing
  - Longer road narrowing with collapsible reflective bollards and reverse the priority
  - Additional Priority and Giveaway signs
  - Slow road markings
- North Road in the vicinity of North lodge and borough boundary (Plan No:QJ002/109)
  - Red and buff colour anti-skid surfacing
  - Longer road narrowing with collapsible reflective bollards and reverse the priority
  - Additional Priority and Giveaway signs
  - Slow road markings

In addition to the above proposals, street lighting will be upgraded along North Road and Orange Tree Hill. It is also proposed to paint the lamp columns in the vicinity of The Green.

### **2.0 Outcome of Public Consultation**

- 2.1 Following Highways Advisory Committee approval for a public consultation in June 2010, letters, describing the proposals were delivered to local residents / occupiers. Emergency Services, bus companies and cycling representatives were also consulted on the proposals.
- 2.2 Approximately, 220 letters were delivered by hand to the area affected by the proposals. Comments to the Principal Engineer by Monday 18<sup>th</sup> October 2010 were invited.
- 2.3 Nine written responses from Metropolitan Police, London Buses and residents / occupiers were received and the comments are summarised in the Appendix 1.
- 2.4 Further consultations were carried out with the Local Conservation Group and their comments are summarised in the Appendix 2.

### **3.0 Staff Comments**

- 3.1 Staff comments are summarised in the Appendix 1.

**IMPLICATIONS AND RISKS**

**Financial implications and risks:**

The estimated cost of up to £70,000 for implementation can be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Accident Reduction Programme.

**Legal implications and risks:**

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

There would be some visual impact from the proposed measures, however these proposals would generally improve safety for both pedestrians and vehicles.

**BACKGROUND PAPERS**

1. Public consultation Letter.
2. Public consultation responses.

**APPENDIX 1  
SUMMARY OF RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
QJ002/1 (London Buses)	Only one low frequency bus route use this road. It should have minor effect to the service. London Buses has no comments on this proposal.	-
QJ002/2 (Metropolitan Police)	The whole scheme is put forward as an improvement to existing measures and for the most part we have no comment. Only one observation is about the pinch point, requesting accident history.	Only one PIA has occurred in the vicinity of this particular pinch point. We are planning to re-locate the pinch point to improve road safety at this location and an additional pinch point along Orange Tree Hill will be investigated and reported to future Highways Advisory Committee.
QJ002/3 (The Green, North Road)	Concerns about the pinch points. Request for additional pinch point along Orange Tree Hill and re-arrange the pinch points on one side of the road.	It is considered that the proposed measures would improve the current situation. Additional pinch point will be investigated and reported to future Highways Advisory Committee. The existing pinch points are situated in the middle of the road to provide better and safer access to the agriculture vehicles.
QJ002/4 (Belmont, North Road)	I am opposed to the proposed scheme. Request to remove the pinch points. Concerns about the parking outside the school and more accidents.	It is considered that the proposed measures would improve the current situation. It is not advisable to remove the pinch points. Parking issues outside the school will be investigated and we will take appropriate action.
QJ002/5 (1, Rosherville Villas, North Road)	Concerns about tailback queues at the pinch points which frustrate and annoy all drivers. Request for road humps.	It is unfortunate that some drivers are aggressive when they access the pinch points. However, the current pinch points reduce accidents in the area. It is not advisable to provide speed humps along this road as it is a bus route.
QJ002/6 (Ashgrove, North Road)	The existing traffic control measures are not effective in reducing vehicle speeds. Concerns about the pinch point in the vicinity of Eldan	It is considered that the proposed measures would improve the current situation.

**Highways Advisory Committee, 14 December 2010**

	House and the Broxhil Road slip road.	
QJ002/7 (The Dip, North Road)	Concerns about the Dame Tipping school and pinch point by the Green. Request for sleeping policemen or some other safer alternative, lolly pop lady, zebra crossing / traffic lights outside the school.	It is considered that the proposed measures would improve the current situation. Road safety team is responsible for the lolly pop lady. RST will investigate the possibility of providing lolly pop lady. The zebra / traffic lights crossings are not necessary at present. These could be considered at a later date if necessary.
QJ002/8 (Sway Cottage)	My vehicular access may be blocked by the proposed longer road narrowing	The proposed longer road narrowing would not obstruct the vehicle crossover.
QJ002/9 (Brookside)	It seems very much more the same plus more road markings. The current system is not working. Request for speed humps.	It is considered that the proposed measures would improve the current situation. It is not advisable to provide speed control humps along these roads as it is a bus route.



**APPENDIX 2  
SUMMARY OF LOCAL CONVERSATION GROUP VIEWS**

**Havering-atte-Bower Conservation Society AGM  
23<sup>rd</sup> November 2010  
Meeting Notes**

**Presentation of Orange Tree Hill and Havering Road Casualty-reduction Scheme**

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**Background**

Following representations from local residents and comments made by Cllr Curtin as part of his heritage responsibility, Cynthia Griffin asked that StreetCare present the casualty-reduction programme measures proposed for Orange Tree Hill and Havering Road to the HABCOS AGM.

This note sets out the discussions and comments made by local people and what would be supported in taking the project forward with a report to the Highways Advisory Committee.

---

**Attendance**

The presentation was given by Mark Philpotts, the principal engineer from the Traffic & Engineering Section of StreetCare, to 44 attendees, including Cllr Sandra Binion, a ward councillor for Havering Park.

---

MP gave a brief background to the original scheme through Havering-atte-Bower, whereby a system of priority pinch points and other features were installed in response to a history of fatal crashes and injuries on Orange Tree Hill and Havering Road. The scheme being implemented in 2001/02 following extensive consultation.

He explained that the arrangement of the pinch points centrally in the carriageway was as a result of the need to accommodate wide agricultural vehicles using the area, which would not have been able to pass alternating islands without vehicle bodies and booms tracking over the footway.

MP explained that the current project sought to review the scheme as originally installed and referred to the scheme drawings which had been the subject of public consultation and amendment following site meetings with ward councillors.

He explained the proposals starting at the Orange Tree Hill end of the scheme and ended at the Ongar end of Havering Road and then invited questions from the floor.

