



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
5 July 2016**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(4)**

Frederick Thompson
(Vice-Chair)
Joshua Chapman
John Crowder
Dilip Patel

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Havering
Residents'(2)**

Darren Wise (Chairman)
Brian Eagling

UKIP

(1)

John Glanville

Independent Residents'

(1)

David Durant

Labour

(1)

Denis O'Flynn

**For information about the meeting please contact:
Taiwo Adeoye 01708 433079
taiwo.adeoye@onesource.co.uk**

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

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

Reporting means:-

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

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

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

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

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

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

4 MINUTES (Pages 1 - 12)

To approve as a correct record the minutes of the meeting of the Committee held on 7 June 2016, and to authorise the Chairman to sign them.

5 PROPOSALS TO DESIGNATE EXISTING BAY OUTSIDE SAINSBURY'S LOCAL SUTTON LANE, HORNCHURCH TO A LOADING BAY (Pages 13 - 20)

- 6 **RAINHAM ROAD BETWEEN WOOD LANE AND NEWTONS CORNER ROUNDABOUT ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEME** (Pages 21 - 36)
- 7 **OSBORNE ROAD - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS** (Pages 37 - 42)
- 8 **LAMSON ROAD - PROPOSED 'AT ANT TIME' WAITING RESTRICTIONS** (Pages 43 - 48)
- 9 **STATION PARADE - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS** (Pages 49 - 54)
- 10 **VIKING WAY CAR PARK - PROPOSED INCLUSION OF VIKING WAY CAR PARK INTO THE 'COUNCIL STAFF PERMIT HOLDERS' SCHEME** (Pages 55 - 58)
- 11 **TPC811 MARSHALLS ROAD - REVIEW OF THE INFORMAL CONSULTATION** (Pages 59 - 64)
- 12 **PRETORIA ROAD/TPC735 - PROPOSED EXTENSION OF SECTOR RO2B RESIDENTS PARKING SCHEME** (Pages 65 - 70)
- 13 **MORAY WAY/TPC821- REVIEW OF THE INFORMAL CONSULTATION** (Pages 71 - 78)
- 14 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 79 - 88)

The Committee is requested to consider the report relating to work in progress and applications - Report attached

- 15 **TRAFFIC AND PARKING SCHEMES REQUEST** (Pages 89 - 94)

The Committee is requested to consider the report relating to minor traffic and parking schemes - Report attached

- 16 **URGENT BUSINESS**

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

Andrew Beesley
Committee Administration Manager

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
7 June 2016 (7.30 - 8.05 pm)**

Present:

COUNCILLORS

Conservative Group Frederick Thompson (Vice-Chair), +Wendy Brice-Thompson,+ Dilip Patel and +Viddy Persaud

Residents' Group Barry Mugglestone and John Mylod

**East Havering
Residents' Group
UKIP** Darren Wise (Chairman) and Brian Eagling

**Independent Residents
Group** David Durant

Labour Group Denis O'Flynn

Apologies were received for the absence of Councillors Robert Benham, Joshua Chapman and John Crowder.

+Substitute members: Councillor Dilip Patel (for Robert Benham), Councillor Viddy Persaud (for Joshua Chapman) and Councillor Wendy Brice-Thompson (for John Crowder).

Councillor John Glanville was present at the meeting.

There was a member of the public present for parts of the meeting.

Unless shown all decisions were taken with no votes against.

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

**1 THE COMMITTEE TO NOTE NEW MEMBERS OF THE HIGHWAYS
ADVISORY COMMITTEE**

The Committee noted its new membership.

2 MINUTES

The minutes of the meeting of the Committee held on 26 April 2016 were agreed as a correct record and signed by the Chairman.

3 PROPOSED 20 MPH ZONES

Further to clarification that the adoption of the Harold Wood Hospital site road would be completed in 2.5 years' time and that it was planned to install permanent road humps to replace the current rubber ones, the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the following measures be implemented:

1. That the proposals for the 20mph zones set out in the report and shown on the drawings appended to the report be implemented as advertised.
 - Dunningford Close - QO043/04.A
 - Gooshays East - QO043/03.A
 - Harle Way - QO043/06.A
 - Harold Wood Hospital site - QO043/02.A
 - Passive Close - QO043/07.A
 - Raven Close - QO043/08.A
 - Torrance Close - QO043/05.A
 - Former Whitworth Centre Site - QO043/01.A
2. The estimated cost of £6500 for implementation would be met from the road adoptions revenue budget which included contributions from the relevant developers who built the roads.

4 TPC 558 CLYDESDALE ROAD AND SOUTH STREET

Following clarification that Fraser Close was a private road, the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the following measures be implemented:

- Melton Gardens and Frazer Close not to form part of the proposed extension to controlled parking zone RO 3
- South Street, Romford south of 281-305 South Street to its junction with Rom Valley Way, be included in the extension to controlled zone RO 3
- all properties in South Street Romford, save for those in Vickers House, South Street, be added to the CRM permit system;
- the effects of the agreed scheme be monitored.

Members note that the estimated cost for the current proposal for the detailed consultation in the area as set out in the report was £3000 which would be met from the Capital Parking Strategy Investment Allocation.

The voting was nine in favour and one abstention.

5 **REDRIFF ROAD - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the following measures be implemented:

- the proposed 'At Any Time' waiting restrictions in Redriff Road, as shown on the drawing appended to the report be implemented as advertised;
- the effect of the scheme be monitored.

Members note that the estimated cost for the proposals as set out in the report was £900 and would be met from the 2016/17 Minor Parking Schemes budget.

6 **TPC731 DAVID DRIVE - REMOVAL OF RESIDENT BAY**

The Committee considered the report and without debate **RESOLVED**:

- To recommend to the Cabinet Member for Environment that the existing resident parking bay crossing the dropped kerb outside No.20 David Drive, shown on the drawing Ref: TPC731, David Drive be removed and the single yellow line restriction in David Drive be extended in the area to prevent obstructive parking as advertised;
- the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme as detailed in the report was £600 and would be funded from 2016/17 Minor Parking Schemes Budget.

7 **TPC822 - EASTERN ROAD, PROPOSED PAY AND DISPLAY PARKING BAYS**

The report before Members outlined the responses received to the formal consultation to the proposals to introduce Pay & Display parking bays in Eastern Road, fronting St James's House and the Romford and District Synagogue.

The report informed the Committee that the proposals were put forward to ensure parking provisions were available for local businesses and organisations, while preventing long term parking whilst ensuring a turnover of parking spaces. It was generally considered that the provision of Pay & Display parking bays was user friendly and accessible to the public.

Members noted that at the close of the public consultation on the 29 April 2016, two responses outlined in the reported were both partly in favour of the scheme.

In Officers' view the proposal put forward had identified and assessed the potential negative impact that the parking scheme poses to residents and businesses, and recommends to the Committee that all of the proposals be implemented as advertised.

A Member sought clarification on the views of the synagogue to the proposed scheme on security grounds. In response the Committee was informed that the synagogue was in support of the scheme as proposed.

It was also mentioned that the bays could be suspended on a day to day basis as may be required.

Having considered the report and the representations made it was **RESOLVED** to recommend to the Cabinet Member for Environment that:

- the proposals to introduce a Pay and Display parking bay on the north-western side of Eastern Road, fronting St James's House and the Romford and District Synagogue, Monday to Saturday 8.30am to 6.30pm, as shown on the plan appended to the report be implemented;
- the proposed 'At Any Time' waiting restrictions proposed for Eastern Road, be implemented as advertised;
- the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £4200 and would be funded from the 2016/17 Capital Parking Strategy Investment allocation.

8 **TPC734 - STATION LANE, PROPOSED EXTENSION OF SECTOR HX1**

The Committee considered the report and without debate **RESOLVED**:

- To recommend to the Cabinet Member for the Environment that: the proposals to include the residents above the shops in Station Lane within the Controlled Parking Zone (Sector HX1)

as detailed on the drawing appended to the report be implemented as advertised;

- the effect of the scheme be monitored.

Members note that the estimated cost of implementation was £600 and would be funded from the 2016/17 Minor Parking Schemes budget.

Members noted that the estimated cost for the proposals, as set out in this report was £800, and would be met from the 2016/17 Minor Parking Schemes budget.

9 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

The Committee noted the highway scheme proposals on hold for future discussion or seeking funding.

The Committee was informed that all proposals on hold had been put forward as part of the Council's 2017/18 TfL- funded programme.

10 TRAFFIC AND PARKING SCHEMES REQUEST

The report before the Committee had detailed all Minor Traffic and Parking Scheme application 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 decisions were noted as against each request and appended to the minutes.

11 URGENT BUSINESS

Councillor Durant urged Members of the Committee to review a Governance report that proposed changes to the operation of the Highways Advisory Committee that was to be consider at Council.

Chairman

This page is intentionally left blank

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				
None to report this month				
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)				
Page 7 B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014)
B2	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.

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

Item Ref	Location	Ward	Description	Decision
B3 Page 8	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians.
B4	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.

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

Item Ref	Location	Ward	Description	Decision
B5	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded. In the 3-years to July 2014, 2 injury collisions were recorded in the local vicinity. 21/5/12 5 cars involved, 1 slight injury. Junction with Sunnings Lane caused by U-turning driver. 2/9/13 1 car, 1 motorcycle, serious injury to motorcyclist. 50m east of Sunnings Lane caused by U-turning driver failed to see motorcyclist overtaking.
B6	Bird Lane, adjacent to A127 Southend Arterial Road	Cranham	Ban of left turns from A127 into Bird Lane to prevent rat-running at peak times or when A127 is congested	Feasible, but not funded. Scheme would require physical works to prevent left turns. [was agreed to hold on reserve list at June 2015 HAC)
B7	St Mary's Lane	Upminster	Reduce speed limit from National to 40mph for non classified section from the junction with Warley Street to borough boundary	40mph would be an appropriate speed limit for a rural lane of this nature.
B8	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014.

This page is intentionally left blank

**London Borough of Havering
Traffic & Parking Control - StreetCare
Parking Schemes Applications Schedule**

Item Ref	Location	Comments/Description	Decision
TPC881	Park Lane	Request from 3 residents to extend the existing Controlled Parking Zone up to the boundary of 129 and 131 which is considered to be the next point where the zone could be extended to due to the location of the pedestrian refuge.	AGREED
TPC882	Cambridge Avenue, between Brentwood Road and Belgrave Avenue and Warwick Gardens	Request from a Ward Councillor on behalf of a resident to extend the Controlled Parking Zone in Cambridge Avenue. Warwick Gardens would also need to be included in any agreed review or it would experience displacement	AGREED
TPC883	Lodge Lane	Request from Councillor to review parking in Lodge Lane. Independent request from a bus driver as well.	AGREED

TPC884	Appleton Way car park	Request to change existing single yellow line behind the shops near the sub-station, to "At any time" double yellow line so that parking enforcement can take place without the need for signage.	AGREED
TPC885	The bend on the corner of Ainsley and Crowlands.	Request to restrict both sides of the road around the bend at the junction of Ainsley Road to prevent obstructive parking	AGREED
TPC886	Cherrydown Walk and Ashdown Walk	Request to informally consult residents on the parking situation in their roads	AGREED
	Beechfield Gardens and Crow Lane (from Sandgate Close to Jutsums Lane)	Request to informally consult residents on the parking situation in their roads	AGREED

Chairman

Date

HIGHWAYS ADVISORY COMMITTEE

5 July 2016

Subject Heading:

Proposals to designate existing bay outside Sainsbury's Local in Suttons Lane, Hornchurch to a loading bay – Outcome of the public consultation.

CMT Lead:

Steve Moore

Report Author and contact details:

Musood Karim
Principal Engineer Assistant
01708 432804
masood.karim@havering.gov.uk

Policy context:

Havering Local Development Framework (2008).
Havering Local Implementation Plan 2014/15 – 2016/17 Three year delivery plan (2013).

Financial summary:

The estimated cost of £1,500 for the improvements would be met by the developer of Sainsbury supermarket.

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

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

SUMMARY

This report sets out the responses to a consultation for the designation of an existing bay for the purpose of loading situated outside Sainsbury's Local in Suttons Lane, Hornchurch. It further seeks a recommendation that the proposals be implemented.

The scheme is within **Hacton** ward.

RECOMMENDATIONS

That the Committee having considered the report and the representations recommend to the Cabinet Member for Environment that the following measures are implemented:

1. Freight loading bay outside Sainsbury's Local in Suttons Lane, Hornchurch in Suttons Lane, Hornchurch, the west side, from the common boundary of property Nos. 2A and 2B, Suttons Lane extending northward for a distance of 18.8 metres.
2. That it be noted the estimated cost for implementation is £1,500 which would be met by the developer paid through fees linked to an agreement for highway works made under S38/S278 of the Highways Act 1980 as amended.

