



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
4 October 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:
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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 6 September 2016, and to authorise the Chairman to sign them.

5 HORNCHURCH ROAD BETWEEN ALBANY ROAD & LYNDHURST ROAD ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 13 - 32)

6 FAIRCROSS AVENUE, EXPERIMENTAL WIDTH RESTRICTIONS (Pages 33 - 50)

- 7 **TPC463 - WYKEHAM PRIMARY SCHOOL - KEEP CLEAR MARKINGS & WAITING RESTRICTIONS** (Pages 51 - 66)
- 8 **TPC830 - GABRIEL CLOSE PROPOSED WAITING RESTRICTIONS** (Pages 67 - 72)
- 9 **TPC481 - FAIRHOLME AVENUE PARKING REVIEW** (Pages 73 - 88)
- 10 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 89 - 98)

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

11 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

Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
6 September 2016 (7.30 - 8.15 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson (Vice-Chair), Dilip Patel, +Wendy Brice-Thompson and +Robby Misir
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group UKIP	Darren Wise (Chairman) and Brian Eagling John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

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

+Substitute members: Councillor Wendy Brice-Thompson (for Joshua Chapman) and Councillor Robby Misir (for John Crowder).

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

There were four members of the public present for the meeting.

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

28 MINUTES

The minutes of the meeting of the Committee held on 2 August 2016 were agreed as a correct record and signed by the Chairman.

29 PROPOSALS TO PROHIBIT RIGHT TURN FROM BIRKBECK ROAD INTO A124 RUSH GREEN ROAD, ROMFORD

A Member was of the view that the proposal would place further pressure on the traffic signals at the junction of Rush Green Road and Dagenham Road.

A Member also stated that the issue of people using the estate to cut through to avoid the signals had been going on for some time and was in support of the proposal.

It was clarified to the Committee that the proposal was to stop vehicles making a right turn traffic from Birkbeck Road into A124 Rush Green Road, Romford, the Committee considered the report and without debate **RESOLVED to** recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following traffic movements be implemented:

a) **Birkbeck Road / Rush Green Road junction, Romford**

Prohibit all vehicles proceeding southbound in Birkbeck Road from turning right on reaching its junction with A124 Rush Green Road

b) **Permit cyclists to enter and exit Rush Green Road/Birkbeck Road junction**

Prohibit all vehicles, except pedal cycles, from proceeding in that length of Birkbeck Road, which extends between the western kerb-line of West Road and the north-western kerb-line of A124 Rush Green Road in a direction other than from generally north to south.

c) **Modification of kerb build-out at junction**

Modify the existing kerb build-out on the western side of the junction of A124 Rush Green Road with Birkbeck Road to allow cycle access into Birkbeck Road by providing appropriate dropped kerbs and traffic signs so that the build-out becomes a shared-use cycle track.

That it be noted the cost of carrying out the works which was mainly associated with advertisement of the traffic orders and staff time was £2,500. This would be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

The vote for the proposal was carried by 10 votes in favour with 1 vote against.

30 **BUS STOP ACCESSIBILITY - BEVAN WAY**

The report before the Committee detailed responses to a consultation for the provision of a fully accessible bus stop on Bevan Way and sought a recommendation that the proposals be implemented.

The Committee noted that the proposals for accessibility improvements had been developed for various bus stops along Bevan Way as detailed in the table.

Drawing Reference	Location	Description of proposals
QP006-OF-B3 BS36324 Alma Avenue	Outside property No12	Bus Stop flag to be relocated 43.50 metres south 21 metres 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Area left for property number 22 & 24 to obtain a vehicle crossover if required
QP006-OF-B4 BS36323 Alma Avenue	Opposite property No 26 & 28	Bus stop flag to be relocated 53.80 metres north 21 metres 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Five trees to be removed for new footway Uncontrolled crossing point at the boundary of 6 & 8

The Committee noted that two responses had been received with their comments outlined in the report and that ward councillors had been consulted on the proposals in advance of the public consultation and all three councillors had supported proceeding with consultation.

In accordance with the public speaking arrangements the Committee was addressed by a resident who was opposed to the proposed scheme.

The resident stated that he was speaking on behalf of numbers 4, 6, 8, 12 and 14 Bevan Way. The Committee was informed that all these residents were against the loss of trees associated with the scheme which would impact on outlook, screening, noise and air quality. He was of the opinion that the existing bus stop could be made accessible without the loss of the trees.

During the debate a number of Members of the committee spoke against the removal of the trees. Another Member felt the southbound stop could stay where it was with the provision of better dropped kerbs to help users access the stop.

Another Member taking account of the speaker's comments suggested that officers undertake a fresh review of the proposals.

Further to the brief discussion, a motion to reject the proposal was tabled for officers to consider alternative designs that would retain the trees.

The Committee **RESOLVED** to recommend that the matter be rejected for consideration of alternative options to those proposed.

31 **BUS STOP ACCESSIBILITY - DAGENHAM ROAD**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Dagenham Road outlined on drawings QP006-OF-B7&8-A and QP006-OF-B9&10-A be implemented

That it be noted that the estimated cost of £15,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocations for Bus Stop Accessibility.

32 **BUS STOP ACCESSIBILITY - DAGNAM PARK DRIVE**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Dagnam Park Drive shown on drawing QP006-OF-B16&17A be implemented;

That it be noted that the estimated cost of £7,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

33 **BUS STOP ACCESSIBILITY - HUBBARDS CHASE**

The Committee received clarification that the proposal opposite 2B would not require the removal of the footway parking bay outside 2B and that residents had been advised to contact Transport for London about bus drivers idling at the bus stop

A Member also sought clarification as to whether the bus stop clearways could be part timed to give more parking options. The Committee noted that where bus routes operated from 5 to 6 am and beyond 11pm, 24 hours clearways were best as there was no way the Council reasonably would enforce when the services started in the morning and it would also require that residents had to move the cars.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Hubbards Chase shown on drawing QP006-OF-B26-A and QP006-OF-B27-A be implemented.

That it be noted that the estimated cost of £7,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocations for Bus Stop Accessibility.

34 **BUS STOP ACCESSIBILITY - OCKENDON ROAD**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Ockendon Road shown on drawing QP006-OF-B30&B31-A be implemented.

That it be noted that the estimated cost of £7,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocations for Bus Stop Accessibility.

35 **BUS STOP ACCESSIBILITY - PARKSTONE AVENUE**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Parkstone Avenue detailed on drawings QP006-OF-B32&B33-A, QP006-OF-B34&B35-A and QP006-OF-B36-A be implemented

That it be noted that the estimated cost of £18,000 for implementation (all sites) will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

36 **BUS STOP ACCESSIBILITY - UPMINSTER ROAD SOUTH**

Following clarification to the Committee that the adjacent access to the substation had been taken into account the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Upminster Road South be implemented;

That it be noted that the estimated cost of £6,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocations for Bus Stop Accessibility.

37 TPC866 CHIPPENHAM RAOD - REQUEST TO REMOVE THE FOOTWAY PARKING BAY & REPLACE IT WITH 'AT ANY TIME' RESTRICTIONS

Following clarification that the proposal was to remove the existing parking bay in order to install a dropped kerb, the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed removal of the free parking bay outside No.108 Chippenham Road and the reinstatement of 'at any time' waiting restrictions be implemented.

Members noted that the estimated cost for the proposals in Chippenham Road was £1000 and would be met from the 2016/17 Minor Parking Schemes budget.

38 TPC888 CHANDLERS WAY - REQUEST TO JOIN UP THE 'AT ANY TIME' WAITING RESTRICTIONS

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed extension of 'at any time' waiting restrictions in Chandlers Way, as shown on the plan at Appendix A, be implemented as advertised.

Members noted that the estimated cost for the proposals in Chandlers Way was £1000 and would be met from the 2016/17 Minor Parking Schemes budget.

39 TPC852 AYLOFFS WALK - 'AT ANY TIME' WAITING RESTRICTIONS

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed 'At Any Time' waiting restrictions be implemented and the effect of any implement proposals be monitored.

Members noted that the estimated cost for the proposals in Ayloffs Walk was £1500 and would be met from the 2016/17 Minor Traffic and Parking Schemes budget.

40 TPC825 BALGORES LANE, PROPOSED PAY & DISPLAY PARKING BAYS AND 'AT ANY TIME' WAITING RESTRICTIONS

A Member spoke in support of the scheme to help with parking provisions for local businesses and the Library, whilst preventing long-term non-residential parking. Another Member suggested that consideration be given to the erection of bollards to stop any vehicle advancing to the library building.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following measures be implemented as advertised:

- (a) the proposals to introduce Pay and Display parking bays on the south-western side of Balgores Lane, operational Monday to Saturday 8.30am to 6.30pm,
- (b) the proposed 'At Any Time' waiting restrictions as shown on the plan
- (c) that the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £4000, of which £3500 can be funded from the capital allocation and the remaining £500 will be met from the 2016/17 Minor Parking Schemes budget.

41 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing the new highway scheme requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee had considered and agreed in principle the schedule that detailed the applications received by the service.

The Committee's decision was noted against the request and appended to the minutes.

Chairman

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

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals without funding available				
A1	New Medical Centre, 264 Brentwood Road	Emerson Park & Squirrels Heath	Replace pedestrian refuge with zebra crossing; c1000 signature petition from New Medical Centre. Resubmission after rejection on 14th April 2015.	REJECTED 10 - 1 Abstention
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
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

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

Item Ref	Location	Ward	Description	Decision
B3 Paged 10	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
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

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

Item Ref	Location	Ward	Description	Decision
B5 Page 31	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
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
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

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

Item Ref	Location	Ward	Description	Decision
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. Request has been put forward for consideration for the 2017/18 TfL LIP

HIGHWAYS ADVISORY COMMITTEE

4 October 2016

Subject Heading:

**HORNCHURCH ROAD BETWEEN
ALBANY ROAD AND LYNDHURST
DRIVE 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 £85,000 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

Hornchurch Road between Albany Road and Lyndhurst Drive – 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 and humped zebra crossings 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 **Hylands** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Hornchurch Road between Albany Road and Cheviot Road (Plan No:QP001-1)
 - Speed table as shown
 - Humped zebra crossing as shown
 - (b) Hornchurch Road between Hyland Way and Harrow Drive (Plan No:QP001-2)
 - Speed tables (2No.) as shown.
 - (c) Hornchurch Road between Elmhurst Drive and Lyndhurst Drive (Plan No:QP001-3)
 - Humped zebra crossing as shown
 - Speed table as shown
2. That, the Committee having considered the representations made in response to the public consultation process, recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that
 - (a) the bus stop clearway, high kerbs area and red block pavement area opposite to St Mary's Primary School be extended as shown on Plan No:QP001-1. Guardrails will also be provided between entry and exit accesses outside the school and
 - (b) the existing traffic island at the zebra crossing along Hornchurch Road outside Nos. 96 and 98 will be retained including humped zebra crossing.

3. That, it be noted that the estimated costs of £85,000, 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. Hornchurch Road between Albany Road and Lyndhurst Drive – 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 Hornchurch 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 1700 vehicles per hour during peak periods along Hornchurch Road by St Leonards Way.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Hornchurch Road by St Leonards Way	39	37	45	46
Hornchurch Road by Albany Road	38	35	46	46

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Hornchurch 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, thirty seven personal injury accidents (PIAs) were recorded along Hornchurch Road between Albany Road and Lyndhurst Drive. Of the thirty seven PIAs in Hornchurch Road between Albany Road and Lyndhurst Drive, one was fatal, five were serious; one was speed related; nine involved pedestrians and six occurred during the hours of darkness.

Location	Fatal	Serious	Slight	Total PIAs
Hornchurch Road between Albany Road and Cheviot Road	1 (1-Ped) (1-Dark)	2	6 (1-Ped)	9
Hornchurch Road / Cheviot Road Junction	0	0	1 (1-Ped)	1
Hornchurch Road / Vicarage Road Junction	0	0	1 (1-Dark)	1
Hornchurch Road / Purbeck Road Junction	0	0	2	2
Hornchurch Road / Southdown Road Junction	0	1	3 (1-Speed)	4
Hornchurch Road / Northdown Road Junction	0	1	2 (1-Ped)	3
Hornchurch Road / Hyland Way Junction	0	0	4	4
Hornchurch Road between Hyland Way & St Leonards Way	0	0	2 (1-Ped) (1-Dark)	2
Hornchurch Road / St Leonards Way Junction	0	0	1	1
Hornchurch Road / Harrow Drive Junction	0	1 (1-Ped)	0	1
Hornchurch Road / Elmhurst Drive Junction	0	0	2	2
Hornchurch Road between Elmhurst Drive & Grosvenor Drive	0	0	3 (1-Ped) (1-Dark)	3
Hornchurch Road / Grosvenor Road Junction	0	0	3 (1-Ped) (2-Dark)	3
Hornchurch Road / Lynhurst Drive Junction	0	0	1 (1-Ped)	1
Total	1	5	31	37

Proposals

The following safety improvements are proposed along Rainham Road between Wood Lane and Newtons Corner Roundabout to reduce vehicle speeds and minimise accidents.

- Hornchurch Road between Albany Road and Cheviot Road (Plan No:QP001-1)
 - Speed table as shown
 - Humped zebra crossing as shown

- Hornchurch Road between Hyland Way and Harrow Drive (Plan No:QP001-2)
 - Speed tables (2No.) as shown.

- Hornchurch Road between Elmhurst Drive and Lyndhurst Drive (Plan No:QP001-3)
 - Humped zebra crossing as shown
 - Speed table as shown

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 180 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. Twelve written responses from Local Members, cycling representatives, London Fire Brigade, London Buses (Infrastructure) 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 thirty seven personal injury accidents (PIAs) were recorded over five year period along Hornchurch Road Albany Road and Lyndhurst Drive. Of the thirty seven PIAs, one was fatal, five were serious; one was speed related; nine involved pedestrian and six occurred during the hours of darkness.
- 3.2 The proposed safety improvements would minimise accidents along Hornchurch Road between Albany Road and Lyndhurst Drive. 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 £85,000 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 Street Management and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Street Management 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. QP001-1, QP001-2 and QP003-3.**

Our Ref : QP001
Your Ref :

Environment
London Borough of Havering
Town Hall
Main Road
Romford
RM1 3BB

Residents/Occupiers
Hornchurch Road (part)

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 : 30th August 2016

Dear Sir/Madam,

REF:HORNCHURCH ROAD BETWEEN ALBANY ROAD AND LYNDHURST DRIVE
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. Hornchurch 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 Hornchurch Road between Albany Road and Lyndhurst Drive. The study found that up to 1700 vehicles per hour use Hornchurch Road and speeds up to 46 mph were recorded. There have been a total of thirty seven personal injury accidents at the above locations over a five year period. Of this total, one was fatal, five were serious; nine involved pedestrians; one was speed related and six occurred during the hours of darkness.

The proposed safety improvements are shown on the attached plans.