Many views were expressed, many competing with other, but are set out below;

- Some residents felt the scheme was not good and created safety problems,
- Some felt that the scheme had some issues, but generally serves the Village well and had been effective,
- MP was asked how was a scheme measured as effective, he stated that the only data available was casualties and so a reduction in severity and number of crashes was the measurement,
- Some residents felt that account should be taken of damage-only crashes and near misses. MP explained that there was no data available.
- There were issues raised that at night, screeching brakes were often heard and the pinch point islands were being hit,
- A resident explained that he was involved in the original scheme and that originally the committee did not want speed humps. The pinch point idea was a fairly late idea in the original consultation, but seen as a compromise. He felt that the islands should alternate on the street so that those giving way had the island on their side of the road,
- MP reiterated the point that large agricultural vehicles had to pass the pinch points and alternate islands would mean that the bodies and booms would sweep over the footway which is not acceptable for the safety of pedestrians,
- A resident felt that the pinch point near the green had a bus stop so closely associated with it that it causes congestion and danger. It was felt that either the pinch point or the bus stop should move to the green.
- MP explained that staff had suggested that the pinch point moving to the green would help, but this had been strongly opposed on conservation grounds.
- A farmer confirmed that some of the agricultural vehicles were 4 metres in width; with some additional overhang and so central pinch points was a compromise that was required.
- A resident requested that Broxhill Road be considered for a 7.5 tonne weight restriction,
- MP explained that Broxhill Road was the diversion route for commercial traffic needing to avoid the London Low Emission Zone (operated by TfL), which would turn left onto Noak Hill Road to head back to Brentwood – Orange Tree Hill being the start of the LEZ locally. MP was asked to raise the issue with TfL which he undertook to do.
- There was then extensive debate about reversing the priorities at the various pinch points where it was felt that visibility was an issue.
- The second location in from the Ongar end was suggested for reversal, but this would give a clearer run into the village.
- A suggestion was made that rumble devices/ surfacing would help as it was operating well in Brentwood High Street.

## Highways Advisory Committee, 14 December 2010

- MP felt that the Brentwood scheme benefited from a road taking traffic around the High Street, that the granite setts are noisy and uncomfortable to drive on and that would potentially be difficult for people to walk over. He also cited the high cost of the scheme.
- More debate was had on changing pinch-point priorities and there seemed to be broad agreement that the first three sites from the Ongar end should all be reversed.
- A resident asked that the Orange Tree Hill pinch point be moved further down the hill towards the Bower House area. Another resident explained that another pinch point was originally agreed, but not implemented because of a lack of funding.

MP summed up what he felt was being supported by the floor as follows;

- That the three pinch points from the Ongar end should have priorities reversed;
- That the first pinch point at the Orange Tree Hill end should be moved closer to the Bower House area.

Agreement to this course of action was supported.

Proposed Buff coloured anti-skid Surfacing.

