



# Havering

LONDON BOROUGH

## HIGHWAYS ADVISORY COMMITTEE AGENDA

**7.30 pm**

**Tuesday  
10 January 2017**

**Council Chamber -  
Town Hall**

Members 11: Quorum 4

**COUNCILLORS:**

**Conservative  
(4)**

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

**Residents'  
(2)**

Barry Mugglestone  
John Mylod

**East Havering  
Residents'(2)**

Darren Wise (Chairman)  
Brian Eagling

**UKIP**

**(1)**

John Glanville

**Independent Residents'**

**(1)**

David Durant

**Labour**

**(1)**

Denis O'Flynn

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

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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 - 18)

To approve as a correct record the minutes of the meeting of the Committee held on 6 December 2016 and to authorise the Chairman to sign them.

### 5 BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 19 - 50)

### 6 TPC 792 MARGARET ROAD AREA (Pages 51 - 66)

### 7 SCH17 - CAMBRIDGE AVENUE & WARWICK GARDENS (Pages 67 - 76)

**8 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 77 - 86)

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

**9 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**  
**Head of Democratic Services**

# Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
6 December 2016 (7.30 - 9.30 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Joshua Chapman, John Crowder, Dilip Patel and +Wendy Brice-Thompson
<b>Residents' Group</b>	Barry Mugglestone and John Mylod
<b>East Havering Residents' Group</b>	Darren Wise (Chairman) and +Ron Ower
<b>UKIP</b>	John Glanville
<b>Independent Residents Group</b>	David Durant
<b>Labour Group</b>	Denis O'Flynn

Apologies were received for the absence of Councillors Brian Eagling and Frederick Thompson.

+Substitute members: Councillor Wendy Brice-Thompson (for Frederick Thompson) and Councillor Ron Ower (for Brian Eagling).

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

There were about 35 members of the public present for the meeting.

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

**58 MINUTES**

The minutes of the meeting of the Committee held on 8 November 2016 were agreed as a correct record and signed by the Chairman.

**59 EXPERIMENTAL CLOSURE TO THROUGH MOTOR TRAFFIC - CEDAR ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a consultation for the experimental closure of Cedar Road which was implemented to prevent

the use of the street by through motorists and sought a recommendation on whether or not the restriction should be made permanent.

Following the implementation of the scheme on an experimental basis to enable the proposal to be tested and for residents and other highway users to provide comments on a 'live' scheme officers provided details of the outcome.

The report informed the Committee that officers' recommended the position of the closure be just southwest of the junction with Chesham Close in order that those driving to the industrial area could clearly see the closure.

The Committee also noted that the restriction did not apply to cycles and arrangements were made for the London Fire Brigade to gain access through the closure (via a removable bollard or similar with a fire brigade lock) in the event of emergency. Officers informed that there was the potential for traffic reassignment to take place, but this would be onto the A12, North Street or Mawney Road which were more appropriate for the use.

The report informed that during public consultation 495 letters were sent on 18 February 2016 to residents and businesses in the local area who could potentially be affected by the experiment. The information was also sent to the standard consultees (Emergency Services, London Buses, special interest groups etc.), Ward Councillors and Committee Members. The experimental Order was published and site notices also placed.

Automatic traffic counts were undertaken on Cedar Road at the beginning of February 2016, before the experiment came into force and late May 2016 when the experiment was in force, so that changes in traffic flow could be measured. The summary of the data was appended to the report.

It was noted that during the experiment, feedback was received on the traffic signs advising of the restriction and the Fire Brigade bollard being removed by unauthorised persons. Additional signage was provided to advise that there was no through route for motor traffic and positive signage was provided to guide commercial drivers to the Chesham Close industrial estate.

Further to the receipt of objections and a petition against the closure, Officers' wrote to residents and businesses within the consultation area to explain that the Council proposed to end the experiment early and therefore any other views were required.

In response to the communication dated 23 May 2016, many responses in support of the scheme and a second petition from residents of Cedar Road were received. The petition contained a majority in support, but with some against the scheme.

The report informed that officers' were instructed to write to those in the consultation area advising that the experiment would continue and the revised date for comments would be 28<sup>th</sup> October 2016 to ensure that a full six-months for comments would be provided. The letter also explained that there had been a change in cabinet responsibilities (now Cabinet Member for Environment, Regulatory Services and Community Safety) and confirmed the date when the matter would be discussed by the Highways Advisory Committee.

By the close of the consultation, 164 responses had been received (multiple replies from the same person were recorded as a single response). Havering Cyclists supported the scheme, the Metropolitan Police Roads & Transport Policing Command raised concerns about the potential for an unobservant driver or motorcyclist colliding with the Fire brigade bollard, but noted the experimental nature of the scheme.

Three respondents made comments in relation to the traffic signs associated with the scheme, but did not go further to offer a view either way.

64 respondents supported the scheme and 95 respondents objected to the scheme; (40% in favour and 60% against).

The petition in objection to the scheme was received in early May 2016 and contained 183 signatures.

The second petition (from Cedar Road) was received in early June. 64 people signed in support of the scheme, 14 against the scheme, 2 did not give a view and 19 not responding.

A traffic survey point was established on Cedar Road to the north-east of the junction with Willow Street.

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 8<sup>th</sup> and 12<sup>th</sup> February 2016. A subsequent survey was undertaken between 20<sup>th</sup> and 26<sup>th</sup> May 2016 to measure conditions after the restriction had been installed and with some time allowed for traffic patterns to adapt. The Committee noted that although seasonal variations in traffic flow can take place, this is less likely in urban areas and so officers were confident that the data provided a reasonable indication of change. Details of the traffic data was contained in the Appendix to the report.

In terms of casualty data, in the 5 years to 2015 (currently available data), there was one collision at the junction of Cedar Road and Mawney Road involving an HGV and a car. An occupant of the car was slightly injured.

In officers' view, the experiment had proved unpopular with 60% of those responding. Many considered that a traffic calming scheme of some description would have been preferable. Many also considered that the

scheme had made it harder to drive for both local and longer distance journeys. Many people considered that the experiment had led to people using Willow Street and other streets to bypass Mawney Road which they considered had become more congested. Some people felt that Cedar Road should be available as a cut-through. The issues raised by the Police would be considered in the event a permanent scheme was recommended.

The Committee noted that 40% of those responding were in favour of the scheme being made permanent. Many considered that the street was now safer, especially for children. Many considered that the street was quieter, that driver speeds had reduced and that a drug dealing issue had been dealt with. Some people felt that it wasn't an issue to get into/ out of the estate and that people against the closure wanted to cut-through, rather than use the main roads.

The traffic data associated with the experiment demonstrated a significant reduction in traffic for the closed end of Cedar Road, including a similarly significant reduction in commercial vehicles. The data also indicated a modest reduction in driver speeds. The traffic flow before the experiment commenced was beyond what officers' consider to be reasonable for a residential street and it was clear that the street was being used as a cut-through.

The report also informed the Committee that the data collected for Mawney Road and North Street suggested that motorists may have diverted to North Street. However, without a dense network of traffic count points, it was not possible to be conclusive and the Committee could bear this in mind.

In accordance with the public speaking arrangements the Committee was addressed by a local resident. The resident stated that he lived on Cedar Road and that he along with the majority of residents living on the road were in favour of making the closure permanent. He stated that the residents of the road did not want speed humps due to noise, vibration and their failure to deter speeding. The resident stated that the petition data, as set out in the report, was not reflective of the number of residents of Cedar Road that were in favour of the scheme. More people were in favour of the scheme than reported. The resident stated that the majority of those objecting to the scheme were not resident in Cedar Road. The resident commented that prior to the implementation of the scheme traffic flow in Cedar Road was beyond what staff consider reasonable for a residential road.

With the permission of the Chairman a statement from Councillor Benham was presented to Members. The statement supported the position of the speaker and the retention of the closure.

During a debate, a Member raised concerns over the displacement of traffic and the effect on traffic flows in Mawney Road and North Street.

A Member spoke against the closure stating that the Council ought to consider alternative methods of dealing with traffic flows on the road other than through its closure.

Another Member expressed concerns about the knock-on effects of the scheme on other roads and suggested a width restriction to reduce the number of commercial vehicles using the road.

A Member stated that the bus lane enforcement on North Street would make congestion worse in the area, that mitigation was needed for a wider area.

Another Member speaking in favour of making the closure permanent stated that the area was plagued by inconsiderate drivers who ignored local residents. The Member stated that priority should be given to the children of the area and relief to residents being put at risk of motorist using the area as a cut through. The Member was of the view that the Council had an obligation to keep children and elderly people safe through the retention of the scheme.

A Member suggested that traffic calming should be considered for the area.

Following the debate, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment Regulatory Services and Community Safety that the closure to through motor traffic as detailed on Drawing QL040/59/01 be made permanent and the existing temporary concrete block system be replaced with a permanent layout utilising kerbed islands and appropriate bollards.

Members noted that the cost of the scheme was estimated at £7,000 which would be met by the Council's capital allocation for Minor Highway Improvements.

The voting in favour of the proposal was 8 votes to 3 against.

60 **BUS STOP ACCESSIBILITY - FIRBANK ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to the provision of a partially accessible bus stop on Firbank Road and sought a recommendation that the proposals be implemented.

The proposal was to provide accessibility improvements outside Nos. 9 and 11 Firbank Road whilst retaining the bus stop flag at the same location and providing a 37 metres and 24 hour bus stop clearway. The proposal would allow for a single door to be accessible as there was no alternative position on the road.

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

The resident spoke against the proposal stating that he had a mobility disability and that the scheme would hinder the use of his drive way. The resident added that he was a member of the target group for the proposed accessibility improvements yet had no problem accessing the bus stop as it currently is. He added that the proposal would prevent him using his car. The resident questioned whether the proposals included moving the bus drivers toilet from its current location.

During a brief debate, A Member sought clarification on the extent of the proposals and in response the Committee was informed that there was no proposal to relocate the stand but simply to make the current stop accessible with a 37 metres and 24 hour bus stop clearway.

In response to another Member asking if the vehicle crossing dropped kerbs would be affected, Officers informed the Committee that the proposal would not impact on the kerb lines.

Following the debate, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Firbank Road as outlined in drawing QP006-OF-B75-A be implemented;

That it be noted that the estimated cost of £750 for implementation (all sites) would be met by Transport for London from the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

The voting in favour of the proposal was 10 votes to 1 against.

61 **BUS STOP ACCESSIBILITY - BEVAN WAY (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops on Bevan Way and a new footway link on Hacton Lane.

The report stated that at its meeting on 6 September 2016, due to the level of objection from residents, the Committee rejected a proposal and asked officers' to consult on an alternative which kept the stops in their current positions.

The report offered a revised proposal that included a new footway link along Hacton Lane which would provide a direct walking connection from the southbound stop on Bevan Way and the existing pedestrian refuge servicing the area to the east of Hacton Lane.

The Committee noted that a response had been received with the comments outlined in the report and that Ward Councillors had been consulted and had requested the footway link be part of the proposal.

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 lived at No. 12 Bevan Way and that he had to park his car away from his house owing to the position of the stop. The resident stated that he needed to cross Bevan Road to get to his car, which he was required to do with his two young children. The resident pointed to the dangers of crossing a busy road like Bevan Way with two young children. The resident cited a range of child casualty statistics and commented that the implementation of the scheme would show a clear disregard for the safety of his family. He also stated that the case for the accessible kerb was flawed and insisted that widths could be reduced to allow sufficient space for a vehicle crossing at his residence.

During the debate a number of Members of the committee questioned whether a compromise could be found to accommodate the accessible stop and provide the resident with a vehicle crossover.

A Member suggested that one door be made accessible in order to meet the resident's crossover request.

The Committee was reminded that an alternative scheme had already been designed and consulted on at a different location on Bevan Way which would have enabled the construction of the crossover at No.12. The Committee was reminded that this scheme had been rejected because of objections to a loss of trees.

A deferral was proposed in order to allow Ward Councillors to discuss the matter with residents and officers.

Further to the brief discussion, a motion to defer the proposal was tabled by Councillor David Durant and seconded by Councillor Joshua Chapman.

The Committee **RESOLVED** to defer the matter to allow Ward Councillors, the residents and officers to discuss the matter.