REPORT DETAIL

1.0 **Background**

- 1.1 The development of the former petrol station in Suttons Lane, Hornchurch was granted planning consent (reference P1357.13) for a retail store at ground floor level with residential flats (2 storeys) above it including a private car park both for the retail store and the residents residing in the flats. Sainsbury's has taken on the retail element of the site under the "Sainsbury's Local" model. The granting of the planning consent required the provision of a servicing lay-by on Suttons Lane, primarily for the retail element, but also for the general servicing of the residential element.
- 1.2 The Sainsbury's Local is an express shopping store and caters for a range of products including groceries, bakery, variety of foods, drinks and home ware items. It operates between 7am to 11pm throughout the week. It receives deliveries at various times of the day and throughout the week. The servicing

layby is in place, but requires loading controls to ensure it remains available for its intended use.

- 1.3 It is proposed to establish a dedicated loading bay to ensure that deliveries are carried out safely and without disrupting the traffic flow especially being close to the station. The loading bay would permit loading for a maximum 20 minutes with no return within 2 hours. The loading bay will operate 'At Any' time throughout the week. The location of the loading bay is shown on drawing no. QL040-73.
- 1.4 The loading bay will serve the site directly, but can also be used by other local shops or businesses in the close vicinity who may desire to use it.
- 1.5 The funding to undertake the works has been provided by the developer through fees linked to an agreement for highway works made under S38/278 of the Highways Act 1980.

2. **Outcome of Public Consultation**

Consultation letters were sent to emergency services and other statutory consultees on 13th May 2016. In addition, approximately, 30 letters were hand delivered to the occupiers in the immediate area. The closing date for receipt of representations was 3rd June 2016. By the close of consultation, no responses were received.

3. **Staff Comments**

As no representations have been received, therefore, it is recommended that the proposals to designate the existing bay outside Sainsbury's Local to a freight loading bay is agreed. It is anticipated that once the measures are implemented these will help in the long term parking for freight deliveries.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £1,500 for implementation will be met by the developer through a financial contribution made under S38/278 of the Highways Act 1980 held by the Council through its Road Adoptions Revenue Budget.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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

Legal implications and risks:

Freight loading bays require public advertisement and consultation of proposals before a decision can be taken prior to their implementation.

Human Resources implications and risks:

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

Equalities Implications and risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

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

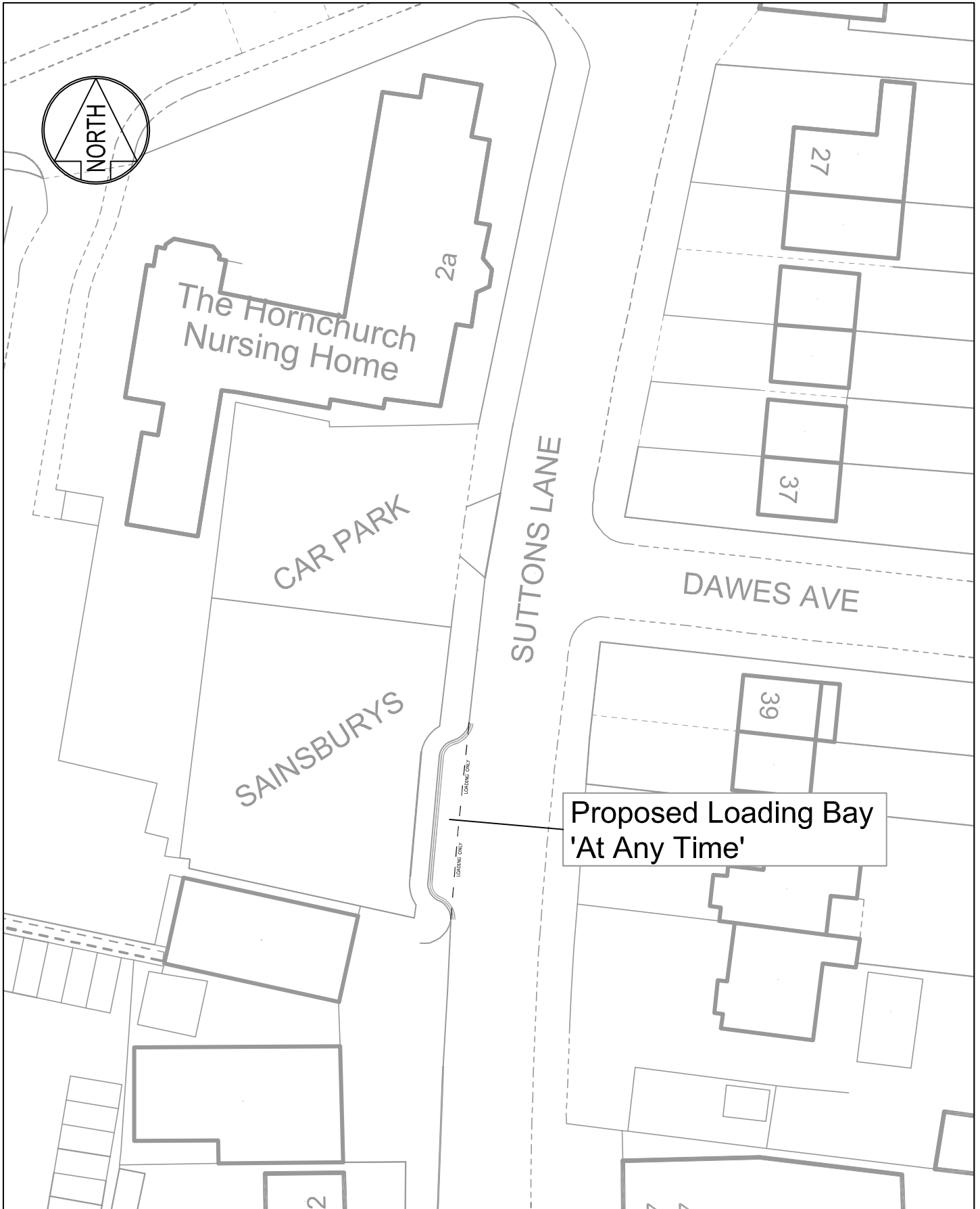
BACKGROUND PAPERS

Project file: QL040/73 – Suttons Lane, Hornchurch.

Appendix 1

Plan showing details of
freight loading bay

This page is intentionally left blank



Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY		10th FLOOR MERCURY HOUSE MERCURY GARDENS ROWFORD, RM1 3DW TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcare@havering.gov.uk		PURPOSE ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.	COMMENT Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327
JOB TITLE Suttons Lane		DRAWN BY TQ	CHECKED BY MK	APPROVED BY MP	
DRAWING TITLE Proposed Loading Bay		ACAD REF:	DRAWING No	REV	
SCALE (AT A4 SIZE) 1:500	DATE 11/05/16	<input checked="" type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	Sheet Size: A4 (210x297)	Drawing No: QL040_73	REVISION AMENDMENT DATE

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

5 July 2016

Subject Heading:

RAINHAM ROAD BETWEEN WOOD LANE AND NEWTONS CORNER ROUNDABOUT ACCIDENT REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS (The Outcome of public consultation)

CMT Lead:

Steve Moore

Report Author and contact details:

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

Policy context:

**Havering Local Development Framework (2008)
Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)**

Financial summary:

The estimated cost of £64,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

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

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

SUMMARY

Rainham Road between Wood Lane and Newtons Corner Roundabout – 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 safety improvements in the area and speed tables, humped zebra crossing, 30mph with slow down vehicle activated signs, rumble strips and white reflective studs are proposed. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above safety improvements be approved.

The scheme is within **Elm Park and South Hornchurch** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Rainham Road between Wood Lane and Sowrey Avenue
(Plan No: QP003/1)
 - Speed table as shown
 - 30mph with slow down vehicle activated sign as shown
 - (b) Rainham Road between Sowrey Avenue and Simpson Road
(Plan No.:QP003/2)
 - Humped zebra crossing outside Property No. 12 Bretons Cottages, Rainham Road
 - (c) Rainham Road between Simpson Road and Ford Lane
(Plan Nos. QP003/3 and QP003/4)
 - Speed tables (2No.) as shown
 - Rumble strips as shown
 - White reflective studs as shown
 - (d) Rainham Road between Ford Lane and Newtons Corner Roundabout
(Plan No. QP003/5)
 - 30mph with slow down vehicle activated as shown.
2. That, it be noted that the estimated costs of £64,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2015, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2016/17 Havering Borough Spending Plan settlement. Rainham Road between Wood Lane and Newtons Corner Roundabout – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian and cyclist KSI's by 50% from the baseline of the average number of casualties for 2005-09. The Rainham Road Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1600 vehicles per hour during peak periods along Rainham Road by Simpson Road.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
Rainham Road by Simpson Road	37	36	47	43

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Rainham Road exceeds the 30mph speed limit. Staff considers these speeds to be undesirable and a contributory factor to accidents.

Accidents

- 1.4 In the five-year period to August 2015, twenty one personal injury accidents (PIAs) were recorded along Rainham Road between Wood Lane and Newtons Corner Roundabout. Of the twenty one PIAs in Rainham Road, one was fatal, two were serious; two were speed related; one involved pedestrian and five occurred during the hours of darkness.

Location	Fatal	Serious	Slight	Total PIAs
Rainham Road / Wood Lane Junction	0	0	3	3
Rainham Road between Wood Lane and Sowrey Avenue	0	0	1	1
Rainham Road / Sowrey Avenue Junction	0	0	1 (1-Dark) (1-Speed)	1
Rainham Road between Sowrey Avenue and Simpson Road	0	0	3 (1-Dark)	3
Rainham Road / Simpson Road Junction	0	0	6 (1-Speed) (1-Dark)	6
Rainham Road between Simpson Road and Ford Lane	1 (1-Dark)	0	0	1
Rainham Road / Ford Lane Junction	0	2 (1-Ped)	4 (1-Dark)	6
Total	1	2	18	21

Proposals

- 1.5 The following safety improvements are proposed along Rainham Road between Wood Lane and Newtons Corner Roundabout to reduce vehicle speeds and minimise accidents.
- (a) Rainham Road between Wood Lane and Sowrey Avenue
(Plan No:QP003/1)
 - Speed table as shown
 - 30mph with 'slow down' vehicle activated sign as shown
 - (b) Rainham Road between Sowrey Avenue and Simpson Road
(Plan No:QP003/2)
 - Humped zebra crossing outside property No.12 Bretons Farm, Rainham Road
 - (c) Rainham Road between Simpson Road and Ford Lane
(Plan Nos:QP003/3 and QP003/4)
 - Speed tables (2No.) as shown
 - Rumble strips as shown
 - White reflective studs as shown
 - (d) Rainham Road between Ford Lane and Newtons Corner Roundabout
(Plan No:QP003/5)
 - 30mph with 'slow down' vehicle activated sign as shown.

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 100 letters were delivered by hand and via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Seven written responses from Local Members, cycling representatives and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

3.1 The accident analysis indicated that twenty one personal injury accidents (PIAs) were recorded over five year period along Rainham Road between Wood Lane and Newtons Corner Roundabout. Of the twenty one PIAs in Rainham Road, one was fatal, two were serious; two were speed related; one involved pedestrian and five occurred during the hours of darkness.

3.2 The proposed safety improvements would minimise accidents along Rainham Road between Wood Lane and Newtons Corner roundabout. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member whether or not the scheme should proceed.

Should the Committee recommend the scheme proceeds the estimated cost of £64,000 for implementation will be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

The costs shown are an estimate and are part of the full costs for 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 StreetCare 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 StreetCare Capital budget.

Legal implications and risks:

The proposals require advertisement and consultation before a decision can be taken prior to their implementation.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

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

BACKGROUND PAPERS

1. **Public consultation Letter.**
2. **Public consultation responses.**
3. **Drawing Nos. QP003/1, QP003/2, QP003/3, QP003/4 and QP003/5.**

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QO003/1 (Local Member)	I have been pushing for accident reduction in this road for sometime now. Hopefully the proposed safety improvements will slow down.	-
QP003/2 (Havering Cyclists)	This is positive news. Sadly, I heard that there was a cyclist killed this week in an accident on Rainham Road at the junction with Sowrey Avenue.	-
QP003/3 (Cycling Representative)	This has been a long time coming and bend is very dangerous and report points out a lot of drivers speed along that stretch of road around the bend. Request 30mph for whole length of Rainham Road.	The proposal of 30mph for whole length could be considered at a later date if necessary.
QP003/4 (Metropolitan Police)	I have no objections to the proposed scheme however one point to note would be on vehicle speeds. The installation of raised tables and road humps on a road with speeds up to 45mph, although speeds above the 30mph are due to non compliance, there is a risk of vehicle hitting these at a non compliant speed. Will these new layouts particularly humps be signed to introduce the changes.	Road humps signs will be installed in accordance with road sign manual at these features.
QP003/5 (John Tucker)	Please no more speed bumps. The ones recently installed along by the windmill in Upminster are horrendous and way too steep for the allowed speed limit. Any obstacle that's planned should be negotiable at the allowed speed limit without a massive jolt to the vehicle and occupants. The Upminster ones I'm sure are for 20 mph as that's the speed you have to reduce to negotiate them comfortably whereas the limit is 30.	Staff considered that the proposed measures would reduce vehicle speeds and accidents in the area. All speed tables will be installed in accordance with road hump regulations. The road signs will also be installed to warn the drivers about the speed tables.
QP003/6 (9 Gosport Drive, Hornchurch, RM12 6NU)	Reduce vehicle speeds along Rainham Road at the Wood Lane, Sowrey Avenue and Simpson Road Junctions. Introduce roundabout at the Wood Lane Junction.	Staff considered that the proposed measures would reduce vehicle speeds and accidents in the area. Further measures could be considered at a later date, if necessary.
QP003/7 Divisional Officer Echo Junior Football League	Of course, it is a good idea in principle. Signage, humped zebra, rumble strips would remain the drivers to the appropriate speed limit. I only object to speed tables.	Staff considered that the proposed measures would help to reduce vehicle speeds and accidents along this road.