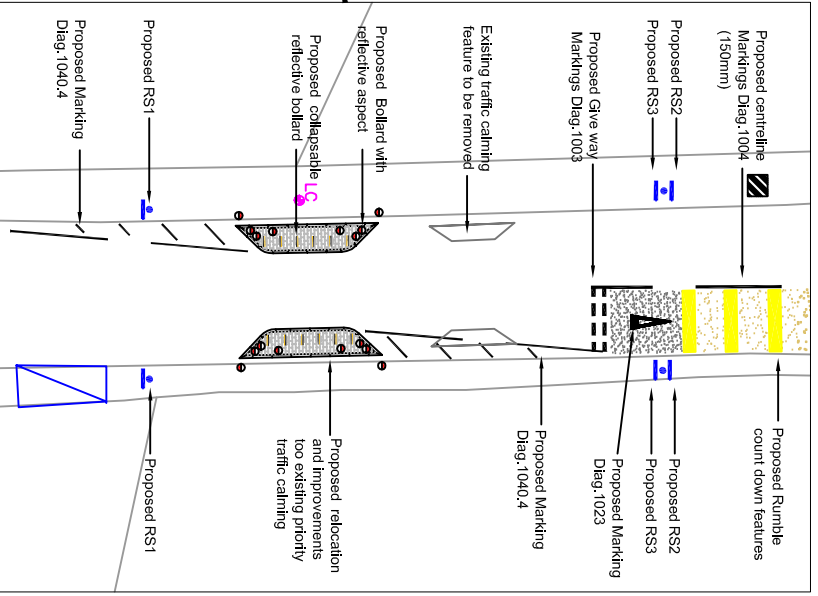
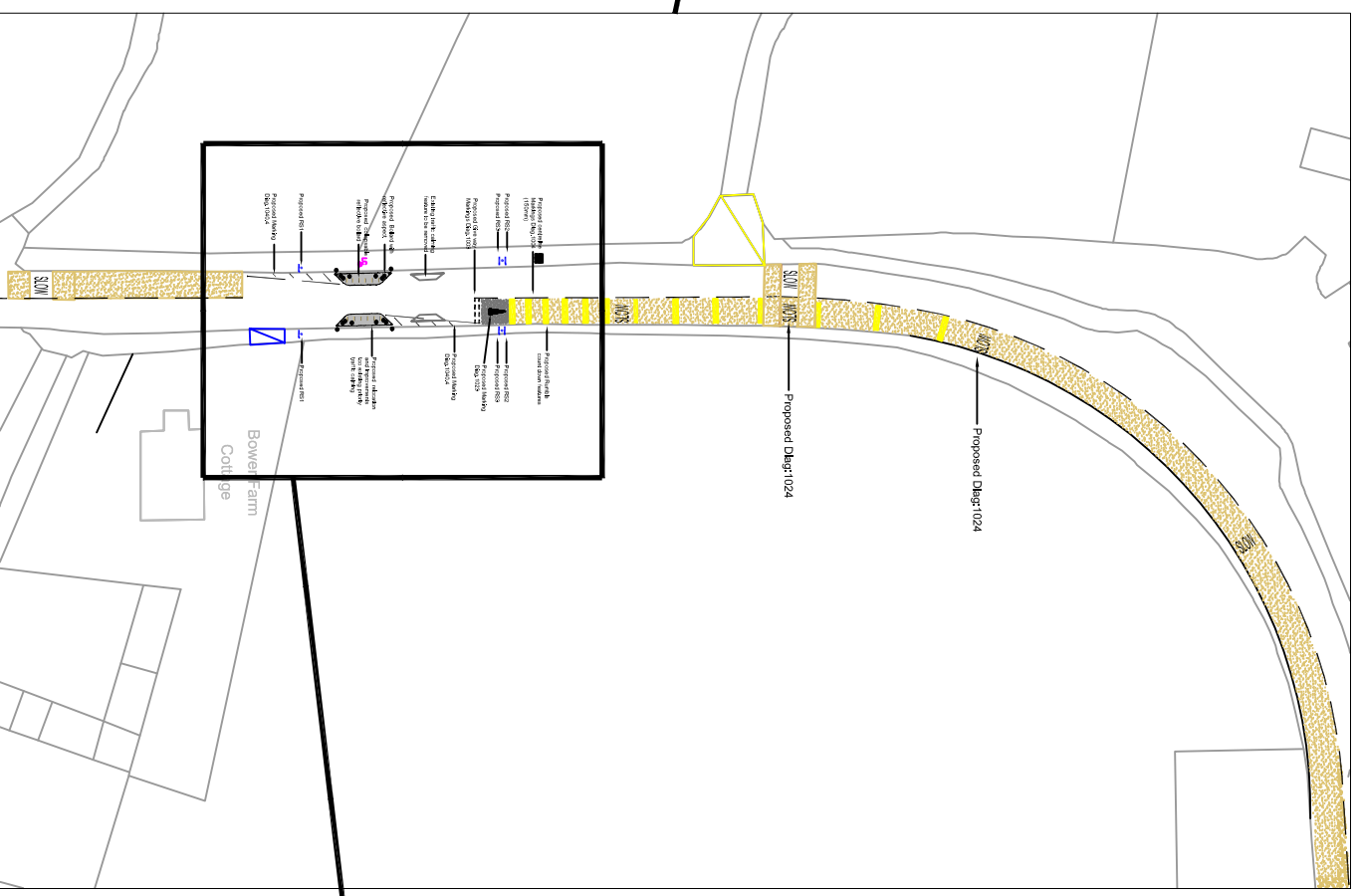
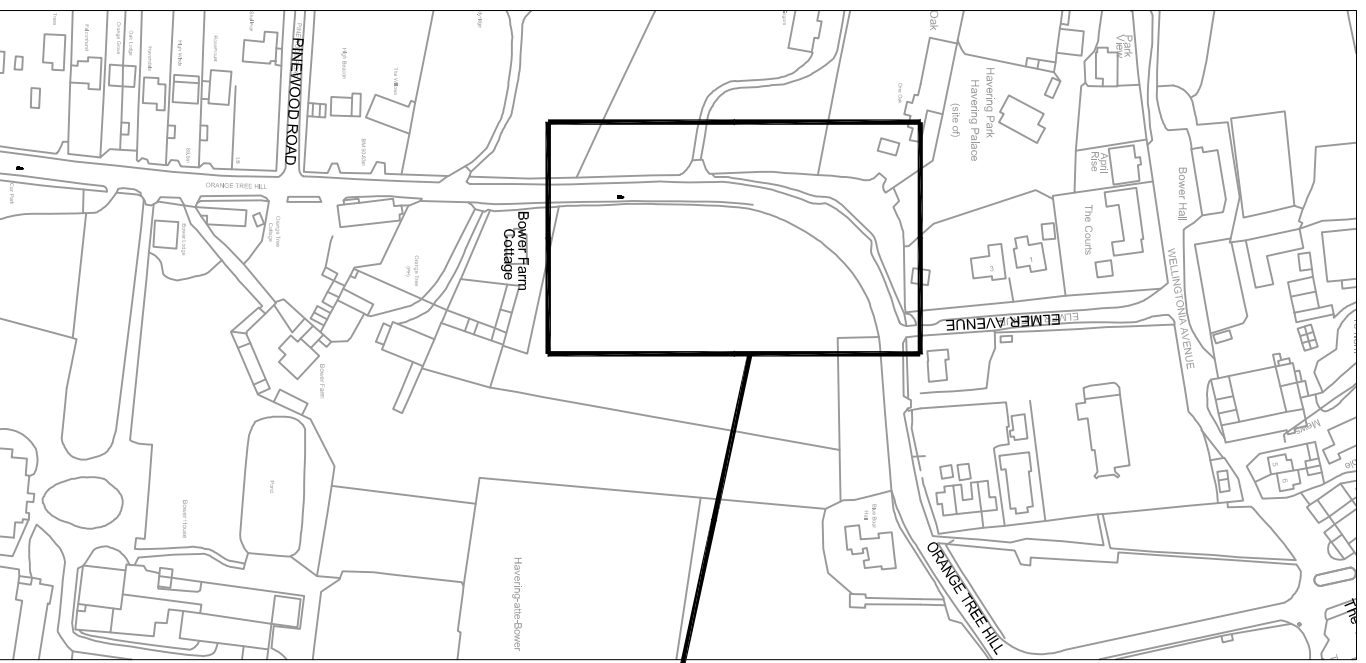
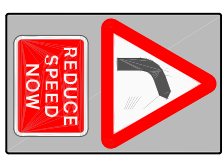
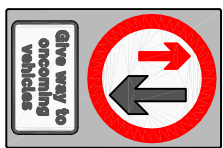
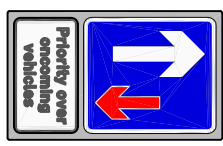
Proposed Bollard with reflective aspect