- Hornchurch Road between Albany Road and Cheviot Road (Plan No:QP001-1)
 - Speed table as shown
 - Humped zebra crossing as shown
- Hornchurch Road between Hyland Way and Harrow Drive (Plan No:QP001-2)
 - Speed tables (2No.) as shown.
- Hornchurch Road between Elmhurst Drive and Lyndhurst Drive (Plan No:QP001-3)
 - Humped zebra crossing as shown
 - Speed table 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 **Friday 16th September 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 4th October 2016 at 7:30pm 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 Environment, Regulatory Services and Community Safety, 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.

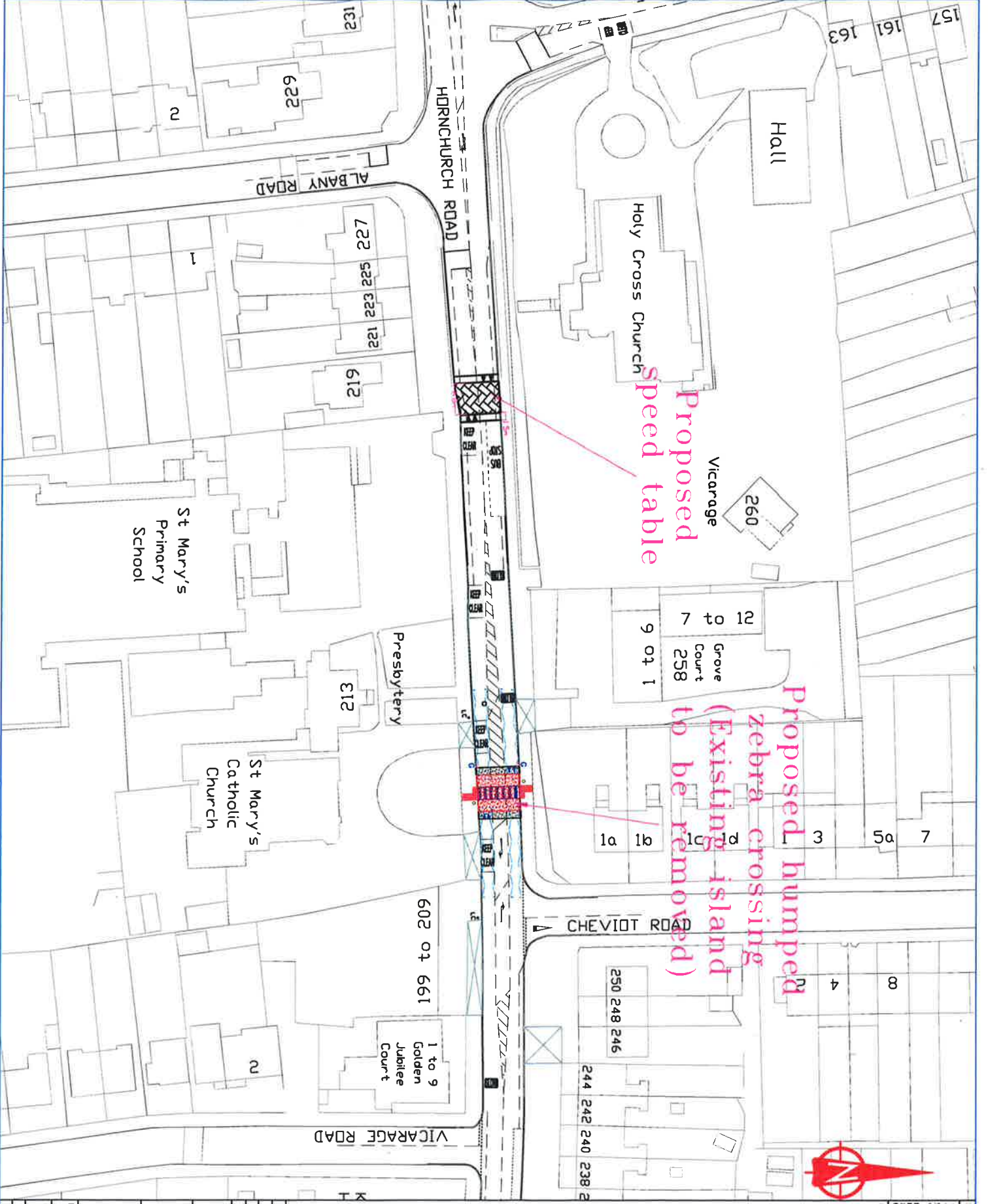
If you require any further information on the proposals, please contact Mr Siva, the Senior Engineer dealing with the scheme.

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

Proposed humped zebra crossing (Existing island to be removed)



PURPOSE

ACCOMPANIMENT

No drawing being in question, claims & demands, notice & expenses shall, unless the order for any part thereof may be repaid, be paid by the party making the same.

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NTS

<p>PURPOSE</p> <p>ACCIDENT REDUCTION PROGRAMME</p> <p>PROPOSED SAFETY IMPROVEMENTS</p>	
<p>DESIGN BY: VS</p> <p>SCALE: NTS</p> <p>ACAD REF: -</p>	<p>CHECKED BY: VS</p> <p>DATE: JULY 18</p> <p>DRAWN BY: MP</p> <p>ISSUE: -</p> <p>REVISION: -</p>
<p>PROJECT: HORNBURCH ROAD</p> <p>ACCIDENT REDUCTION PROGRAMME</p> <p>DATE: DEC 15</p>	<p>REVISION: AMENDMENT</p> <p>DATE: DEC 15</p>
<p>PROJECT: HORNBURCH ROAD</p> <p>ACCIDENT REDUCTION PROGRAMME</p> <p>DATE: DEC 15</p>	

Havingit

STREETCARE PARTNERS COMPANY

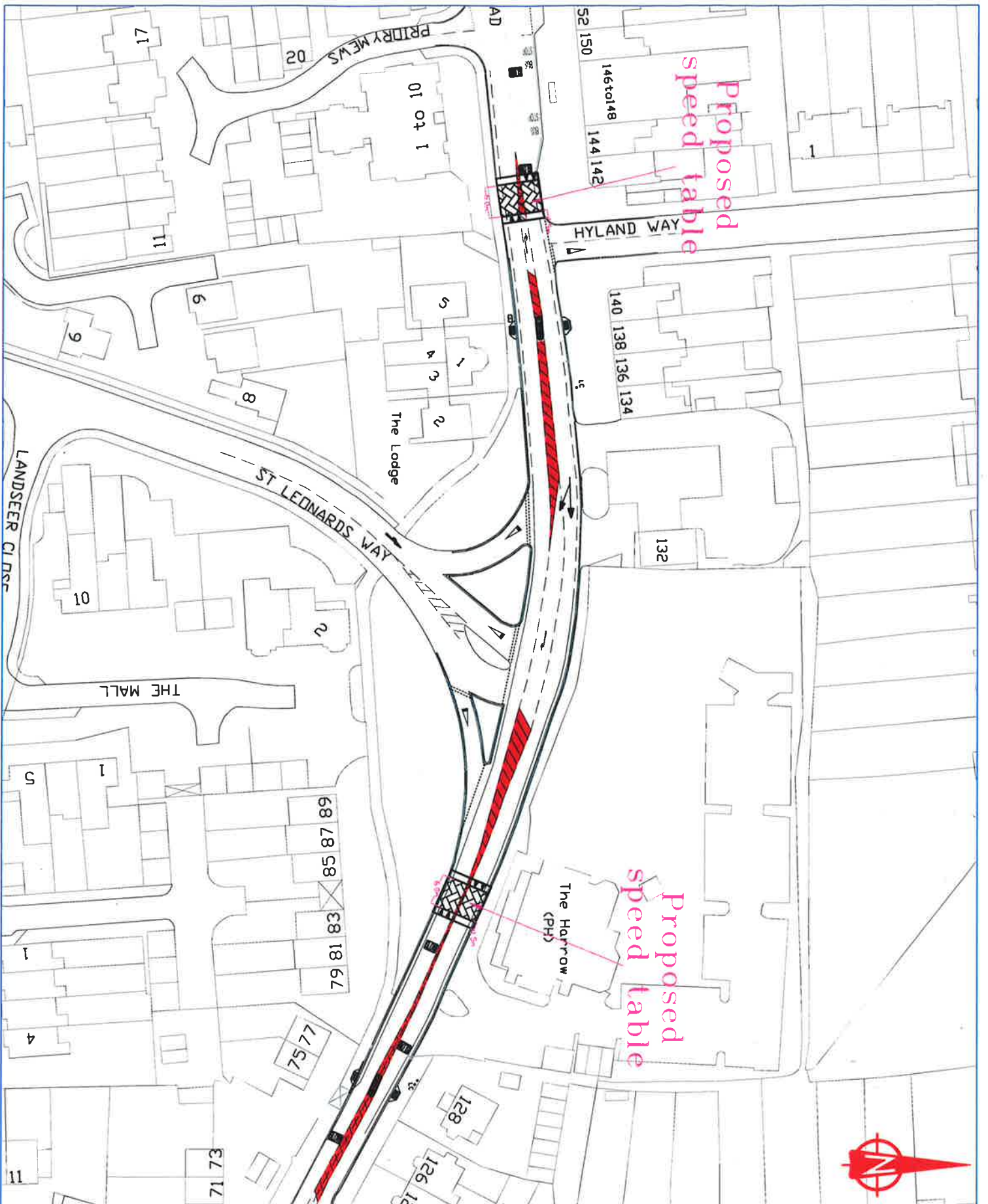
TRAFFIC ENGINEERING

148, 150 & 152, HORNBURCH ROAD, HATFIELD, ALDRIDGE, WEST MICHES

TELEPHONE: 01827 624411

FAX: 01827 624412

EMAIL: enquiries@havingit.co.uk

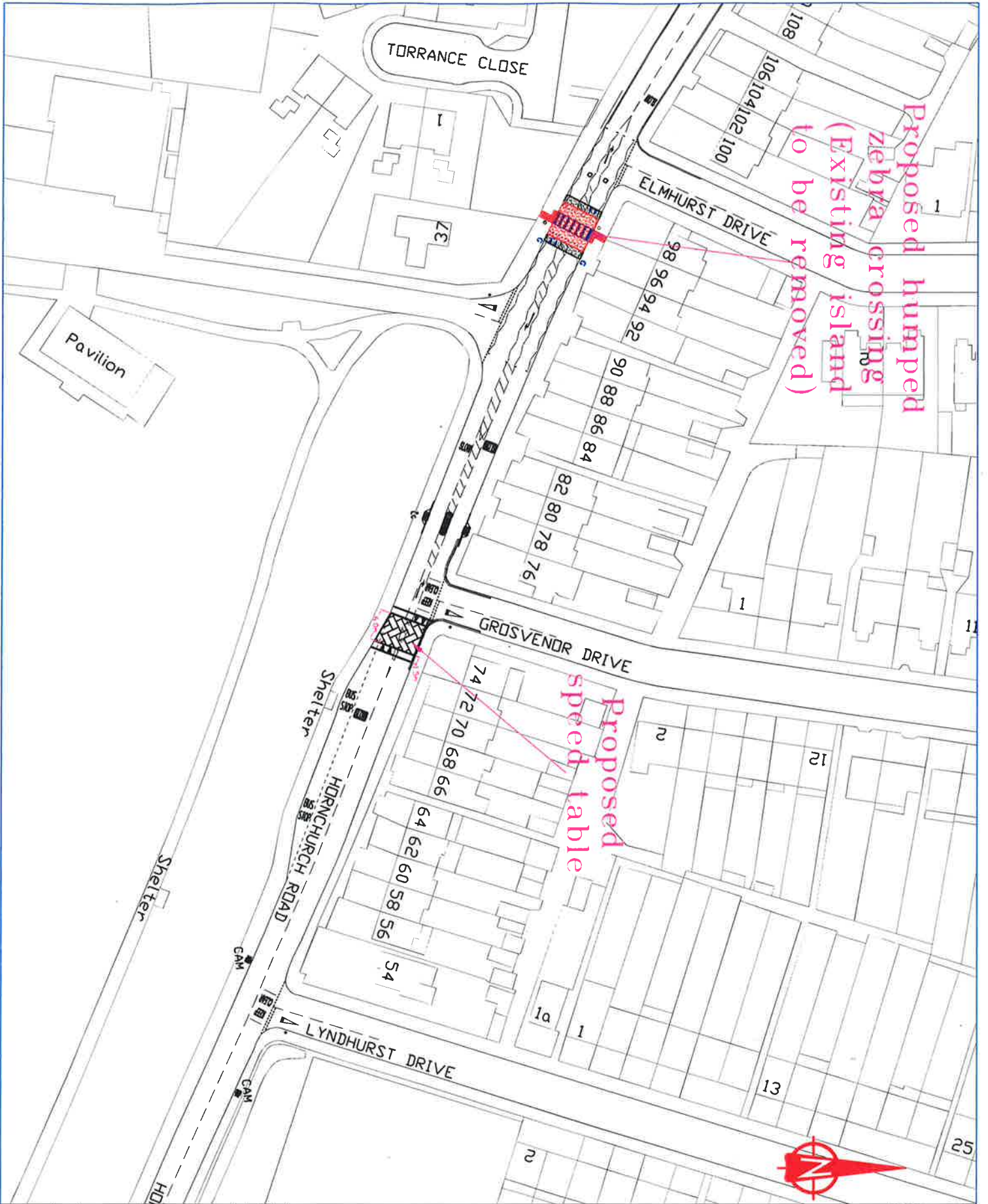


PURPOSE | **PURPOSE**

to provide information to the public and to the media regarding the proposed scheme. The scheme is subject to a public consultation period. The scheme is subject to a public consultation period. The scheme is subject to a public consultation period.