This page is intentionally left blank



Our Ref : QP003
Your Ref :

Residents/Occupiers
Rainham Road (part)

Environment
London Borough of Havering
Town Hall
Main Road
Romford
RM1 3BB
Please Call : Mr Siva
Telephone : 01708 433142

t 01708 434343
e velup.siva@havering.gov.uk
text relay 18001 01708 434343
www.havering.gov.uk
Date : 25th May 2016

Dear Sir/Madam,

REF:RAINHAM ROAD BETWEEN WOOD LANE AND NEWTONS CORNER ROUNDABOUT
ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS

In October 2015, Transport for London approved funding for a number of accident reduction schemes as part of Havering Borough Spending Plan settlement. Rainham Road – Accident Reduction Programme was one of the schemes approved by TfL. Following the TfL's funding approval, a feasibility study has been carried out to identify safety improvements along Rainham Road between Wood Lane and Newtons Corner Roundabout. The study found that up to 1300 vehicles per hour use Rainham Road and speeds up to 45 mph were recorded. There have been a total of twenty one personal injury accidents at the above locations over a five year period. Of this total, one was fatal, two were serious; one involved pedestrians; two were speed related and five occurred during the hours of darkness.

The proposed safety improvements are shown on the attached plans.

- Rainham Road between Wood Lane and Sowrey Avenue (Plan No:QP003/1)
 - Speed table as shown
 - 30mph with 'slow down' vehicle activated sign as shown
- Rainham Road between Sowrey Avenue and Simpson Road (Plan No:QP003/2)
 - Humped zebra crossing outside property No.12 Rainham Road
- Rainham Road between Simpson Road and Ford Lane (Plan Nos:QP003/3 and QP003/4)
 - Speed tables (2No.) as shown
 - Rumble strips as shown
 - White reflective studs as shown
- Rainham Road between Ford Lane and Newtons Corner Roundabout (Plan No:QP003/5)
 - 30mph with 'slow down' vehicle activated sign as shown.

Large scale plans can be viewed by appointment at the Mercury House, Mercury Gardens, Romford, RM1 3DW during normal office hours on Mondays to Fridays between 09.30am and 4.30pm.

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

By writing to: The Principal Engineer, Environment, Mercury House, Mercury Gardens, Romford, RM1 3DW.

OR

By email to: velup.siva@havering.gov.uk

Comments should reach us by **Tuesday 14th June 2016**.

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

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 5th July 2016 at 7:00pm in Havering Town Hall, Main Road, Romford. The agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals. Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee, please contact Taiwo Adeoye on 01708 433079 at least two days prior to the meeting.

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

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

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

Yours sincerely,

V. Siva

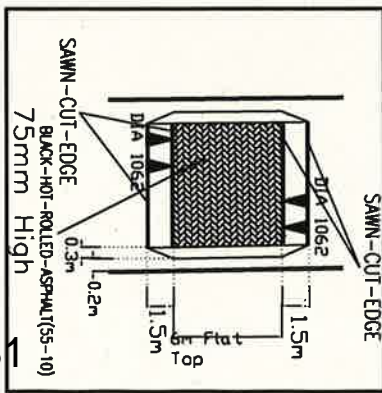
VELUP SIVA
SENIOR ENGINEER
ENGINEERING SERVICES
ENVIRONMENT



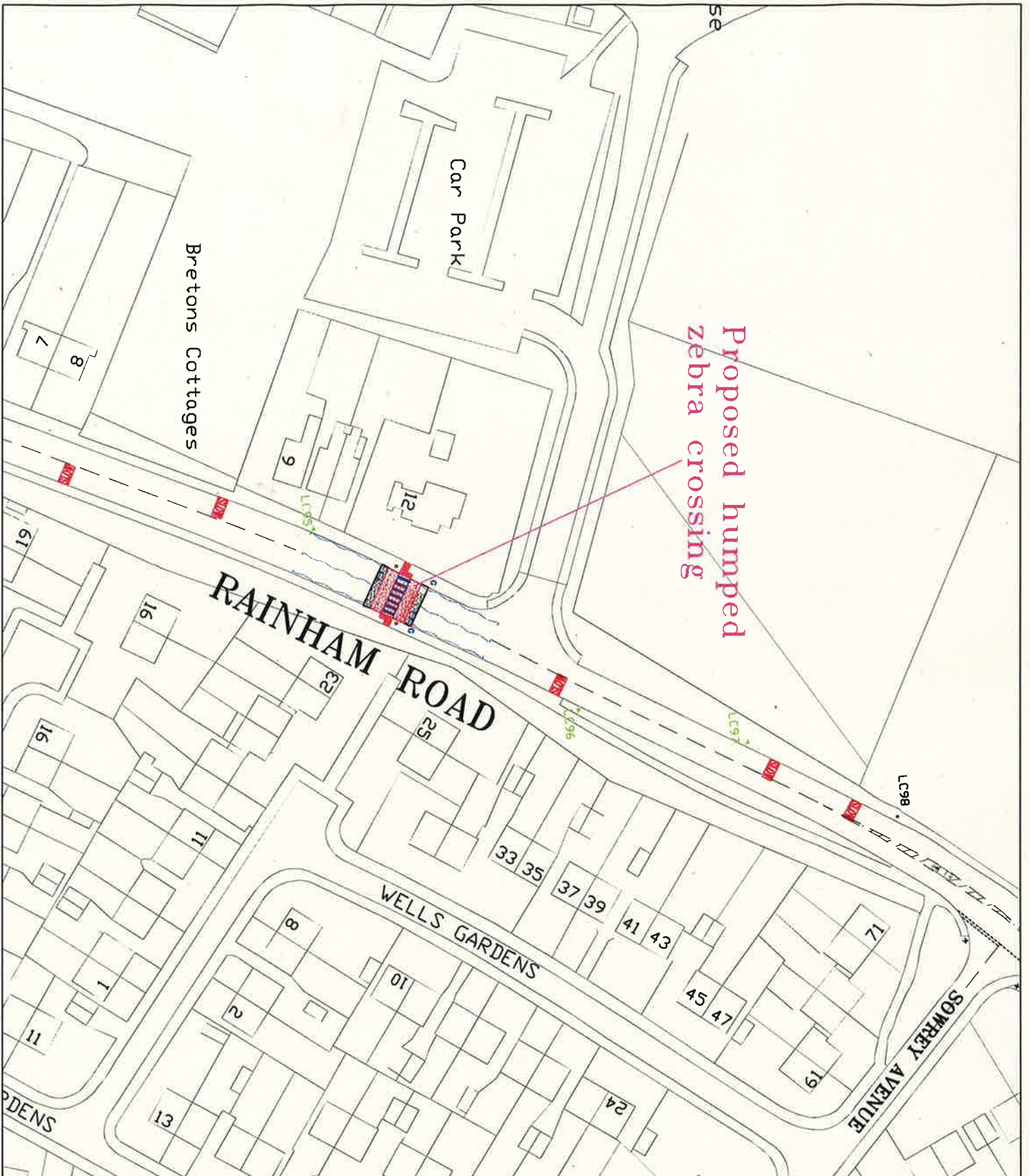
Proposed speed table



PURPOSE	CONSULTATION
<p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p> <p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100004327</p>	
NOTES	
TYPICAL SPEED TABLE LAYOUT	



<p>Haverling LONDON BOROUGH</p> <p>STREETCARE CULTURE & COMMUNITY 106 FLOORS, 100004327 MINDERS CENTRE, BURNING LANE JCN TUDORWAY, EC 01NG 4SA3 TEL: 01708 431771 E-MAIL: streetcare@haverling.gov.uk</p>					
<p>JOB TITLE RAINHAM ROAD ACCIDENT REDUCTION PROGRAMME</p>					
<p>DRAWING TITLE PROPOSED VEHICLE ACTIVATED SIGN AND SPEED TABLE</p>					
<p>REVISION</p> <table border="1"> <tr> <th>AMENDMENT</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> </tr> </table>	AMENDMENT	DATE			<p>APPROVED BY MP</p>
AMENDMENT	DATE				
<p>DRAWN BY VS</p> <p>SCALE N1S</p> <p>ACAD REF: Smm Ser. M (210297)</p>	<p>CHECKED BY VS</p> <p>DATE MAR 16</p> <p>DRAWING No QP003/1</p>				
<p>APPROVED BY MP</p>	<p>DRAFT</p> <p>ISSUE</p> <p>REVISION</p>				



PURPOSE CONSULTATION

©COPYRIGHT
 This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.
 Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
 London Borough of Havering 100024327

NOTES

REVISION	AMENDMENT	DATE

JOB TITLE
RAINHAM ROAD ACCIDENT REDUCTION PROGRAMME
 DRAWING TITLE
PROPOSED HUMPED ZEBRA CROSSING



STREETCARE
 CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 100 ADELPHI ROAD, HAVERING
 WIPAC INDUSTRIAL ESTATE, 2ND FLOOR
 TEL: 01708 434343
 FAX: 01708 434371
 E-MAIL: streetcare@haverling.gov.uk

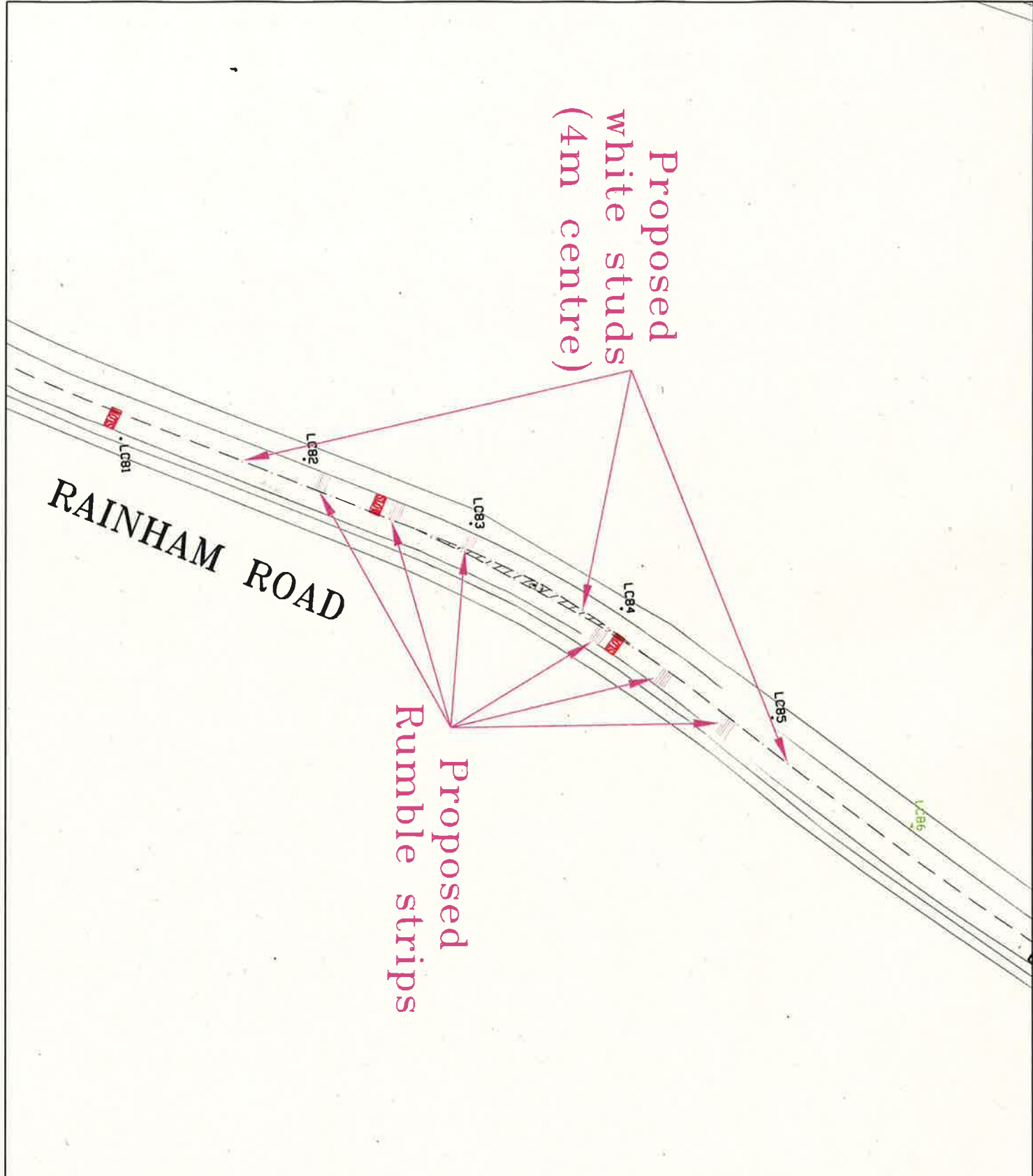
DRAWN BY	VS	CHECKED BY	VS	APPROVED BY	MP
SCALE	NTS	DATE	MAR 16	DRAFT	ISSUE
ACAD REF.		DRAWING No	QP003/2	REVISION	
Sheet Size	A4 (210x297)				