Proposed collapsible bollard marker post with reflective aspect

Proposed RS1

Proposed RS2

Proposed RS3



**JOB TITLE**  
 Having-rite-Bower  
 Orange Tree Hill

**DRAWING TITLE**  
 Accident Reduction Scheme  
 Initial Design

**DRAWN BY**  
 TAB

**CHECKED BY**  
 DATE: AUG 2010

**APPROVED BY**  
 SCALE: NTS

**PURPOSE**  
 Consultation

**REVISION**  
 B

**DATE**

**REVISION**

**AMENDMENT**

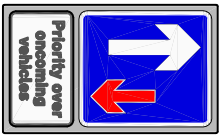
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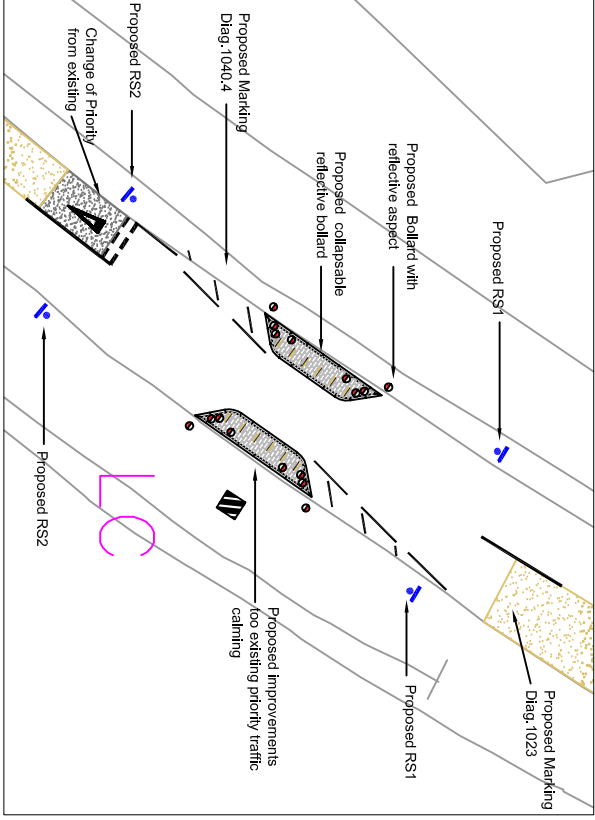
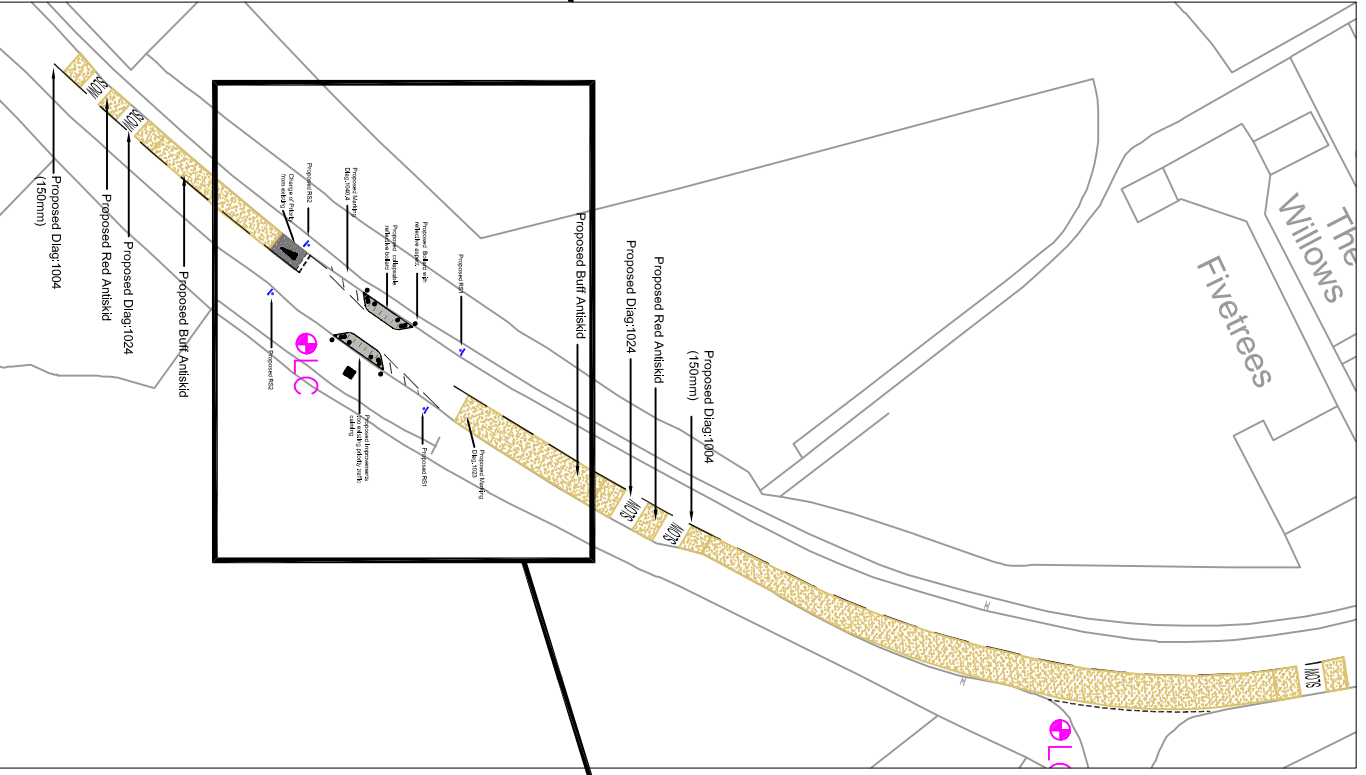
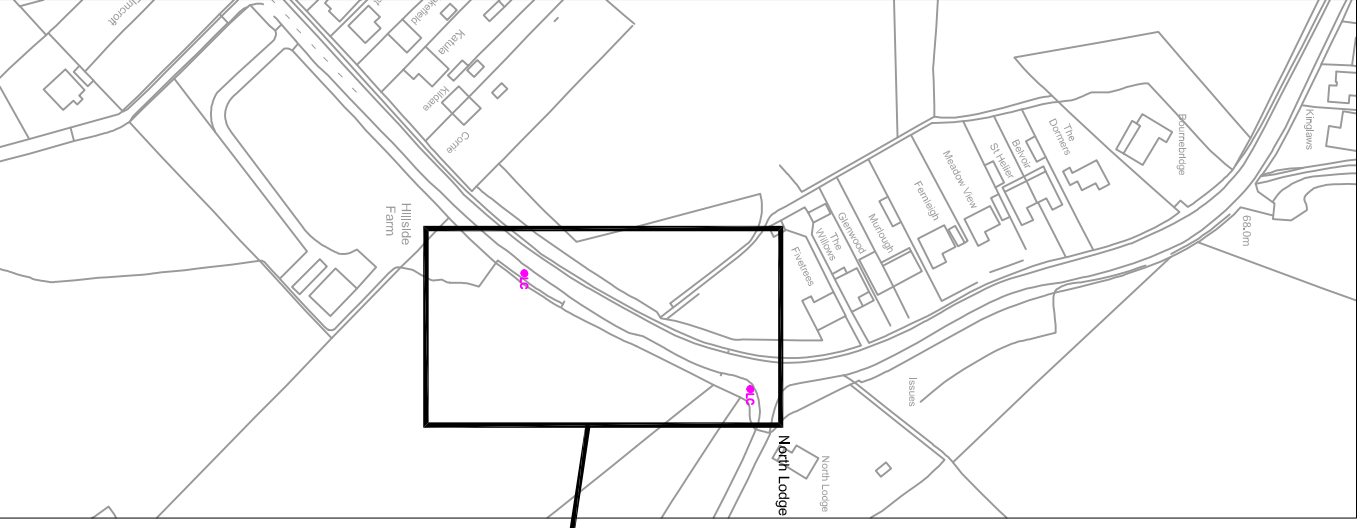
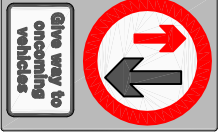
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Proposed RS1



Proposed RS2



Proposed Buff coloured anti-skid Surfacing.