JOB TITLE	DATE	REVISION	DESCRIPTION
ACCIDENT REDUCTION PROGRAMME	DEC 13	A	Speed table at Donkey Drive modified
PROPOSED SAFETY IMPROVEMENTS			
DESIGNED BY	CHECKED BY	APPROVED BY	DATE
VS	VS	MP	
SCALE	DRAWN BY	ISSUE	REVISION
N/S	JULY 16	ISSUE	A
ACAD REF:	DRWING NO:	DATE	REVISION
SP11 (See A1 (27/4/20))	QP0001-2		A

Haverling
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 118 BLOOR HARBOUR ROAD
 HORNCHURCH, ESSEX
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 EMAIL: info@haverling.co.uk



PURPOSE

Accompanying: **PURPOSE**

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Notes: 00001217

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STRENGTHING CULTURE COMPANY	TELEPHONE NO. 0756 514000
TRAFFIC ENGINEERING	E-MAIL: engineering@strengthculture.co.uk
DATE: 15 DEC 2015	DATE: 15 DEC 2015
REVISION: AMENDMENT	DATE: 15 DEC 2015
JOB TITLE: HORNCHURCH ROAD ACCIDENT REDUCTION PROGRAMME	DATE: 15 DEC 2015
PROJECT TITLE: PROPOSED SAFETY IMPROVEMENTS	DATE: 15 DEC 2015
SCALE: VS	CHECKED BY: VS
DATE: JULY 16	DATE: JULY 16
ISSUE	ISSUE
ACD REF: --	PROJECT NO: QP0001-3
Sheet Size: A1 (297x420)	REVISION: A

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APPENDIX B

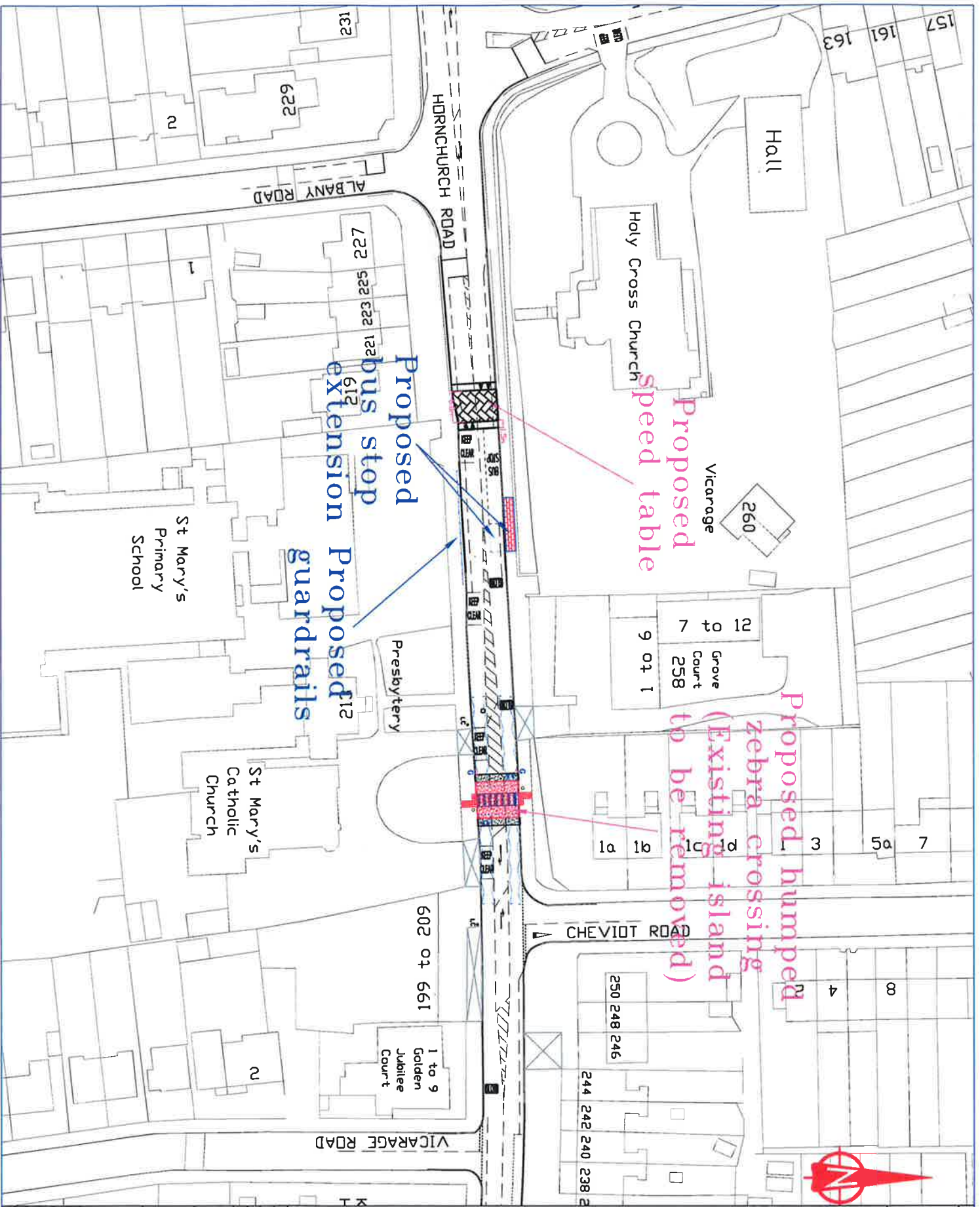
SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QO001/1 (Member 1)	It appears it will improve safety greatly to me.	-
QP001/2 (Member 2)	it will improve safety greatly to me.	-
QP001/3 (Member 3)	These proposals seem to be a good idea.	-
QP001/4 (Member 4)	It seems proposals for road humps on our high roads are gathering pace and are being drawn up for the rest of the borough too. This is being done as a safety measure to reduce speeds, but before we progress further these should be a review of the impact of this policy on safety, vibrations on adjoining properties and air quality. Slowing the traffic on the presumption that in itself is a good idea is a mistake without reviewing its impact, because road humps can create congestion and make roads more dangerous.	Staff considered that the proposals would improve safety and minimise accidents. Although the speed tables may cause slight noise when the vehicles go over them. It should not cause significant problems.
QP001/5 (Head Teacher, St Mary's Catholic Primary School)	I wholeheartedly welcome the measures as the speed of traffic using this busy arterial has long been of concern for our school community and the risk of a road traffic collision is a very real danger for our pupils. I believe the installation of the tables will serve to reduce the traffic speed at important points on the road. We have long been asking for the installation of a pedestrian barrier on the pavement between our access gates, outside the school to further protect the pavement users is something that may be considered in these improvements?	The pedestrian guardrails will be installed between school access gates as part of this scheme.
QP001/6 (Havering Cyclists)	Looks good to me All I can ask for is that the tables and humps are designed to be cyclist friendly.	The construction of the speed tables will be cyclist friendly.
QP001/7 (London Buses, Infrastructure)	The table on drawing 1 looks to be too close to the shop. We have two routes shopping here, a second bus would stop on the table rendering it inaccessible.	As part of this scheme, the bus stop clearway will be extended.
QP001/8 (The resident of 94 Hornchurch Road)	Although you answered most of my concerns. I feel I need to follow up in writing so that it helps you make recommendations to the committee before this is approved. I welcome traffic calming if it will slow the	As a result of public consultation, the traffic island at the existing zebra crossing will be retained. Staff

	<p>traffic down and make them more aware, but I feel that the island on this crossing is very important. I believe that this pedestrian crossing is in the wrong place and should be moved down to between 80/84 Hornchurch Road.</p>	<p>considered that it is not necessary to move the existing zebra crossing as the crossing is in the pedestrian desire line and another pedestrian refuge is located close to the properties 80/84.</p>
<p>QP001/9 (Local resident)</p>	<p>Hornchurch Road is an absolute traffic hell hole. I live there-at the spot of one of the proposed speed tables as it happens and traffic here is ridiculous. At busy periods it can take several minutes just to reach the traffic lights that lead into the town centre. While I appreciate that speeding is an issue, there is simply too much traffic down here for it to be an issue. With addition of speed bumps and speed tables, the traffic would only get worse, making it even worse to drive a short way.</p> <p>Despite your stats on speeding this road is simply not clear enough for any length of time for it to be a major problem.</p>	<p>Staff considered that the proposed safety improvement would improve safety and minimise accidents along in this stretch of road. The proposed safety improvements would not increase delays significantly.</p>
<p>QP001/10 (London Fire Brigade)</p>	<p>Main concerns for these proposals would be the significant reduction of attendance times for our appliances attending incidents to the west side of Hornchurch or additional appliance coming from Dagenham into Hornchurch. This route is quite often a main route for our appliances. From experience of using this road, it can become congested during rush hour periods and with the introduction of the speed ramps, this can only increase the delay. Has the possibility of speed cameras been looked at an alternative measure?</p>	<p>London Safety Camera Partnership is responsible for the selection, maintenance and installation of speed cameras. Even if speed cameras install, the Council need to provide funding to maintain these cameras annually. Although the proposals may cause minor delays, the safety benefits are far greater and would outweigh any dis benefits.</p>
<p>QP001/11 (The resident of 96,Hornchurch Road)</p>	<p>The raised hump zebra proposal is right outside our house total madness. The level of traffic noise is already un-bearable it is continues through most of the night and the main traffic of lorries etc who use Hornchurch Road instead of the A13 starts at 5am in the morning which rumble past</p>	<p>Staff considered that the proposed raised humped zebra crossing would not increase significantly.</p>

	<p>very loud. If you put a raised zebra in place of what is already in place the noise level will be even more un-bearable. My husband who is not in good health, and I are both retired and have lived here for over 35 years and we didn't expect to be subjected to even more noise.</p>	
<p>QP001/12 (The resident of Grosvenor stores)</p>	<p>One problem I can see would be emergency services, they use this road constantly at fairly high speeds. The second thought would be the speed table outside our property 74, which is right on the corner. We can see with busses and other vehicles turning out of and into Grosvenor Drive.</p>	<p>Staff considered that the proposed measures would reduce vehicle speeds and minimise accidents. The proposed speed table near Grosvenor Drive would not cause a significant problem for turning vehicles.</p>

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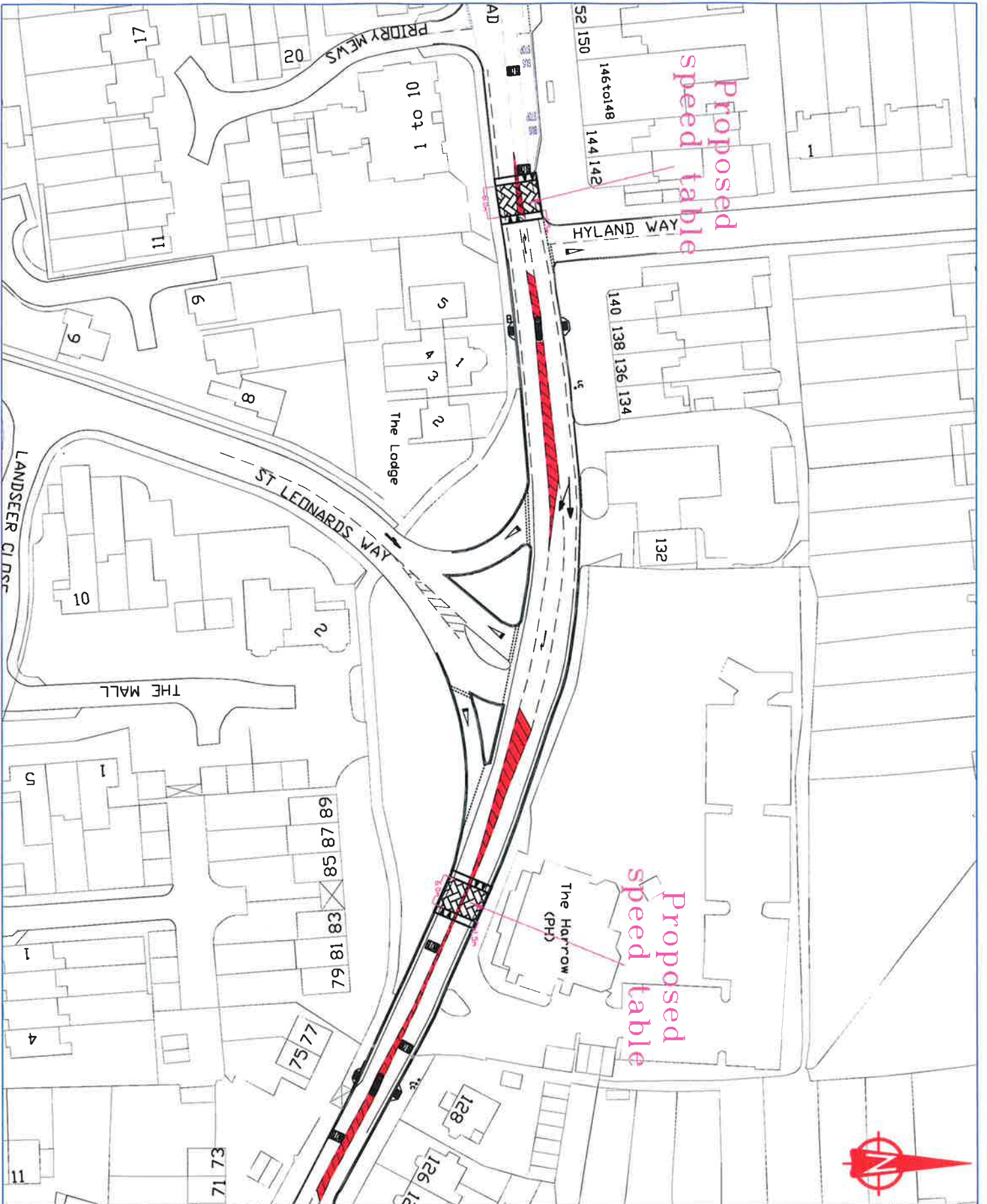
PURPOSE

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PROPOSED SAFETY IMPROVEMENTS	
ACCIDENT REDUCTION PROGRAMME	
HORNCHURCH ROAD	
ACCIDENT REDUCTION PROGRAMME	
PROPOSED SAFETY IMPROVEMENTS	
REVISION	DATE
8	SEP 16
JOB TITLE	
HORNCHURCH ROAD	
ACCIDENT REDUCTION PROGRAMME	
PROPOSED SAFETY IMPROVEMENTS	
Drawn by	Checked by
VS	VS
Scale	Date
NTS	SEPT16
Issue	Dynamic No
QP0001-1	B





PURPOSE | **PURPOSE**

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NO.	REVISION	DATE
1	Issue	SEP 15
2	Design	SEP 15
3	Check	SEP 15
4	Draw	SEP 15
5	Issue	SEP 15

PROJECT TITLE
 HORNCHURCH ROAD
 ACCIDENT REDUCTION PROGRAMME

PROPOSED SAFETY IMPROVEMENTS

Haverling
 CONSULTING ENGINEERS

100, ST. LEONARDS WAY, HORNCHURCH, ESSEX, S.S.17 9JL
 TEL: 01473 812345 FAX: 01473 812346
 EMAIL: info@haverling.co.uk

DESIGNED BY VS **CHECKED BY** VS **APPROVED BY** MP

DATE SEPT 16 **ISSUE** 1

SCALE 1:100 **DRAWN BY** VS **ISSUED BY** VS

PROJECT NO. QP0001-2 **REVISION** B

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HIGHWAYS ADVISORY COMMITTEE

4 October 2016

Subject Heading:	EXPERIMENTAL WIDTH RESTRICTION Faircross Avenue Outcome of public consultation
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)
Financial summary:	The estimated cost of £7,000 for the permanent implementation will be met by the Council’s capital allocation for Minor Highway Improvements.

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 provision of a 2 metre width restriction in Faircross Avenue which was implemented on an experimental basis and seeks a recommendation on whether or not the restriction should be made permanent.