©COPYRIGHT
 This drawing belongs to Stratford Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
 London Borough of Havering 100024137

NOTES

REVISION	AMENDMENT	DATE



DRAWING TITLE
 PROPOSED ACCIDENT REMEDIAL MEASURES

JOB TITLE
 RAINHAM ROAD ACCIDENT REDUCTION PROGRAMME

DRAWING BY VS **CHECKED BY** VS **APPROVED BY** MP

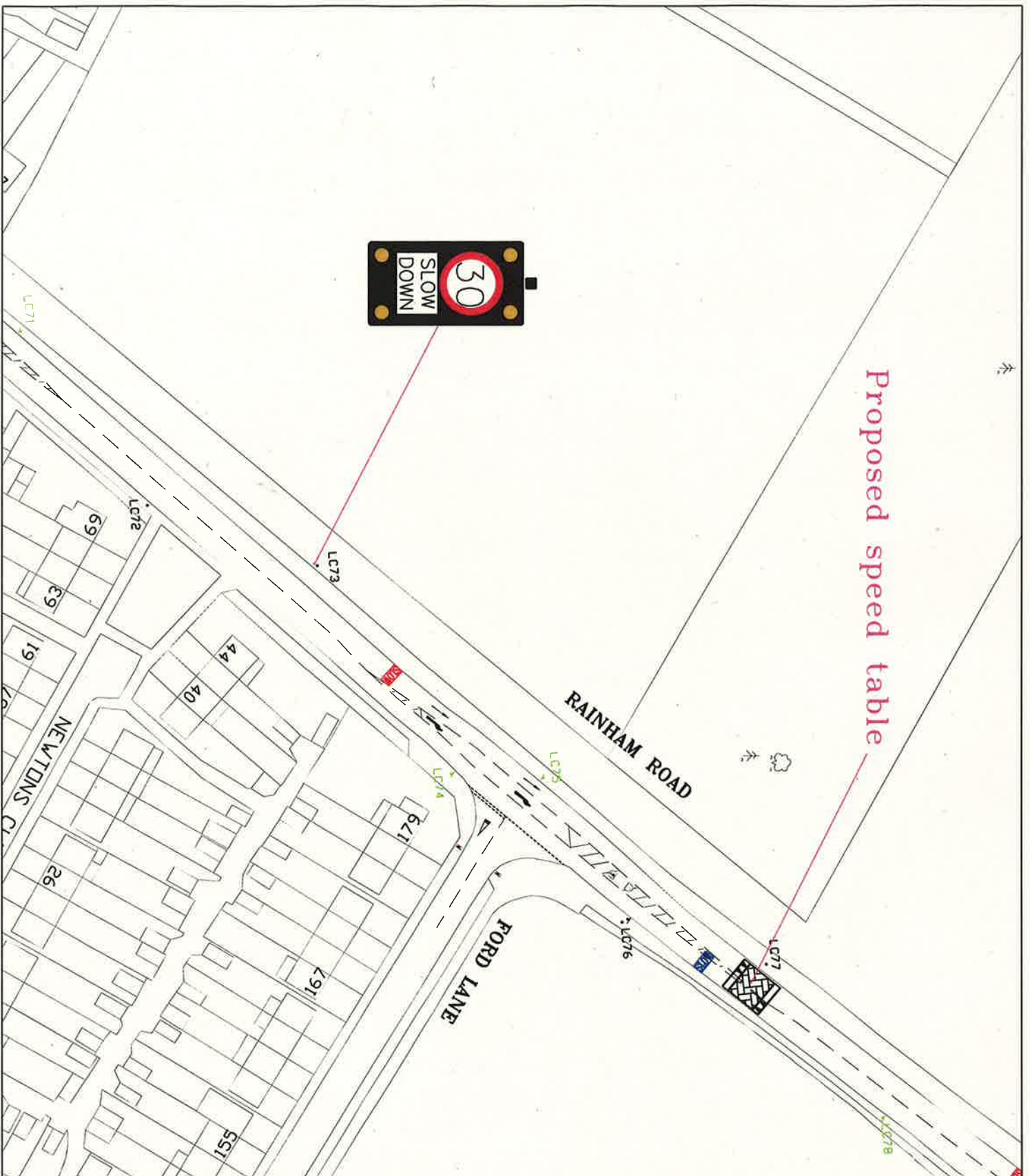
SCALE NTS **DATE** MAR 16 **DRAFT** **ISSUE**

ACAD REF: QP003/4 **DRAWING No** QP003/4 **REVISION** -

Sheet Size: A4 (210x297)

Havering
LONDON BOROUGH

STREETCARE CULTURE & COMMUNITY
 15th FLOOR, IMPERIAL HOUSE
 IMPERIAL CENTRE, IMPERIAL Hill, 30M
 TEL: 01700 434343
 FAX: 01700 432721
 E-MAIL: streetcare@haverling.gov.uk



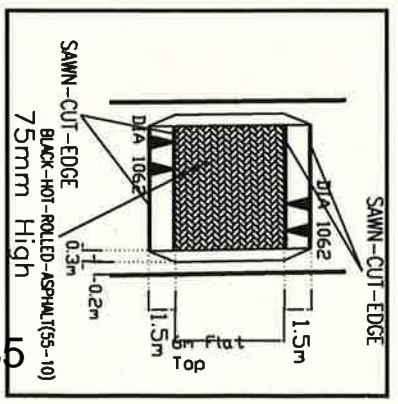
Proposed speed table

PURPOSE -

©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 10002437

NOTES



TYPICAL SPEED TABLE LAYOUT

<p>HAVERING LONDON BOROUGH</p> <p>STREETCARE CULTURE & COMMUNITY TRAFFIC & ENGINEERING 100 CROWN ROAD MILTON KEYNES MK14 6JH TELEPHONE: 01753 433211 FAX: 01753 433711 E-MAIL: streetcare@havering.gov.uk</p>		<p>DRAWN BY VS</p> <p>CHECKED BY VS</p> <p>SCALE NTS</p> <p>DATE JUNE 11</p> <p>ACAD REF:</p>		<p>APPROVED BY MP</p> <p>DRAFT</p> <p>ISSUE</p> <p>REVISION</p>	
<p>JOB TITLE RAINHAM ROAD ACCIDENT REDUCTION PROGRAMME</p>		<p>REVISION</p> <p>AMENDMENT</p> <p>DATE</p>		<p>DRAWING TITLE PROPOSED VEHICLE ACTIVATED SIGN AND SPEED TABLE</p>	
<p>DRAWING NO QP003/5</p>		<p>DATE JUNE 11</p>		<p>REVISION</p>	

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

5 July 2016

Subject Heading:	Osborne Road – Proposed ‘At Any Time’ waiting restrictions - comments to advertised proposals
CMT Lead:	Steve Moore
Policy Context:	Traffic & Parking Control
Report Author and contact details:	Dean R Martin Technical Support Assistant Schemes@havering.gov.uk
Financial Summary:	The estimated cost of £900 for implementation will be met by 2016/17 revenue budget for Minor Traffic and Parking.

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to extend the ‘At Any Time’ waiting restrictions outside number 221 Osborne Road and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:
 - a) the proposed 'At Any Time' waiting restrictions in Osborne Road, as shown on the drawing at Appendix A, be implemented as advertised;
 - b) the effect of the scheme be monitored.
2. Members note that the estimated cost for the proposals, as set out in this report is £900 , will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following reports of obstructive parking taking place on the approach to the width restriction in Osborne Road, at its meeting in December 2015, this Committee agreed in principle to introduce 'At Any Time' waiting restrictions in the area, to prevent obstructive parking and improve traffic flow.
- 1.2 The proposals were subsequently designed and publicly advertised on 22nd April 2016. A copy of the plan outlining the proposals is appended to this report at Appendix A. All those affected by the proposals were advised of them by a letter and copy of the plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

2.0 Responses received

- 2.1 At the close of the consultation on 13th May 2016 no responses were received to the proposals.
- 2.2 Ward Councillors were sent consultation documents advising them of the proposals. All ward councillors are in favour of the scheme.

3.0 Staff Comment

- 3.1 The proposals are designed to prevent parking on the approach to the width restriction as this impedes drivers when approaching. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £900 which will be met from the 2016/17 Minor Traffic and Parking Schemes budget.

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

This is a standard project for Neighbourhood 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 Neighbourhood overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Waiting restrictions and parking bays require public consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

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

Equalities implications and risks:

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

The proposals included in the report have been publicly advertised and subject to public consultation. All residents perceived to be affected by the proposals have

been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts

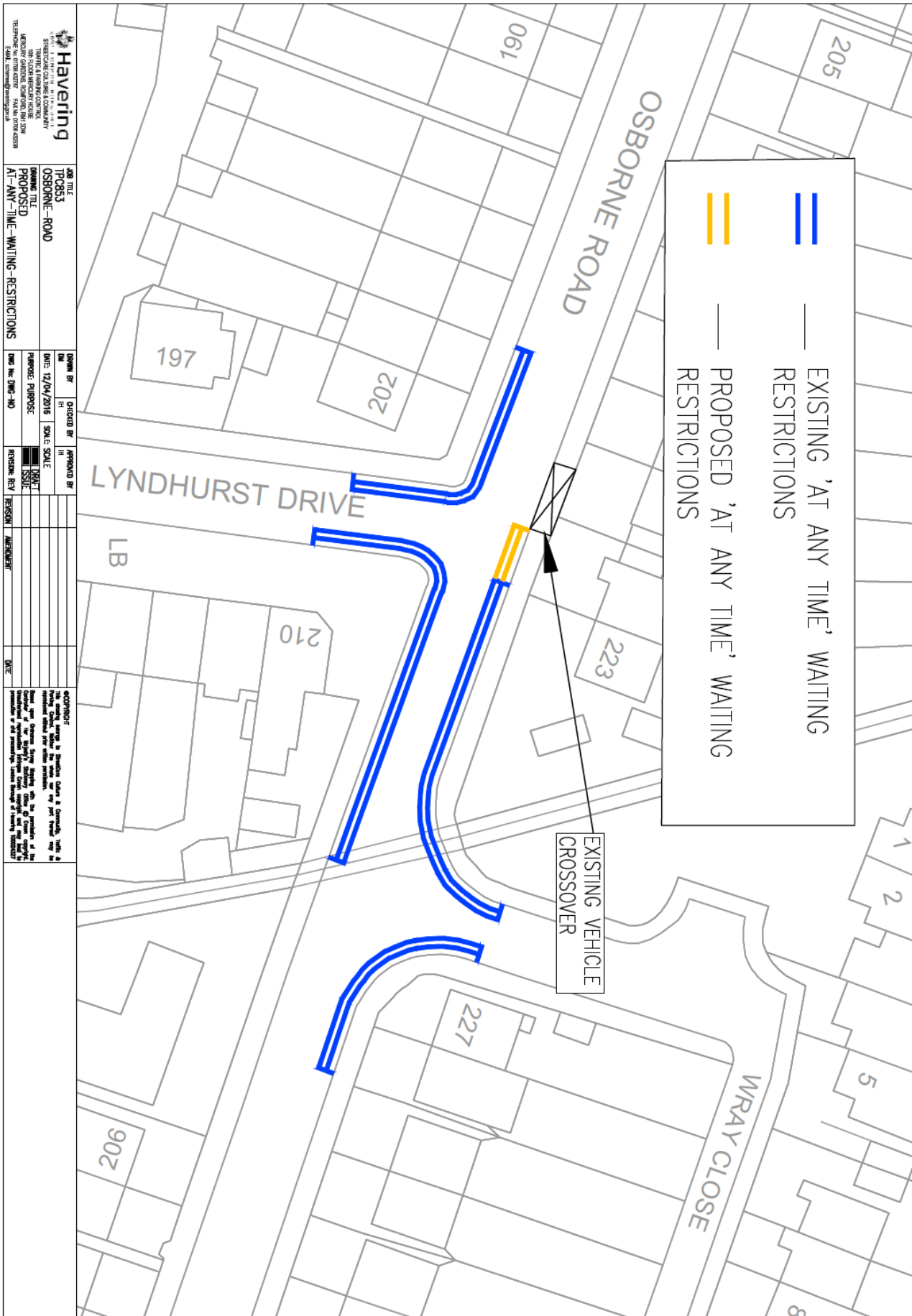
are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes are necessary, the issues

will be reported back to this Committee so that a further course of action can be agreed.