Proposed Bollard with reflective aspect

Proposed collapsible bollard marker post with reflective aspect.

Proposed 'SLOW' Marking to TSRGD Diag.1024

Proposed Centre line marking to be remarked (150mm wide) as per TSRGD Diag.1004

Proposed Sign posts locations. Mounting Heights and illumination details to be provided in detailed design phase.

**JOB TITLE**  
 Havering-atte-Bower  
 North Road

**DRAWING TITLE**  
 Accident Reduction Scheme  
 Initial Design

DESIGNED BY	CHECKED BY	APPROVED BY
DATE: AUG 2010	SCALE: -	
PURPOSE: Consultation	DATE:	
DWG No: 01002-109	REVISION: A	AMENDMENT
	DATE:	

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**ROAD USER INFORMATION**  
 Road users should be aware that the completion of this scheme will result in changes to the road layout. Details of the proposed changes are provided in the accompanying documentation and may lead to prosecution or civil proceedings. London Borough of Havering 10/02/07

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**HIGHWAYS  
ADVISORY  
COMMITTEE**

14 December 2010

**Subject Heading:**

**RING ROAD SPEED AWARENESS –  
PROPOSED VEHICLE ACTIVATED  
SIGNS**

**Outcome of Public Consultation**

**Report Author and contact details:**

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

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input checked="" type="checkbox"/>

**SUMMARY**

Ring Road Speed Awareness – Proposed Vehicle Activated Signs was one of the schemes approved by Highways Advisory Committee for investigation. A feasibility study has recently been carried out to identify speed reducing features along Ring Road. Vehicle activated signs are proposed at various location along Ring Road. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above proposal be approved.

The scheme is within **Romford Town and Brooklands** wards.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the vehicle activated signs be implemented as proposed.
2. That it be noted that the estimated cost of £45,000 can be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Romford Ring Road Package.

## REPORT DETAIL

### 1.0 Background

- 1.1 Local residents and Members have raised concerns about vehicle speeds along Ring Road. A feasibility study has been carried out to identify possible speed reducing features.
- 1.2 The study has now been completed and has looked at ways of providing speed reducing feature without cluttering the street furniture and it is considered that the vehicle activated signs, as described in the recommendations will reduce vehicle speeds along Ring Road. In June 2010, the Highways Advisory Committee approved this scheme in principle for public consultation.
- 1.3 The majority of vehicle activated signs can be fitted in the existing lamp columns as these are very small in size. Some vehicle activated signs would require new posts. A similar sign was erected along Collier Row Road by White Hart Lane as a trial site and it is considered to be working well.
- 1.4 The Government has set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2004-08. The Ring Road speed awareness scheme will help to meet these targets.

### Proposals

- 1.5 It is proposed to provide small vehicle activated signs along Ring Road at various locations as shown on the attached Drawing No. QJ066. These signs would help to reduce vehicle speeds along Ring Road and subsequently reduce accidents.



## **2.0 Outcome of Public Consultation**

- 2.1 Following Highways Advisory Committee approval for a public consultation in June 2010, letters, describing the proposals were delivered to Local Ward Members, Emergency Services and Bus Companies. Comments to the Principal Engineer by Monday 8<sup>th</sup> November 2010 were invited.
- 2.2 Seven written responses from Metropolitan Police, London Fire Brigade, London Buses and Members were received and the comments are summarised in the Appendix.

## **3.0 Staff Comments**

- 3.1 Staff comments are summarised in the Appendix.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of up to £45,000 for implementation can be met from the Transport for London's (TfL) 2010/11 financial year allocation to Havering for Romford Ring Road Package.

### **Legal implications and risks:**

None of the proposals require a traffic order. They can all be implemented using the Council's highway management powers.

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

None.

### **Equalities Implications and Risks:**

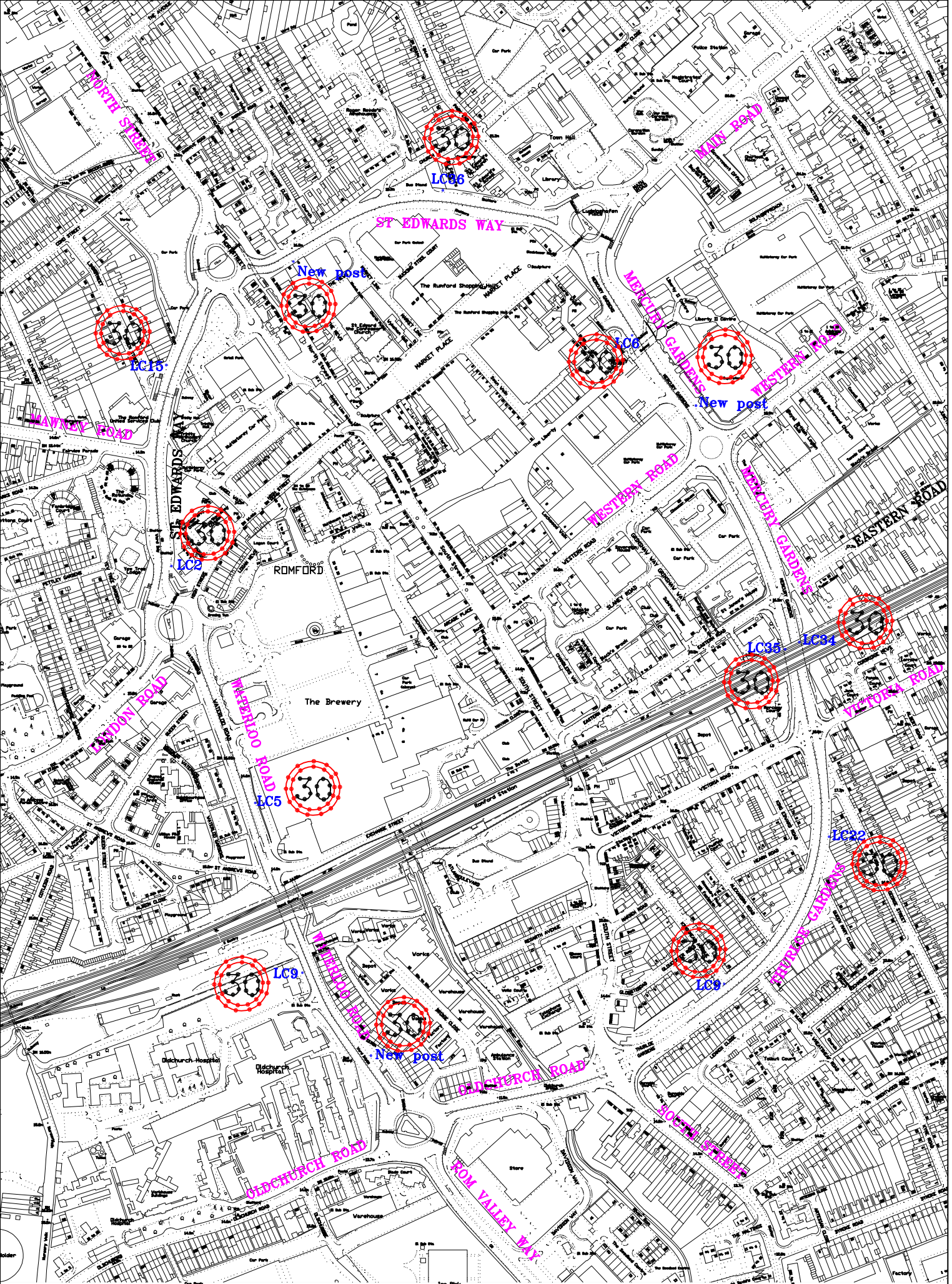
There would be some visual impact from the vehicle activated signs, however these proposals would generally improve safety for both pedestrians and vehicles.