The scheme is within **Mawneys** and **Haverling Park** wards.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the 2 metre width restriction in Faircross Avenue shown on Drawing QL040/58/01 be either;
 - (a) Removed along with all associated traffic signage; or
 - (b) Made permanent and the existing temporary concrete block system be replaced with a permanent layout utilising kerbed islands and appropriate bollards.
2. That it be noted that the estimated cost of £7,000 for will be met by the Council's capital allocation for Minor Highway Improvements

REPORT DETAIL

1.0 Background

- 1.1 Faircross Avenue is part of a wider area subject to a 7.5 tonne environmental weight limit for vehicular traffic (with an exemption for those making deliveries and bus traffic which uses Gobions Avenue).
- 1.2 To the east and west, there are a number of parallel streets, including Lawns Way, Gobions Avenue and the wider residential area (not all covered by the weight limit) which is bounded by the B174 Collier Row Lane, B1459 Chase Cross Road and B175 Haverling Road which form part of a secondary street network conveying traffic between adjacent residential areas and beyond.
- 1.3 Residents of Faircross Avenue have reported regular instances of the weight limit being breached by drivers who choose to ignore the restriction and use the road as a shortcut rather than the secondary street network.

- 1.4 At its meeting of 11th August 2015, the Highways Advisory Committee considered a request for implementation of a width restriction in Faircross Avenue. The request was made by Councillor Best following the submission of a 62 signature petition from local residents.
- 1.5 The request was made under Item 13, Highway Scheme Requests (reference H2) and was contained within Section B of the schedule headed - "highway scheme proposals without funding available". The standard officer recommendation at the time for requests made under Section B was that the Head of Streetcare (as was) should not take the request forward due to lack of available funding.
- 1.6 HAC had sympathy with the request but could not recommend implementation due to the lack of funding. HAC resolved to move the Item to Section C of the schedule headed - "highway scheme proposals on hold for future discussion" for possible future implementation should funding be made available.
- 1.7 Following a review by senior management, funding was made available for the implementation of the scheme on an experimental basis. This would enable the proposal to be tested and for residents and highway users to provide comments on a 'live' scheme. The experimental process is a matter delegated to the relevant Cabinet Member (Environment as was) and the outcome of the experiment would be reported to HAC in the usual way with the decision being made by the Cabinet Member.
- 1.8 Staff recommended that a 2 metre (6 feet, 6 inches) width restriction would physically prevent passage of all HGV traffic along Faircross Avenue. The Regulations surrounding width restrictions require the actual space available to be 150 millimetres (6 inches) wider than the posted restriction.
- 1.9 Staff recommended that the restriction should be installed immediately north of the junction of Faircross Avenue with The Drive thus preventing HGV through traffic, but allowing entry for legitimate users into the area such as delivery vehicles. As well as allowing HGV access, the arrangement would generally allow legitimate HGV traffic to move in "loops" rather than having to turn around. The funding for the experiment was sufficient for a single restriction.
- 1.10 The Council has powers to implement Experimental Traffic Orders so that layouts may be "tested" in a live highway situation before considering whether to make the order permanent. The procedure governing the Experimental process provides for any written objections to the scheme being raised within 6-months of an Order coming into force (or any modifications thereof) and for the Council to make a decision as to whether to make an experimental Order permanent within 18-months of it coming into force.
- 1.11 Before making a permanent Order the matter is referred back to HAC (after the 6-month objection period has lapsed, but within 18 months of the Order

coming into force) for consideration. HAC then makes a recommendation in the usual way to be followed by a further Executive Decision.

- 1.12 Because there are streets running parallel to Faircross Avenue (but within the 7.5 tonne environmental weight limit), there was the potential for traffic reassignment. It was recognised that a 2 metre restriction may also affect access for some residents or others who operate large cars and vans which have a width in excess of the restriction, but are under the existing 7.5 tonne weight restriction. There are alternative routes for access to Faircross Avenue that avoid the restriction.
- 1.13 Drawing QL040/58/01 sets out the physical measures which used temporary materials as far as possible. Should the Council ultimately decide to make the arrangement permanent through the process set out above, then more robust materials will be needed and would generally consist of kerbed islands and bollards.
- 1.14 The Cabinet Member authorised Staff to proceed with the experiment through Executive Decision 16/6, which was lodged with Committee Administration on 13th January 2016.
- 1.15 The Experimental Traffic Order was published and notices placed on site on 19th February 2016 and it came into force on 26th February 2016. The physical works took place on 29th February 2016. The closing date for objections to the scheme was 26th August 2016.
- 1.16 In terms of public consultation, some 800 letters were sent on 18th February 2016 to residents in the local area who could potentially be affected by the experiment. This information was also sent to the Council's list of standard consultees (emergency services, London Buses, special interest groups etc.), ward councillors and HAC members. The experimental Order was also published and site notices placed. A second letter was sent to residents on 26th July 2016 reminding them that their opportunity to comment was ending and to advise of the date the matter would be referred to HAC.
- 1.17 Traffic counts were undertaken on Faircross Avenue, Lawns Way and Gobions Avenue at the beginning of February 2016 before the experiment came into force and late May 2016 when the experiment was in force, so that any issues of traffic reassignment to parallel roads could be ascertained. A summary of the data is provided in the Appendix to this report.
- 1.18 During the experiment, feedback was received on the traffic signs advising of the restriction and the temporary concrete blocks being moved by some drivers hitting them. Additional signage was provided and temporary bollards provided to mitigate complaints about the blocks being moved.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 60 responses were received as summarised in the Appendix to this report. Cllr Best, Havering Cyclists and the Metropolitan Police provided comments. In terms of the public response, 9 respondents indicated support for the restriction to be made permanent and 48 respondents objected.
- 2.2 A petition with the introduction "*we, the undersigned residents call upon Havering Council to take whatever action is necessary to reduce the size and volume of vehicles using Lawns Way which has significantly increased since the installation of the width restriction in Faircross Avenue in February 2016, thus causing increased noise and pollution in our road*" signed by 95 people was also received.
- 2.3 Cllr Best made comments in relation to the temporary road layout and suggested that a more extensive scheme was needed with a restriction at each end of Faircross Avenue. Havering Cyclists indicated support for the restriction. The Metropolitan Police had no comments to make, but indicated that other emergency services may have issues.
- 2.4 Those in favour mainly commented that the restriction had dealt with the lorry issue in Faircross Avenue. Other comments stated that the restriction should be at each end of the street, there should be more signs and that houses no longer shook. Other issues are summarised in the Appendix to this report.
- 2.5 Those objecting to the scheme raised a wide variety of issues. The significant concern was that traffic had reassigned to other streets in the area, especially HGVs and vans. There was concern about speeding; an increase in noise, pollution and vibration in those streets where traffic had been reassigned; the safety of children and other people accessing Lawns Park, the width restriction being too narrow/ difficult to use and other roads being unsuitable for heavy traffic. Other issues are summarised in the Appendix to this report.

3.0 Traffic Survey Data

- 3.1 Three traffic survey points were established in order to monitor the impacts of the scheme. One was on Faircross Avenue north of The Drive, one was on Lawns Way south of The Drive and one was on Gobions Avenue south of Chelmsford Avenue. A more comprehensive spread of survey points would have provided more extensive data, but funding was not available for the collection and analysis of such.
- 3.2 The surveys were undertaken by automatic traffic counters which measured speed, traffic volume and vehicle class. The data collected before the restriction was installed was collected between 8th and 12th February 2016. A subsequent survey was undertaken between 20th and 26th May 2016 to measure conditions after the restriction had been installed with some time allowed for traffic patterns to adapt. The Committee should note that although

seasonal variations in traffic flow can take place, this is less likely in urban areas and so Staff are confident that the data provides a reasonable background.

3.3 The headline summary is shown in the table below;

Street	Flow (vpd) Before	Flow (vpd) After	% Change	OGV1/PSV (vpd) Before	OGV1/PSV (vpd) After	% Change
Faircross Avenue	2646	1980	-25.2	279	166	-40.5
Lawns Way	4277	4540	6.1	309	368	12.5
Gobions Avenue	2648	2982	12.6	359	416	15.9
Totals	9571	9502	N/A	947	950	N/A

3.4 Traffic using Faircross Avenue fell by 25.2% (vehicles per day) following the installation of the restriction, but increased in both Lawns Way and Gobions Avenue 6.1% and 12.6% respectively. The data would indicate that the traffic no longer using Faircross Avenue has reassigned to the other two streets as total flow in the three streets as a total is very similar in both counts.

3.5 In terms of larger vehicles, it is the OGV1/PSV class which is of note, which covers vans over 3.5 tonnes and rigid lorries of configuration up to and including 3 axles. In this class, there was a 40.5 % reduction in Faircross Avenue and an increase of 12.5% and 15.9% in Lawns Way and Gobions Avenue respectively. It is not possible to split the OGV1/PSV class into vehicles above and below 7.5 tonnes.

3.6 A detailed summary is included in the Appendix to this report, but in general, there is generally a similar change to traffic flows at peak times.

4.0 Staff Comments

4.1 The experimental restriction has proved unpopular with a significant majority of people responding to the consultation, including some people within Faircross Avenue itself. Concern about traffic reassignment is a major complaint, especially that of van and lorry traffic. There were also complaints that drivers were choosing to speed and that noise and pollution had increased on adjacent streets.

4.2 Those indicating support were content that the amount of traffic had reduced in Faircross Avenue and that the noise and vibration associated with heavy vehicles had also reduced.

- 4.3 The traffic data would indicate that traffic reassignment has taken place and in broad terms, the reduction in traffic from Faircross Avenue is similar to the sum of the increase measured in Lawns Way and Gobions Avenue. The traffic data indicates that traffic speeds at all three count points were generally the same for average and 85th percentile speeds.
- 4.4 Many of those responding against the scheme and some responding in support were of the opinion that the area should be treated as a whole with different/ additional restrictions or traffic calming.
- 4.5 The Committee should note that the funding made available was only sufficient to cover the cost of the experimental scheme and the costs cited in the Recommendations would only cover making the current scheme permanent and the only options available are to recommend the scheme is either made permanent or removed as reflected in the Recommendations.
- 4.6 Any other work would need a separate budget to be identified. Although Staff are able to suggest other possibilities, they are not costed or considered from a detailed feasibility point of view which the Committee should note.
- 4.7 From the responses, there appears to be a wider dissatisfaction about traffic movement in the area as a whole. Although Lawns Way, Faircross Avenue and Gobions Avenue (and the roads within the immediate area) are subject to a 7.5 tonne weight limit, this is resource-intensive for the Council to enforce.
- 4.8 As is the norm, the weight restriction has an exemption which permits drivers of vehicles in excess of 7.5 tonnes to enter the area where they have genuine business (such as a delivery). In order to enforce the restriction, Staff would essentially need to follow potentially overweight vehicles through the area to gather data or deploy a camera system to “track” potential contraventions. Both methods of enforcement are resource intensive in terms of gathering and processing data.
- 4.9 The wider area is bounded by classified roads (secondary streets) which are in general, constructed to a higher standard structurally, are inspected to a higher frequency than more local streets and generally benefit from more investment in surface maintenance than local streets because of their more strategic nature. The Council is able to make decisions on which classes of traffic should be permitted to use streets, subject to the provision of appropriate traffic management orders.
- 4.10 In the event that the Committee (or indeed members more generally) wished to deal with the issues from an area-wide point of view, then Staff would suggest that through traffic is compelled to use the secondary road network in preference to local streets. The distances for people using the secondary network may be greater than using local streets (depending on the origin and destination) and so the decision on what each street should be used for (and by which class of vehicle) is ultimately a matter for members.

4.11 An area-wide scheme could consider a number of engineering measures (which could be mixed to suit the needs of the area);

- Preventing through traffic between secondary streets using point road closures to create traffic cells (areas within which residents, visitors and those delivering could access and circulate within, but not drive between),
- The use of additional width restrictions to create traffic cells for vehicles above a certain width, but which would allow unfettered access for vehicles under such a width. The next width restriction option up from the current 2 metres restriction would be 2.13 metres (7 feet) which would allow most vans and van-based lorries. As a physical restriction has to be 150mm wider than the posted limit, this could allow vehicles through which some residents may still consider undesirable. A physical restriction would be self-enforcing.
- The use of short “point” 7.5 tonne weight limits which would create a series of traffic cells for vehicles in excess of 7.5 tonnes, but allow unfettered access for all vehicles under that weight. This type of restriction would require enforcement, probably using fixed cameras. In addition to the capital installation costs, this approach would entail Staff resources for processing contraventions and a revenue stream for ongoing maintenance of a camera system.

4.12 In all cases, a scheme would need formal advertisement/ consultation and it is likely to generate a multitude of competing views. In the case of Gobions Avenue, provision would be required to maintain the bus service. In all cases, consideration of emergency access would need to be considered. With full closures or area-wide width restrictions, bypasses, removable bollards or gates would be required, especially for fire fighting purposes. For point weight limits, emergency and bus traffic wouldn't be affected.

4.13 As set out above, the Committee is being asked to make a recommendation to the Cabinet Member on the experimental process alone. Any thoughts on alternatives or other schemes can be noted, but senior management and relevant cabinet members would have to make decisions on resources going forward.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £7,000 for the permanent implementation will be met by the Council's capital allocation for Minor Highway Improvements. In the event the restriction is removed, the costs would be considerably less.

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 Capital budget.

Legal implications and risks:

The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 to impose an Experimental Traffic Order to restrict the width of vehicles passing a particular point in a street.

The Council must follow the provisions set out under Section 22 of the The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and if the Order is to be made permanent, Section 23 of the same.

The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force.

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.

BACKGROUND PAPERS

Project file: QL040/58

Faircross Avenue Experimental Width Restriction

**APPENDIX
CONSULTATION RESPONSE SUMMARY
TRAFFIC DATA SUMMARY
SCHEME DRAWINGS**

Responses from standard consultees

Cllr Ray Best

It seems that these blocks are being hit on an almost daily basis, and you like wise are being called out to reposition them.

After numerous callers from the residents, the consensus of opinion is that while these width restrictions are definitely doing the job, they are in the wrong place, and should be at both ends of the road, thus stopping the larger vehicles entering the road in the first place.

This would eliminate the current problem of large and long vehicles trying to undertake a three point turn in a local road with parked cars on each side.

If this variation can be investigated, with a proposal to implement this instead of the single width restriction adjacent to the junction of The Drive, at present
Once the six month consultation has expired

Havering Cyclists (London Cycling Campaign)

You have our support.

PC Gibb Metropolitan Police – Roads & Transport Policing Command

The Police have no comment at this time; however other emergency service vehicles may have problems.