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

.

BACKGROUND PAPERS



This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

5 July 2016

Subject Heading:

Lamson Road – Proposed ‘At Any Time’ waiting restrictions - comments to advertised proposals

CMT Lead:

Steve Moore

Policy Context:

Traffic & Parking Control

Report Author and contact details:

**Dean R Martin
Technical Support Assistant
Schemes@havering.gov.uk**

Financial Summary:

The estimated cost of £1000 for implementation will be met by 2016/17 revenue budget for Minor Traffic and Parking.

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to introduce ‘At any time’ waiting restrictions in Lamson Road on the apex of the bend and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:
 - a) the proposed 'At Any Time' waiting restrictions in Lamson Road, as shown on the drawing at Appendix A, be implemented as advertised;
 - b) the effect of the scheme be monitored.
2. Members note that the estimated cost for the proposals, as set out in this report is £1000 , will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following reports of sight line issues and the area being a reported accident hotspot, at its meeting in March 2016, this Committee agreed in principle to introduce 'At Any Time' waiting restrictions in the area, to prevent obstructive parking and improve sight lines.
- 1.2 The proposals were subsequently designed and publicly advertised on 13th May 2016. A copy of the plan outlining the proposals is appended to this report at Appendix A. All those affected by the proposals were advised of them by a letter and copy of the plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

2.0 Responses received

- 2.1 At the close of the consultation on 3rd June 2016 no responses were received to the proposals.
- 2.2 Ward Councillors were sent consultation documents advising them of the proposals. All ward councillors are in favour of the scheme.

3.0 Staff Comment

- 3.1 The proposals are designed to prevent obstructive and improve sight lines. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 which will be met from the 2016/17 Minor Traffic and Parking Schemes budget.

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

This is a standard project for Neighbourhood 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 Neighbourhood overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Waiting restrictions and parking bays require public consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

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

Equalities implications and risks:

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

The proposals included in the report have been publicly advertised and subject to public consultation. All residents perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts

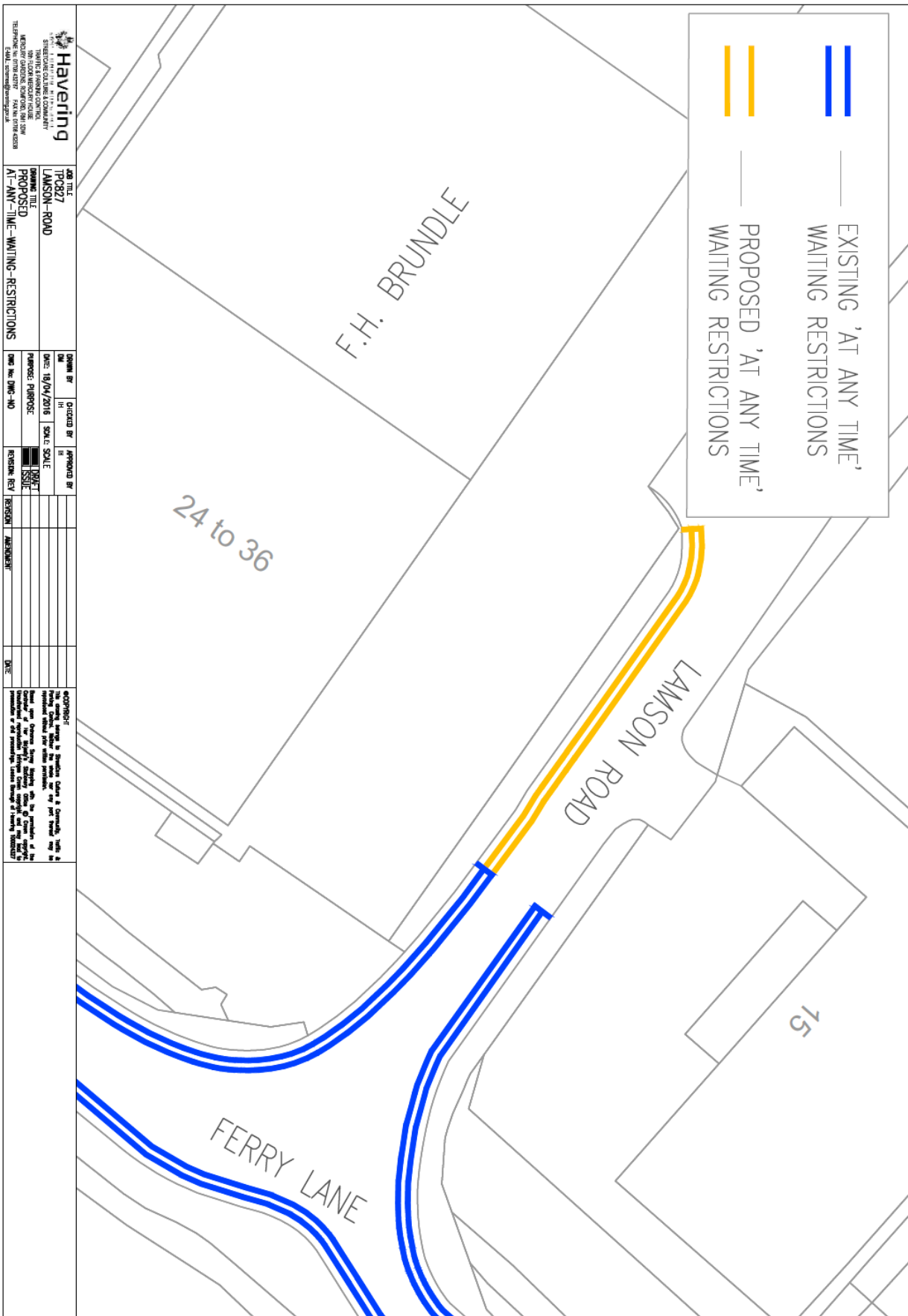
are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes are necessary, the issues

will be reported back to this Committee so that a further course of action can be agreed.

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

BACKGROUND PAPERS

Appendix A



This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

5 July 2016

Subject Heading:

Station Parade – Proposed ‘At Any Time’ waiting restrictions - comments to advertised proposals

CMT Lead:

Steve Moore

Policy Context:

Traffic & Parking Control

Report Author and contact details:

**Dean R Martin
Technical Support Assistant
Schemes@havering.gov.uk**

Financial Summary:

The estimated cost of £900 for implementation will be met by 2016/17 revenue budget for Minor Traffic and Parking.

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to introduce ‘At any time’ waiting restrictions in Station Parade and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:
 - a) the proposed 'At Any Time' waiting restrictions in Station Parade, as shown on the drawing at Appendix A, be implemented as advertised;
 - b) the effect of the scheme be monitored.
2. Members note that the estimated cost for the proposals , as set out in this report is £900 , will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following the installation of the scheme for Station and Tadworth Parade, at its meeting in March 2016, this Committee agreed in principle to introduce 'At Any Time' waiting restrictions in the area, to prevent obstructive parking as part of an amendment to the installed scheme in Station Parade.
- 1.2 The proposals were subsequently designed and publicly advertised on 22nd April 2016. A copy of the plan outlining the proposals is appended to this report at Appendix A. All those affected by the proposals were advised of them by a letter and copy of the plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

2.0 Responses received

- 2.1 At the close of the consultation on 13th May 2016 no responses were received to the proposals.

3.0 Staff Comment

- 3.1 The proposals are designed to prevent obstructive parking. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £900 which will be met from the 2016/17 Minor Traffic and Parking Schemes budget.

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

This is a standard project for Neighbourhood 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 Neighbourhood overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Waiting restrictions and parking bays require public consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

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

Equalities implications and risks:

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

The proposals included in the report have been publicly advertised and subject to public consultation. All residents perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts

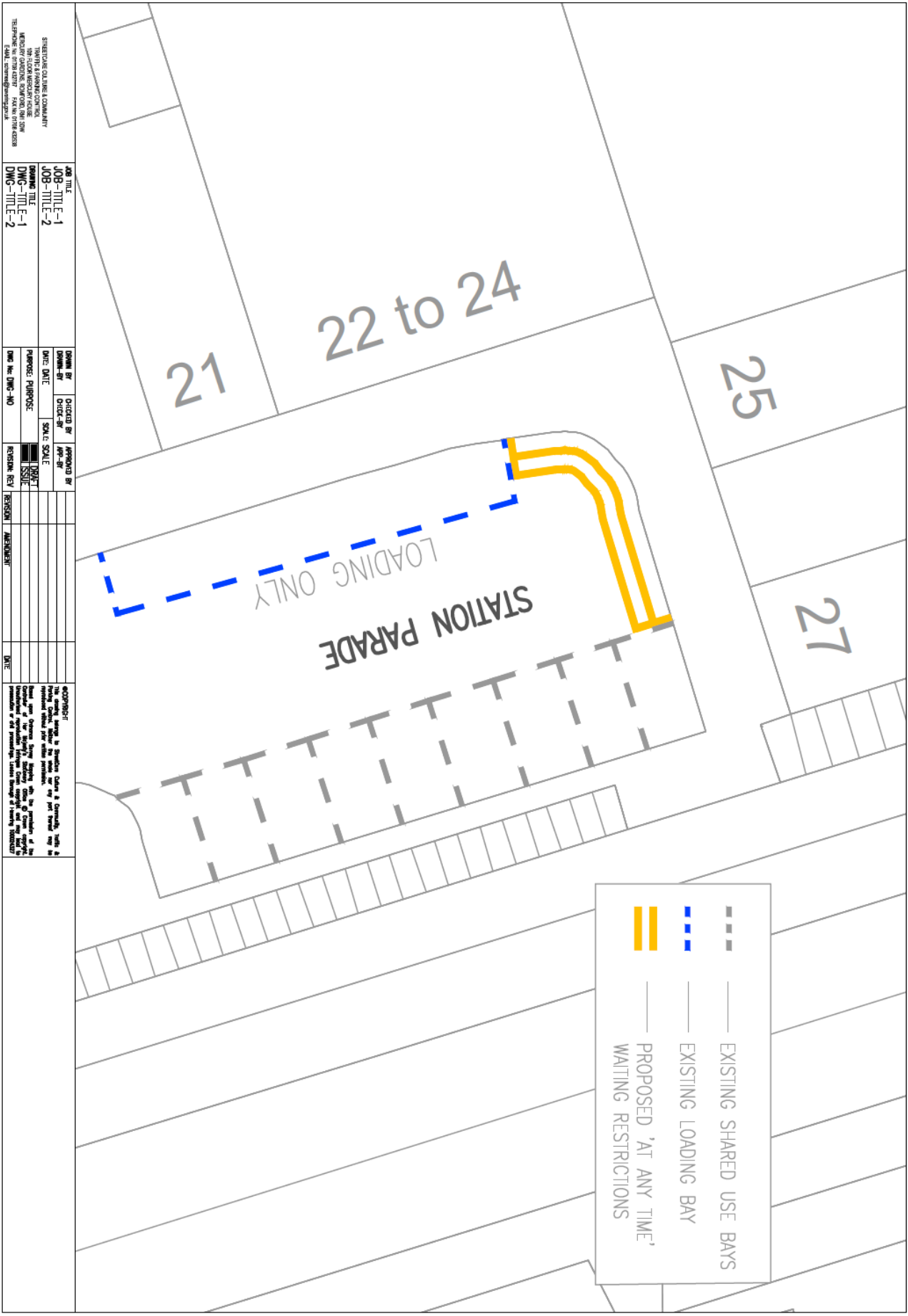
are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes are necessary, the issues

will be reported back to this Committee so that a further course of action can be agreed.

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

BACKGROUND PAPERS

Appendix A



SHEPPARD OILFIELD COMPANY 10000 104 STREET, S.W. SHERBOURNE, ONTARIO, CANADA TEL: (519) 875-1111 FAX: (519) 875-1111 WWW: www.sheppardoilfield.com	
JOB TITLE	JOB-TITLE-1 JOB-TITLE-2
DRAWING TITLE	DMC-TITLE-1 DMC-TITLE-2
DRAWN BY	CHECKED BY DATE: DATE PURPOSE: PURPOSE DMC No: DMC-140
APPROVED BY	SCALE ISSUE REVISION REV REVISION AMENDMENT
DATE:	APPROVED:
APPROVED: I, _____, Manager, Station Parade, and I hereby certify that the information contained herein is true and correct to the best of my knowledge and belief.	

