



Haverling

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
6 June 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 Haverling
Residents'(2)**

Darren Wise
Brian Eagling (Chairman)

**UKIP
(1)**

John Glanville

**Independent Residents'
(1)**

David Durant

**Labour
(1)**

Denis O'Flynn

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

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

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

Reporting means:-

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

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

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

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

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

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

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

4 MINUTES (Pages 1 - 4)

To approve as a correct record the minutes of the meeting of the Committee held on 2 May 2017, and to authorise the Chairman to sign them.

5 CEDAR ROAD - ROMFORD (Pages 5 - 10)

6 ONE WAY STREET AT NEW DEVELOPMENT OF QUILTER WAY (Pages 11 - 16)

7 TPC775 BALGORES CRESCENT - PROPOSED PAY & DISPLAY PARKING BAYS (Pages 17 - 24)

8 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 25 - 32)

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

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
2 May 2017 (7.30 - 7.34 pm)**

Present:

COUNCILLORS

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

Residents' Group Barry Mugglestone and John Mylod

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

UKIP John Glanville

**Independent Residents
Group**

Labour Group Denis O'Flynn

Apologies were received for the absence of Councillors Joshua Chapman and David Durant.

+Substitute members: Councillor Wendy Brice-Thompson (for Joshua Chapman).

All decisions were taken with no votes against.

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

102 MINUTES

The minutes of the meeting held on 4 April 2017 were agreed as a correct record and signed by the Chairman.

103 COMPLIMENTARY MEASURES TO THE PSPO PROJECT

The Committee, having considered the report and the representations made, recommended to the Cabinet Member for Environment Regulatory Services and Community Safety that:

The areas and issues surrounding the PSPOs in the observation report contained in Appendix A were noted;

The parking controls for the school areas, shown on the plans in Appendices B-E, and listed be publicly advertised with any representations received being reported back to the Committee for its consideration;

104 **HIGHWAY SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing the highway scheme requests in section B which was for noting until funding was made available.

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

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

Chairman

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

Highways Advisory Committee
2nd May 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
SECTION A - Highway scheme proposals without funding available								
None reported this month								
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014). Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£80k	Resident	31/07/2014
B2	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£25k	Cllr Van den Hende	29/03/2016
B3	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
2nd May 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B4	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
B5	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
Page 2 B6	Squirrels Heath Road/ 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.	Speed cameras a remote possibility as they now have to be funded by boroughs and are only considered where there are significant speed-related KSIs.	None	c£21k	Resident with 103 signature petition via Harold Wood ward councillors	07/12/2016
			Request for pedestrian crossing or refuge to assist residents of Cockabourne Court in accessing adjacent bus stops.	Feasible, but not funded. Formal crossing likely to be very lightly used, so refuge would be more appropriate. Road widening would be required.			Cllr Donald	21/02/2017

HIGHWAYS ADVISORY COMMITTEE
6 June 2017

Subject Heading:	CEDAR ROAD, ROMFORD Request to relocate road closure
SLT Lead:	Dipti Patel Assistant Director of Environment
Report Author and contact details:	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2017-18 Delivery Plan
Financial summary:	The estimated cost of £3,500 for the permanent implementation will be met by the Council's capital allocation for Minor Highway Improvements.

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

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

SUMMARY

This report sets out a request from businesses of Chesham Close to relocate the road closure in Cedar Road to a new position to allow the drivers of larger vehicles to reverse into Chesham Close, and seeks a recommendation from the Committee whether or not the request moves to public consultation.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Committee having considered the report either;
 - (a) Rejects the request; or
 - (b) Recommends that the Assistant Director of Environment proceeds with a public consultation to relocate the existing closure from outside 15a/17a to 21/23 as shown on Drawing QQ031-OF-301.
2. That it be noted that in the event the layout is made permanent, the estimated cost of £3,500 for will be met by the Council's capital allocation for Minor Highway Improvements.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 6th December 2016. The Highways Advisory Committee made a recommendation to the Cabinet Member for Environment, Regulatory Services and Community Safety that an experimental traffic scheme to close Cedar Road to through motor traffic be made permanent.
- 1.2 The Cabinet Member agreed that the experimental scheme be made permanent and Executive Decision 16/137 was signed on 14th December 2016.
- 1.3 Staff wrote to residents and business owners within the original experimental scheme consultation area on 12th January 2017, advising them of the decision to make the scheme permanent. Staff also advised that due to feedback on local parking arrangements through the experimental scheme process, a review of the parking arrangements would subsequently take place.
- 1.4 Staff and the Cabinet Member subsequently received representations from some businesses from Chesham Close who asked that the position of the closure be relocated further southwest from its agreed position to assist with deliveries to Chesham Close.
- 1.5 The businesses suggested that a relocated closure position would allow the drivers of large vehicles to drive past the end of Chesham Close (arriving from North Street) and then reverse into Chesham Close.