62 **BUS STOP ACCESSIBILITY - UPPER RAINHAM ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed the following accessibility improvements proposed for various bus stops along Upper Rainham Road:

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QP006-OF-B53  Option 1  BS18372 Hayburn Way	Outside 25 & 27	Bus shelter to be turned around, located to the rear of footway and moved 1.30m north to improve accessibility.  Bus stop flag to be relocated 4.90metres south  140mm kerb and associated footway works provided at bus boarding area  25metre 24 hour bus stop clearway
QP006-OF-B53  Option 2  BS18372 Hayburn Way	Outside 29/31	Bus stop to be relocated 21.90m south to the party wall of 29 & 31.  140mm kerb and associated footway works provided at bus boarding area  33metre 24 hour bus stop clearway
QP006-OF-B54  BS18375 Gordon Avenue	Party wall of 70 & 72	Bus stop flag to remain in the same location  140mm kerb and associated footway works provided at bus boarding area  21metre 24 hour bus stop clearway
QP006-OF-B55  BS18374 Gordon Avenue	Outside 105 & 107	Bus stop flag to remain in the same location  140mm kerb and associated footway works provided at bus boarding area

		31metre 24 hour bus stop clearway
QP006-OF-B56  BS18374 Chestnut Avenue	Opposite 151 & 153	Lay by to be built out by approximately 1.50metres.  New kerb radius leading into Bancroft Chase  Bus shelter to be relocated 5.80metres north and positioned at the front of footpath  140mm kerb and associated footway works provided at bus boarding area  37metre 24 hour bus stop clearway
QP006-OF-B57  BS18376 Chestnut Avenue	Outside 173 & 175	Bus stop to remain in the same location  Proposed build out 1.0meter in depth  140mm kerb and associated footway works provided at bus boarding area  19metre 24 hour bus stop clearway  Centre line marking adjusted to suit new scheme
QP006-OF-B58  BS18379 Laburnum Avenue	Opposite 241 & 243	Bus stop flag to remain in the same location  140mm kerb and associated footway works provided at bus boarding area

		31metre 24 hour bus stop clearway
QP006-OF-B58  BS18378 Laburnum Avenue		Bus stop to remain in the same location  Proposed build out 1.0meter in depth  140mm kerb and associated footway works provided at bus boarding area  19metre 24 hour bus stop clearway  Centre line marking adjusted to suit new scheme
QP006-OF-B59  R0106 Harrow Lodge Park	Opposite medical centre	Bus stop to remain in the same location  37metre 24 hour bus stop clearway
QP006-OF-B60  BS29460 Harrow Lodge Park	Outside medical centre	Bus stop to remain in the same location  37metre 24 hour bus stop clearway

Following the presentation and in response the Committee noted that the various work would not lead to any loss of parking spaces but provide for the build out by one metre depth the bus stop on two locations (Cheshunt Avenue and Laburnum Avenue)

Having considered the report and the representations made it was **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety:

a. that the bus stop accessibility improvements on Upper Rainham Road as set out in the report and shown on the following drawings be implemented;

- QP006-OF-B53-A OPTION 1
- QP006-OF-B54-A
- QP006-OF-B55-A
- QP006-OF-B56-A
- QP006-OF-B57-A
- QP006-OF-B58&59-A
- QP006-OF-B60&61-A

Members noted that the estimated cost for implementation of all the proposals was of £28,000 and would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

**63 BUS STOP ACCESSIBILITY - HALL LANE (OUTCOME OF PUBLIC CONSULTATION)**

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 Hall Lane outlined on drawing QP006-OF-B19&B20-A of the report be implemented, including the provision of a new pedestrian refuge and reduction of the speed limit from 40mph to 30mph.

That it be noted that the estimated cost of £16,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

**64 BUS STOP ACCESSIBILITY - ST MARY'S LANE (OUTCOME OF PUBLIC CONSULTATION)**

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 St Marys Lane outlined on drawings QP006-OF-B39&B40-A, QP006-OF- B41-A, QP006-OF-B42&B43-A and QP006-OF- B44-A of the report be implemented.

Members noted that the estimated cost of £23,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

65 **BUS STOP ACCESSIBILITY - UPPER BRENTWOOD ROAD (OUTCOME OF PUBLIC CONSULTATION)**

Following clarification that the withdrawn site would remain in a similar position, 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 Upper Brentwood Road outlined on drawings QP006-OF-B48&49-A and QP006-OF-B52-A (including upgrade of fire access Durham Avenue) in the report be implemented

That it be noted that because of the level of objections received from respondents and Royal Liberty School, that the proposals shown on Drawing QP006-OF-B50&B51-A be withdrawn and officers' would consult on a revised layout and bring a further report to the Committee.

Members noted that the estimated cost of £10,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

66 **HORNCHURCH ROAD/GROSVENOR DRIVE JUNCTION ACCIDENT REDUCTION PROGRAMME - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the junction speed table outlined on drawing No. QP001-3/1 be implemented.

Members noted that the estimated costs of £15,000 would be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

67 **ROMFORD TOWN CENTRE ACCIDENT REDUCTION PROGRAMME PROPOSED 20 MPH ZONE & SAFETY IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a public consultation for the implementation of safety and accident reduction programme scheme that was approved by Transport for London for funding.

The report informed the Committee that a feasibility study had been carried out to identify safety improvements in the area and 20mph zone, humped pelican crossing, speed tables, build out, gateway measures with coloured surfacing and 20/30mph roundels, 20mph roundels road markings, 20/30mph road signs, roundabout centre line road markings were proposed.

During a brief discussion a Member sought clarification on how the scheme came to realisation. In response officers' informed the Committee that

following various injury and collisions sustained in Western Road and around the Ring Road, especially those involving pedestrians, the scheme had been prepared.

A Member commented that Romford Town centre did not require a blanket approach and felt the proposals should be more bespoke. The member noted that the scheme had positive elements which could be taken forward and implemented.

Another Member questioned the use of speed tables and felt they were overkill.

Another Member was supportive of the speed tables on crossing points only.

Officers informed the Committee that funding for the scheme was time limited and any review would need to be done quickly.

Another Member expressed his support for the scheme.

A Member suggested that there was a need for officers and Ward Councillors to discuss the proposals and report back to the Committee for its recommendation.

Following the debate, a motion to defer the proposal was tabled.

The Committee **RESOLVED** to defer the matter to allow Ward Councillors and officers to review the proposed scheme.

The voting was agreed 10 votes to 1 abstention.

## 68 **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.

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**Chairman**

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

Item Ref	Location	Ward	Description	Decision
<b>SECTION A - Highway scheme proposals without funding available</b>				
A1	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	AGREED
Page 15 2	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	AGREED
	A3	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>				
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). <b>Request held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.</b>

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

Item Ref	Location	Ward	Description	Decision
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. <b>Request confirmed for 2017/18 TfL LIP submission.</b>
<del>B3</del>	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. <b>Request confirmed for 2017/18 TfL LIP submission.</b>
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. <b>Request confirmed for 2017/18 TfL LIP submission.</b>

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

Item Ref	Location	Ward	Description	Decision
B5 Page 37	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. <b>Request confirmed for 2017/18 TfL LIP submission.</b>
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). <b>Request confirmed for 2017/18 TfL LIP submission.</b>
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. <b>Request confirmed for 2017/18 TfL LIP submission (part of wider rural speed limit review).</b>

**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. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.</b>

# HIGHWAYS ADVISORY COMMITTEE

10 January 2017

<b>Subject Heading:</b>	<b>BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS (The Outcome of public consultation)</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>Velup Siva Senior Engineer 01708 433142 velup.siva@havering.gov.uk</b>
<b>Policy context:</b>	<b>Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013)</b>
<b>Financial summary:</b>	<b>The estimated cost of £20,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.</b>

**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

A1306 New Road, Rush Green Road, Brentwood Road and Straight Road – Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements and pedestrian refuges and speed table are proposed to minimise accidents. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the above proposals be approved.

The scheme is within **Rainham & Wennington, Brooklands, Squirrels Heath, Emerson Park and Heaton** wards.

## 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 following proposals as shown on the relevant drawings be implemented.
  - (a) A1306 New Road by Wentworth Way – Pedestrian refuge (Drawing No. QP004/1)
  - (b) Straight Road outside property No. 321 – Pedestrian refuge (Drawing No. QP004/4/1)
2. Following the public consultation results, the following proposals including the pedestrian refuge and speed table along Brentwood Road by Great Gardens Road and pedestrian refuge along Rush Green Road south of Clayton Road will be rejected.
  - (a) Rush Green Road west of Clayton Road – Pedestrian refuge (Drawing No. QP004/2)
  - (b) Brentwood Road / Great Gardens Road Junction – Speed table (Drawing No. QP004/3)
3. That, it be noted that the estimated costs of £20,000, 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 Local Implementation Plan settlement. A1306 New Road, Rush Green Road, Brentwood Road and Straight Road 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 A1306 New Road, Rush Green Road, Brentwood Road and Straight Road Accident Reduction Programme will help to meet these targets.

### **Accidents**

- 1.3 In the five-year period to August 2015, the details of personal injury accidents (PIAs) are as follows.

#### **A1306 New Road by Wentworth Way**

There have been a total of seven personal injury accidents at the above locations over a five year period. Of this total, one was fatal; one was serious and one involved pedestrian.

#### **Rush Green Road west of Clayton Road**

There have been a total of three personal injury accidents at the above location over a five year period. Of this total, one was fatal and one involved pedestrian.

#### **Brentwood Road / Great Gardens Road Junction**

There have been a total of two personal injury accidents in the vicinity of the above location over a five year period. Of this total, both were serious and both involved pedestrians.

#### **Straight Road south of Stanwyck Gardens**

There have been a total of four personal injury accidents in the vicinity of the above location over a five year period. Of this total, one was serious.

### **Proposals**

- 1.4 The following safety improvements are proposed to minimise accidents in the vicinity.

**A1306 New Road by Wentworth Way – Pedestrian refuge**  
(Drawing No. QP004/1)

**Rush Green Road west of Clayton Road – Pedestrian refuge with minor footway parking bay changes**  
(Drawing No. QP004/2)

**Brentwood Road / Great Gardens Road Junction – Speed table**  
(Drawing No. QP004/3)

**Straight Road south of Stanwyck Gardens – Pedestrian refuge**  
(Drawing No. QP004/4/1)

## 2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, the following numbers of letters were delivered by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. The numbers of responses, received for each location are as follows.

Location	Number of letters delivered	Number of response received
A1306 New Road by Wentworth Way	30	4
Rush Green Road west of Clayton Road	50	6
Brentwood Road / Great Gardens Road Junction	50	5
Straight Road south of Stanwyck Gardens	40	3

## 3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that a number of killed or serious personal injury accidents (PIAs) occurred at these four locations. The majority of PIAs involved pedestrians.
- 3.2 The proposed pedestrian refuges and speed table would minimise accidents at the four locations. However, due to level of opposition to the Brentwood Road and Rush Green Road pedestrian refuges, these two schemes will be rejected and alternative proposals will be considered at a later date. It is therefore recommended that the proposed safety improvements for A1306 New Road and Straight Road 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 £20,000 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. **Drawing Nos. QP004/1, QP004/2, QP004/3 and QP004/4/1.**