Summary of responses from public in support of the scheme

Faircross Avenue	6
Berkeley Avenue	1
No address given	2
Total	9

Comment	No. respondents making similar comments
Restriction has dealt with/ reduced lorry problem	4
Width restriction should be at each end of the street	2
Cars and vans still treat street as rat-run	1
Should be more signs	3
House no longer shakes	2
Drivers no longer speeding/ speeding less	1
Concern about impact on emergency services	1
Difficulty getting off drive	1
More traffic signs needed	1
Drivers overtaking slower drivers on wrong side of restriction	1
Should go further and close the road	1

Summary of responses from public objecting to the scheme

Bartlow Gardens	2
Berkeley Avenue	3
Faircross Avenue	4
Galleywood Cres.	1
Gobions Avenue	3
Lawns Way	16
The Drive	6
Robin Close	1
Swansea Close	1
Wilton Drive	6
No address given	5
Total	48

Comment	No. respondents making similar comments
Traffic has reassigned to other streets in the area	19
Reassigned traffic has high number of vans and HGVs	21
Reassigned traffic is speeding	10
All roads in area should be considered for treatment/ calming	10
Harder to get off drive	3
Restriction should be at both ends of Faircross Avenue	2
Restriction leading to driver conflict	1
Drivers hitting restriction blocks	1
Traffic noise has increased in other streets	9
Concern about safety of children playing in other streets	3
Vibration from traffic has increased in other streets	5
Drivers of large vehicles having to turn around	4
Restriction should be elsewhere	4
Existing weight restriction should be enforced	2
Pollution has increase in other streets	4
Impact on safety of children & others accessing Lawns Park	8
Roads not structurally designed for heavy traffic	1
Adverse impact on streets not traffic calmed	1
Other roads not wide enough for large vehicles	5
Harder to cross the road in other streets	3
Other roads are more congested	1
Residents of Faircross Avenue knew of issue when moving in	1
Concern about impact on emergency services	2
Width restriction is too narrow/ difficult to use	6
There was no issue in Faircross Avenue	4
Restriction is unsightly	4
Driver behaviour in area generally poor	1
Through traffic should use/ be forced to use main roads	2

Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
	AM		PM	AM	PM		AM	PM	AM	PM	AM	PM	AM	PM		
Faircross Avenue	AM	Northbound	95	26	21	Southbound	122	27	22	217	2646	15.9	279	10.5	1	0
	PM		109	26	21		95	27	22	204	2646	15.9	279	10.5	1	0

Traffic Data, 20th to 26th May (average weekday) AFTER

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
	AM		PM	AM	PM		AM	PM	AM	PM	AM	PM	AM	PM		
Faircross Avenue	AM	Northbound	67	26	21	Southbound	94	26	21	161	1980	15.4	166	8.4	2	0.1
	PM		71	26	21		73	26	21	144	1980	15.4	166	8.4	2	0.1

Percentage Change Before to After

Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
	AM		PM	AM	PM		AM	PM	AM	PM	AM	PM	AM	PM		
Faircross Avenue	AM	Northbound	-29.5	0	0	Southbound	-23.0	-3.7	-4.5	-25.8	-25.2	-3.1	-40.5	-20.0	100.0	0.0
	PM		-34.9	0	0		-23.2	-3.7	-4.5	-29.4	-25.2	-3.1	-40.5	-20.0	100.0	0.0

Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE

Street	Peak	Direction	Peak Flow (vph)		85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)		85% Speed	Average Speed mph	Peak 2-Way Flow		Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM				AM	PM			AM	PM						
Lawns Way	Peak	Northbound	142	190	28	23	Southbound	192	157	28	24	334	347	4277	15.9	309	7.2	2	0
			AM	PM				AM	PM										

Traffic Data, 20th to 26th May (average weekday) AFTER

Street	Peak	Direction	Peak Flow (vph)		85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)		85% Speed	Average Speed mph	Peak 2-Way Flow		Flow (vpd)	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM				AM	PM			AM	PM						
Lawns Way	Peak	Northbound	145	181	28	23	Southbound	206	165	28	24	351	346	4540	15.4	368	8.1	6	0.1
			AM	PM				AM	PM										
















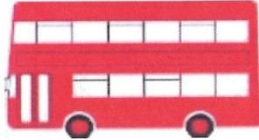

Percentage Change Before to After

Street	Peak	Direction	Peak Flow (vph)		85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)		85% Speed	Average Speed mph	Peak 2-Way Flow		Flow (vpd) %	Peak % Daily	OGV1/PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
			AM	PM				AM	PM			AM	PM						
Lawns Way	Peak	Northbound	2.1	-4.7	0	0	Southbound	7.3	5.1	0.0	0.0	5.1	-0.3	6.1	-3.1	19.1	12.5	200.0	0.00
			AM	PM				AM	PM			AM	PM						

Traffic Data, 8th to 12th February 2016 (average weekday) BEFORE																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	92	28	22	Southbound	116	29	23	208	2648	15.4	359	13.6	1	0
	PM		112				89			201						

Traffic Data, 20th to 26th May (average weekday) AFTER																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	96	29	23	Southbound	134	29	23	230	2982	15.5	416	14	3	0.1
	PM		127				105			232						

Percentage Change Before to After																
Street	Peak	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Direction	Peak Flow (vph)	85% Speed mph	Average Speed mph	Peak 2-Way Flow	Flow (vpd)	Peak % Daily	OGV1/ PSV Flow (vpd)	% OGV1	OGV2 Flow (vpd)	% OGV2
Gobions Avenue	AM	Northbound	4.3	3.6	4.5	Southbound	15.5	0.0	0.0	10.6	12.6	0.6	15.9	2.9	200.0	0.00
	PM		13.4				18.0			15.4						

<p>CAR</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  SALOON </div> <div style="text-align: center;">  ESTATE </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;">  PEOPLE CARRIER </div> <div style="text-align: center;">  CAR TOWING CARAVAN / TRAILER </div> </div>
<p>LIGHT GOODS VEHICLE (LGV)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  VAN </div> <div style="text-align: center;">  <3.5 TONNES – single rear tyres </div> <div style="text-align: center;">  PICK-UP </div> </div>
<p>OTHER GOODS VEHICLE (OGV1)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  > 3.5 TONNES – twin rear tyres </div> <div style="text-align: center;">  2-AXLES RIGID </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;">  2-AXLES RIGID </div> <div style="text-align: center;">  3 AXLES-RIGID </div> </div>
<p>OTHER GOODS VEHICLE (OGV2)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  4 OR MORE AXLES RIGID </div> <div style="text-align: center;">  3-AXLES ARTIC </div> </div> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;">  4 OR MORE AXLES ARTIC </div> <div style="text-align: center;">  OTHER GOODS VEHICLE WITH TRAILER </div> </div>
<p>BUSES & COACHES (PSV)</p>	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  DOUBLE DECK BUS </div> <div style="text-align: center;">  SINGLE DECK BUS OR COACH </div> </div>

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HIGHWAYS ADVISORY COMMITTEE

Subject Heading:	TPC463 – Wykeham Primary School Proposed School Keep Clear Markings and waiting restrictions
CMT Lead:	Steve Moore
Report Author and contact details:	Matt Jeary Schemes Engineer schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £5000 for implementation will be met by Schools Expansion Plan

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 new School Keep Clear Markings at both entrances to Wykeham Primary School, along with part time waiting restriction in Barton Avenue and a number of ‘At any time’ waiting restrictions around the unrestricted junctions to the south-east of the school site. These measures will be installed to compliment the Public Space Protection Order at this location.

Ward

Hylands

RECOMMENDATIONS

1. That the Committee having considered the report and representations made recommends to the Cabinet Member for Environment Regulatory Services and Community Safety that:

- a) The proposed School Keep Clear markings, Monday to Friday 8am to 5pm waiting restrictions and 'At any time waiting restrictions in Barton Road and all the proposed 'At any time' waiting restrictions proposed for the junctions of Albany Road, Staunton Road Chestnut Avenue and Mansard Close, as shown on the plan appended to the report at **Appendix A**, be implemented as advertised;
- b) the proposed School Keep Clear markings at the Barton Road entrance to the school, operational Mon-Fri 8am – 5pm; the proposed waiting restrictions on the Northern side of Barton Road operational Mon – Fri 8am – 5pm and the proposed at any time waiting restrictions on the junctions of Barton Road and Sunton Road, Saunton Road and Man Sard Road, Saunton Road and Chestnut Avenue, Albany Road and Adelphi Crescent, and Albany Road and Chesnut Avenue as shown on the plan in **Appendix A** be implemented as advertised.
- c) The proposed School Keep Clear markings at the Rainsford Way entrance are implemented to operate Mon-Fri 8am – 5pm, as shown on the plan in **Appendix B**.
- d) The effects of any agreed proposals be monitored once implemented for a period of six months.
- e) It be noted that these proposals will complement the proposals for the PSPO scheme.

2. That Members note that the estimated cost of this scheme as set out in this report is £5000, which can be funded from the Schools Expansion Programme budget

REPORT DETAIL

1.0 Background

- 1.1 At its meeting held on 8th July 2014, this Committee agreed in principle to review the parking restrictions and School Keep Clear markings around the Wykeham School site, item No.TPC463.
- 1.2 The proposals were subsequently designed and publicly advertised on the 13th of February 2015, when 115 consultation letters were delivered to residents of the road, including Wykeham Primary School and the Hylands Upminster Ward Councillors, with a closing date of Friday 6th March 2015. Copies of the plans outlining the proposals are appended to this report at **Appendices A** and **B**.
- 1.3 The results of the formal consultation are set out in the table appended to this report at **Appendix C**.

- 1.4 This scheme was not progressed at the time, due to the investigation into Public Space Protection Order (PSPO) schemes.

2.0 Responses received

- 2.1 On the 13th of February 2015, Wykeham School Primary School and residents that were perceived to be affected by the proposals were advised of them by letter and plans, which details the proposals. Eighteen statutory bodies were also consulted and site notices were placed in at each location.
- 2.2 Responses received to the formal consultation along with staff comments are set out in the table appended to this report at **Appendix C**.
- 2.3 Within the formal consultation 115 letters were sent to residents of the Rainsford Way and those residents in the close proximity to the proposals in the Albany Road, Barton Road and Saunton Road areas, from which 25 responses were received, a 21 % return.
- 2.4 At the close of the public consultation on 6th March 2015, 25 responses were received to the proposals. 7 out of the 10 responses for the Rainsford Way entrance markings received were not in favour, 3 were in favour. Of the 9 responses received in the Barton Road area of the scheme, 3 were in favour and 2 were partly in favour of the scheme. 7 responses were unable to ascertain the address of the response, and in the case of 2 responses it was difficult to ascertain if the comments were in support or against the proposals. A summary of the responses can be found in **Appendix C** attached this report.

3.0 Staff Comment

- 3.1 Due to the recent expansion of Wykeham Primary School, the extension of the existing 'At any time' waiting restrictions and introduction of School Keep Clear markings are considered to be very important to the operation of the school site. This will vastly improve the safety of road users and visitors, in particular school children. It will also aid in improving access to the school site, as the Council has received a number of reports regarding obstructive parking. This will further compliment the Public Space Protection Order (PSPO) that is shortly to be implemented around Wykeham Primary School.
- 3.2 Having considered the proposals, officers have identified and assessed the potential negative impact that the parking scheme proposes on the residents, and recommends to the Committee that the proposals be implemented as advertised
- 3.3 Wykeham Primary School is included in the parking enforcement rota 2-3 times a week. However, it is not possible for a Civil Enforcement Officer (CEO) to be available at all times and a small minority of parents/guardians will always be willing to take the risk of parking on restrictions to be as close to the school entrance as possible

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Lead Member the implementation of the above scheme. The estimated cost of implementing the proposals as described above and shown on the attached plan is £5000 including advertising costs. This cost can be met from the Schools Expansion Programme 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 – 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 Schools Expansion Programme budget.

Total costs will need to be contained within the specified budgets.

Legal implications and risks:

Waiting restrictions require 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:

All proposals included in the report have been publicly advertised and consultation public consultation has taken place. All residents who were perceived to be affected by the proposals have been consulted by letter and eighteen statutory bodies were also consulted. Site notices were placed at the location.

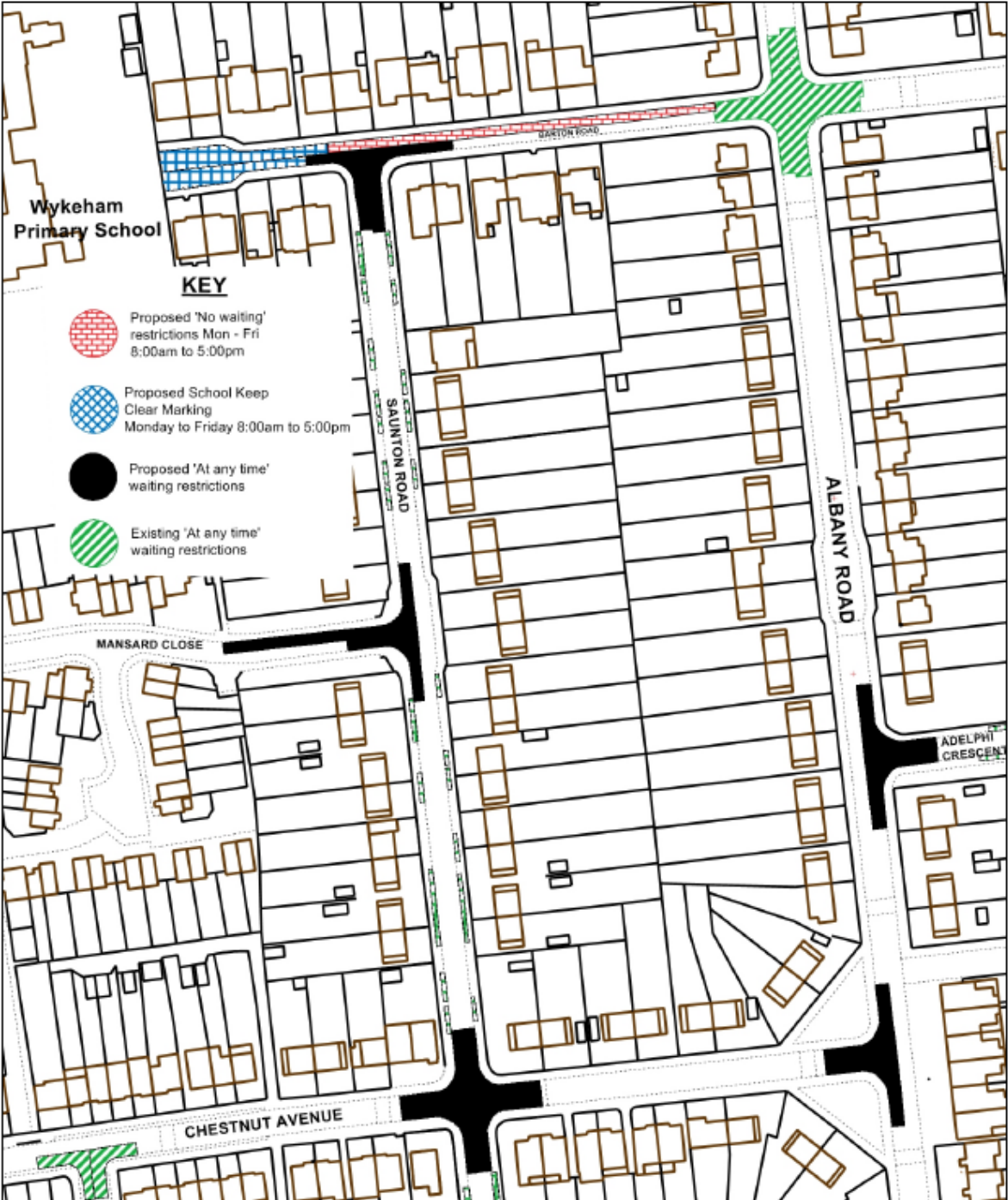
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking.