- 1.6 A site meeting was held on 16th March 2017 with representatives from the businesses, the Cabinet Member and staff from the Street Management Service. The meeting covered a range of issues, including the position of the closure.
- 1.7 Staff undertook to refer the request to relocate the closure to a future meeting of the Highways Advisory Committee for consideration given that the committee had only recently recommended the scheme be made permanent.
- 1.8 Requests for new schemes not already on the Council's funded programme are generally added to the monthly "highway schemes requests" report schedule with a standing recommendation that they be rejected because of a lack of funding, although the committee can move a request to a "reserved" list.
- 1.9 In the case of Cedar Road, the permanent works have not yet been undertaken and therefore an opportunity exists to consult on a new closure location at relatively small additional cost (advertisements estimated at £500 and staff costs essentially).
- 1.10 If the Committee is sympathetic to the businesses' request, then the Assistant Director of Neighbourhoods is delegated to proceed with the consultation with a substantive report brought to the Committee for consideration in the usual way following formal consultation.
- 1.11 Alternatively, the Committee can reject the request as it would for an item on the "highways schemes requests" report schedule.
- 1.12 Drawing QQ031-OF-301 shows the current closure position and an alternative which would meet the aspirations of the businesses.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to either request that the Assistant Director of Environment proceed with a consultation (estimated costs of £500) or that the HAC reject the business' request to revisit the scheme.

If the Committee recommends that the Assistant Director proceeds with a consultation, the estimated cost of £3,500 for the scheme will be met by the Council's capital allocation for Minor Highway Improvements.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented following a further report to the HAC. It should be noted that subject to the recommendations of the committee a final decision then would

be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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

Should the scheme not progress beyond initial consultation, the related costs (Estimated to be £500) will be met from the revenue budget.

Should the scheme progress beyond initial consultation through to implementation, a further HAC report, with financial comments will be required to ensure funding is still available.

Legal implications and risks:

The Council has powers under Section 6(1) of the Road Traffic Regulation Act 1984 to impose a Traffic Order to control vehicular and other traffic, including the imposition of closures to motor vehicles. Before a decision can be taken, the Council must advertise and consult on proposals.

Human Resources implications and risks:

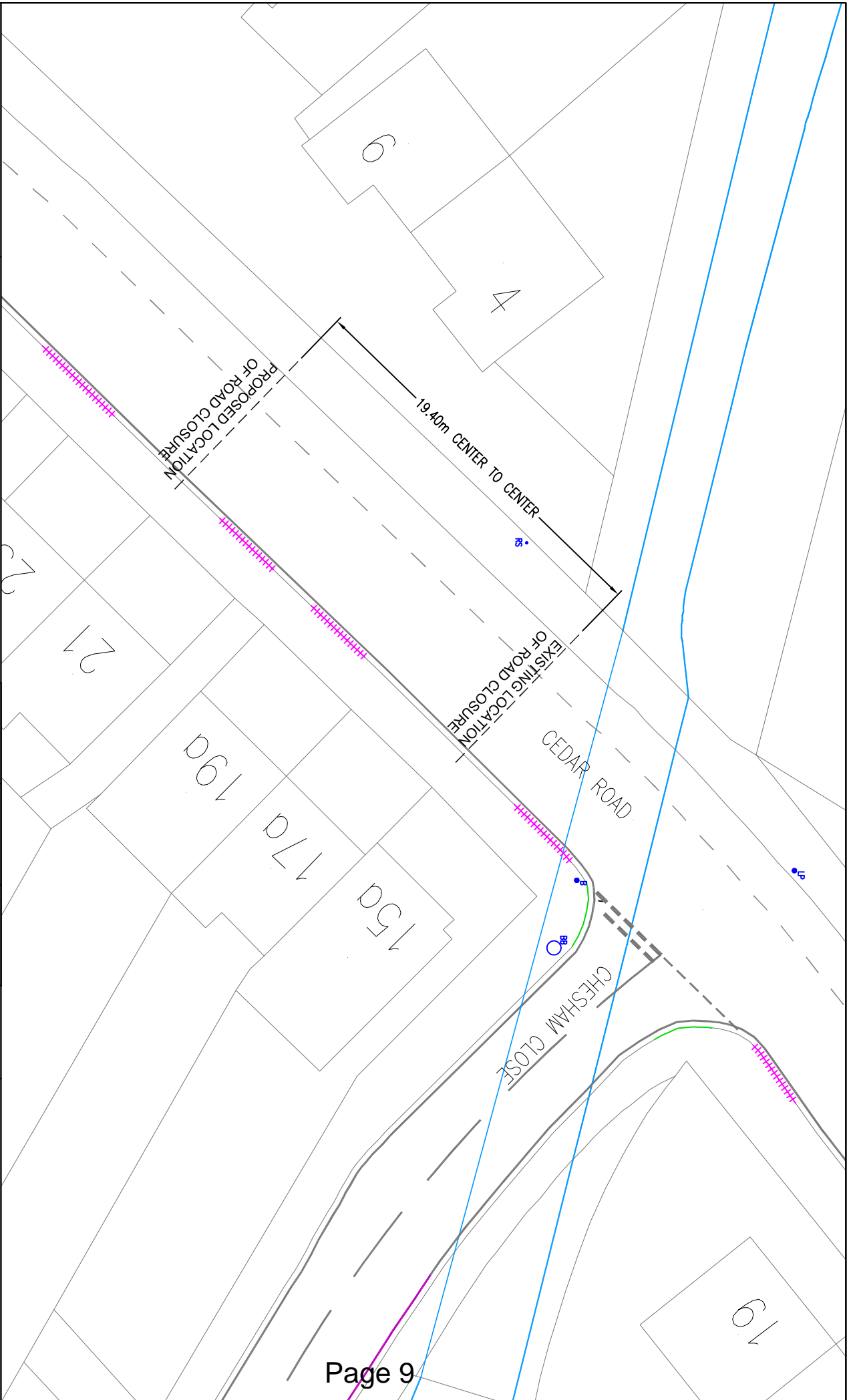
None.

Equalities Implications and Risks:

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

BACKGROUND PAPERS

Project file: QQ031 Cedar Road



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 of Havering. T00063527



JOB TITLE
 CEDAR ROAD
 ROAD CLOSURE

DRAWING TITLE
 PROPOSED RE-LOCATION

DRAWN BY RP	CHECKED BY TQ	APPROVED BY MLP	PURPOSE	PROPOSAL
SCALE (AT A4 SIZE) 1:250	DATE 10.05.17	DRAFT <input type="checkbox"/>		
ACAD REF:	DRAWING No 00031-OF-301	ISSUE <input type="checkbox"/>		
Sheet Size: A4 (297x210)		REVISION A		
			REVISION	AMENDMENT
				DATE

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HIGHWAYS ADVISORY COMMITTEE

6 June 2017

Subject Heading:	One-Way Street at New Development of Quilter Way, Harold Hill
SLT Lead:	Outcome of public consultation Dipti Patel
Report Author and contact details:	Mark Philpotts Principal Engineer 01708 433751 mark.philpotts@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2017/18 Delivery Plan (2016)
Financial summary:	The estimated cost of £1000 for implementation will be met from the road adoptions revenue budget which includes contributions from the developer of Quilter Way.

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

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

SUMMARY

This report sets out the response to a consultation to formally make the traffic order to accompany existing one-way signs in Quilter Way.