## **BACKGROUND PAPERS**

- 1. Public consultation Letter.
- 2. Public consultation responses.

**SUMMARY OF RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
QJ066/1 (London Fire Brigade)	No comments from LFB.	-
QJ066/2 (London Buses Alan Ford)	No comments.	-
QJ066/3 (London Buses Phil Taylorson)	Unless any of the signs affect site lines at bus stops, have no objections.	The proposed vehicle activated signs would not affect the sightlines.
QJ066/4 (Metropolitan Police)	No objections. These signs may be regarded as a form of repeater signs.	Since these signs will only flash if vehicles are travelling over the limit. It is therefore considered that these are not regarded as repeater signs.
QJ066/5 (Cllr Frederick Thompson)	The proposed vehicle activated sign along St Edwards Way near North Street Roundabout could be placed middle of two roundabouts in the centre island.	Since there were numerous accidents at the approaches to the roundabout, the vehicle activated sign is proposed at the approach. Additionally, it is not advisable to place it on the central reservation due to maintenance and power connections issues.
QJ066 /6 (Cllr Andrew Curtin)	Like the idea of surface crossing near the library.	This issue is dealt by the transportation planning team who advised the current situation.
QJ066/7 (Cllr Fred Osbourne)	Anything will improve safety an advantage, but these signs would not make great deal of difference if motorists are going to speed they will.	It may not effective as physical speed control measures such as speed control humps, speed tables etc, in reducing vehicle speeds. But it is considered that these signs would make a significant difference in reducing vehicle speeds and subsequently would reduce accidents.



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JOB TITLE	VEHICLE ACTIVATED SIGNS RING ROAD
DRAWING TITLE	SPEED AWARENESS ALONG RING ROAD

PURPOSE		—	
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ACAD REF:	DRAWING No	REVISION	
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**HIGHWAYS  
ADVISORY  
COMMITTEE**

14 December 2010

**Subject Heading:**

**PROPOSED SPEED CONTROL HUMPS  
EXCHANGE STREET  
Outcome of Public Consultation**

**Report Author and contact details:**

Daniel Jackson  
Engineer  
01708 433115  
[daniel.jackson@havering.gov.uk](mailto:daniel.jackson@havering.gov.uk)

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This report sets out the responses to a consultation to provide speed controls humps at several locations in Exchange Street, Romford and recommends how the scheme should proceed.

The scheme is within **Romford Town** ward.

**RECOMMENDATIONS**

1. That the Committee having considered the representations made;
  - (i) Recommends to the Cabinet Member for Community Empowerment that the following proposals be implemented;
    - QJ036-01-01 – Exchange Street j/w Brewery Walk
    - QJ036-01-02 – Exchange Street j/w Arcade Place 1
    - QJ036-01-03 – Exchange Street j/w Arcade Place 2
2. That it be noted that the estimated cost of £12,000 will be met from the Romford Brewery 'pay on foot' Section 106 contribution.

**REPORT DETAIL**

**1.0 Background**

- 1.1 As part of the 'pay on foot' parking scheme at the Romford Brewery the Council has received funding to install speed control humps in Exchange Street.
- 1.2 The requirement for these has arisen as a result of the existing speed control humps on Exchange Street being a non prescribed method of traffic calming on the public highway and therefore unlawful, leaving the Council open to challenge.
- 1.3 Staff consider the humps are necessary to ensure that traffic approaching the pedestrian crossing points between South Street and The Brewery (at Arcade Place and Exchange Street) does so at very slow speed to ensure pedestrian safety.
- 1.4 The committee agreed that the Head of StreetCare should proceed with the advertisement and consultation on proposals to restrict the street at any time (double yellow lines – HAC July 2010, Item 1, Schemes Applications).
- 1.5 Site notices were erected and proposals were advertised on the 20<sup>th</sup> August 2010. Plans were available for inspection at Mercury House and comments were invited, to be received no later than 10<sup>th</sup> September 2010.

## **2.0 Outcome of Public Consultation**

2.1 By the close of the consultation no responses relating to the proposed speed control humps had been received, although additional comments from The Brewery management relating to the larger scheme were submitted and are being addressed separately.

## **3.0 Staff Comments**

3.1 The speed humps are required in Exchange Street to ensure slow traffic speed at the two pedestrian crossing points to ensure pedestrians are safe.

3.2 Therefore Staff recommend that the following schemes be implemented;

- QJ036-01-01 – Exchange Street j/w Brewery Walk
- QJ036-01-02 – Exchange Street j/w Arcade Place 1
- QJ036-01-03 – Exchange Street j/w Arcade Place 2

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £12,000 can be met from the Romford Brewery 'pay on foot' Section 106 contribution.

### **Legal implications and risks:**

Traffic calming measures (including speed humps) require consultation and the advertisement of proposals before a decision can be taken on their introduction.

The speed humps currently in place on Exchange Street are not in accordance with current Regulations and leave the Council open to challenge.