**APPENDIX  
SUMMARY OF RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>STAFF COMMENTS</b>
<b>A1306 NEW ROAD BY WENTWORTH WAY</b>		
QP004/1/1 (Local Member)	Good Idea	-
QP004/1/2 (Member)	No initial comments	-
QP004/1/3 (Ray Whitehouse, Cycling Representative)	This crossing would be very helpful. It would be even more helpful if at the same time, you could make the footpath on the south side of the A1306 a shared path between the crossing and Dovers corner.	The funding is not currently available to extend the shared use footpath. It could be considered at a later date.
QP004/1/4 (The resident, 11 Wentworth Way)	I agree with this proposal of a pedestrian refuge as there have been so many near misses and also it will help to protect you when you are turning right into Wentworth Way.	-
<b>RUSH GREEN ROAD WEST OF CLAYTON ROAD</b>		
QP004/2/1 (Member)	No initial comments	-
QP004/2/2 (Local Member)	As a local resident and local Councillor for the area I would be opposed to the proposed additional crossing location in Rush Green Road. Reasons ; - there is already a zebra crossing and push button pedestrian crossing within close proximity of the proposed location - the proposed crossing is too close to the bus stops and would create difficulties for vehicles to overtake the parked buses with a crossing island in the way.	-
QP004/2/3 (Ray Whitehouse, Cycling Representative)	Make sure the refuge can accommodate disabled vehicles, push chairs and 2 wheeled cycles. Make sure that the extension of on street parking does not in any way impact on the shared pathway/cycle way.	The proposed pedestrian refuge is wide enough to cater all these users. The proposal would not affect shared pathway/cycle way.
QP004/2/4 (The resident, 342 Rush Green Road)	There is already a zebra crossing 70yards away and a 10 seconds walk away from the pedestrian refuge. This has also decreased the parking facilities for the residents. At present there is not enough space for the residents to park their cars within distance of their homes. We have also been saving to have a drive way installed, would you proposed interfere	Staff considered that the proposed pedestrian refuge would help pedestrians to cross carriageway safely and minimise accidents at this location. It would not cause significant problems for pedestrians

	with this being implemented. The pedestrian refuge will also cause pedestrian noise and destruction to us and our neighbours. The proposals cause more accidents and will not reduce your accident statistics.	or vehicular traffic as described.
QP004/2/5 (The resident of Rush Green Road)	Strongly against your proposal of a pedestrian refuge. Your proposals are likely to make the area more dangerous, increasing accidents rather reducing them. Your proposals will make it harder for drivers to overtake a stationary bus and it will be impossible if there are buses at both stops. It will increase vehicle emissions as cars keep stopping and starting. Finally it will cause even more congestion on the road.	Staff considered that the proposed pedestrian refuge would help pedestrians to cross carriageway safely and minimise accidents at this location. It would not cause significant problems for pedestrians or vehicular traffic as described.
QP004/2/6 (The resident, 415 Rush Green Road)	That your proposal is only likely to cause traffic chaos and lead to both traffic and vehicle accidents and injuries: <ul style="list-style-type: none"> <li>– Increase traffic congestion within the proposed areas.</li> <li>– Create bottleneck within this area which would lead to uncontrolled traffic queue not just at the proposed spot but along the whole of Rush Green Road</li> <li>– Lead to vehicle collision and pedestrian injuries</li> <li>– Detrimental to health and safety of residents due to increased traffic congestion and collisions at the proposed area.</li> </ul>	Staff considered that the proposed pedestrian refuge would help pedestrians to cross carriageway safely and minimise accidents at this location. It would not cause significant problems for pedestrians or vehicular traffic as described.
<b>BRENTWOOD ROAD / GREAT GARDENS ROAD JUNCTION</b>		
QP004/3/1 (Leader of the Council)	He doesn't consider the proposed pedestrian refuge to be well placed given its proximity to the bus stop. This may cause issues for any vehicles looking to overtake a bus at the bus stop.	-
QP004/3/2 (Member)	No initial comments	-
QP004/3/3 Ray Whitehouse, Cycling Representative)	Make sure the refuge can accommodate disabled vehicles, push chairs and 2 wheeled cycles.	The proposed pedestrian refuge is wide enough to cater all these users.
QP004/3/4 (The resident, 289 Brentwood Road)	I am always in agreement for safety for pedestrians and have vented my concerns about the location/area for Brentwood Road for a number of years. My concerns for this particular pedestrian refuge are:	Staff considered that the proposed pedestrian refuge and speed table would help pedestrians to cross carriageway safely

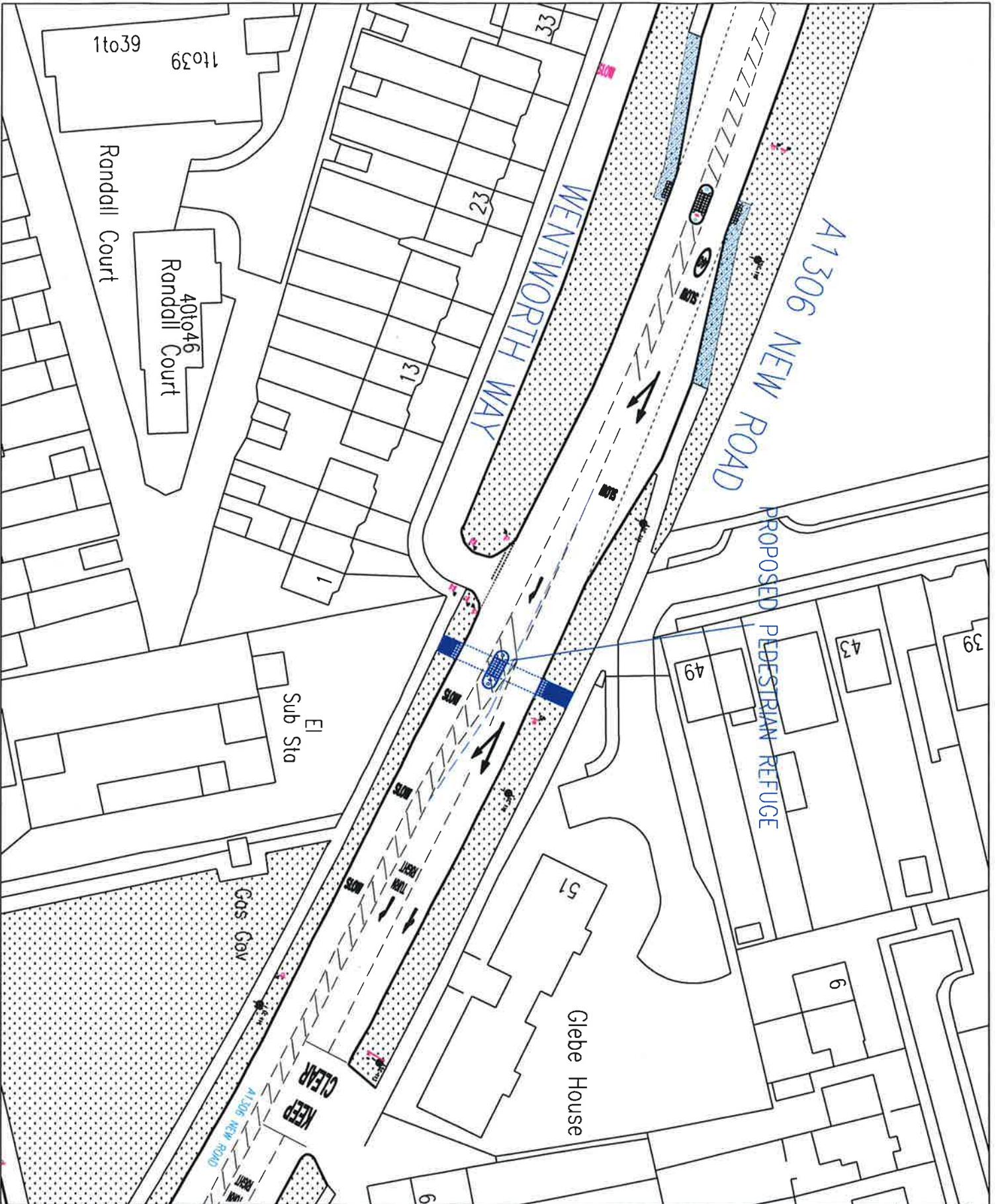
	<p>(1) The proposed pedestrian refuge would cause more danger for the oncoming cars in the opposite direction.</p> <p>(2) The existing bus stop does not allow any stopping for parking for residents in this location (including myself)</p> <p>(3) My area for pulling over in the car is outside number 291 which enables me to pull over, thus allowing me to reverse into my front drive. I am unable to drive into my front drive as if I do so, it is practically impossible to reverse out due to the speed of the oncoming cars coming round the bend in the road which proves near to impossible due to the speed of the traffic. So my means for parking is to reverse in, as it is easier to drive out if the car is facing forwards giving more visibility to the oncoming traffic.</p> <p>(4) If a pedestrian refuge is placed outside the residence of 291/293 you will get the idiots that do not currently wait for the bus to move off and tend to overtake the bus when it is letting passengers alight at the bus stop. This means the driver of the vehicle will overtake the bus, and if I am trying to park or even my neighbour (during this time) they will immediately end up behind our vehicle and will probably not wait for us to park (like they do), and this would then mean they try to overtake us in the outer lane and go via the oncoming cars in the other lane which could be a fatal collision with them crashing into the refuge.</p> <p>(5) The speed of cars in this stretch is a major concern which I have vented over the years and the speed element needs to be looked at in this location due to the bend in the road which some drivers tend to take for a race course especially once they drive over the bridge situated in-between Osborne Road and Lawrence Road.</p> <p>(6) It is very difficult to explain the situation. I am happy for a member of your team to actually come and pay myself a visit so you can see what it is like as a</p>	<p>and minimise accidents at this location. It would not cause significant problems for pedestrians or vehicular traffic as described.</p>
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	<p>resident in your house dealing with cars beeping the horns due to idiotic drivers trying to do stupid manoeuvres in this location. I don't believe the seriousness of this stretch of road is being taken deeply in to consideration.</p> <p>(7) Also, I am not sure why a refuge is needed in this location when there is a refuge a few feet away outside Domino's Pizza/Central Computers. Two refuges within a few feet of each other seem not practical and the money could be spend better elsewhere i.e putting in a speed restriction between certain points on Brentwood Road. This refuge is quite scary once you're stuck in the middle of the traffic going both ways as the speed of the cars is well over the speed limit and you never know if someone will come crashing into the refuge due to the curve/bend in the road at this location.</p> <p>(8) Also if a refuge is put in place, how on earth does the driver go to pull over to drop of my food delivery shopping and also my neighbours as he will be unable to pull over if a refuge is put in place outside 291/293. We tend to use Asda/Tesco's shopping delivery service.</p> <p>(9)Also if a dustbin truck has pulled over to collect rubbish/recycling, again you get the motorists that are just so impatient they want to overtake any vehicle which is pulled over whether it will be for 1 minute or 5 minutes. If a refuge is in place outside 291/293 I would not want to imagine the consequences.</p> <p>(10) The neighbours in this vicinity are not being thought about at all with these proposals which may be implemented.</p>	
<p>QP004/3/5 (The residents, 293 Brentwood Road)</p>	<p>Your suggestion for a speed table at the top of Great Gardens Road has no real bearing on us. Our concern and the reason for this e-mail are regarding the proposed pedestrian refuge outside of our</p>	<p>Staff considered that the proposed pedestrian refuge and speed table would help pedestrians to cross carriageway safely</p>