The scheme is within **Gooshays ward**.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Regulatory Services and Community Safety that officers proceed to make the necessary Traffic Management Order(s) (TMO) to control vehicular use of the one-way street identified in this report and shown on the following drawing (contained within Appendix I);
 - QP018/01.A – Quilter Way
2. That it be noted that the estimated cost of £1000 for implementation will be met from the Environment road adoptions revenue budget which includes contributions from the developer of Quilter Way.

REPORT DETAIL

1.0 Background

- 1.1 The housing development at Quilter Way (granted planning consent under P1279.12), Harold Hill, was completed some time ago and is inhabited.
- 1.2 Quilter Way was designed as a one-way road and planning consent was granted with this as part of the layout. It is signed as a one-way road by the developer. A Traffic Management Order (TMO) is now required to be made to formally regulate the use of the road.
- 1.3 The TMO was advertised with a closing date of 16th September 2016 for responses.

2.0 Outcome of Public Consultation

- 2.1 By the close of advertisement, no responses were received.

3.0 Staff Comments

- 3.1 Staff recommend that the proposals be implemented as consulted and intended as part of the design.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £1000 for implementation will be met from the road adoptions revenue budget which includes contributions from the relevant developers who built the roads set out in the report.

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

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

Legal implications and risks:

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Schedule 1 of the RTRA 1984 lists those matters as to which orders can be made under section 6. These include:

'For prescribing routes to be followed by all classes of traffic, or by any class or classes of traffic, from one specified point to another, either generally or between specified times (Schedule 1 Section 1 RTRA 1984)';

'For prescribing streets which are not to be used for traffic by vehicles, or by vehicles of any specified class or classes, either generally or at specified times (Schedule 1 Section 2 RTRA 1984).

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 as amended by the Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

BACKGROUND PAPERS

None

**APPENDIX I
SCHEME DRAWINGS**



Havering
LONDON BOROUGH
STREETCARE - CULTURE & COMMUNITY

10th FLOOR MERCURY HOUSE
MERCURY GARDENS
ROMFORD, RM1 3DW
TELEPHONE No: 01708 434343
FAX No: 01708 433721
E-MAIL: streetcare@havering.gov.uk

JOB TITLE
Quilter Way
One-Way Street

DRAWING TITLE
Traffic Order

SCALE (AT A4 SIZE)
1:1000

DATE
01.08.16

DRAFT **ISSUE**

PURPOSE

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NC

CHECKED BY

APPROVED BY
Page 15

ACAD REF:

DRAWING No
QP018/01

REV
A

Sheet Size: A4 (210x297)

Extent of one-way on new housing development.

REVISION	AMENDMENT	DATE

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HIGHWAYS ADVISORY COMMITTEE

6 June 2017

Subject Heading:

TPC775 Balgores Crescent - Proposed Pay & Display Parking Bays – comments to advertised proposals

CMT Lead:

Dipti Patel

Report Author and contact details:

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

Policy context:

Traffic & Parking Control

Financial summary:

The estimated cost of £4000 for implementation will be met by 2017/18 revenue budget for Minor Traffic and Parking

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

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

SUMMARY

This report outlines the responses received to the advertised proposals to change the use of the existing Free Parking bays in Balgores Crescent to Pay & Display parking bays and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Regulatory Services and Community Safety that:
 - (a) the proposals to introduce Pay and Display parking bays on the south-eastern side of Balgores Crescent, opposite number 7a Balgores Crescent, operational Monday to Saturday 9am – 5pm, as shown on the plan Appended to this report at Appendix A (“Plan”), be implemented as advertised;
 - (b) the proposed ‘At Any Time’ waiting restrictions proposed for the junction of Balgores Lane and Balgores Crescent, as shown on the Plan, be implemented as advertised
 - (c) the effects of any implemented proposals be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £4000, which can be funded from the revenue budget from the 2017/18 Minor Traffic and Parking budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in September 2015, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in Balgores Crescent.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan outlining the proposals is appended to this report at **Appendix A**.
- 1.3 The proposals were put forward to help with parking provisions for local businesses, while preventing long term non-residential parking and ensuring a turnover of parking spaces. It is now generally considered that the provision of Pay & Display parking bays is user friendly and accessible to the public.
- 1.4 On 17th February 2017 residents and businesses that were affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.5 By the close of the public consultation on the 10th March 2017, 3 responses were received to the consultation, 2 were against the proposals and 1 in favour of part of the scheme.