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

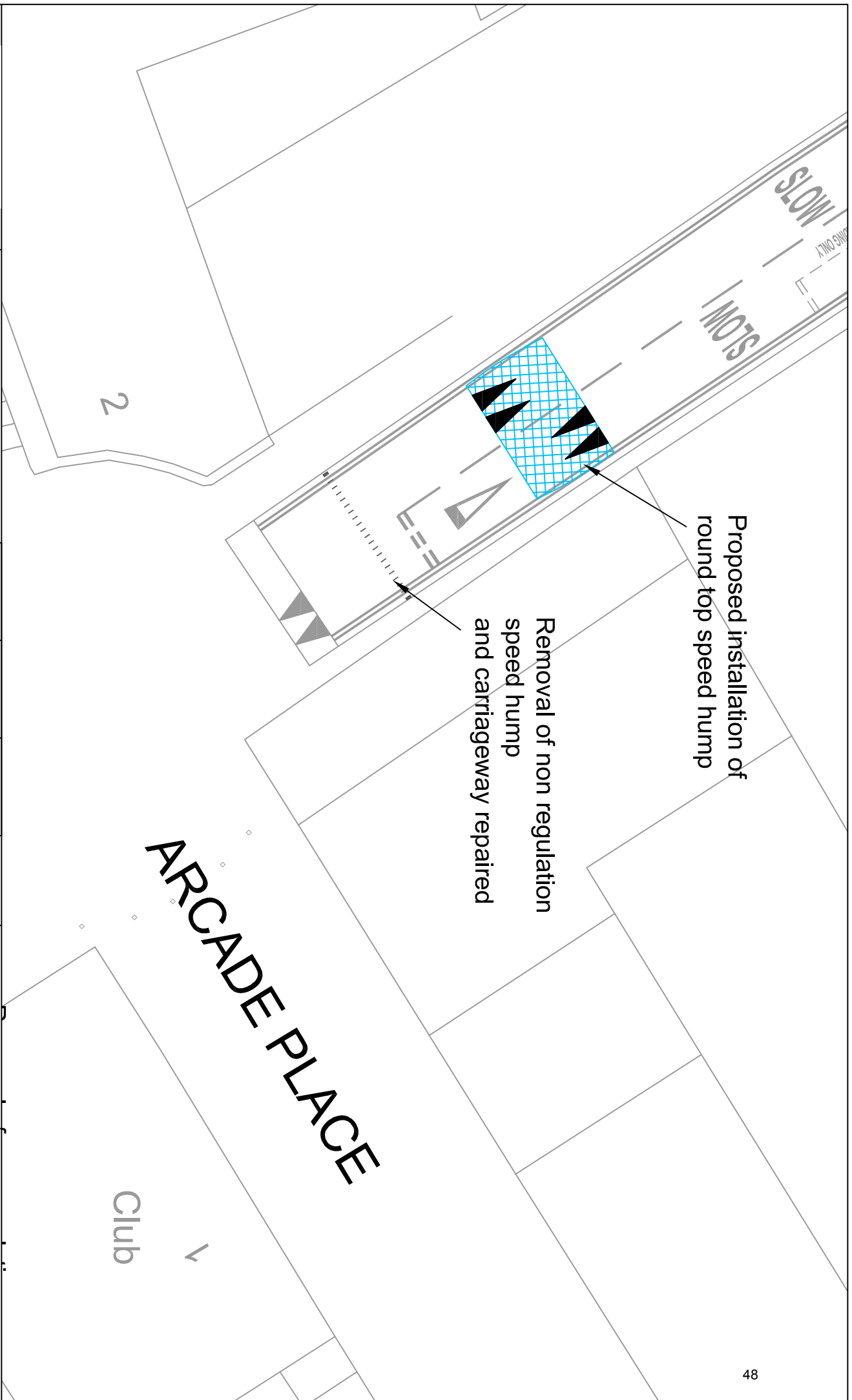
None.

### **Equalities Implications and Risks:**

The provision of traffic calming on a road which intersects heavily-used pedestrian areas assists with a safer pedestrian environment.