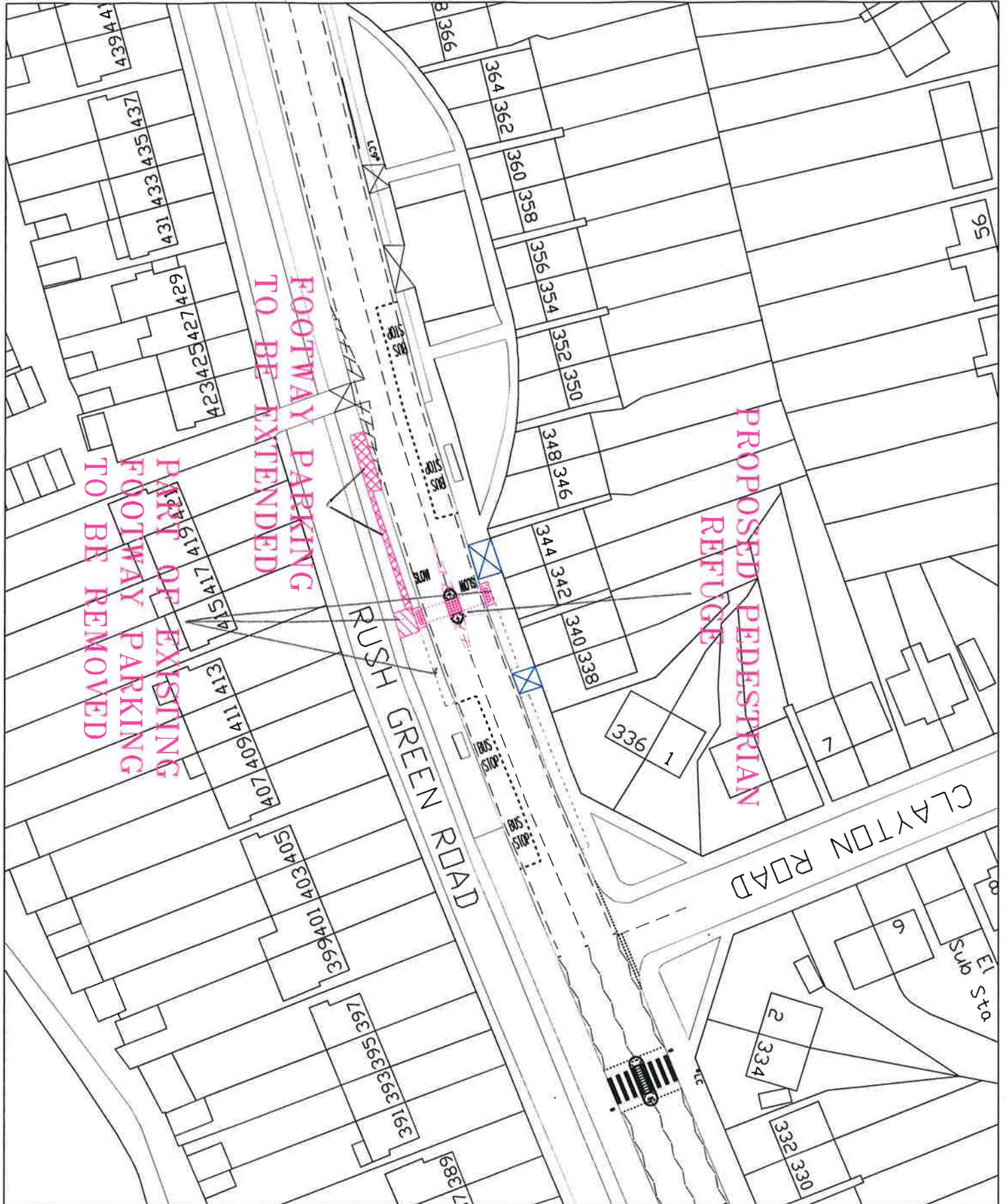
	<p>house.  You may have noticed that there is a slight bend to the road so entry to and especially entry from our drive way is difficult at the best of times. With the central reservation installed it will be made all the more difficult as the angle we exit would need to be more extreme to avoid hitting the island. At present it can take up to 10 minutes to depart from our drive way. This would increase this further.</p> <p>In the 20 years we have resided in this house we have only ever witness one accident involving a pedestrian, and that was caused by the state of intoxication of the pedestrian when they alighted from the bus and crossed the road.  A central reservation may be classed as a safety measure but people will cross wherever is convenient for them. This will happen at any cross roads. We frequently have very elderly folk crossing the road 10 foot away from the already existing central reservation outside of Domino's pizza! A new additional area being placed outside of our house I would deem as unnecessary as you have already the existing area outside of Dominos and then a further one outside of the Doctors surgery approx. 100 metres away.  The matter that needs to be addressed is the speed that people travel down Brentwood Road and the fact that many overtake the busses whilst they are at bus stops when there is insufficient room with oncoming traffic and also poor visibility of pedestrians. The area already has signs indicating no overtaking but these are not adhered to.  Maybe speed bumps to slow the traffic down would be a better idea!  If you deem it necessary to install an addition central reservation then I recommend that you actually place it at the rear of the bus stop between numbers 287 and 285. This would then encourage pedestrians to cross behind the bus (in both directions to and from Romford Town Centre) and make them more visible to vehicles. This is already in place between the Margaret Road and Witham Road bus stops in Heath Park Road. Also the fact that the cars would then not be able to overtake the bus in the bus stop as there</p>	<p>and minimise accidents at this location. It would not cause significant problems for pedestrians or vehicular traffic as described.</p>
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	<p>would be a central reservation stopping them. If the central reservation was placed at the front of the bus, then cars may well still try to overtake the bus but then come into contact with the island. Causing more issues!</p> <p>Unfortunately, as said earlier, central reservations do not necessarily slow the traffic down, which we believe is the main issue. Evidence of this can still be seen by the damage and collision with the Margaret Road/Witham Road central reservation in Heath Park Road which occurred on the first weekend in December of this year! (Please see the attached photograph )</p> <p>Vehicle speed is the issue!</p> <p>If a central reservation is deemed appropriate, then it should be placed where it makes pedestrians visible to vehicles behind the buses and stops vehicles trying to overtake the bus whilst they are in the bus stops!</p>	
<b>STRAIGHT ROAD SOUTH OF STANWYCK GARDENS</b>		
QP004/4/1/1 (Member)	No initial comments	-
QP004/4/1/2 (Ray Whitehouse, Cycling Representative)	Make sure the refuge can accommodate disabled vehicles, push chairs and 2 wheeled cycles.	The proposed pedestrian refuge is wide enough to cater all these users.
QP004/4/1/3 (The Resident, No.321 Straight Road)	<p>I would like to draw your attention to a few concerns and I have regarding the proposed pedestrian refuge. I have contacted the Council numerous times to already about the obstruction I face just pulling out of my driveway because of the overgrown trees and the parked cars, the area in which the proposed refuge is to be built is on the brow of a hill and a major blind spot. I've had to guide my elderly mother out several times because it is difficult to see oncoming traffic. If our vision is blocked, pedestrians attempting to cross here are going to have the same problem. This area gets extremely busy as it is with cars, allowing people to cross here I think would be very dangerous.</p> <p>Thank you for taking the time to read this email. I hope you take into consideration my concerns regarding this refuge.</p>	Staff considered that the proposed pedestrian refuge would not cause problems for pedestrians or vehicular traffic. The proposed pedestrian refuge would help the pedestrians to cross the carriageway safely and the resident at No.321 when accessing the drive way. The proposal would also reduce vehicle speeds at this location.





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NOTES			
<b>JOB TITLE</b> A1306 NEW ROAD / WENTWORTH WAY ACCIDENT REDUCTION PROGRAMME			
<b>DRAWING TITLE</b> PROPOSED PEDESTRIAN REFUGE			
<b>REVISION / AMENDMENT</b> REVISION NO. DATE		<b>DATE</b>	
<b>DRAWN BY</b> VS	<b>CHECKED BY</b> VS	<b>APPROVED BY</b> MP	<b>DATE</b> OCT 16
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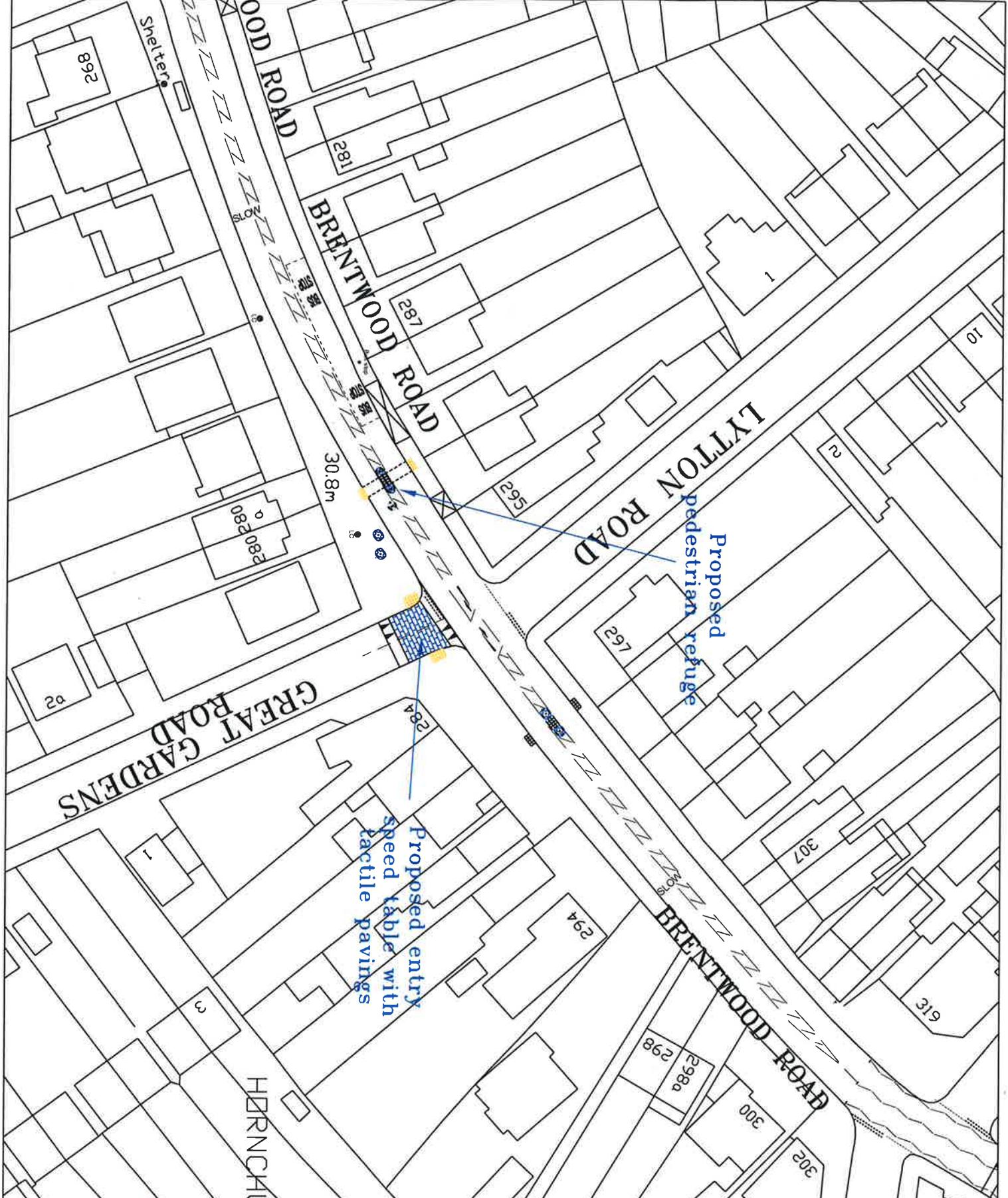


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 Survey and the latest of the City of London Corporation and the  
 London Borough of Havering (2023/23)

**NOTES**

JOB TITLE <b>RUSH GREEN ROAD WEST OF CLAYTON ROAD</b>		REVISION AMENDMENT		DATE
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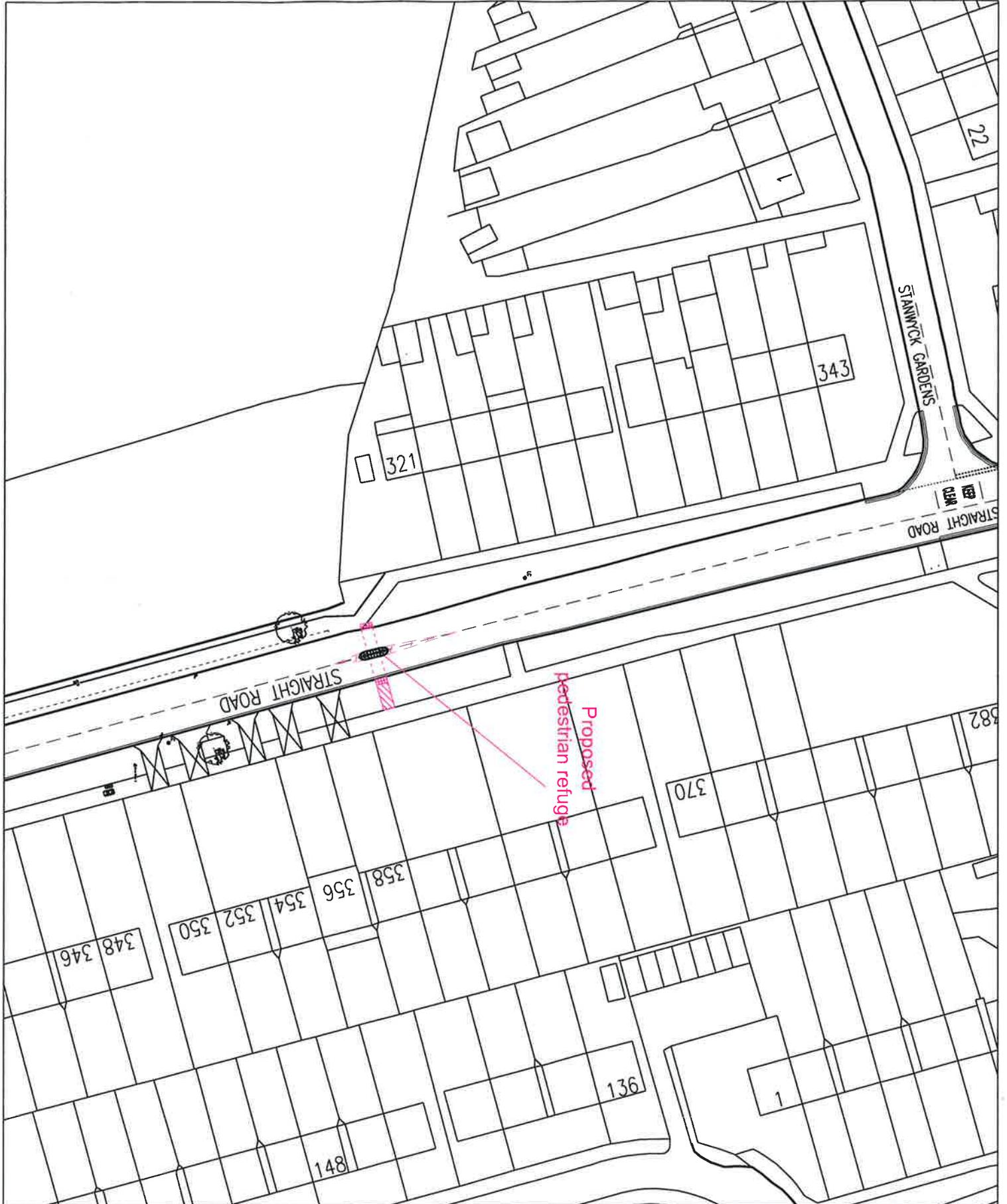


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**NOTES**

JOB TITLE		REVISION AMENDMENT		DATE	
BRENTWOOD ROAD / GREAT GARDENS ROAD					
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PROPOSED PEDESTRIAN REFUGE SPEED TABLE WITH TACTILE PAVINGS					
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**NOTES**

JOB TITLE		DRAWING No	
STRAIGHT ROAD		OP004-4/1	
ACCIDENT REDUCTION PROGRAMME		REVISION	
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PROPOSED PEDESTRIAN REFUGE			
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REVISION		DATE	
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Our Ref: QP004/New Road  
Your Ref :

Residents/Occupiers  
A1306 New Road (part),  
Wentworth Way (part),  
Glebe Road (part)

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

**e velup.siva@havering.gov.uk**  
**text relay 18001 01708 434343**  
**www.havering.gov.uk**  
Date : 24<sup>th</sup> November 2016

Dear Sir/Madam,

**REF:A1306 NEW ROAD BY WENTWORTH WAY ACCIDENT REDUCTION PROGRAMME – PROPOSED PEDESTRIAN REFUGE**

In October 2015, Transport for London approved funding for a number of accident reduction schemes as part of Local Implementation Plan settlement. Various locations including A1306 New Road by Wentworth Way – 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 A1306 New Road by Wentworth Way. There have been a total of seven personal injury accidents at the above locations over a five year period. Of this total, one was fatal; one was serious and one involved pedestrian.