2.0 Results of public consultation

2.1 From the 18 letters sent out to the area, 3 responses were received, a 16.6% return.

3.0 Staff Comments

3.1 Having considered the proposals, Officers have identified and assessed the potential negative impact that the parking scheme poses to residents and businesses of the area, and recommends to the Committee that the proposals be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications:

Members note that the estimated cost of this scheme as set out in this report is £4000, which can be funded from the revenue budget from the 2017/18 Minor Traffic and Parking budget.

The costs shown are an estimate of the 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

There is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

The Council's power to make an order for charging for parking on highways is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

Human Resources implications and risks:

The collection of cash from pay and display machines 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.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

All proposals included in the report (pay & display and waiting restrictions) have been publicly advertised and were subject to public consultation.

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. 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.

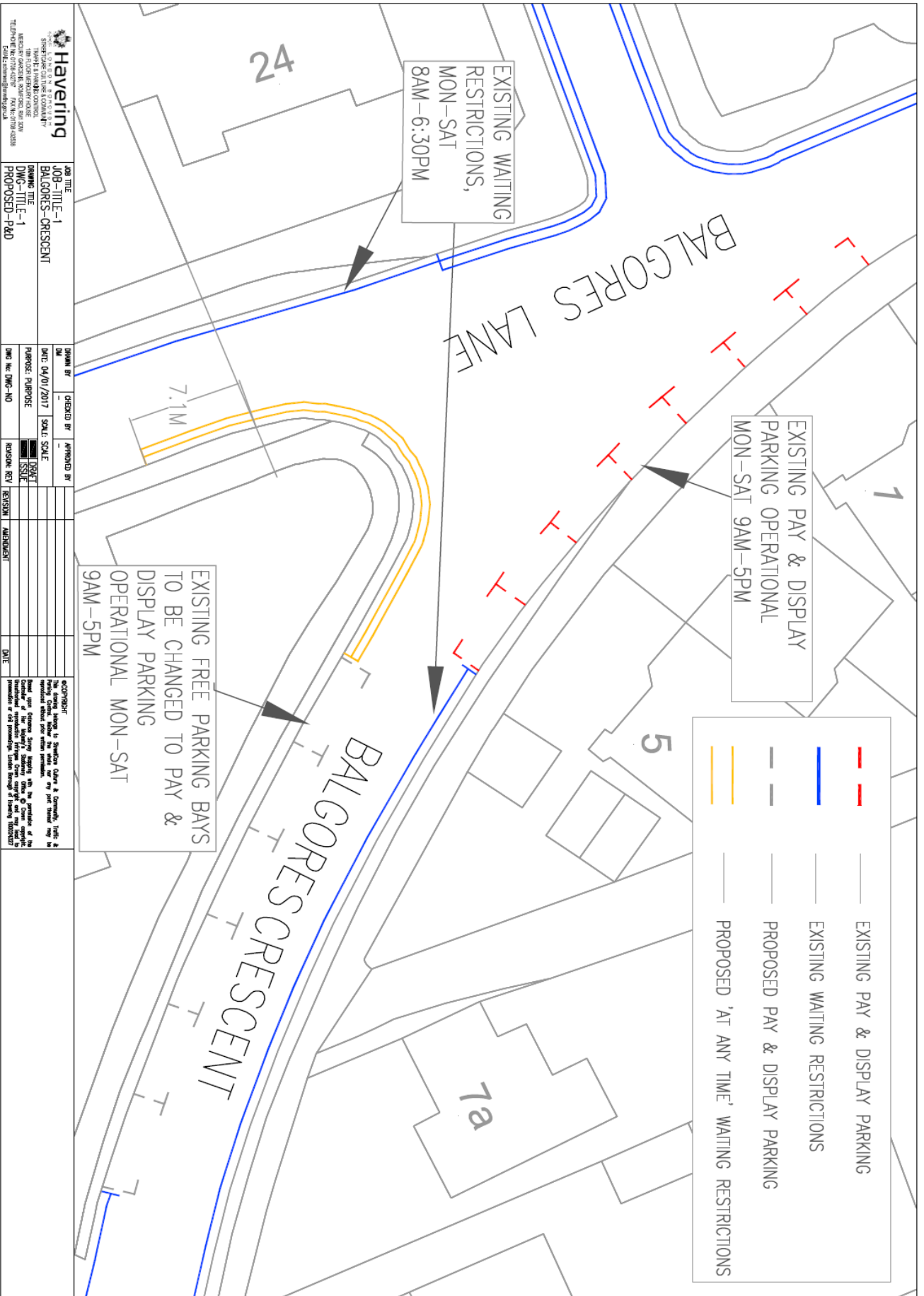
The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions have been publicly advertised and subject to formal consultation.