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

5th July 2016

Subject Heading:

Viking Way Car Park – Proposed inclusion of Viking Way Car Park into the ‘Council Staff Permit Holders’ scheme - comments to advertised proposals

CMT Lead:

Steve Moore

Policy Context:

Traffic & Parking Control

Report Author and contact details:

**Dean R Martin
Technical Support Assistant
Schemes@havering.gov.uk**

Financial Summary:

The estimated cost of £500 for implementation will be met by 2016/17 revenue budget for Minor Traffic and Parking.

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to include Viking Way Car Park into the ‘Council Staff Permit Holders’ scheme and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:
 - a) the proposed inclusion Viking Way Car Park into the 'Council Staff Permit Holders' scheme, be implemented as advertised;
 - b) the effect of the scheme be monitored.
2. Members note that the estimated cost for the proposals, as set out in this report is £500, will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following requests from staff at Rainham Library to include Viking Way Car Park into the 'Council Staff Permit Holders' scheme to provide additional parking provision for Council Staff, this Committee, at its meeting in January 2016, agreed in principle to the inclusion of the Car Park into the scheme.
- 1.2 The proposals were subsequently designed and publicly advertised on 22nd April 2016. Eighteen statutory bodies were also consulted and site notices were placed at the location.

2.0 Responses received

- 2.1 At the close of the consultation on 13th May 2016 no responses were received to the proposals.

3.0 Staff Comment

- 3.1 The proposals are designed to include Viking Way Car Park into the 'Council Staff Permit Holders' scheme. Officers recommend that the proposals should be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £500 which will be met from the 2016/17 Minor Traffic and Parking Schemes budget.

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

This is a standard project for Neighbourhood 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 Neighbourhood overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Waiting restrictions and parking bays require public consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

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

Equalities implications and risks:

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

The proposals included in the report have been publicly advertised and subject to public consultation. All residents perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts

are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes are necessary, the issues

will be reported back to this Committee so that a further course of action can be agreed.

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

.

BACKGROUND PAPERS



HIGHWAYS ADVISORY COMMITTEE

5 July 2016

Subject Heading:	TPC811 Marshalls Road – review of the informal consultation
CMT Lead:	Steve Moore
Report Author and contact details:	Stefan Cuff CPZ Engineer Stefan.cuff@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £1,400 for implementation will be met from Minor Traffic and Parking 2016/17 revenue budget.

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

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

Ward: Brooklands Ward

SUMMARY

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

The report outlines the responses received to the informal parking consultation undertaken in Marshalls Road and seeks the approval of the Highways Advisory Committee, to proceed to statutory consultation.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:

The proposed changes to the parking bays along Marshalls Road, as shown on the plan (Ref: Marshalls Road TPC811) at Appendix A of this report, are publicly advertised and consulted with a further report detailing the consultation responses reported back to this Committee to agree a further course of action.

REPORT DETAIL

1.0 Background

- 1.1 Following the Committee meeting in January 2016, it was agreed that an informal consultation should be undertaken.
- 1.2 The proposals were subsequently designed and sent out to the residents of Marshalls Road. A plan (Ref: Marshalls Road TPC811) outlining the proposals is appended to this report at **Appendix A**
- 1.3 The questionnaire shown in **Appendix B** was sent out with the plan as part of the informal consultation.
- 1.4 Consultation was undertaken between 5th May 2016 and 27th May 2016, to gauge the views of residents on the amendment to the parking bays in Marshalls Road.

2.0 Results of Public Consultation

- 2.1 No responses were received.

3.0 Staff Comments

- 3.1 The proposal has been reviewed for 'road safety' implications as well as implications for general accessibility and, importantly, impact on existing parking provision.

IMPLICATIONS AND RISKS

4.0 Financial Implications and Risks:

- 4.1 The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders costs, as described above and shown on in **Appendix A** is £1,400. These costs can be funded from the 2016/17 Revenue budget for Minor Traffic and Parking.
- 4.2 The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented.
- 4.3 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 over spend; the balance would need to be contained within the Minor Parking Schemes revenue budget.

5.0 Legal Implications and Risks:

- 5.1 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 specifies the procedures that must be followed in making the Traffic Orders referred to in this report.
- 5.2 The procedure to be followed by the Council in making Traffic Orders under Section 6 is set out in Schedule 9, Part III of the Road Traffic Regulation Act 1984 and the Local Authorities, Traffic Orders (Procedure) (England and Wales) Regulations 1996. This sets out, inter alia, a requirement to advertise the proposed Order in a local newspaper and if the Council considers it is desirable, to also display notices describing the proposed Order in the streets concerned.

6.0 Human Resources Implications and Risks:

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

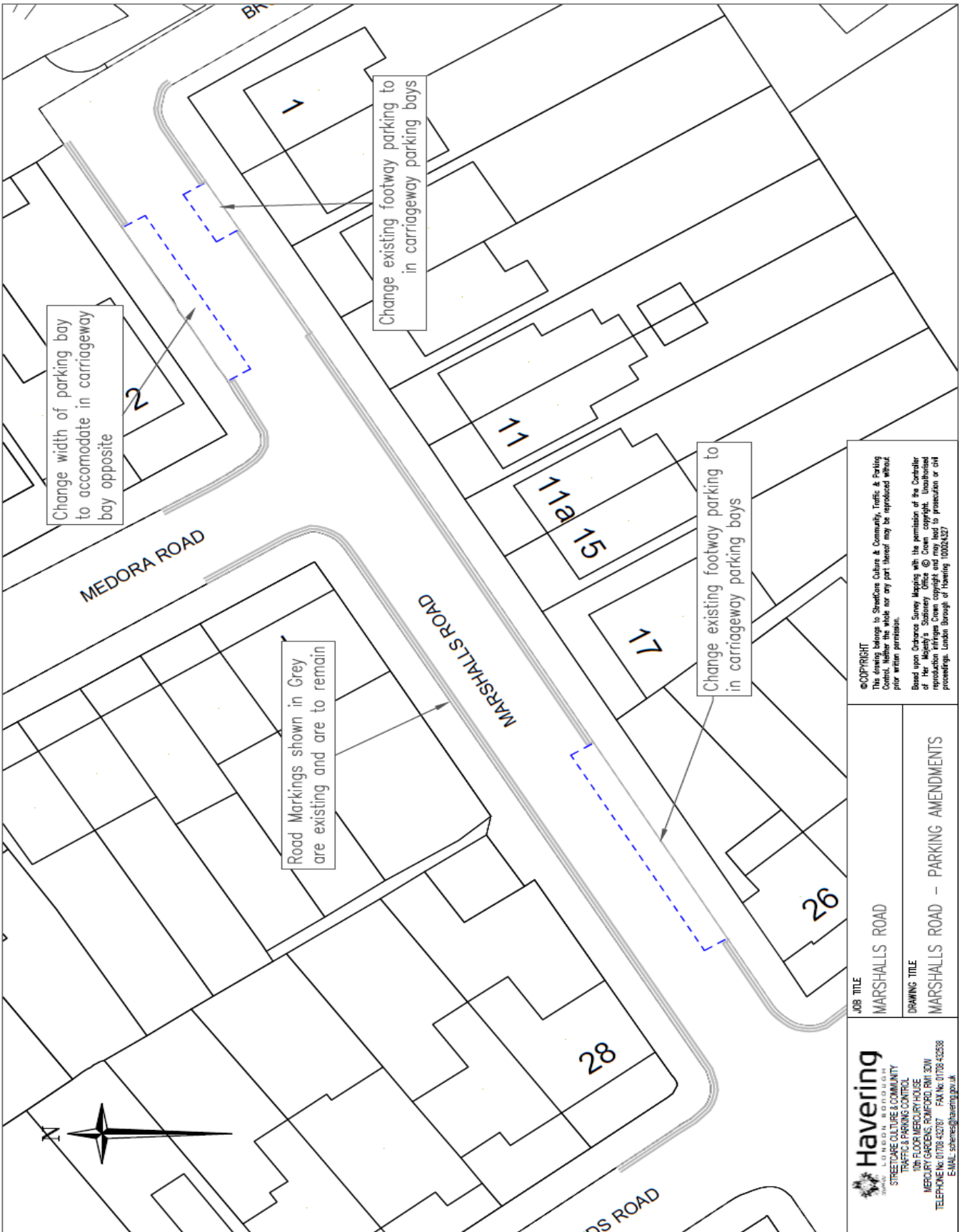
7.0 Equalities Implications and Risks:

- 7.1 The proposal to amend existing footway parking bay has been publicly advertised and subject to statutory consultation.
- 7.2 There will be some visual impact from the required signing and lining works. But it is anticipated that this work will benefit the residents, pedestrians, people with prams/pushchairs and disabled/elderly using wheelchairs/mobility scooters.

BACKGROUND PAPERS

Appendix A
Appendix B

Proposed Detailed Design



©COPYPRIGHT
 This drawing belongs to Havering Council, Culture, Community, Traffic, & Parking Control. Neither the whole nor any part thereof may be reproduced without prior written permission.
 Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. All rights reserved. Unauthorised reproduction without the prior written consent of the Controller of Her Majesty's Stationery Office is prohibited. London Borough of Havering 10020437

JOB TITLE
 MARSHALLS ROAD

DRAWING TITLE
 MARSHALLS ROAD -- PARKING AMENDMENTS

Havering
LONDON BOROUGH OF
 STREETCARE CULTURE & COMMUNITY
 TRAFFIC & PARKING CONTROL
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS ROMFORD RM1 3JW
 TELEPHONE No: 01708 432737 FAX No: 01708 432658
 E-MAIL: scsmes@havering.gov.uk



MARSHALLS ROAD PARKING AMENDMENTS QUESTIONNAIRE

Name:

Address:

**Traffic & parking Control
Schemes**
London Borough of Havering
Town Hall,
Main Road
Romford, RM1 3BB

Please call: Schemes
01708 431056 or 01708 433464
Email: schemes@havering.gov.uk

5th May 2016

All responses received will provide the Council with local knowledge, and the appropriate information to determine whether to proceed with the proposals.

Only one signed and dated questionnaire per address will be considered. Please return to us by **Friday 27th May 2016**.

1. Are you in favour of changing the existing footway parking bays to be in the carriageway? Yes
 No

Comments Section (please limit to 100 words)

DECLARATION

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post or by email, that you complete your full name and address along with this declaration and return the form to the postal or email address found at the top.

Signature:.....

Date:.....



HIGHWAYS ADVISORY COMMITTEE

5 July 2016

Subject Heading:

TPC735 – Pretoria Road – Proposed extension of Sector RO2B residents parking scheme – comments to advertised proposals

CMT Lead:

Steve Moore

Report Author and contact details:

Stefan Cuff
CPZ Engineer
Stefan.cuff@havering.gov.uk

Policy context:

Traffic & Parking Control

Financial summary:

The estimated cost of £500 for implementation will be met by 2016/17 revenue budget for Minor Traffic and Parking.

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

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

Ward: Brooklands Ward

SUMMARY

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

This report outlines the responses received to the advertised proposals to extend the boundary of the Romford Controlled Parking Zone (Sector RO2B) along Pretoria Road and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:

- a. The proposals to extend the Romford CPZ (Sector RO2B) residents parking scheme in Pretoria Road, between No. 165 -173 odds and No.126 on the even side, as shown on the drawing at Appendix A, be implemented as advertised.
- b. The effect of any agreed proposals to be monitored.
- c. Members note that the estimated cost of this scheme as set out in this report is £500 and can be funded from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At the time the Sector 2B Residents Parking scheme was introduced in Pretoria Road and the surrounding area, the properties in Pretoria Road, between No. 165 -173 odds and No.126 on the even side were covered by restrictions. As this was the case, these properties were not included in the scheme. However, as it is now considered that there is sufficient spaces within the Zone to accommodate any vehicles generated from these relatively small numbers of properties, proposals are now being put forward to enable all the residents of Pretoria Road to be included in the resident parking scheme for the RO2B area.
- 1.2 These proposals were agreed in principal by this Committee at its meeting on the 7th July 2015

2.0 Results of Public Consultation

- 2.1 On 16th October 2015 residents who were perceived to be affected by the proposals, were advised by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 2.2 By the close of the consultation on the 6th November 2015, one objection to the proposal was received. This objection is described in Appendix B together with a response by officers.

3.0 Staff Comments

- 3.1 These proposals were put forward to enable all the residents of this section of Pretoria Road to have permits for the residents parking scheme that operates within the road and to remove the inconsistency over the entitlement to parking permits.