The pedestrian refuge is proposed along A1306 New Road by Wentworth Way as shown on the attached plan to minimise accidents in the vicinity.

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](mailto:velup.siva@havering.gov.uk)

Comments should reach us by **Wednesday 14<sup>th</sup> December 2016**.

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 10th January 2017 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.

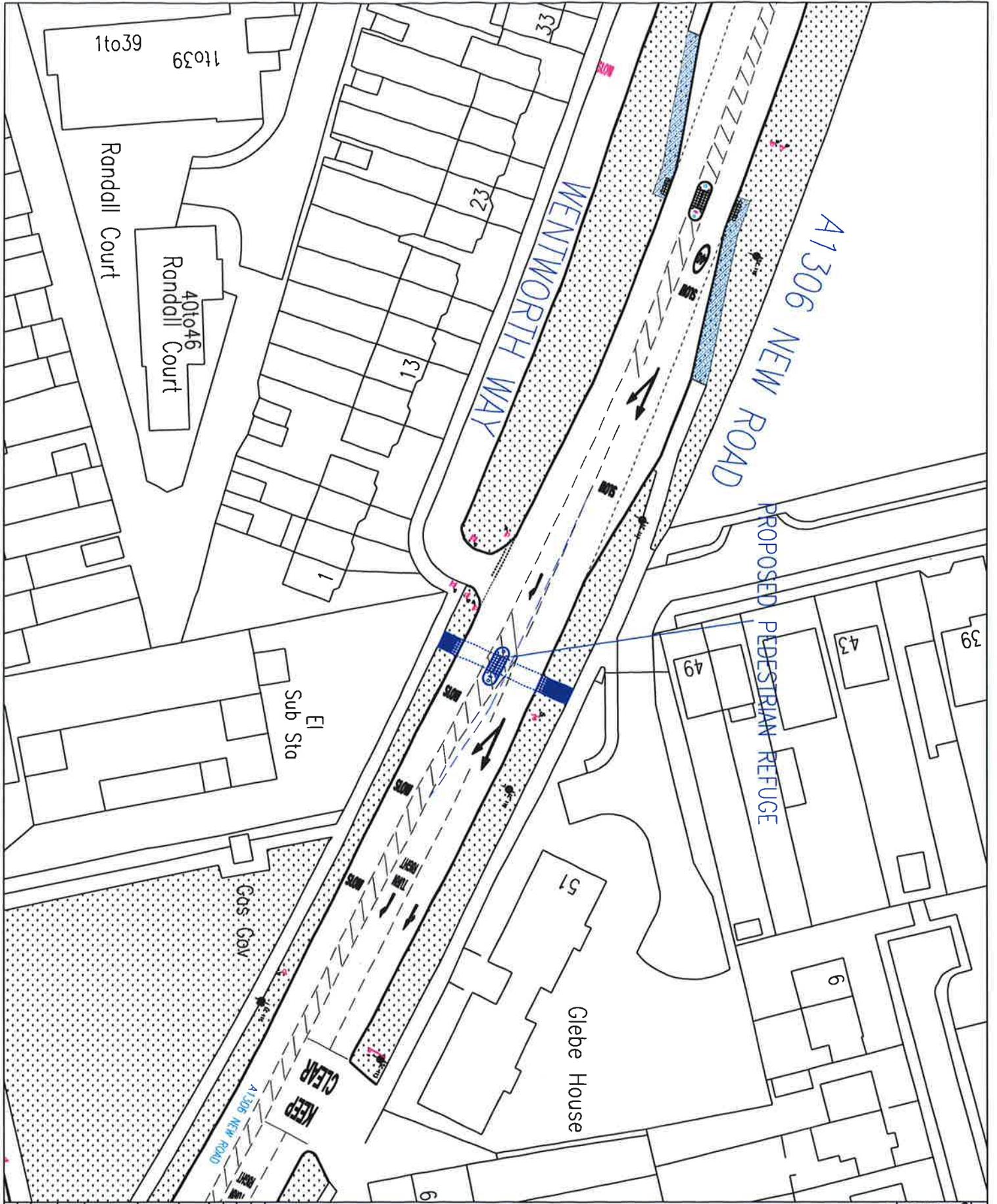
If you require any further information on the proposals, please contact Mr Siva, the Senior Engineer dealing with the scheme.

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

Yours sincerely,

*V. Siva*

VELUP SIVA  
SENIOR ENGINEER  
STREET MANAGEMENT  
ENVIRONMENT



PURPOSE: PURPOSE:

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JOB TITLE		A1306 NEW ROAD/WENTWORTH WAY ACCIDENT REDUCTION PROGRAMME	
Drawing Title		PROPOSED PEDESTRIAN REFUGE	
REVISION / AMENDMENT	DATE		
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**The Resident or Occupier**  
Brentwood Road (part),  
Great Gardens Road (part),  
Lytton Road (part)

**Please call Mr Siva**  
t 01708 433142  
e [highways@havering.gov.uk](mailto:highways@havering.gov.uk)  
text relay 18001 01708 434343

24<sup>th</sup> November 2016

Dear Sir or Madam;

[www.havering.gov.uk](http://www.havering.gov.uk)

## **QP004/3: BRENTWOOD ROAD/GREAT GARDENS JUNCTION ACCIDENT REDUCTION PROGRAMME – PROPOSED PEDESTRIAN REFUGE AND ENTRY SPEED TABLE**

The pedestrian refuge and entry speed table are proposed to minimise accidents in the vicinity of the above junction. There have been a total of two personal injury accidents in the vicinity of the above location over a five year period. Of this total, both were serious and both involved pedestrians.

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 above proposals will help to meet these targets.

Before a decision is made on implementing these proposals, you have the opportunity to comment, which should be in writing to;

The Principal Engineer,  
Environment,  
Engineering Services,  
Town Hall,  
Main Road,  
Romford RM1 3BB.

or by email to [highways@havering.gov.uk](mailto:highways@havering.gov.uk)

Plans showing the proposals are enclosed and also available to view on the Councils web site, a link of which is shown below;

<https://www.havering.gov.uk/Consultations>

Comments should reach us by 14<sup>th</sup> of December 2016.

If you have any questions, please do not hesitate in contacting our project engineer, Mr Siva Velup on 01708 433142.

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

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 10<sup>th</sup> of January 2017 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.

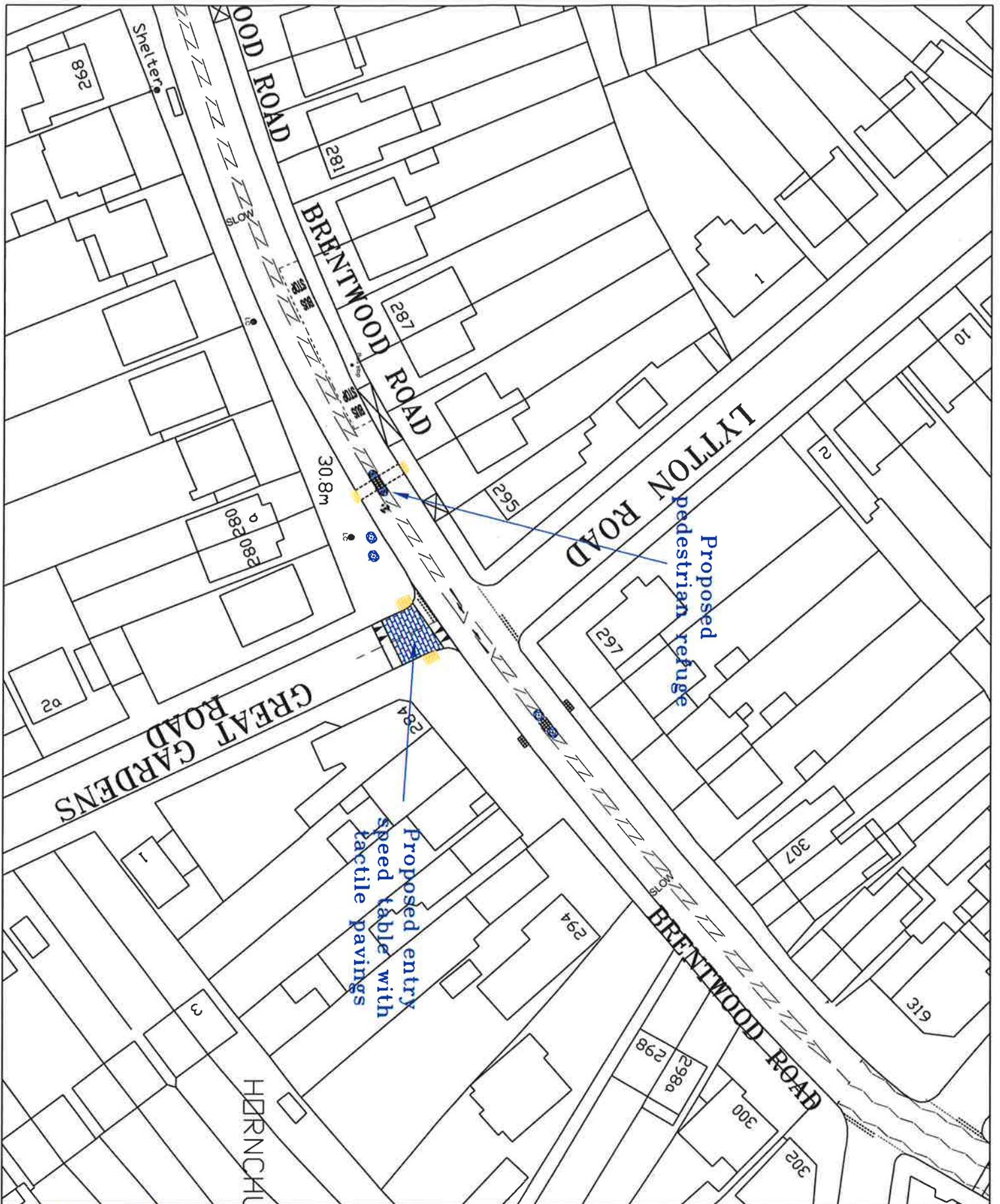
Each person will have up to a maximum of 3 minutes to speak. You must pre-register to speak on a 'first come first served basis' so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee please contact Taiwo Adeoye on 01708 433079 no earlier than 03<sup>rd</sup> January 2017 and 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.

Yours faithfully,



**Mark Philpotts** CEng MICE FCIHT FIHE PIEMA  
Principal Engineer  
Engineering Services



**PURPOSE**

Copyright

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These drawings are prepared for the use of the Council of the City of Havering and are not to be used for any other purpose without the written consent of the Council of the City of Havering.