Consultation responses have been carefully considered to inform the final proposals.

There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 2 hours is not necessary. It will also ensure a regular turnaround of vehicles, which should benefit business rather than be to their detriment.

BACKGROUND PAPERS

Appendix A.



<p>Haverling TRADING & SERVICE COMPANY 100 BALGORE CRESCENT, BALGORE, ESSEX, SS16 5LH TEL: 01709 271232 FAX: 01709 271233 EMAIL: SALES@HAVERLING.CO.UK</p>	
JOB TITLE	BALGORES-CRESCENT
DWG-TITLE-1	PROPOSED-PAD
DATE	04/01/2017
SCALE	SCALE
PROJECT PURPOSE	ISSUE
DWG NO.	DWG-NO
REVISION	REVISION
DATE	DATE

Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	Balgores Crescent	The resident states that they are against the scheme because the parking spaces proposed for Pay & Display are required by residents of the flats opposite.	Residents of the maisonettes do not have any allocated off-street parking provision and do rely on this area to park long term. However, there are increasing parking pressure on the highway and the turnover of valuable parking space for the school opposite and the adjacent shops and Banks is considered necessary during the working day.
2	Resident	Balgores Crescent	The resident states they are against the proposed Pay & Display parking bays, because the maisonettes opposite don't have any off street parking. However, they are in favour of the proposed 'At Any Time' waiting restrictions.	Residents of the maisonettes do not have any allocated off-street parking provision and do rely on this area to park long term. However, there are increasing parking pressure on the highway and the turnover of valuable parking space for the school opposite and the adjacent shops and Banks is considered necessary during the working day. The proposed double yellow lines are designed to improve traffic flow and sight lines at the junction.
3	Resident	Balgores Crescent	The resident states that they are in favour of part of the scheme.	The resident did not state what part of the scheme they were in favour off.

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HIGHWAYS ADVISORY COMMITTEE

6 June 2017

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
June 2017**

SLT Lead:

Dipti Patel

Report Author and contact details:

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

Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2017/18 Delivery Plan
(where applicable)**

Financial summary:

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

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

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

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

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

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

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

BACKGROUND PAPERS

None.

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

Highways Advisory Committee
6 June 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
SECTION A - Highway scheme proposals without funding available								
A1	Junction of Alma Avenue & Standen Avenue	Hacton	Speed table across entire junction to match that of junction of Alma Avenue and Dawes Avenue. To reinforce 20mph speed limit.	Feasible, but not funded.	None	c£20k	Resident via Cllr Morgon	24/04/2017
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
B1	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014). Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£80k	Resident	31/07/2014
B2	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£25k	Cllr Van den Hende	29/03/2016

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Highway Schemes Applications Schedule

Highways Advisory Committee
6 June 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B3	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
B4	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
B5	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
B6	Squirrels Heath Road/ 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.	Speed cameras a remote possibility as they now have to be funded by boroughs and are only considered where there are significant speed- related KSIs.	None	c£21k	Resident with 103 signature petition via Harold Wood ward councillors	07/12/2016
			Request for pedestrian crossing or refuge to assist residents of Cockabourne Court in accessing adjacent bus stops.	Feasible, but not funded. Formal crossing likely to be very lightly used, so refuge would be more appropriate. Road widening would be required.			Cllr Donald	21/02/2017