IMPLICATIONS AND RISKS

4.0 Financial Implications and Risks:

- 4.1 The estimated cost of implementing the proposals, as described above is £500. These costs can be funded from the 2016/17 Revenue budget for Minor Traffic and Parking.
- 4.2 The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented.
- 4.3 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 over spend; the balance would need to be contained within the Minor Parking Schemes revenue budget.

5.0 Legal Implications and Risks:

- 5.1 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 specifies the procedures that must be followed in making the Traffic Orders referred to in this report.
- 5.2 The procedure to be followed by the Council in making Traffic Orders under Section 6 is set out in Schedule 9, Part III of the Road Traffic Regulation Act 1984 and the Local Authorities, Traffic Orders (Procedure) (England and Wales) Regulations 1996. This sets out, inter alia, a requirement to advertise the proposed Order in a local newspaper and if the Council considers it is desirable, to also display notices describing the proposed Order in the streets concerned.

6.0 Human Resources Implications and Risks:

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

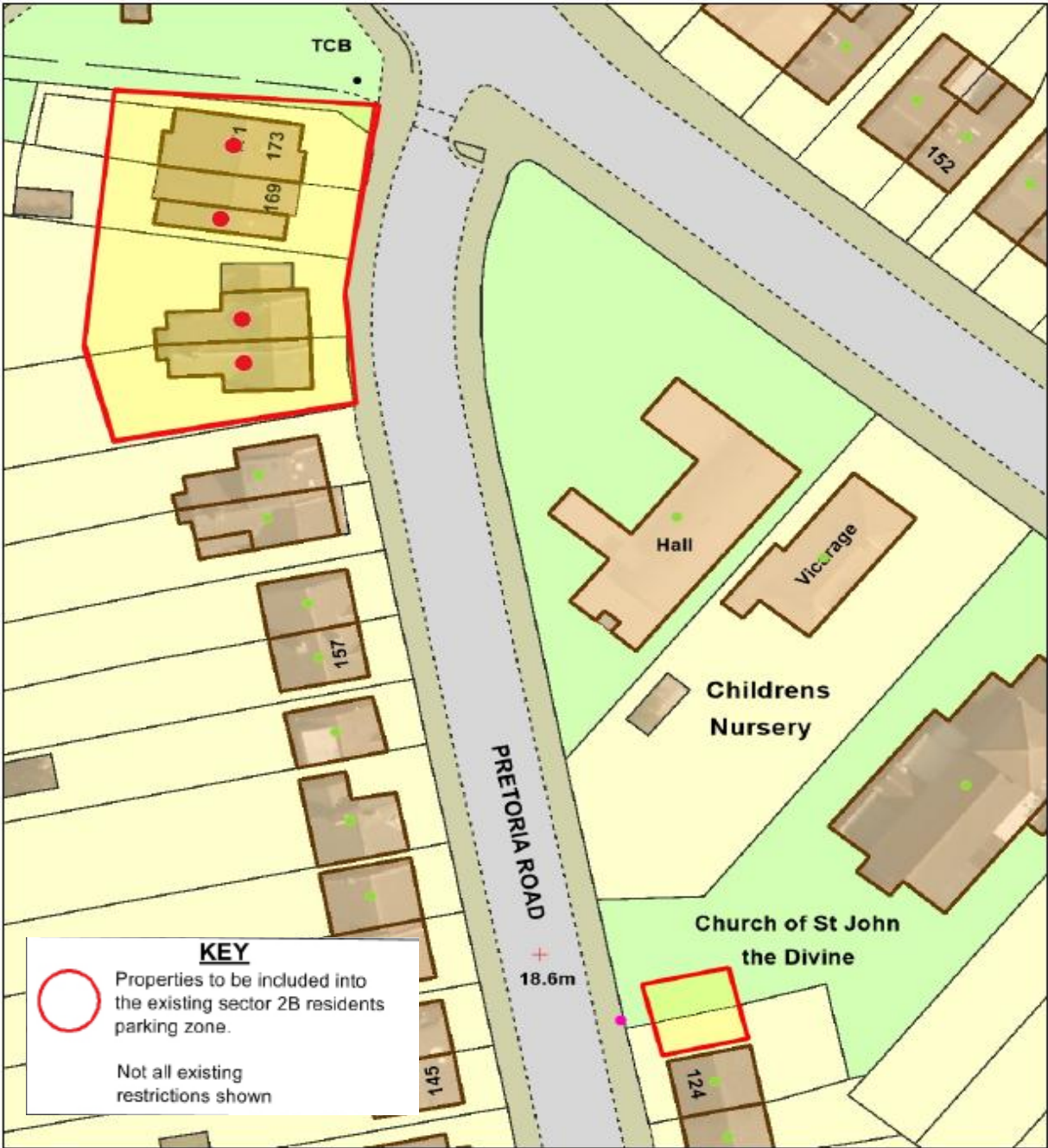
7.0 Equalities Implications and Risks:

- 7.1 The proposals included in the report have been publicly advertised and are subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 7.2 We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally and local businesses. However, parking restrictions in residential are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of local residents.
- 7.3 Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

BACKGROUND PAPERS

Appendix A
Appendix B

Proposed Design



TPC735 – Pretoria Road – Proposed extension of Sector RO2B residents parking scheme



Appendix B

Objections to Proposals

Objector	Ward	Objection to Proposal	Officer Response
The resident didn't state address.	Brooklands	Objection received on the 29th October 2015 "I am not in favour of the proposals".	OBJECTION UNSUPPORTED



HIGHWAYS ADVISORY COMMITTEE

5 July 2016

Subject Heading:

TPC821 Moray Way– Review of the Informal Consultation

CMT Lead:

Steve Moore

Report Author and contact details:

Stefan Cuff
CPZ Engineer
Stefan.cuff@havering.gov.uk

Policy context:

Traffic & Parking Control

Financial summary:

The estimated cost of £1,300 for implementation will be met from Minor Traffic and Parking 2016/17 revenue budget.

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

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

Ward: Pettits Ward

SUMMARY

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

The report outlines the responses received to the informal parking consultation undertaken in Moray Way and seeks the approval of the Highways Advisory Committee, to proceed to the advertising of Traffic Management Orders for the designation of a new loading bay.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that:

The proposed provision of Proposals to provide an allocated loading bay, operational 7am-11am 7 days a week, in Moray Way for the businesses to use for loading and unloading purposes but only within the limited time of operation which will be 7am – 11am 7 days a week, as shown on the plan appended to this report at Appendix C, be publicly advertised and consulted with a further report on detailing the consultation responses received to the formal consultation be reported back to this Committee reported back to this committee to agree a further course of action.

REPORT DETAIL

1.0 Background

- 1.1 Following the Committee meeting in January 2016, it was agreed that an informal consultation should be undertaken.
- 1.2 The proposals were subsequently designed and sent out to the residents and businesses of Moray Way. The plan (Ref: Moray Way TPC821) outlining the proposals is appended to this report as **Appendix A**
- 1.3 The questionnaire shown in **Appendix B** was sent along with the plan as part of the informal consultation.
- 1.4 The consultation was undertaken between 10th May 2016 and 27th May 2016, to gauge the views from of the introduction of the loading bay in Moray Way.

2.0 Results of Public Consultation

- 2.1 At the close of the consultation on Friday 27th May 2016, from the 18 properties that were consulted, 3 responses were received.
- 2.2 1 was in favour of the proposals, 2 against.

2.3 The objectors questioned the position of the loading bay, rather than the principle of installing a loading bay. The objectors requested that the bay be situated at the other end of the layby, outside the fish & chip shop or The Co-op (Premier) as these are the main beneficiaries of the proposed bay.

3.0 Staff Comments

3.1 Having considered the representations, officers are of the view that the introduction of a loading bay would be of benefit to the shops at the eastern end of the layby and have subsequently amended the proposal to change the position of the loading bay.

3.2 The plan outlining the amended proposals is appended to this report at **Appendix C**.

3.3 The proposal has been reviewed for 'road safety' implications as well as implications for general accessibility and, importantly, impact on existing parking provision and recommends to the Committee that the amended proposal be implemented.

IMPLICATIONS AND RISKS

4.0 Financial Implications and Risks

4.1 The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders costs, as described above and shown on in **Appendix A** is £1,300. These costs can be funded from the 2016/17 Revenue budget for Minor Traffic and Parking.

4.2 The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented.

4.3 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 over spend; the balance would need to be contained within the Minor Parking Schemes revenue budget.

5.0 Legal Implications and Risks

5.1 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 specifies the procedures that must be followed in making the Traffic Orders referred to in this report.

5.2 The procedure to be followed by the Council in making Traffic Orders under Section 6 is set out in Schedule 9, Part III of the Road Traffic Regulation Act

1984 and the Local Authorities, Traffic Orders (Procedure) (England and Wales) Regulations 1996. This sets out, inter alia, a requirement to advertise the proposed Order in a local newspaper and if the Council considers it is desirable, to also display notices describing the proposed Order in the streets concerned.

6.0 Human Resources Implications and Risks:

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

7.0 Equalities Implications and Risks:

- 7.1 The proposal to install a loading bay has been publicly advertised and subject to formal consultation.
- 7.2 There will be some visual impact from the required signing and lining works. But it is anticipated that this work will benefit the local business.

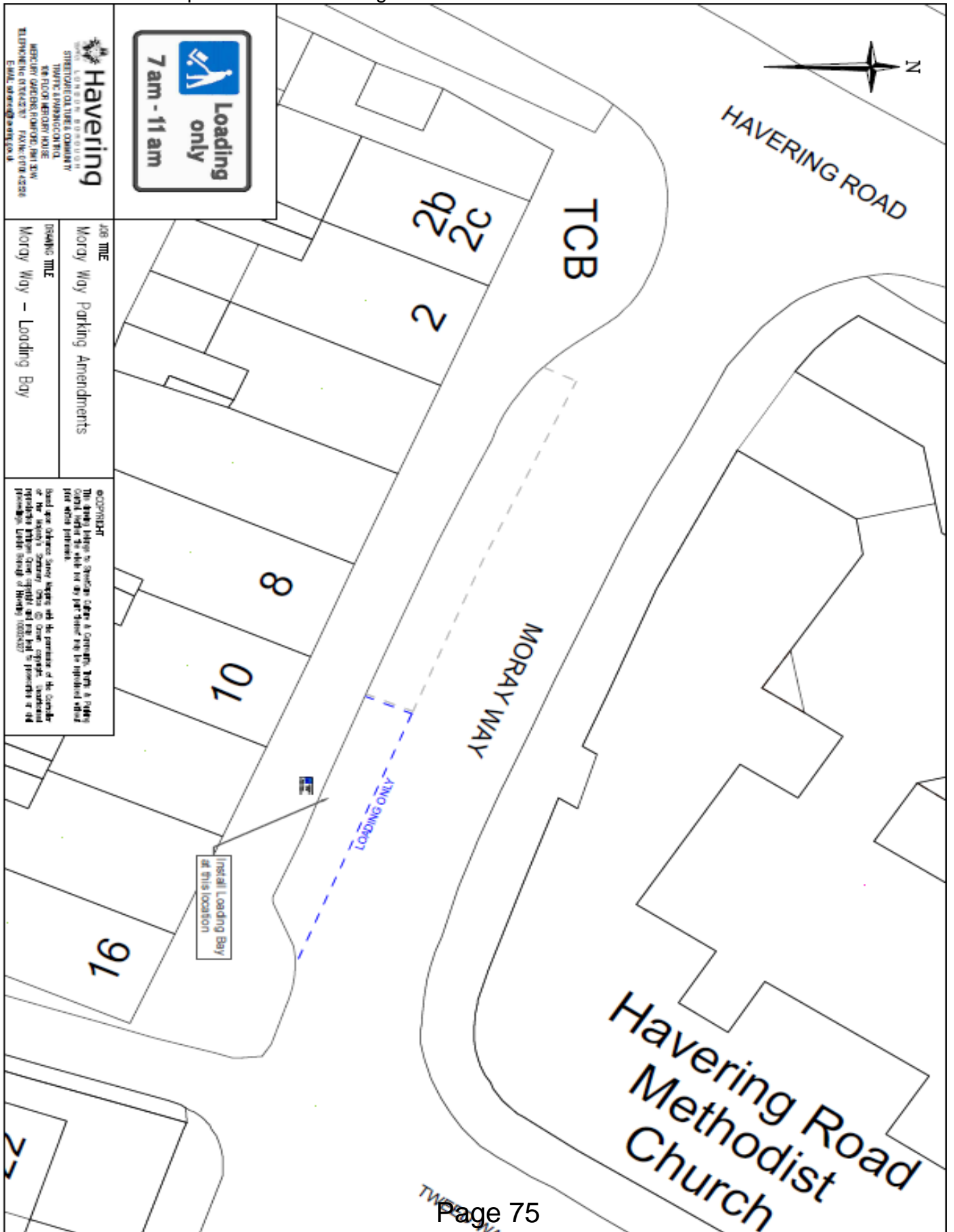
BACKGROUND PAPERS

Appendix A

Appendix B

Appendix C

Previous Proposed Detailed Design



Consultation Questionnaire



MORAY WAY LOADING BAY QUESTIONNAIRE

Name:

Address:

Traffic & parking Control
Schemes
London Borough of Havering
Town Hall,
Main Road
Romford, RM1 3BB

Please call: Schemes
01708 431056 or 01708 433464
Email: schemes@havering.gov.uk

10th May 2016

All responses received will provide the Council with local knowledge, and the appropriate information to determine whether to proceed with the proposals.