London Borough of Havering 2023/12/17

**NOTES**

JOB TITLE		BRENTWOOD ROAD / GREAT GARDENS ROAD	
DRAWING TITLE		PROPOSED PEDESTRIAN REFUGE SPEED TABLE WITH TACTILE PAVINGS	
DESIGN BY	CHECKED BY	APPROVED BY	
VS	VS	MP	
SCALE	DATE	DRAWN	
NIS	NOV/16	ISSUE	
ACAD REF:	DRAWING No	REVISION	
Sheet Size: A3 (297x420)	0P004-3		

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**The Resident or Occupier**  
Rush Green Road (part),

**Please call Mr Siva**  
t 01708 433142  
e [highways@havering.gov.uk](mailto:highways@havering.gov.uk)  
text relay 18001 01708 434343

24<sup>th</sup> November 2016

Dear Sir or Madam;

[www.havering.gov.uk](http://www.havering.gov.uk)

**QP004/2: RUSH GREEN ROAD BY CLAYTON ROAD ACCIDENT REDUCTION PROGRAMME – PROPOSED PEDESTRIAN REFUGE**

The pedestrian refuge is proposed to minimise accidents in the vicinity of the above junction. There have been a total of three personal injury accidents at the above location over a five year period. Of this total, one was fatal and one involved pedestrian.

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 above proposals will help to meet these targets.

Before a decision is made on implementing these proposals, you have the opportunity to comment, which should be in writing to;

The Principal Engineer,  
Environment,  
Engineering Services,  
Town Hall,  
Main Road,  
Romford RM1 3BB.

or by email to [highways@havering.gov.uk](mailto:highways@havering.gov.uk)

Plans showing the proposals are enclosed and also available to view on the Councils web site, a link of which is shown below;

<https://www.havering.gov.uk/Consultations>

Comments should reach us by 14<sup>th</sup> of December 2016.

If you have any questions, please do not hesitate in contacting our project engineer, Mr Siva Velup on 01708 433142.

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

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 10<sup>th</sup> of January 2017 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.

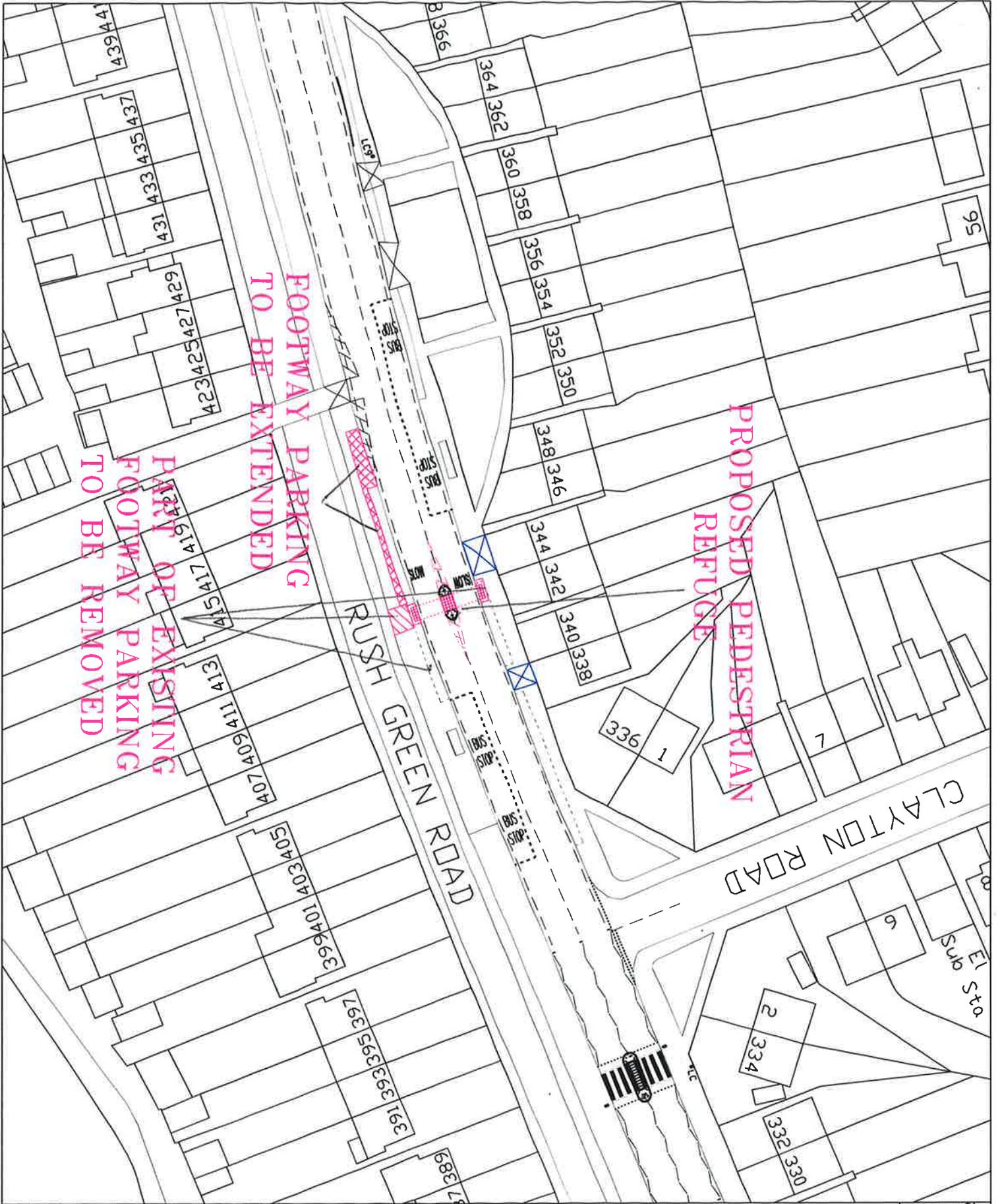
Each person will have up to a maximum of 3 minutes to speak. You must pre-register to speak on a 'first come first served basis' so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee please contact Taiwo Adeoye on 01708 433079 no earlier than 03<sup>rd</sup> January 2017 and 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.

Yours faithfully,



**Mark Philpotts** CEng MICE FCIHT FIHE PIEMA  
Principal Engineer  
Engineering Services



**PURPOSE** PURPOSE

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 The author shall not be held responsible for any errors or omissions in this drawing.

**NOTES**

<b>JOB TITLE</b> RUSH GREEN ROAD WEST OF CLAYTON ROAD		<b>REVISION</b>	
<b>DRAWING TITLE</b> PROPOSED PEDESTRIAN REFUGE		<b>NO.</b>	<b>DATE</b>
<b>DRAWN BY</b> VS	<b>CHECKED BY</b> VS	<b>APPROVED BY</b> MP	<b>DATE</b>
<b>SCALE</b> N/S	<b>DATE</b> OCT16	<b>DRAFT</b>	<b>ISSUE</b>
<b>ACAD REF.</b>	<b>DRAWING No</b> 0P004-2	<b>REVISION</b>	
<b>Sheet Size:</b> A3 (297x420)			

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**The Resident or Occupier**  
Straight Road (part),

**Please call Mr Siva**  
**t** 01708 433142  
**e** [highways@havering.gov.uk](mailto:highways@havering.gov.uk)  
**text relay** 18001 01708 434343

24<sup>th</sup> November 2016

Dear Sir or Madam;

[www.havering.gov.uk](http://www.havering.gov.uk)

## **QP004/4/1: STRAIGHT ROAD SOUTH OF STANWYCK GARDENS ACCIDENT REDUCTION PROGRAMME – PROPOSED PEDESTRIAN REFUGE**

The pedestrian refuge is proposed to minimise accidents along Straight Road south of Stanwyck Gardens. There have been a total of four personal injury accidents in the vicinity of the above location over a five year period. Of this total, one was serious.

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 above proposals will help to meet these targets.

Before a decision is made on implementing these proposals, you have the opportunity to comment, which should be in writing to;

The Principal Engineer,  
Environment,  
Engineering Services,  
Town Hall,  
Main Road,  
Romford RM1 3BB.

or by email to [highways@havering.gov.uk](mailto:highways@havering.gov.uk)

Plans showing the proposals are enclosed and also available to view on the Council's web site, a link of which is shown below;

<https://www.havering.gov.uk/Consultations>

Comments should reach us by 14<sup>th</sup> of December 2016.

If you have any questions, please do not hesitate in contacting our project engineer, Mr Siva Velup on 01708 433142.

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

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 10<sup>th</sup> of January 2017 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.

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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.

Yours faithfully,



**Mark Philpotts** CEng MICE FCIHT FIHE PIEMA  
Principal Engineer  
Engineering Services



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**HIGHWAYS ADVISORY COMMITTEE**  
**10 January 2017**

<b>Subject Heading:</b>	<b>TPC792 Margaret Road area formal consultation</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>Matt Jeary</b> <b>Engineering Technician</b> <a href="mailto:Matthew.jeary@Havering.gov.uk">Matthew.jeary@Havering.gov.uk</a>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of £15000 for implementation will be met by Capital Parking Strategy Investment Allocation 2016/2017</b>

**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 checked="" type="checkbox"/>

**SUMMARY**

This report outlines the responses received to the second informal parking consultation undertaken in the Margaret Road area, and recommends a further course of action.

**Ward**

Squirrels Heath

**RECOMMENDATIONS**

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 'At Any Time' waiting restrictions on the junctions and apexes of bends in the Margaret Road area (identified on the plan in Appendix D) be implemented as advertised; and
- (b) that the Controlled Parking Zone operational Monday to Friday 8am to 6:30pm in the Margaret Road area (identified on the plan in Appendix D) be implemented as advertised

Members note that the estimated cost for this current proposal for the detailed consultation in the Margaret, Lawrence and Clive Road area as set out in this report is £15000, and will be met from the Capital Parking Strategy Investment Allocation 2016/17

## REPORT DETAIL

### 1.0 Background

- 1.1 Following reports from local residents regarding inconsiderate or obstructive parking in the area, this Committee approved proposals to introduce 'At Any Time' waiting restrictions on junctions and apexes of the bends in the area. As a result of the introduction of the new waiting restrictions at bends and junctions, in November 2015, this Committee agreed that an informal consultation should be undertaken as residents had commented on the reduction of parking space and perceived commuter parking in the area.
- 1.2 An informal consultation was undertaken between 18th December 2015 and 15th January 2016, to gauge the views from the residents on the current parking situation on their roads (Appendix A). From this Consultation, it was clear that there was support from residents and ward councillors to progress to a second detailed consultation.
- 1.3 A meeting was held on the 18<sup>th</sup> April 2016 with local Ward Councillors, the Director of Environment, and residents to discuss timescales of a second consultation and it was requested by all that this consultation should be expedited due to extreme parking pressures felt in Margaret Road. The Informal Consultation (which comprised of a letter, questionnaire and plan, Appendices B, C & D) started on the 29<sup>th</sup> April 2016 and concluded on Friday 20<sup>th</sup> May 2016. From the 128 properties consulted, 48 responses were received correctly completed (a 38% response rate) and 9 were incorrectly completed. Of the 48 responses received 33 responses highlighted a positive overall response, representing 69%. These figures are appended in Appendix E. There was a higher response from three roads: - Catherine Road, Hamilton Road, & Margaret Road, but Margaret Close did not show sufficient support for a scheme.
- 1.4 The results of the 2<sup>nd</sup> stage informal Consultation were presented at the Highways Advisory Committee on the 2<sup>nd</sup> August 2016, and it was noted and agreed 11-0 that the scheme should be advertised formally.

## 2.0 Responses received

The formal Consultation started on the 18<sup>th</sup> November 2016 and concluded on the 9<sup>th</sup> December 2016 with 6 objections, 3 were from the same household. All of these objections are appended in Appendix F. None of the objections reflected any direct issues relating to the roads included, one was questioning the times of operation and a couple made reference to the school run in Salisbury Road. A letter detailing the outcome of this consultation has been distributed to residents thanking them for taking part in the Consultation.

## 3.0 Staff Comment

- 3.1 It is clear from the responses to the recent stage 2 consultation that there is longer term non-residential parking taking place in the area. This is due to the close proximity to Gidea Park Station and the ease of access to the Station via the alleyway at the end of Balmoral Road. Some of the longer term parking may also be related to the local shops and businesses.
- 3.2 It has been noted that from both consultations, the area is situated between Squirrels Heath Primary School to the east and Frances Bardsley Academy to the South-west. It has been observed that there is some school related parking taking place in these roads.
- 3.4 After the analysis of the results (Appendix E), there was a clear overall support for a scheme to be implemented in the following roads Catherine Road, Hamilton Road, & Margaret Road. However to omit Margaret Close could cause significant parking displacement and it is recommended that this road is included within the proposed parking controlled area. The general consensus was that there is a need for parking controls and the residents were given the option of waiting restrictions or Residents Permit parking, with the majority of respondents overwhelmingly electing for a Residents parking scheme, operational Monday to Friday 8am - 6.30pm.
- 3.5 The Ward Councillors were presented with the results of the Consultation and a recommendation to progress to Residents Parking Scheme on 23<sup>rd</sup> June 2016, one member wrote in full support and supported the scheme at HAC, while two members did not raise any objections.