The only equality related concern raised in the consultation related to the impact on the after-school club. However, the scheme will not have an impact on the club. Officers recommend that the proposed changes be implemented as set out in option A of this report and the effects be monitored on a regular basis to ensure any negative impact on equality is mitigated.

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 people, which will assist the Council in meeting its duties under the Equality Act 2010.

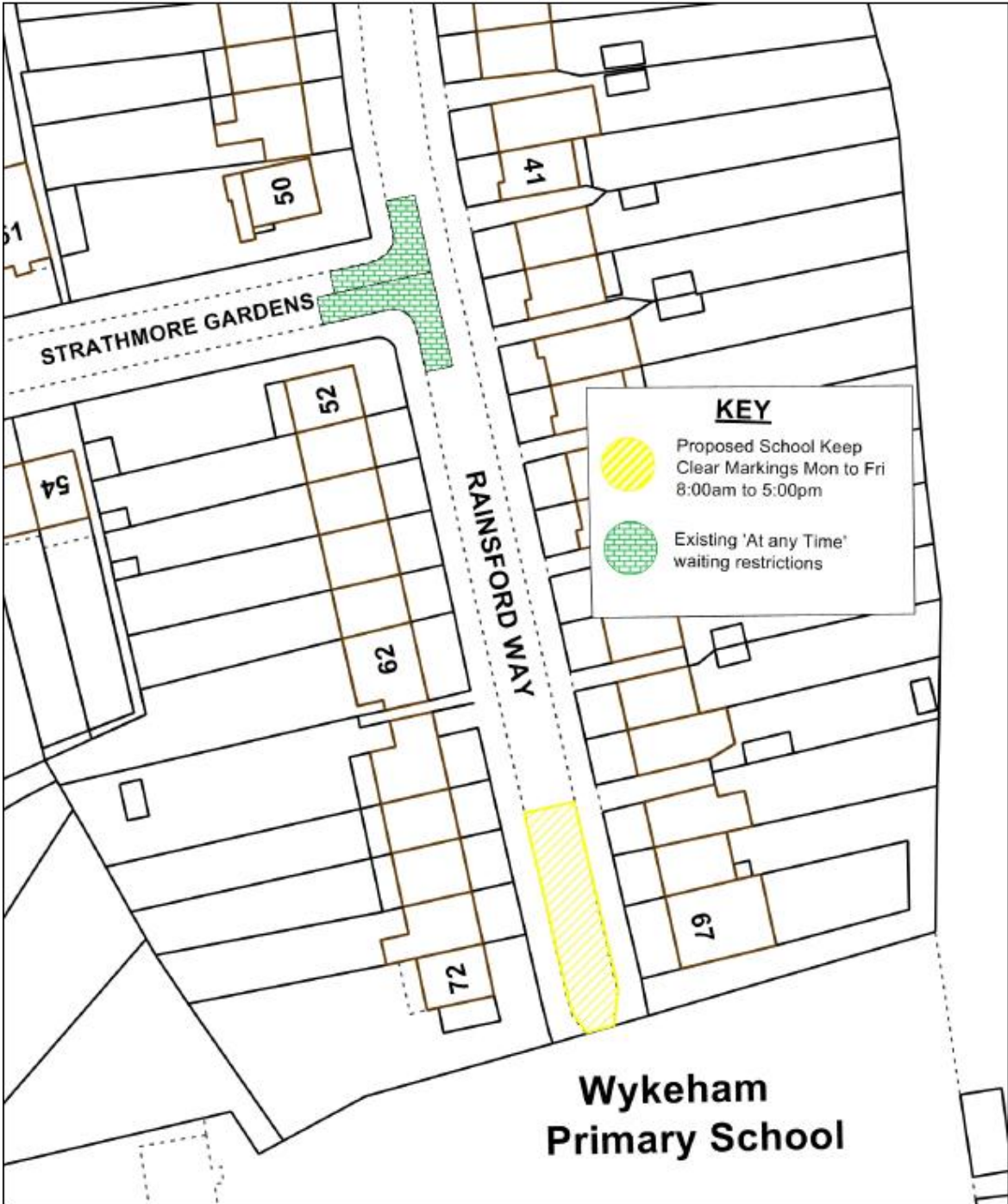
BACKGROUND PAPERS



Wykeham Primary School - TPC463 N
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Wykeham Primary School - TPC463 N ↑

Scale: 1:400
Date: 06 February 2015
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Ordnance Survey 100024327

Appendix C

Responses received to the formal consultation. Review all the responses and provide more detailed responses, too much ctrl c

	Respondent	Summary of Comments	Staff Comments
1	A resident of Rainsford Way	The resident is not in favour of the proposals as the proposed restrictions will not allow them to park outside their property. They feel the restrictions would just encourage more parents to park and wait on their private shared driveway which they say is not acceptable.	The School Keep Clear markings are to ensure that safety is maintained around the School Entrances. Unauthorised parking on private forecourt is a Civil Matter.
2	A resident	<p>The resident is not in favour of the proposals in Mansard Close for the following reasons:</p> <ol style="list-style-type: none"> 1) There is limited visitor parking within the close due to dropped pavements and physical plan of the close. 2) At present the proposed area, they believe is used by school staff. The vehicles are parked all day. 3) Currently there is restricted parking within Barton Road near the school entrance. This is constantly being abused as the restrictions do not seem to be enforced. The ice cream van also parks near the school gates. 4) At present drivers consistently park on corners and on pavements thereby 	<p>The Proposals may limit some available parking space in Mansard close however, they should ensure safety at the junction and much improved access into the road.</p> <p>The situation will be monitored over a 6 month a period and should it be deemed that there is a continued problem, complimentary measures will be suggested.</p> <p>School Keep Clear markings will be introduced as part of the complimentary measures to alleviate these problems.</p> <p>Complimentary measures will be introduced to protect junctions and will be closely monitored</p>

		<p>breaking up walkways. This will potentially increase due to limited parking if the scheme goes ahead.</p>	<p>following the implementation phase.</p>
3	A resident	<p>The resident is not in favour of the proposals specifically those relating to Rainsford Way. They feel the proposals will cause the traffic to move further along Rainsford Way and Strathmore Gardens. Furthermore they also mention that the proposals do not outline what provision will be made for residents nearest the school to park outside their own property.</p>	<p>The School Keep Clear markings are to ensure that safety is maintained around the School Entrances. Unauthorised parking on private forecourts is a Civil Matter. The scheme will be monitored for 6 months after implementation to monitor effects.</p>
4	A resident	<p>The resident is not in favour of the proposals for the following reasons:</p> <p>1) The School Keep Clears in Rainsford Way will</p>	<p>The School Keep Clear markings are to ensure</p>

		<p>exacerbate an already dangerous situation.</p> <p>2) Strathmore Gardens forms a T- junction with Rainsford Way and on both corners there are double yellow lines that people ignore.</p> <p>3) By introducing 'No waiting' restrictions in Barton Road, traffic from that area will then come into Rainsford Way adding to the already congested dangerous situation.</p> <p>4) They think there should be a 'No entry' sign at the junction of Strathmore Gardens and Rainsford Way leading to Wykeham School during term time only between 8am to 9am and 3pm to 4pm with the exception of residents, school personnel and school deliveries.</p>	<p>that safety is maintained around the School Entrances. Unauthorised parking on private forecourts is a Civil Matter.</p> <p>Any existing parking measures will be enforced robustly alongside any new measures.</p> <p>All areas surrounding the new PSPO area will be robustly enforced alongside any introduced measures.</p> <p>The proposed PSPO area will ensure that this area is enforced in the appropriate manner and will ensure public safety within these times of operation.</p>
5	Member of Staff at Wykeham Primary School	<p>There are several points they would like to mention, firstly are the proposed School Keep Clear and waiting restrictions in Rainsford Way and Barton Road for Wykeham Primary School. They have spoken with other staff members and the caretaker and shown them the proposals. Their comments are as follows:</p> <p>In Rainsford Way, the School Keep Clears should continue down the junction with Strathmore Gardens.</p> <p>Parking only for residents in</p>	<p>All the proposals are designed with the safety of children in mind, and complimentary measures will be introduced to 'shore up' any issues regarding school safety. The proposed School Keep Clear markings are a standard treatment outside all school entrances and are implemented with the safety of children in mind. Resident's parking isn't being considered at this location, however the PSPO proposals if</p>

		<p>Rainsford Way until the junction with Strathmore Gardens. Barton Road, Once again a no parking area from the school to Saunton Road. The area down Saunton Road, Chestnut Avenue and Albany Road become a one way zone.</p> <p>Cameras erected to catch those who flaunt the parking as it is likely that people will disregard the parking restrictions and there has to be a way of enforcing this.</p> <p>No parking during 8:30am to 9:30am in either road.</p>	<p>progressed will act in this manner. One way measures will be investigated, however this usually sees an increase in 85% speeds along roads where this is introduced.</p> <p>The proposed PSPO will be rigorously enforced by Camera and on foot by officers.</p> <p>This will penalise residents, the proposed PSPO area will still serve the purpose of allowing residents to park, but also protect the entrances to the school.</p>
6	A resident	<p>The resident is against proposed School Keep Clear markings from the school gates to three houses down from 8 to 5 as it's not the resident's cars that cause the problem. They want the restrictions extended to Strathmore Gardens with parking for residents. They say the proposals only benefit the school and not the rate paying residents.</p>	<p>The proposed School Keep Clear markings are a standard treatment outside all school entrances and are implemented with the safety of children in mind. Residents parking isn't being considered at this location, however the PSPO proposals if progressed will act in this manner</p>
7	A resident of Mansard Close	<p>The resident says the parking situation in Mansard Close is utter chaos due to the crèche and school making access to and from their house increasingly difficult. Since the crèche opened a minibus is permanently parked in the close. They are in favour of part of the scheme and think the 'At any time' waiting restrictions should be applied to both sides of the road operational Mon to for 8am to 5pm.</p>	<p>The Schemes section cannot comment on planning issues.</p> <p>All options are being considered</p>
8	A resident	<p>The resident is not in favour of the proposals as they feel the</p>	<p>The proposed School Keep Clear markings are</p>

		restrictions in Barton Road should be restricted for only part of the day so residents can still have deliveries. They feel proposals could severely affect the selling price of their property.	a standard treatment outside all school entrances and are implemented with the safety of children in mind. Residents parking isn't being considered at this location, however the PSPO proposals if progressed will still allow vehicles to deliver to residents.
9	A resident	This resident agrees with the proposals apart from the proposals in Rainsford Way. They say the restrictions do not go far enough and should be extended to the junction of Strathmore Gardens with special dispensation given to residents.	The effects will be monitored for 6 months.
10	A resident of Mansard Close	The resident says that since the Nursery opened in the grounds of Wykeham School the parking in Mansard Close has been horrendous. The resident says they have always been proud of their close but now find that parents are rude and often leave rubbish including dirty nappies. They say that anything the council can do to help the situation would be appreciated.	The Schemes section cannot comment on planning issues. Points have been noted All options are being considered
11	A resident	The resident is not in favour of the proposals and feels that the residents are being punished for living near a school.	While it is appreciated that any restrictions around school sites may be inconvenient to residents, the safety of children is paramount
12	A resident	The resident is pleased the Council are finally taking action to try to resolve the parking issues around the school. They are in favour of part of the scheme and feel the restrictions	No comment

		in Rainsford Way need to extend further and only apply during term time only. They mention that a school called Kings Meadow Primary has banned parents from parking within 300 meters of the school. They believe this should be the case in Rainsford Way.	
13	A resident	<p>The resident is not in favour of the proposals and feels there has not been enough thought for the residents who live in the school vicinity. They list their reasons:</p> <ol style="list-style-type: none"> 1) Not all properties have off street parking 2) What happens if we need tradesman? 3) What happens regarding deliveries? 4) Why 8am to 5pm when the school opens at 9am and closes at 3pm? <p>They finally mention that they are trying to sell their property and the proposals will have a detrimental effect on the value.</p>	<p>1 – Noted 2 - Tradesmen are allowed to park within the restricted area. 3 - Deliveries are allowed to park within the restricted area. 4 - to allow for early morning and after school clubs.</p> <p>We cannot comment on house prices.</p>
14	A resident of Barton Road	The resident is very much in favour of the proposals to stop parents clogging the roads in Barton Road and the surrounding area.	No comment
15	A resident	The resident is in favour of part of the scheme. They say the parking problems are caused by parents of pupils from Wykeham School. They feel the operational times of the proposed School Keep Clear markings will inconvenience residents and their visitors.	The proposed School Keep Clear markings are a standard treatment outside all school entrances and are implemented with the safety of children in mind. Residents parking isn't being considered at this location, however the PSPO proposals if progressed will act in this manner
16	A resident of Rainsford Way	The resident is in favour but thinks the proposed restrictions in Rainsford Way should be extended up to Strathmore Gardens	No comment

17	A resident of Rainsford Way	The resident is in favour of the scheme but thinks the proposed restrictions should extend up to Strathmore Gardens junction. Due to the negative impact on the residents that do not have driveways they feel perhaps they could be offered some re-numeration to get a dropped kerb or issue a permit that would allow residents to park on the restrictions.	The PSPO proposals will cover some of the detrimental parking that affects resident parking. The situation will be monitored for 6 months.
18	A resident	The resident is against the scheme on the grounds that they don't believe it's the right approach. As it's always the residents that suffer (due to irresponsible parents) because they will lose another 4 parking spaces in the road. The only way to control the parking is to have a traffic warden present in the area because at the moment parents are ignoring the existing restrictions.	All options are being considered to improve parking around school sites, and with limited CEO resources at peak school periods. PSPO proposals for this site are being considered.
19	A resident	This resident is against the proposals as they will lose 4 parking spaces in the road. They suggest that maybe access to the school should be closed.	All options are being considered to improve parking around school sites, and with limited CEO resources at peak school periods. PSPO proposals for this site are being considered.
20	A resident of Barton Road	The resident is in favour of part of the scheme. They live in Barton Road and say that although excellent for other roads, will mean that cars will now be parked on our side of the road even though they have a driveway. The resident says that her husband is paraplegic and must have their driveway clear at all times.	If implemented, these proposals should significantly improve traffic flow and accessibility into the road and school. PSPO proposals for this site are being considered.
21	A resident of Barton Road	The resident is in favour of the proposals They think it will make a big difference.	No comment
22	A resident of Barton Road	The resident is in favour of the proposals but has concerns about where visitors/workman will park, as not all residents have a big enough front for a	Visitors/Deliveries & Tradesmen are allowed to park within the restricted area

		van. They also ask what happens if someone is taken ill and an ambulance is called.	
23	A resident of Rainsford Way	The resident is against the proposals and suggests that by taking away 5 parking spaces in the road will make cars squeeze in somewhere else.	The proposed School Keep Clear markings are a standard treatment outside all school entrances and are implemented with the safety of children in mind. Residents parking isn't being considered at this location, however the PSPO proposals if progressed will act in this manner
24	A resident of Rainsford Way	The resident says they have lived in the road since 1957 and are in their 80's. They find it difficult walking and have a blue badge and are the only resident in the restricted area that does have access to a garage or off street parking. They feel the restrictions would mean cars parking further up Rainsford Way and causing congestion at the junction of Strathmore Gardens.	The junction of Strathmore Gardens and Rainsford Way is already restricted with double yellow lines.
25	A resident of Chestnut Avenue.	The resident is not in favour of the proposals and would like the parking left as it is.	Existing parking provisions are not to be changed at this stage

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HIGHWAYS ADVISORY COMMITTEE
4 October 2016

Subject Heading:	TPC830 Gabriel Close, proposed waiting restrictions - comments to advertised proposals
CMT Lead:	Steve Moore
Report Author and contact details:	John-Paul Micallef Engineering Technician John-paul.micallef@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £2000 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

Havering Park Ward:

This report outlines the responses received to the advertised proposals to introduce double yellow lines around the turning head and mark the Homes and Housing parking area into individual parking bays.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment** Regulatory Services and Community Safety that:
 - a. The proposed 'At Any Time' waiting restrictions with the individually marked advisory residents parking bays and the placement of signs in the car park at Gabriel Close , as shown on the plan appended to this report at Appendix A, be implemented as advertised.
2. Members note that the estimated cost for the proposals in Gabriel Close as set out in this report is £2000, which will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Due to persistent reports from residents in Gabriel Close that vehicles from other roads and commuters were parking in a Council owned car park (Home in Housing) in Gabriel Close officers considered measures to deal with the issue.
- 1.2 The item was approved by the Highways Advisory Committee at its meeting in March 2016.
- 1.3 The proposals were designed and a questionnaire was sent out on Friday 29th April 2016. A copy of the plan outlining the proposals is appended to this report at Appendix A.
- 1.4 The proposals were subsequently designed and publicly advertised on 24th June 2016. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised of them by site notices with attached plan. Eighteen statutory bodies were also consulted.