**BACKGROUND PAPERS**

Project file: QJ 035 Final Brewery Works




Proposed installation of round top speed hump

Removal of non regulation speed hump and carriageway repaired

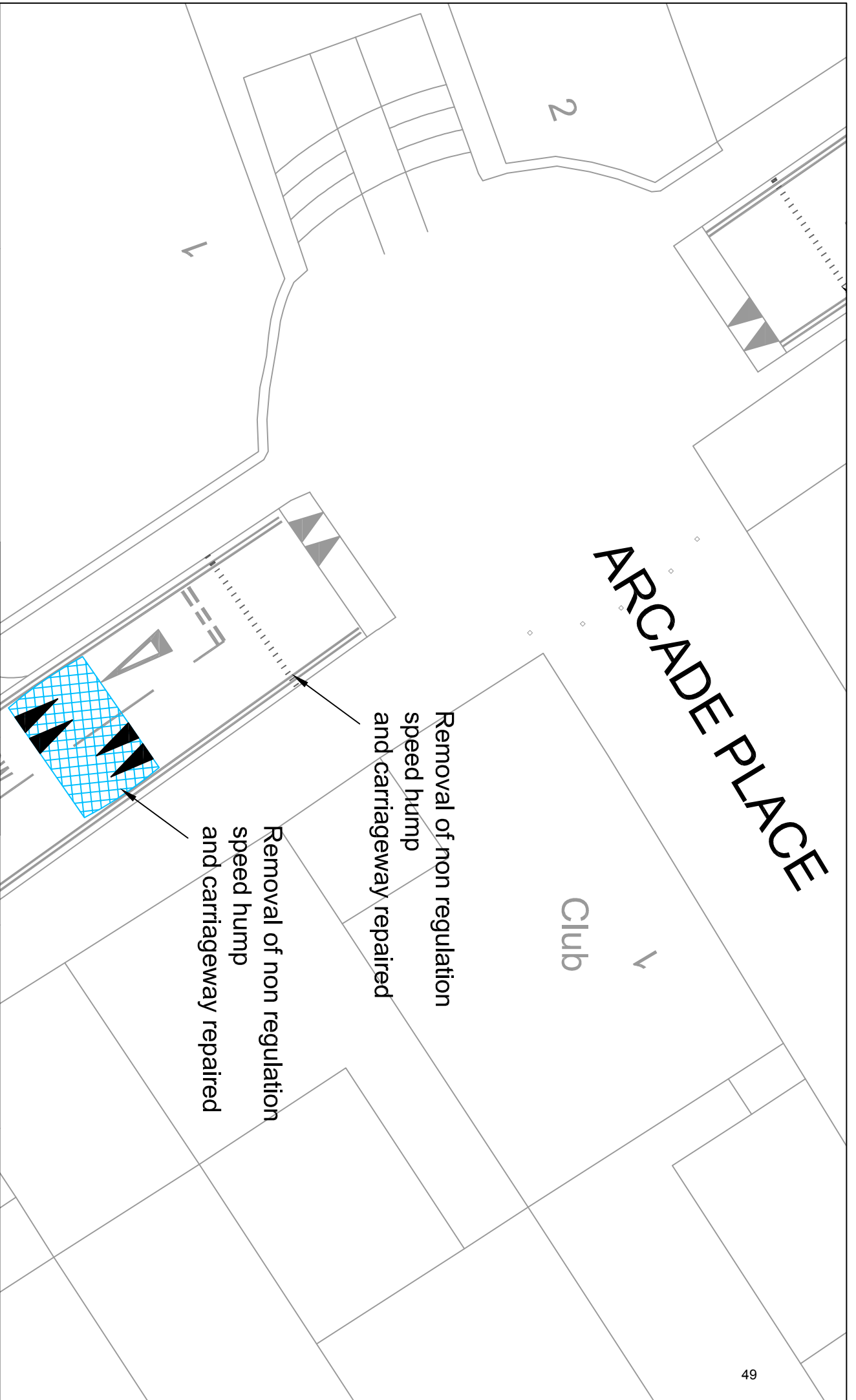
ARCADE PLACE

Club

 <p><b>Haverling</b> LONDON BOROUGH STREETCARE CULTURE &amp; COMMUNITY TRAFFIC &amp; ENGINEERING</p>		<p><b>JOB TITLE</b> Romford Brewery Works Final</p>	
<p><b>DRAWING TITLE</b> Exchange Street j/w Arcade Place 1 Proposed traffic calming measures</p>		<p><b>DRAWN BY</b> DJ</p>	
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<p><b>REVISION</b></p>		<p><b>DRAFT</b> ISSUE</p>	
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<p><b>AMENDMENT</b></p>		<p><b>Information</b></p>	
<p><b>DATE</b></p>		<p><b>DATE</b></p>	
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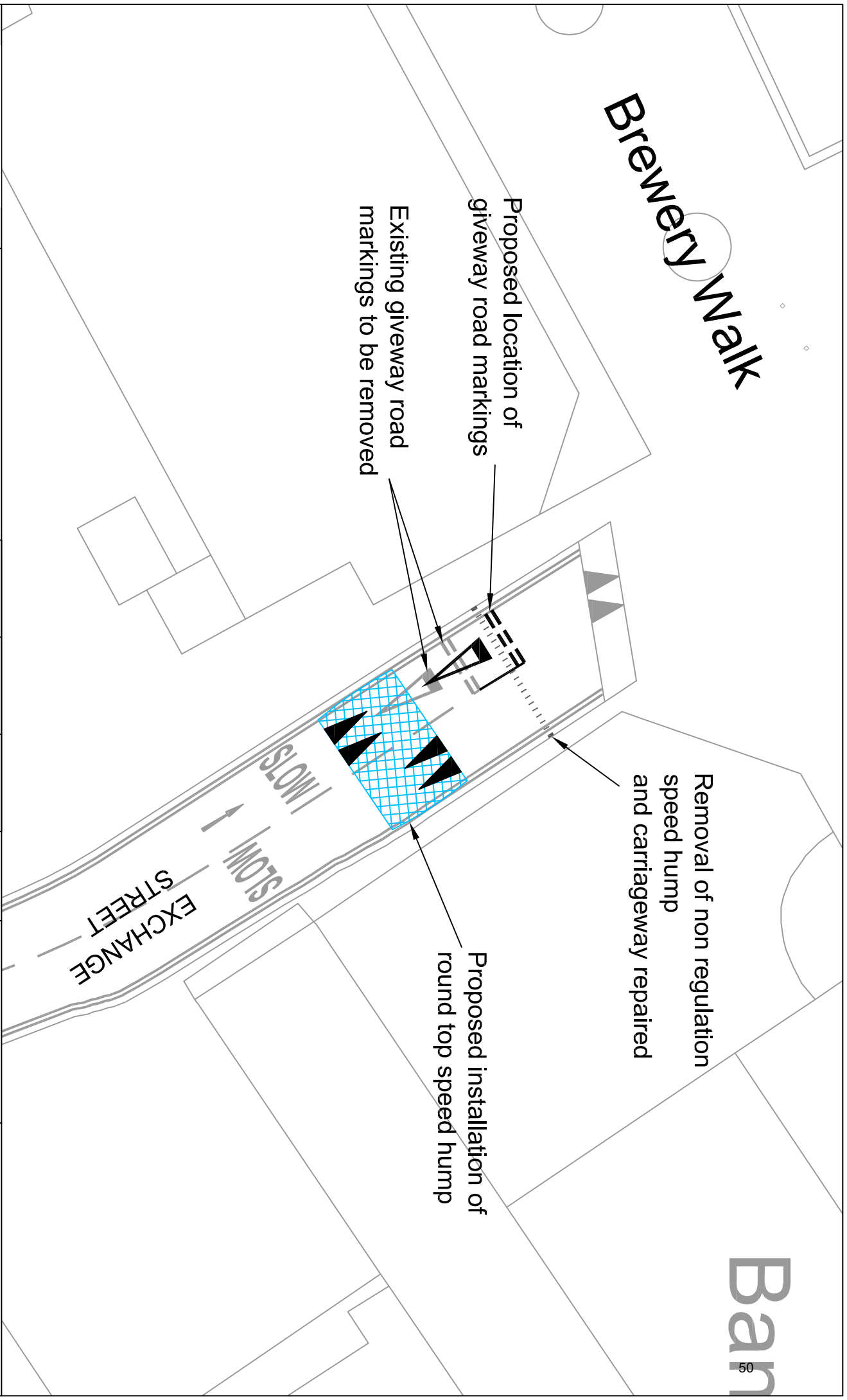
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 Email: streetcare@haivering.gov.uk

<b>JOB TITLE</b>	Romford Brewery Works Final
<b>DRAWING TITLE</b>	Exchange Street j/w Arcade Place 2
<b>Proposed traffic calming measures</b>	

<b>DRAWN BY</b>	DJ	<b>CHECKED BY</b>	DB	<b>APPROVED BY</b>	MP	<b>PURPOSE</b>	Information
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# Brewery Walk



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<p><b>DRAWING TITLE</b> Exchange Street j/w Brewery Walk Proposed traffic calming measures</p>		<p><b>DRAWN BY</b> DJ</p>	
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