## IMPLICATIONS AND RISKS

### Financial implications and risks:

This report is asking HAC to recommend to Lead Member the implementation of the above scheme as advertised.

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £15000.

These costs will be met from the Capital Parking Strategy Investment Allocation 2016/17.

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 may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

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

**Legal implications and risks:**

Controlled Parking Zones (CPZs) require consultation, with the advertisement of proposals and consideration of the responses 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:**

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

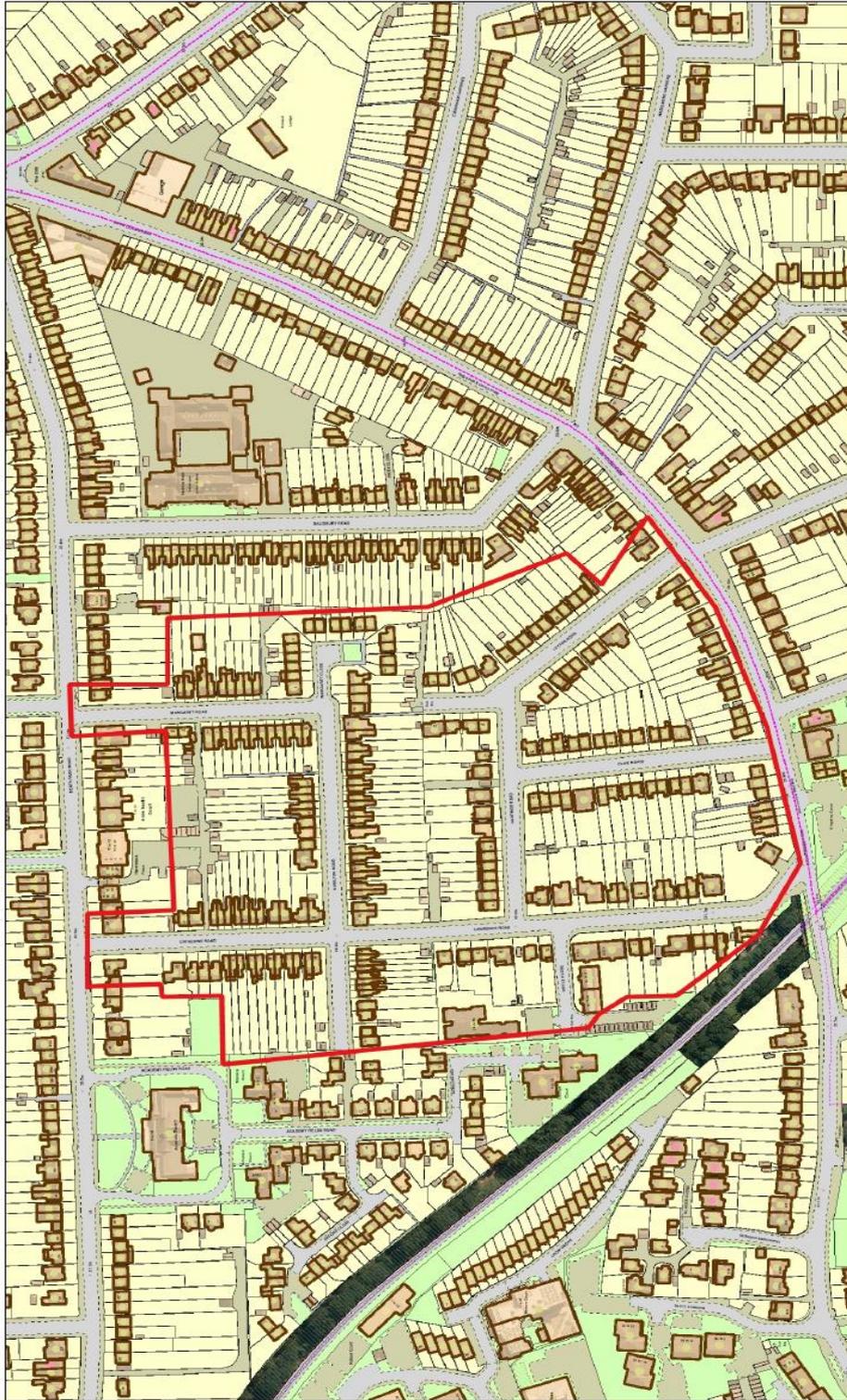
Parking controls have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any further negative impact.

There will be some 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 duty under the Equality Act 2010.

**BACKGROUND PAPERS**

# Appendix A

## Original Consultation area plan



<p>Hamilton Road - Romford</p>	
	<p>Scale: 1:2000 Date: 17 December 2015</p>
	<p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 404343</p>

## **Appendix B**

Recent Consultation letter



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

Name  
Address

**Email:** [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Date: 29<sup>th</sup> April 2016

Dear Sir/Madam

### **Review of parking in the Gidea Park area.**

In August 2015 the Highways Advisory Committee (HAC) agreed for a parking review to take place in the Glenwood Drive and Lodge Avenue area. The aim of the review is to ascertain if there are any parking issues that the Council can investigate and address where possible.

Within this area some of the roads already have residents only parking with a permit scheme. Some roads already have junction protection (double yellow line restriction) installed.

Residents may wish to reduce long term non-resident parking by changing the hours of the existing parking restriction. You may wish to be able to park anywhere in the existing RO1 Controlled Parking Zone (CPZ).

I have attached a questionnaire and plan showing the extent of the review area. Please take the time to complete this questionnaire and return it to us by email to [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk) or by post to the above address, by **Friday 20<sup>th</sup> May 2016**.

We are unable to reply to individual points raised at this stage. However, all comments will be taken into consideration when presenting the final report to HAC. The Committee will decide on a further course of action and any issues will be addressed at that time.

Yours faithfully

Matt Jeary  
Parking Design Engineer  
Schemes

Clean • Safe • Proud

**apply ▼ pay ▼ report ▼**  
**www.havering.gov.uk**

## Appendix C

### Recent Questionnaire



**Havering**  
LONDON BOROUGH

#### **PARKING REVIEW QUESTIONNAIRE** Margaret Road Area Detailed Consultation

**Traffic & Parking Control  
Schemes**  
Town Hall  
Main Road  
Romford  
RM1 3BB

**Name:**

**Please call: Traffic & Parking Control**

**Address:**

**Telephone: (01708) 431056/433464**

**Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)**

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

Only one questionnaire per address is to be returned signed and dated by **Friday 20<sup>th</sup> May 2016**.

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 restrictions placed upon it, to limit long term non-residential parking?  Yes  
 No
3. Over what days of the week would you like any restrictions to operate?  Mon- Fri  
 Mon - Sat
4. Over what hours of the day would you like any restrictions to operate?  8:00am to 6.30pm  
 9.30am to 10.30am & 2.30pm to 4pm
5. 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 commuters, while a **Residents Parking scheme** will permit residents and their visitor to park in the allocated areas, with a valid permit for the area.

**Comments Section** (limit to 100 words)

**DECLARATION**

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action. We therefore request upon receipt of this questionnaire by post that you sign this declaration and complete your full name and address and return it to the postal or email address found at the top of this questionnaire.

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

---



## Appendix E

### Recent Consultation results

#### Margaret Road Area Stage 2 Parking Consultation

08/06/2016

Road Name	Address	% Returns	Returns		Problem?		Controls?		Days of Week		Hours of Operation		Type of Restriction		OVERALL SUPPORT?		Parking Controls		% Support	
			total	Yes	No	Yes	No	M-F	M-S	8am-6.30pm	9.30am-10.30am & 2.30pm to 4pm	WR	Residents bay	Yes	No	Yes	No	Yes	No	
Catherine Road	28	43%	12	5	7	6	6	5	1	5	1	0	6	6	6	50%	50%	50%	50%	
Hamilton Road	44	39%	17	10	7	10	7	13	0	6	6	0	12	13	4	59%	41%	76%	24%	
North Park Road	11	18%	2	2	0	2	0	0	2	2	0	1	1	2	0	100%	0%	100%	0%	
Margaret Close	20	25%	5	3	2	2	3	2	0	1	1	0	2	2	3	40%	60%	40%	60%	
Margaret Road	25	48%	12	10	2	10	2	9	1	8	1	1	9	10	2	83%	17%	83%	17%	
<b>Total</b>	<b>128</b>	<b>38%</b>	<b>48</b>	<b>30</b>	<b>18</b>	<b>30</b>	<b>18</b>	<b>29</b>	<b>4</b>	<b>22</b>	<b>9</b>	<b>2</b>	<b>30</b>	<b>33</b>	<b>15</b>	<b>63%</b>	<b>38%</b>	<b>69%</b>	<b>31%</b>	
INCOMPLETE	9	7%	9	6	3	5	3							5	4					

## Appendix F

### Responses received to the formal consultation.

	Respondent	Summary of Comments	Staff Comments
<b>1</b>	A resident of Catherine Road	<p>To whom it may concern, I would like to add some comments to be put to the council when discussing this addition to permits on Friday 9th December.</p> <p>We believe there is no issue with parking, however if there is parking restrictions to be put in place we feel that 8-6.30 Monday-Friday is unnecessary.</p> <p>As a family we are concerned on how we would financially afford our permit and visitors permits as frequently have grandparents/friends coming to help us with our three children. We do not think it is reasonable that we would need to pay to park in our own road.</p>	<p>The residents comments are noted, but the results of the consultation are conclusive.</p> <p>The permit costs are set by Committee and the Schemes section have no control over the costs set by the Committee.</p>
<b>2</b>	A resident	<p>The majority of the residents of all the above streets do <u>not</u> want this imposed on them.</p> <p>There is not a problem on any streets for residents parking.</p> <p>There is not a school on our roads.</p> <p>The nearest school is Squirrels Heath Infants and Junior school on Salisbury Road, this itself is not in a CPZ.</p>	<p>The residents were consulted and the results are appended to this report as Appendix E.</p> <p>The consultation was based on 'perceived commuter parking'.</p> <p>The Schemes department are aware of issues regarding the school, but this does not affect the view of residents</p>

		<p>We have already had on all our streets double yellow lines painted a few feet in to stop people parking near the ends of the roads, this has substantially reduced parking by about 2 cars each side of all the roads, but again there is no parking problem.</p> <p>I myself have lived in Catherine Road for 29 years this year, I am a car driver, never in <u>29 years</u> have I had a problem.</p> <p>Why is this being proposed, is it to make the council more money?</p> <p>Has someone complained?</p> <p>Is it for the school, if so why isn't Salisbury Road included?</p> <p>Is it for Gidea Park station, is so why isn't Fairholme Avenue included?</p> <p>The resident's views never seem to be heard and taken into account. We pay our Council Tax for the council to provide services to its residents, we pay for the council.</p>	<p>'perceived commuter parking'.</p> <p>Double yellow lines are there to facilitate safety, sight lines and/or passing places. These were previously consulted on.</p> <p>The overall view of the residents of the zone is that there is a perceived parking problem as shown in Appendix E.</p> <p>This consultation was requested by the residents and the results were supported by the Ward Councillors and presented and supported at HAC.</p> <p>This is for the residents of the aforementioned road and does not include Salisbury Road.</p> <p>It is being implemented to prevent perceived commuter parking and Fairholm Avenue will be reviewed separately. The Consultation took all residents views into consideration as part of the</p>
--	--	---	--