2.0 Responses received

- 2.1 An informal consultation was undertaken on Friday 29th April 2016. 11 residents were consulted. Out of the 11 consulted, 9 responses were received to the informal consultation which gave a response rate of 82%. 8

residents were in favour of the proposals and one resident was not in favour. The resident explained that it was unfair that the yellow lines go outside some properties and not others. The resident wanted the restrictions extended into the car park and across into the first bay opposite the entrance of the car park.

- 2.2 At the close of public consultation on Friday 15th July 2016, one response was received to the consultation, which was in favour of the proposals.

3.0 Staff Comment

- 3.1 A questionnaire was sent out to residents on Friday 29th April 2016. A design (which is attached to this report at Appendix A) was sent to residents within the informal consultation. Eight out of eleven residents were in favour of the proposals and one resident was not in favour. The resident that objected to the proposals wanted the 'At Any Time' waiting restrictions extended into the housings car park and to take out one of parking bays proposed. Officers decided to proceed with the formal consultation and to attach the same design. The extension of the 'At Any Time' waiting restrictions would reduce one parking bay proposed, which will impact how many vehicles can park in Gabriel Close.
- 3.2 The formal consultation was sent out on Friday 15th July 2016 and closed on Friday 15th July 2016. One response was received from the consultation which was in favour of the proposals. Despite the lack of responses within the formal consultation, the Havering Park Ward Councillors were contacted by officers to ascertain their opinions on the proposal. Councillors are in full support of the scheme. Therefore, it is recommended that the scheme goes ahead 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 £2000.

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 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 Environment 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.

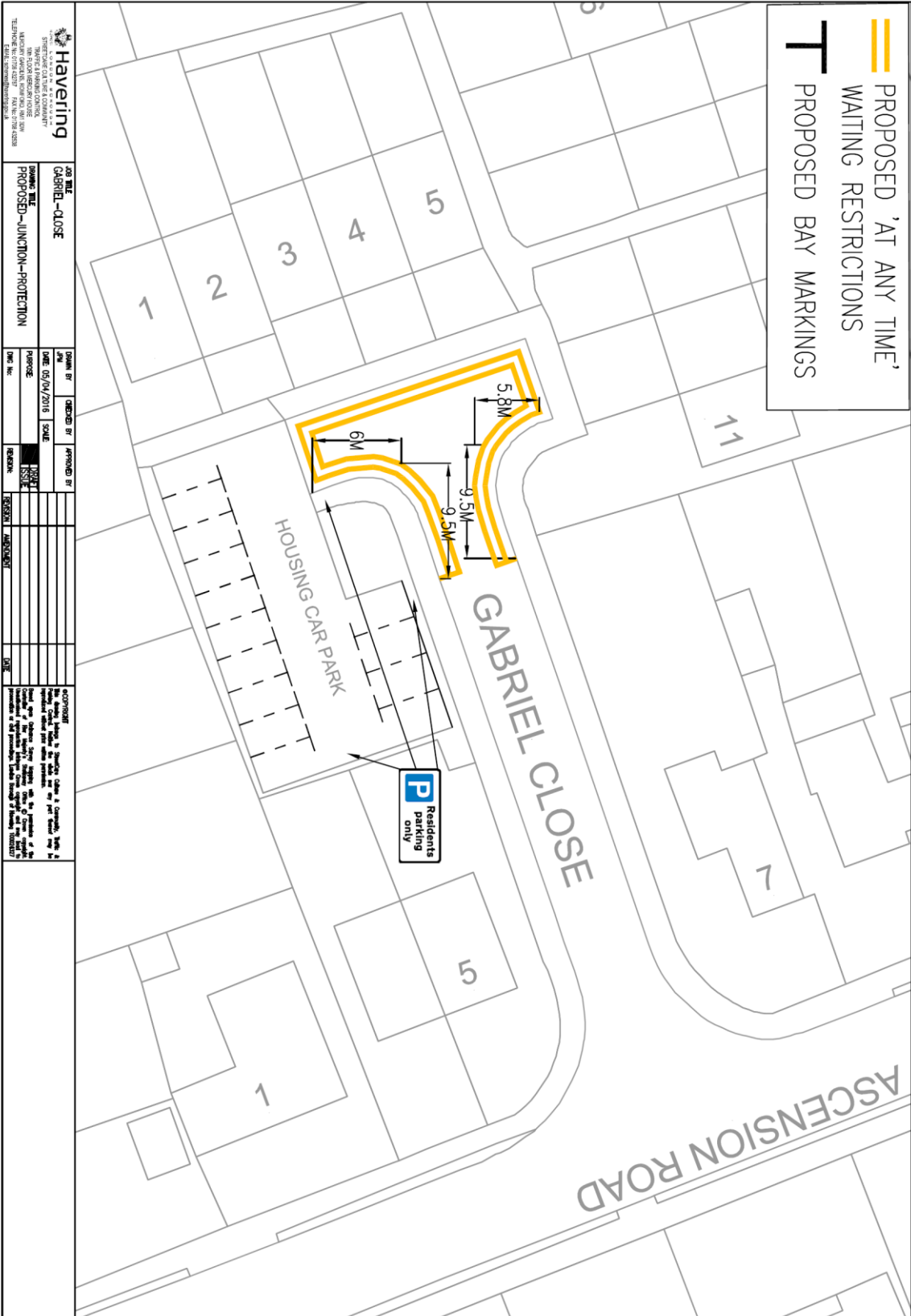
The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes 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

Appendix A



<p>Haverling CONTRACTORS LTD 100, THE HAVERING CENTRE MILTON KEYNES MK14 6LW TEL: 01295 252525 WWW.HAVERLINGCONTRACTORS.CO.UK</p>	<p>JOB REF: GABRIEL-CLOSE</p>	<p>DESIGNED BY: PROPOSED-JUNCTION-PROTECTION</p>	<p>DATE: 03/04/2016</p>	<p>SCALE:</p>	<p>APPROVED BY:</p>	<p>REVISION:</p>	<p>REVISION:</p>	<p>DATE:</p>	<p>REVISION:</p>	<p>DATE:</p>	<p>REVISION:</p>
	<p>DATE: 03/04/2016</p>	<p>SCALE:</p>	<p>APPROVED BY:</p>	<p>REVISION:</p>	<p>REVISION:</p>	<p>DATE:</p>	<p>REVISION:</p>	<p>DATE:</p>	<p>REVISION:</p>	<p>DATE:</p>	<p>REVISION:</p>

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HIGHWAYS ADVISORY COMMITTEE

4 October 2016

Subject Heading:

TPC624, Fairholme Avenue parking
review – results of informal
consultation

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

Iain Hardy
Technical Officer
Schemes@havering.gov.uk

Policy context:

Traffic & Parking Control

Financial Summary

The estimated cost is £4000

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

Squirrels Heath Ward

This report outlines the responses received to the informal consultation undertaken with the residents of Fairholme Avenue, 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 Regulatory Services and Community Safety;
 - (a) that the proposals be designed and publicly advertised to introduce a residents parking scheme in Fairholme Avenue, operational Monday to Saturday 8.00am to 6.30pm inclusive.
2. That it be noted that the estimated cost of this scheme as set out in this report is £4000, which can be met from the 2016/17 Minor Parking Schemes Budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in February 2015, this Committee agreed in principle to review the parking restrictions in Fairholme Avenue, due to increasing complaints about the level of parking in the road and the implementation of new waiting restrictions between the junction of Balgores Lane and the property at No.2 Fairholme Avenue.
- 1.2 An informal questionnaire was sent out to the residents of Fairholme Avenue and to residents around the junctions of the adjoining roads. A plan of the review area is appended to this report at Appendix A. Copies of the letter and questionnaire sent to residents are appended as Appendix B and C respectively.
- 1.3 On 15th June 2015, 135 residents and businesses that were perceived to be affected by the review were sent letters and questionnaires, with a return date of 3rd July 2015. The responses to the questionnaire are outlined in the table appended to this report as Appendix D and the related comments are outlined in the table appended to this report as Appendix E. Some of these responses were received just after the consultation had ended, but they have included.

2.0 Results of public consultation

- 2.1 From the 135 letters sent out to the area, 49 responses were received, a 36% return. Out of the 49 responses 38 answered YES to question 1, that they felt there was a problem in the road, 36 answered YES to question 2, that they were in favour of restrictions. In respect of the options of which days of the week should be restricted, 21 responses favoured Monday to Saturday, while 17 responses favoured Monday to Friday. In respect of the options of which hours of the day that were favoured, 23 responses favoured 8am to 6.30pm, while 12 responses favoured 8am to 10am. In respect of what form of restriction was favoured, 23 responses favoured the Residents Parking Scheme option, while 11 responses favoured yellow line waiting restrictions. Given these results, it would seem the most popular all round option would be a Residents Parking Scheme, operational from Monday to Saturday 8am to 6.30 pm.

3.0 Staff Comments

- 3.1 From the responses received, it would seem the most popular option would be would be a Residents Parking Scheme, operational from Monday to Saturday 8am to 6.30 pm
- 3.2 The proposed residents parking provision will limit the longer term parking in Fairholme Avenue and will give residents and their visitors somewhere to park within the restricted period. However, being so close to the Gidea Park railway station and the shop, take a ways and restaurants surrounding it, any agreed scheme will have to be monitored to measure to effects of the new scheme. The restricted period could be increased in the future to deal with further issues related to local late night economy, further to the relevant approvals and the statutory consultation and decision making process.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000, can be funded from the 2016/17 Minor 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 – 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 StreetCare overall Minor Parking Schemes revenue budget.

Related costs to the Permit Parking areas:

Legal	Resident & Business permits charges	
	Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
	Business permit per year	Maximum of 2 permits per business £106.58 each
	Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)

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:

The collection of cash from pay and display machines and enforcement of Controlled Parking Zones is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be

reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary. The issue of Parking Permit will be dealt with within current 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.

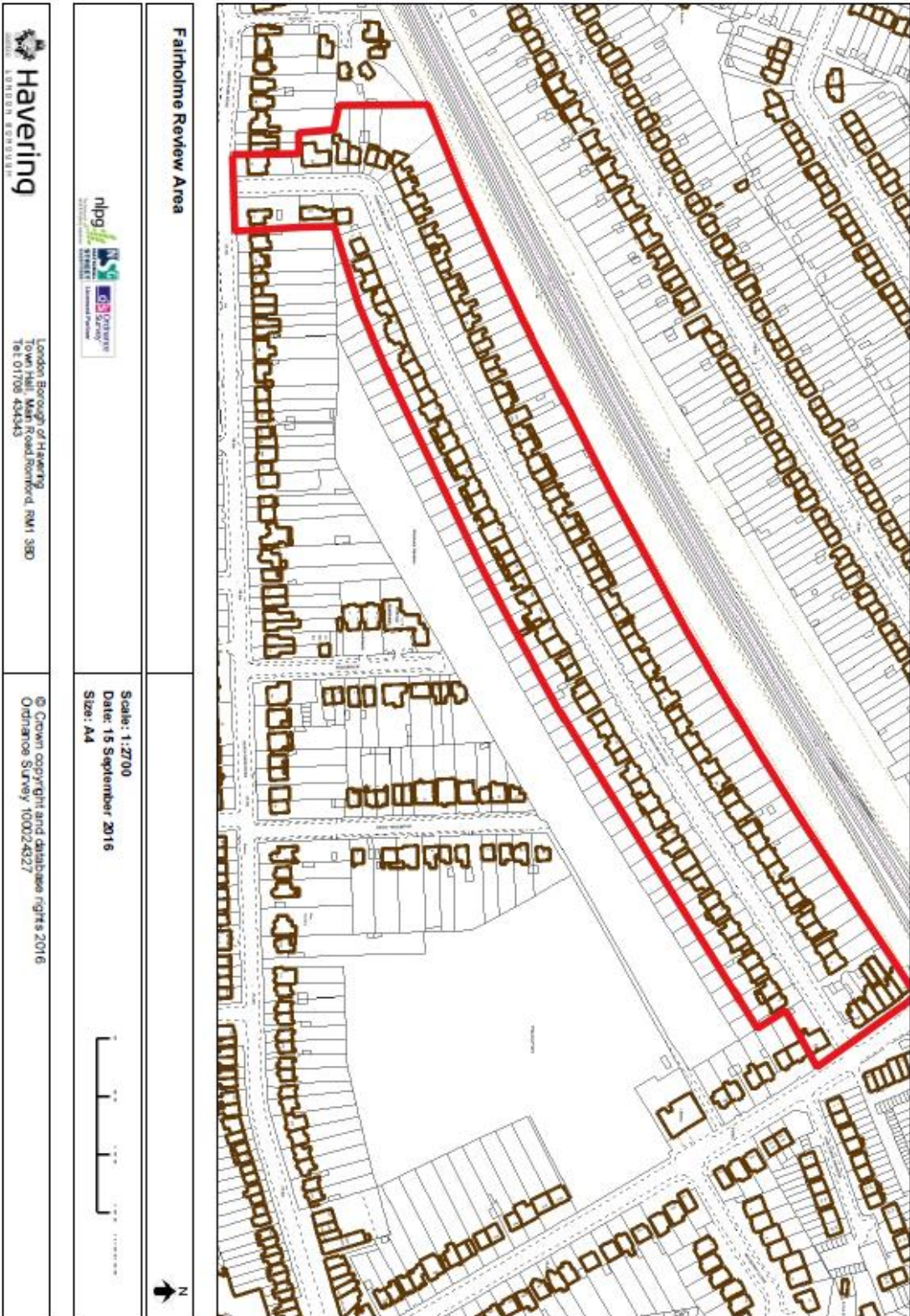
The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.