Only one signed and dated questionnaire per address will be considered. Please return to us by Friday 27th May 2016.

1. Are you in favour of the proposals to introducing a loading bay outside the parade of shops in Moray Way? Yes No

Comments Section (please limit to 100 words)

DECLARATION

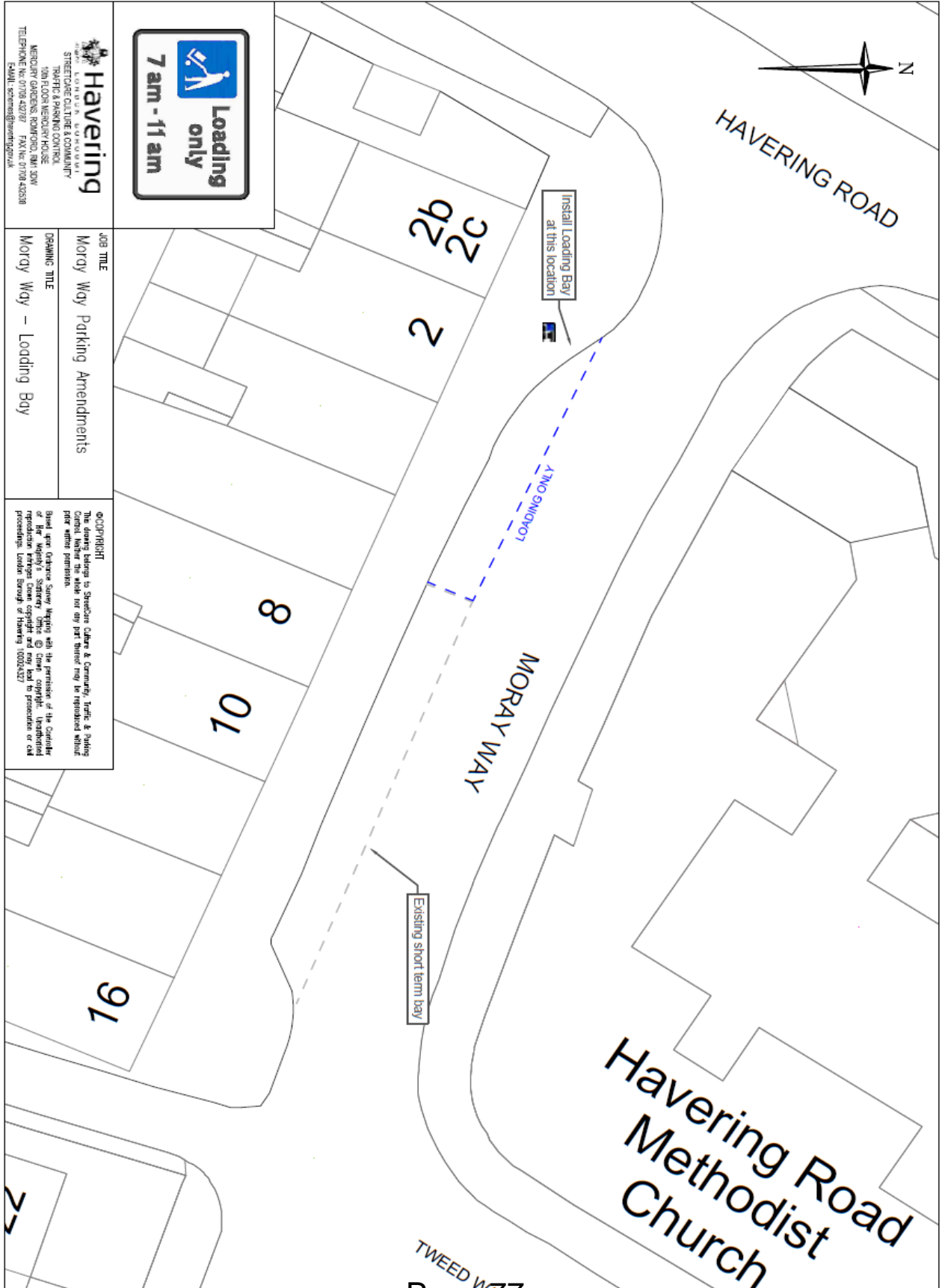
Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post or by email, that you complete your full name and address along with this declaration and return the form to the postal or email address found at the top.

Signature:.....

Date:.....

Amended proposal



Havering
 LONDON BOROUGH OF
 STREETWORKS COMMUNITY
 TRAFFIC & PARKING CONTROL
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROMFORD, RM1 3DW
 TELEPHONE No: 0708 452987 FAX No: 0708 452838
 E-MAIL: scw@havering.gov.uk

JOB TITLE
 Moray Way Parking Amendments

DRAWING TITLE
 Moray Way - Loading Bay

COPYRIGHT
 This drawing belongs to Streetworks Culture & Community, Traffic & Parking Control. Neither the whole nor any part thereof may be reproduced without prior written permission.

Send your Comments/Queries with the permission of the Controller of Her Majesty's Stationery Office to: Streetworks Culture & Community, Traffic & Parking Control, 10th Floor Mercury House, Mercury Gardens, London Borough of Havering, 1000A4527

This page is intentionally left blank

HIGHWAYS ADVISORY COMMITTEE

5 July 2016

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
July 2016**

CMT Lead:

Steve Moore

Report Author and contact details:

**Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@havering.gov.uk**

Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013) (where applicable)**

Financial summary:

**The estimated cost of requests,
together with information on funding is
set out in the schedule to this report.**

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

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

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

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

report is made to the Highways Advisory Committee on conclusion of the public consultation stage of these schemes.

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

Many aspects of highway schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Where a scheme is selected to proceed, then such advertisement would take place and then be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

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

BACKGROUND PAPERS

None.

This page is intentionally left blank

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

Highways Advisory Committee
5 July 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
SECTION A - Highway scheme proposals without funding available								
A1 Page	Birkbeck Road, junction with Rush Green Road	Brooklands	Ban right turn from Birkbeck Road onto Rush Green Road to prevent traffic bypassing Dagenham Road/ Rush Green Road junction	Feasible. Would remove non-residential through traffic, but maintain access for residents and servicing.	LBH Minor Capital Schemes	£2k	Cllr Benham	28/06/2016
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014). Request has been put forward for consideration for the 2017/18 TfL LIP	None.	c£80k	Resident	31/07/2014
B2	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded. Request has been put forward for consideration for the 2017/18 TfL LIP	None	£18k	Cllr Wilkes	05/09/2014

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

Highways Advisory Committee
 5 July 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B3	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians. Request has been put forward for consideration for the 2017/18 TfL LIP	None	TBC	Resident	12/09/2014
B4	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians. Request has been put forward for consideration for the 2017/18 TfL LIP	None	£30k+	Cllr P Crowder	12/09/2014

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

Highways Advisory Committee
 5 July 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
55 Page 87	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded. In the 3-years to July 2014, 2 injury collisions were recorded in the local vicinity. 21/5/12 5 cars involved, 1 slight injury. Junction with Sunnings Lane caused by U-turning driver. 2/9/13 1 car, 1 motorcycle, serious injury to motorcyclist. 50m east of Sunnings Lane caused by U-turning driver failed to see motorcyclist overtaking. Request has been put forward for consideration for the 2017/18 TfL LIP	None	£8k	Cllr Hawthorn	26/09/2014
B6	Bird Lane, adjacent to A127 Southend Arterial Road	Cranham	Ban of left turns from A127 into Bird Lane to prevent rat-running at peak times or when A127 is congested	Feasible, but not funded. Scheme would require physical works to prevent left turns. [was agreed to hold on reserve list at June 2015 HAC). Request has been put forward for consideration for the 2017/18 TfL LIP	None	£25k	Cllr Barrett	12/05/2015

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

Highways Advisory Committee
 5 July 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B7	St Mary's Lane	Upminster	Reduce speed limit from National to 40mph for non classified section from the junction with Warley Street to borough boundary	40mph would be an appropriate speed limit for a rural lane of this nature. Request has been put forward for consideration for the 2017/18 TfL LIP	None	c£8k	Resident via Cllr Ower	11/02/2016
	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. Request has been put forward for consideration for the 2017/18 TfL LIP	None.	c£25k	Cllr Van den Hende	29/03/2016

HIGHWAYS ADVISORY COMMITTEE

5 July 2016

Subject Heading:	TRAFFIC AND PARKING SCHEME REQUESTS
CMT Lead:	Steve Moore
Report Author and contact details:	Iain Hardy Iain.Hardy@havering.gov.uk
Policy context:	Traffic and Parking Control
Financial summary:	Costs cannot be estimated at this stage but any cost for agreed locations would be met by 2016/17 revenue budget for Minor Traffic and Parking

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

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

SUMMARY

This report presents applications for on-street minor traffic and parking schemes for which the Committee will make recommendations to the Cabinet Member for Environment who will then recommend a course of action to the Head of StreetCare to either progress, reject or hold pending further review.

RECOMMENDATIONS

1. That the Committee considers the on-street minor traffic and parking scheme requests set out in the Schedule, Section A – Minor Traffic and Parking scheme requests for prioritisation and for each application the Committee either;
 - (a) Recommends that the Cabinet Member for Environment advise that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the minor traffic and parking scheme; or
 - (b) Recommends that the Cabinet Member for Environment advise that the Head of StreetCare should not proceed further with the minor traffic and parking scheme.
2. That the Committee notes the contents of the Schedule, Section B – Minor Traffic and Parking scheme requests on hold for future discussion.
3. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Environment should recommendation for implementation is made and accepted by the Cabinet Member for Environment.
4. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all on-street minor traffic and parking scheme requests. The Committee advises whether a scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Approved Schemes are generally funded through a revenue budget (A24650). Other sources may be available from time to time and the Committee will be advised if an alternative source of funding is potentially available and the mechanism for releasing such funding.

- 1.3 Where the Committee recommends to the Cabinet Member for Environment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Environment the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee, which will make recommendations to the Cabinet Member for Environment.
- 1.4 Where the Committee recommends to the Cabinet Member for Environment that a scheme should not be progressed subject to the approval of the Cabinet Member for Environment the Head of StreetCare will not undertake further work and the proposed scheme will be removed from the Schemes application list. Schemes removed from the list will not be eligible for re-representation for a period of six months commencing on the date of the Highways Advisory Committee rejection.
- 1.5 In order to manage and prioritise this workload, a schedule has been prepared to deal with applications for schemes and is split as follows;
- (i) Section A – Minor Traffic and Parking requests. These requests may be funded through the Council's revenue budget (A24650) for Minor Traffic and Parking Schemes or an alternative source of funding (which is identified) and the Committee advises the Cabinet Member for Environment to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
 - (ii) Section B – Minor Traffic and Parking scheme requests on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion or funding issues.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee advice to the Cabinet Member for Environment.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Overall costs will need to be contained within the overall revenue budget.

Where other funding streams are sought, for example Invest to Save bids, no scheme will be progressed until relevant funding is secured and if dependent funding is not secured, then schemes will be removed from the work programme.

Legal implications and risks:

Many aspects of on-street minor traffic and parking schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

When the Cabinet Member for Environment approves a request, then public advertisement and consultation would proceed to then be reported back in detail to the Committee following closure of the consultation period. The Committee will then advise the Cabinet Member for Environment to approve the scheme for implementation.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

Human Resources implications and risks:

None.

Equalities implications and risks:

Decisions need to be made which are in accordance with various equality and diversity considerations, the advice of which will be reported in detail to the Committee so that they may advise the Cabinet Member for Environment.

BACKGROUND PAPERS

None.

London Borough of Havering

Traffic & Parking Control - StreetCare

Parking Schemes Applications Schedule

Highways Advisory

Committee

5 July 2016

Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
SECTION A - Parking Scheme Requests						
TPC	Pettits Lane South	A request from a resident of Raphael Avenue to extend the parking Zone in Pettits Lane South up to Marshalls Park School. There has been no request from the residents of this area of Pettits Lane for the restrictions to be extended.	No	REV	Residents	Pettits

Page 93

SECTION B - Parking Scheme Requests on hold for future discussion or funding issues

This page is intentionally left blank