		<p>Already we pay for green bins where other councils provide them free? Can't understand that one either.</p>	<p>process.</p> <p>This issue has to be taken up with the relevant department.</p>
3	A resident	<p>Please stop these permits they will greatly increase traffic flow in Salsbury road. As traffic flow increases so does the risk of a serious accident. There is much activity in Salsbury road on school days. Parents and children some not fully concentrating darting in and out of parked cars. To many cars with no parking spaces this combination will end in tragedy. Please come on any school day to see the situation. Thanks.</p>	<p>Permit parking does not increase traffic flow, there is however a risk of displaced parking, and this will be dealt with by other methods if there is an issue in Salisbury Road.</p>
4	A resident	<p>Further to your letter regarding the above parking scheme, although I cannot see that it will in anyway easy the parking problems in our road, I know that this scheme seems now to be inevitable however I cannot understand the need for the restricted time to be from 8 am to 6.30 pm.</p> <p>A four hour period means that residents need only to provide one Visitor Parking Permit each time they have someone come to stay per day, whereas the intended period means if we have someone to stay we are looking at 3 per day! Surely the period intended is far too excessive.</p> <p>Also there is no way this will improve parking for local residence. I have lived in my property for over 30 years and the only time we have had problems parking in the proposed area is in the evening when all the residents are home!</p> <p>I would also suggest that if you truly want the residence to give you feedback on your proposals that you provide a prepaid envelope for the purpose. The cost of this is minimum as compared</p>	<p>The Schemes section do not set the permit costs and the intended time was chosen by the residents.</p> <p>The comments have been noted.</p> <p>It has been noted that there is a significant perceived commuter issue, and the Schemes section have acknowledged this problem through extensive consultation.</p> <p>The comments on prepaid envelopes has been noted and we hope to address this with a</p>

		to the amount the council will raise making us pay to park in our road for ourselves and our visitors.	<p>new style of consultation process in the near future.</p> <p>If an authority makes a surplus on its on-street parking charges and on- street and off-street enforcement activities, it must use the surplus in accordance with the legislative restrictions in Section 55 (as amended) of the Road Traffic Regulation Act 1984.</p>
5	A resident	<p>Hi I would like to putt an objection in about this as this will make the next road which is squirrels heaths school road, Salisbury road a lot lot more dangerous for the school children going into and out of school, as so much more traffic will be trying to park down that road. Its terrible enough already and accidents have already happened there. So I and others park down the school road. As many parents and I have to drive to school as we couldn't get are kids into there nearest school re lack of space and schools now, so this is very unfair to put in permit parking. Also just to let you know the notice has been ripped down this afternoon on Margaret Road already so this is not giving anyone the 21 days notice, is this legal?</p>	<p>The scheme is being introduced to prevent 'perceived commuter parking' and the school will be investigated separately. All schemes are monitored for 6 months after their introduction.</p> <p>There are sufficient notices in place as well as in the London Gazette and Romford Recorder.</p>
6	A resident	<p>Please stop these permits they will greatly increase flow in Salisbury Road. As traffic flow increases so does the risk of a serious accident. There is much activity in Salisbury Road on School days. Parents and children some not fully concentrating darting in and out of parked cars. To many cars with no parking spaces this combination will end in tragedy. Please</p>	<p>Permit schemes greatly improve safety and sightlines, the school will be reviewed separately. All schemes are monitored for a minimum of six months.</p>

		come on any school day to see the situation.	
<b>7</b>	A resident from Hamilton Road	I.E Proposed introduction parking CPZ, Catherine Rd , Hamilton Rd, Margaret Rd I have spoken to neighbours and we mostly agree that the problem is school runs of a morning and all day parking Gidea Park Station, so a 8am – 11am would be more than sufficient (sic)	The residents of the whole area have been consulted and the majority were in favour of an 'all day' restriction , regardless of issues regarding the school run.

## HIGHWAYS ADVISORY COMMITTEE

Tuesday 10<sup>th</sup> January 2017

<b>Subject Heading:</b>	<b>SCH17 Cambridge Avenue &amp; Warwick Gardens – results of informal consultation</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>John-Paul Micallef</b> Technical Support Assistant <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a>
<b>Policy context:</b>	<b>Steve Moore</b>
<b>Financial Summary:</b>	<b>The estimated cost is £4000</b>

### 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 Cambridge Avenue and Warwick Gardens, and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposals to introduce a residents parking scheme, operational Monday to Saturday 8:00am to 6:30pm inclusive, in Cambridge Avenue and Warwick Gardens be designed and publicly advertised;
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 or 2017/18 Minor Parking Schemes Budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in June 2015, this Committee agreed in principle to extend the controlled parking zone in Cambridge Avenue and Warwick Gardens, due to increasing complaints about the level of parking in the road and parking related to the Cross Rail work. Cambridge Avenue is experiencing increasing commuter parking, which if left unrestricted, will be pushed into Warwick Gardens.
- 1.2 An informal questionnaire was sent out to the residents of Cambridge Avenue and Warwick Gardens and copies of the letter and questionnaire are appended to this report at Appendix A and B respectively.
- 1.3 On Friday 28<sup>th</sup> October 2016, 103 residents that were perceived to be affected by the review were sent letters and questionnaires, with a return date of Friday 18<sup>th</sup> November 2016. The responses to the questionnaire are outlined in the table appended to this report at Appendix C and the related comments are outlined in the table appended to this report at Appendix D.

### 2.0 Results of public consultation

- 2.1 From the 103 letters sent out, 39 responses were received, a 38% return. Out of the 39 responses 21 answered YES to question 1, that they felt there was a problem in the road, 21 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, 12 responses favoured Monday to Saturday, while 9 responses favoured Monday to Friday. In respect of the options of which hours of the day that were favoured, 8 responses favoured 8am to 6.30pm, while 7 responses favoured 8am to 10am and 2 responses favoured Noon – 1pm. In respect of what form of restriction were favoured, 18 responses favoured the Residents Parking Scheme option, while 2 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 inclusive.

### 3.0 Staff Comments

- 3.1 From the responses received, it would seem the most popular option would be a Residents Parking Scheme, operational from Monday to Saturday 8am to 6.30 pm
- 3.2 The proposed resident parking provision will give residents of both roads a longer term protection and addresses residents comments about the future implementation of cross rail, that could also have an impact on the parking in the area.
- 3.3 All applications for disabled parking bays are dealt with within the disabled parking facility request procedure.

## 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 or 2017/18 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 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 Street Management 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 Cambridge Avenue / Warwick Gardens, 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**



The Resident/Occupier

Dear Sir/ Madam

**CAMBRIDGE AVENUE & WARWICK GARDENS PARKING REVIEW -**

I am writing to advise you that the Council are proposing a review of the parking situation in part of Cambridge Avenue between Upper Brentwood Road, Belgrave Avenue and Warwick Gardens.

Currently, there are some double yellow lines around the Cambridge Avenue junctions with Upper Brentwood Road and Warwick Gardens and Belgrave Avenue which are not proposed to be removed.

The aim of this review is to look at parking in Cambridge Avenue and Warwick Gardens, addressing 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 18<sup>th</sup> November 2016**.

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, this committee will decide if a further course of action is required and any issues raised by residents will be addressed at that time. All comments received are open to public inspection.

Yours faithfully,

*John-Paul Micallef*

**John-Paul Micallef  
Technical Support Assistant  
Schemes Team**



**PARKING REVIEW QUESTIONNAIRE**  
**Cambridge Avenue & Warwick Gardens**

**Street Management Schemes**

Town Hall  
Main Road  
Romford  
RM1 3BB

Please call: Street Management  
Telephone: 01708 432787  
Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)  
Date: Friday 28<sup>th</sup> October 2016

**Name:**

**Address:**

All responses received will provide the council with the appropriate 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 18<sup>th</sup> November 2016.

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

Noon – 1pm

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



## Appendix D

COMMENTS
<p>The resident explains they can get a car on their drive but when they have visitors, they have to park a fair distance away. The double yellow lines- the resident outlines if the yellow lines were a yard shorter, someone else could be able to park there.</p>
<p>The resident feels it is too much hassle for visitors etc getting permits. Not all the residents have off street parking due to drains o/s homes.</p>
<p>The resident explains they're concerns that there is a lack of information regarding to the fact that the residents have to pay for visitors residents parking which may affect the way you vote/fill in this form.</p>
<p>Due to Gidea Park Station, these parking permits would allow local residents more access for parking.</p>
<p>Commuters use this road to park for the station and have done so for many years. Added to this we now have vehicles parking for the cross rail site at the end of the road.</p>
<p>The resident feels, the cross rail project at the top if Cambridge Avenue has caused a long term existing problem with commuter parking. Resident parking or restrictions are essential. The resident also goes on to say that a 20mph zone would be good for the road as well.</p>
<p>The resident is not in favour of the proposals due to yellow lines would stop resident's parking outside their house and resident's parking would mean paying to park.</p>
<p>The resident would consider restricting parking across the public footpath between Cambridge Ave &amp; Amery gardens. The resident also presumes parking permits will be free to rate paying residents.</p>
<p>The resident explains there is not a parking problem. Most residents have drop crossings within the area.</p>
<p>The resident explains about cross rails and heavy goods vehicles. They also add on the traffic will be increased. Due to cross rail.</p>
<p>The resident hopes if any restrictions are put in place resident's visitors would not be fined if they were filling out a permit whilst a car/warden drove past. The resident also feels that there is not a major problem as most properties have drop kerb.</p>
<p>The residents explain there is no need for parking restrictions in their area. Such restrictions would be at an additional cost to the residents and visitors family's plus friends which would make lives difficult for those who live in this area.</p>
<p style="text-align: center;"><b>Page 74</b></p> <p>Residents parking scheme will not improve parking as its number of vehicles a 'typical adult household' have that is causing congestion.</p>

<p>The main problem with Cambridge Avenue is some houses do not have off street parking and they only have spaces for one car.</p>
<p>The main problem is that residents have more than one car. The resident parking scheme would not help residents. There is no commuter parking from the station.</p>
<p>A Residents parking scheme would stop people using the resident's roads as overflow station parking spot.</p>
<p>The resident explains they are only in favour of resident's parking if they do not have to pay.</p>
<p>The resident asks if the resident's parking can be restricted to only residents in Cambridge Ave until the junction with Belgrave Ave.</p>
<p>The resident lives on the junction of Cambridge Ave / Belgrave and they would need to be allowed to park in either road.</p>
<p>At present there is no parking problem. The resident explains they would like speed humps.</p>
<p>Cost to residents for permit parking need to be reasonable. If a scheme is introduced, it needs to be enforced on a maximum level.</p>
<p>The residents explains they had their drive dropped not too long ago, they feel it would be unfair to prevent me from parking in front of their dropped drive.</p>
<p>The resident explains that they are disabled and receive a high rate of mobility. They would like the council to produce a disabled parking bay outside their home.</p>

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# HIGHWAYS ADVISORY COMMITTEE

10 January 2016

<b>Subject Heading:</b>	<b>HIGHWAY SCHEMES APPLICATIONS January 2017</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk</b>
<b>Policy context:</b>	<b>Havering Local Development Framework (2008) Havering Local Implementation Plan 2014/15 – 2016/17 Three Year Delivery Plan (2013) (where applicable)</b>
<b>Financial summary:</b>	<b>The estimated cost of requests, together with information on funding is set out in the schedule to this report.</b>

**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.

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

Highways Advisory Committee  
 10th January 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
<b>SECTION A - Highway scheme proposals without funding available</b>								
Page 81	Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	Feasible. Funding would need to be provided. Speed cameras would not be possible as there is no speed-related casualty history.	None	£10k	Resident with 103 signature petition via Harold Wood ward councillors	07/12/2016
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>								
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). <b>Request held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.</b>	None.	c£80k	Resident	31/07/2014

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

Highways Advisory Committee  
 10th January 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
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. <b>Request confirmed for 2017/18 TfL LIP submission.</b>	None	£18k	Cllr Wilkes	05/09/2014
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. <b>Request confirmed for 2017/18 TfL LIP submission.</b>	None	TBC	Resident	12/09/2014

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

Highways Advisory Committee  
 10th January 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
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. <b>Request confirmed for 2017/18 TfL LIP submission.</b>	None	£30k+	Cllr P Crowder	12/09/2014
B5	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded. In the 3- years to July 2014, 2 injury collisions were recorded in the local vicinity. 21/5/12 5 cars involved, 1 slight injury. Junction with Sunnings Lane caused by U-turning driver. 2/9/13 1 car, 1 motorcycle, serious injury to motorcyclist. 50m east of Sunnings Lane caused by U-turning driver failed to see motorcyclist overtaking. <b>Request confirmed for 2017/18 TfL LIP submission.</b>	None	£8k	Cllr Hawthorn	26/09/2014

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

Highways Advisory Committee  
 10th January 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
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). <b>Request confirmed for 2017/18 TfL LIP submission.</b>	None	£25k	Cllr Barrett	12/05/2015
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. <b>Request confirmed for 2017/18 TfL LIP submission (part of wider rural speed limit review).</b>	None	c£8k	Resident via Cllr Ower	11/02/2016
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. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.</b>	None.	c£25k	Cllr Van den Hende	29/03/2016
B9	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.	None	£6k	Resident ENQ-0407431	06/09/2016

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

**Highways Advisory Committee**  
**10th January 2017**

<b>Item Ref</b>	<b>Location</b>	<b>Ward</b>	<b>Description</b>	<b>Officer Advice</b>	<b>Funding Source</b>	<b>Likely Budget</b>	<b>Scheme Origin/ Request from</b>	<b>Date Requested/ Placed on List</b>
B10	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	Feasible, would add to existing hump scheme. Funding would need to be provided.	None	£5k	Cllr Ower	08/11/2016
B11	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.	None	£50k	Cllr Wilkes	06/09/2016

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