The recommendation is for proposals to be designed and formally advertised to introduce a Residents Parking Scheme in Fairholme Avenue, operational from Monday to Saturday 8.00am to 6.30pm.

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.**
- Appendix B**
- Appendix C**
- Appendix D**
- Appendix E**





Traffic and Parking Control Schemes

London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

The Resident/Occupier

Email: schemes@havering.gov.uk

Date: 12th June 2015

Dear Sir/ Madam

Review of parking in Fairholme Avenue

I am writing to advise you that the Council are proposing a review of the parking situation in Fairholme Avenue.

Currently, the main part of the road is restricted with a mixture of waiting restrictions (yellow lines) operational either Monday to Friday 8:00am to 10:00am or Monday to Saturday 8:00am to 6:30pm with some free parking bays intermittently placed along the road. There are also double yellow lines and a Pay and Display parking facility at the Balgores Lane end of the road.

The aim of this review is to look at parking in Fairholme Avenue, address the various parking issues and consider a possible residents parking scheme to improve the parking facilities for residents.

I have attached a questionnaire that you are requested to complete and return to us by **Friday 3rd July 2015**.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Council Highways Advisory Committee, who will decide if a further course of action is required and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully

Iain Hardy

**Iain Hardy
Technical Officer
Schemes**



PARKING REVIEW QUESTIONNAIRE

Fairholme Avenue

Name:

Address:

Traffic & Parking Control Schemes

Town Hall
Main Road
Romford
RM1 3BB

Please call: Traffic & Parking Control

Telephone: 01708 432787

Email: schemes@havering.gov.uk

All responses received will provide the council with the app, information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by **Friday 3rd July 2015**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council Yes

No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having parking restriction placed upon it to limit long term non-residential parking? Yes

No

3. If Yes - over what days of the week would you like any restrictions to operate? Mon- Fri

Mon - Sat

4. If yes - over what hours of the day would you like any restrictions to operate? These hours are in keeping with the existing restrictions in the area. 8:00am to 10:00am

8:00am to 6:30pm

5. If yes - what type of restriction would you prefer? Yellow Lines

Residents Parking

For your information:

Yellow lines would prevent residents from parking on the lines in the same way as they would non-residents.

Residents Parking scheme will permit residents and their visitor to

park in the allocated areas, with a valid permit for the area

Please turn over

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 that you complete your full name and address at the beginning of this questionnaire, sign this declaration and return the form to us at the postal or email address found on the top right hand side.

Signature:..... **Date:**.....



FAIRHOLME Area Parking Restriction Scheme

Appendix D

Road Name	Address	% Returns	Returns Total	Q1: Is there a parking problem on your road? Yes or No?		Q2: Are you in favour of having road restrictions : Yes or No?		Q3: Over what days of the week would you like any restrictions to operate?: M -F or M - S?		Q4: Over what hours of the day would you like any restrictions to operate? 10-11am or 8 - 6:30pm?		Q5: Yellow Lines or Residents Parking		Q1 Yes or No %		Q2 Yes or No %		Q3 M-F / M-S %		Q4 10-11 / 8 - 6:30pm %		Q5 YL or RP Yes or No %	
				Yes	No	Yes	No	M - F	M - S	8am to 10:00a m	8am - 6:30p m	Yes	No	Yes	No	Yes	No	Yes	No	M-F	M-S	10am - 6:30p m	8am - 6:30pm
Balgores Lane	15	7%	1	1	0	1	0	1	0	1	0	1	0	100%	0%	100%	0%	100%	0%	100%	0%	100%	0%
Heath Park Lane	2	100%	2	0	2	0	0	0	0	0	0	0	0	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
Fairholme Avenue	118	39%	46	37	9	35	1	17	21	12	23	11	27	80%	20%	76%	2%	37%	46%	26%	50%	24%	59%
Total	135	36%	49	38	11	36	1	18	21	13	23	12	27										
				49		37		39		36		39											
General Percentages			36%	78%	22%	97%	3%	46%	54%	36%	64%	31%	69%										

Page 8 of 8

No	Resident Address	Summary of Residents Comments	Staff Comments
1	Resident of Fairholme Avenue	Whatever parking controls are decided upon they will only be effective in improving the situation in Fairholme Avenue if the Council bother to enforce them. There are yellow lines in place and 'No Parking Anytime' at Balgores Lane - end of Fairholme Ave - and discussions were held to extend them but they were ignored on many evenings by customers of local restaurants.	In respect of any further parking controls, it is expected that they should improve the situation. Short term parking is hard to stop with enforcement. Further controls in the road will make enforcement easier and later patrols are being targeted at this location
2	Resident of Fairholme Avenue	The resident suggests the issue isn't just the parking but also the cars waiting to give lifts to people coming off the train. They park and wait on both sides of the road and single file traffic can get occur down the middle. It is such a busy road anyway as it exists as a cut through from Heath Park Road, where residents cannot get out of their own driveways. Also, traffic has resulted from the opening of a Turkish restaurant on Balgores Lane.	Short term parking is hard to stop with enforcement. Currently there are no plans to introduce any traffic calming measures in Fairholme Avenue. Later evening and weekend enforcement has been arranged to deal with the evening economy
3	Resident of Fairholme Avenue	The resident states that although there is no parking problem the road would definitely benefit from speed bumps and a 25mph speed limit as cars are frequently speeding on this road using it as a cut through to towards Gidea Park Station when going from Romford or going to Romford from Gidea Park.	Currently there are no plan to introduce any traffic calming measures in Fairholme Avenue
4	Resident of Fairholme Avenue	The resident claims that over the last few years Fairholme has become very busy with traffic using it to cut through to Balgores. With vehicles parked either side of the road often with slight overhang on the drive and it makes entering and leaving their properties difficult. There are a lot of young children living in the area now and the residents fear there is going to be a major accident. With more restaurants and cafes	From staff observations, the level of parking in Fairholme Avenue has significantly increased. Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued

		in Balgores at the top of Fairholme the parking has become totally ridiculous and even double yellow lines at the top are being ignored. In an emergency, one wonders how fire engines would manage.	
5	Resident of Fairholme Avenue	The resident suggests the council allowing an 80 seater restaurant to open with two takeaways to open shortly will make parking worse and the investment from Cross Rail is going to worsen the situation. Due to this parking controls should allow residents to be able to access their properties without abuse. Would like a 24 resident hour parking down the road.	Staff cannot comment on planning issues. A residents parking scheme will reduce parking problems in the road.
6	Resident of Fairholme Avenue	The resident commented that the increase in restaurants nearby has caused severe congestion in Fairholme Ave with far too many cars parking in the road without consideration for residents and ignoring double yellow lines.	Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued.
7	Resident of Fairholme Avenue	The resident believes that people constantly ignore the double yellow lines at the end of Balgores Lane. Greater enforcement is required and Fairholme Ave is continuously used as a cut through and rivers break the speed limit often. The residents now need speed bumps down the road (like Carlton Avenue) to reduce speeds and reduce the risk particularly to younger children crossing the road.	Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued. Currently there are no plan to introduce any traffic calming measures in Fairholme Avenue
8	Resident of Fairholme Avenue	The resident believes that parking at the station is a major issue with people parking on double yellow lines and at times on the pavements in front of the shops. There appears to be very little enforcement and the remainder of the road is very busy and full with commuters. Preference for times to be moved from 11-1 to avoid people parking all day and going into London for free.	Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued. The recommendations of this report should stop the longer term non-residential parking
9	Resident of Fairholme Avenue	The resident provided an unrelated complaint relating to litter or sanitation.	The Council is aware of this issue and has taken enforcement action.
10	Resident of Fairholme Avenue	The resident believes it is very easy to be selfish and not want people parking outside individual resident homes but the shops and station rely upon people being able to park up for a couple of hours in the streets. Thus, Gidea Park as a community will become a ghost town without amenities. If most	There are pay and display parking facilities in Balgores Square Car Park, outside Gidea Park Dry cleaners, along Balgores Lane in Fairholme Avenue and further pay and display parking facility have

		people want residential parking then the onus is on the council to find and allocate more spaces when the tiny few available to date are used up.	been approved to be installed outside Gidea Park Library.
11	Resident of Fairholme Avenue	The resident claims that the existing parking restrictions do not work and there are many vehicles parked throughout the day from Monday to Saturday 8am to 6:30pm and on double yellow lines. At times it's virtually impossible to enter Fairholme Ave at the Balgores Lane End because of parked traffic on both sides of the road.	The recommendations of this report are to consult of a residents parking scheme Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued.
12	Resident of Fairholme Avenue	The resident states that Balgores Lane end of Fairholme is virtually one way due to parking on both sides. Residents parking needs extending after 18:30 due to food outlets in Balgores Lane and Cross Rail will compound the issue. The issue is worse due to parking changes in crossways and the Wallanger side of the station.	Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued. Many roads in the Gidea park area are experiencing increasing levels of parking
13	Resident of Fairholme Avenue	The resident states main issue is at Balgores Lane end of road during rush hours and the side of the pavement near butchers has double yellow lines which are rarely observed while cars double park there or drive onto the pavement and regularly putting pedestrians at risk. This also blocks traffic trying to get into the road.	Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued. Short term parking is hard to stop with enforcement
14	Resident of Fairholme Avenue	The resident reported that many cars parked during the week who do not live in Fairholme Avenue.	The recommendations of this report should stop the longer term non-residential parking
15	Resident of Fairholme Avenue	The resident reiterated that the problem occurs at the road entrance from Balgores Lane. Parking restrictions not enforced during daytime and the main issue occurs during the evening when parking restrictions do not apply.	Further controls in the road will make enforcement easier and later patrols are being targeted at this location
16	Resident of Fairholme Avenue	The resident stated that it feels that the 8 - 10am parking restriction offer is the best solution. As a resident, states he does not want 8 - 6pm as it is not fair on residents and would be the hardest to deal with. Does not see why he has to pay to park outside his own property and also thinks another box would help and parking restrictions should not be enforced on bank holidays.	The majority of the responses request an 8am to 6.30pm restriction Yellow lines are enforceable throughout the borough on bank holidays, but not Christmas Day.

17	Resident of Fairholme Avenue	The resident states that the problem area is Gidea Park where people park for the Turkish Restaurant and people wait in their cars for passengers to alight from the station.	Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued Short term parking is hard to stop with enforcement
18	Resident of Fairholme Avenue	The resident does not believe valid permits are good idea for this road especially if it has to be paid for.	All residents parking schemes in the borough are subject to charges.
19	Resident of Fairholme Avenue	The resident states that daytime restrictions are satisfactory and don't need altering but there's an increasing issue at the top of Balgores Lane in evenings as vehicles are parked on double yellow lines up to the junction of Balgores causing congestion for vehicles trying to turn into Fairholme Avenue.	Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued
20	Resident of Fairholme Avenue	The resident suggests that the newly opened restaurant at the top of the road has caused major increase in parking for people collecting takeaways and dining in on Friday and Saturday evenings. It makes entering and leaving at these times difficult.	Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued Later evening and weekend enforcement has been arranged to deal with the evening economy
21	Resident of Fairholme Avenue	The resident would like future action and opted for 'no' as it relates to supporting continuance of the restrictions.	The recommendations of this report should stop the longer term non-residential parking
22	Resident of Fairholme Avenue	The resident suggests that the main problem in Fairholme is parking at the Gidea Park Station and double yellow lines are ignored and drivers even park on the pavement.	Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued
23	Resident of Fairholme Avenue	The resident believes the current restrictions, although stretched at times, work reasonably well on the road.	None

24	Resident of Fairholme Avenue	The resident states that whilst the parking restrictions overleaf would improve the parking problems during the day, the problem exists beyond these hours due to the restaurants and takeaways at the top and into Balgores Road.	Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued Later evening and weekend enforcement has been arranged to deal with the evening economy
25	Resident of Fairholme Avenue	The resident believes that there is a parking problem but only at Balgores Lane end due to the proximity of the station and shops and food outlets. From the middle to bottom (Heath Park) end the area is generally trouble free and the existing restrictions are adequate.	The Heath Park Road half of Fairholme is currently experiencing less problem than the Balgores Lane end of the road. However, if the restrictions are not kept the same throughout the road, parking will simply be displaced.
26	Resident of Fairholme Avenue	The resident reports that the end of the road does not have a problem but the Balgores end parking causes difficulties for traffic leaving and entering Fairholme Avenue.	The Heath Park Road half of Fairholme is currently experiencing less problem than the Balgores Lane end of the road. Enforcement action is being targeted at the double yellow around the junction of Fairholme Ave and Balgores Lane and Penalty Charge Notices are being issued
27	Resident of Fairholme Avenue	The resident believes that they have yellow lines outside their property and would like a residents parking permit bay.	A residents parking scheme is being recommended
28	Resident of Heath Park Road	The resident is concerned of the impact of a possible residents' parking scheme would have on the residents of Heath Park near to the junction of Fairholme Avenue, and strongly oppose any change. There is a white bay which is free and is used by parents dropping off their children. The resident has lived at the address for 24 years and never experienced any problems with parking. The resident worries there will be nowhere for road users to park at that end of Fairholme Avenue and Heath Park Road.	Any new parking controls may displace parking in to adjoining areas. All residents parking schemes in the borough are subject to charges. Consideration could be given to making short term parking facilities for the nursery

29	Resident of Heath Park Road	The resident suggests as a nursery it would be very inconvenient to have resident parking. Parents dropping off their children have nowhere to park. It would also be an issue for staff parking as well. Therefore the resident is against this proposal.	If included in a residents parking scheme the nursery could apply for permits and visitors permits Consideration could be given to making short term parking facilities for the nursery
30	Resident of Balgores Lane	The resident believes the Council do not enforced the restriction in Fairholme or leaving cars to park on the badly painted lines all day!	Any problem with the existing parking restrictions will be rectified within this review.

HIGHWAYS ADVISORY COMMITTEE

4 October 2016

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
October 2016**

CMT Lead:

Steve Moore

Report Author and contact details:

**Mark Philpotts
Principal Engineer
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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	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

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

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

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

BACKGROUND PAPERS

None.

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

Highways Advisory Committee
 4 October 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								
None to report this month								
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
Page 95 96	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	05/09/2014
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	12/09/2014

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

Highways Advisory Committee
4 October 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	26/09/2014

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

Highways Advisory Committee
 4 October 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
55 Page 97	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	12/05/2015
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	11/02/2016

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

Highways Advisory Committee
 4 October 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	29/03/2016
Page 98	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	