



Haverling

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm

**Tuesday
3 October 2017**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(4)**

Frederick Thompson
(Vice-Chair)
John Crowder
Dilip Patel
Jason Frost

**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**

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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.

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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 - 10)

To approve as a correct record the minutes of the meeting of the Committee held on 5 September 2017, and to authorise the Chairman to sign them.

5 PROPOSED PEDESTRIAN REFUGES ON HAVERING ROAD (Pages 11 - 24)

6 THE MAWNEY FOUNDATION SCHOOL EXPANSION - PERMANENT REMOVAL OF ZEBRA CROSSING IN COMO STREET (Pages 25 - 32)

7 LONDON ROAD ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 33 - 60)

- 8 **TPC814 CAMBORNE AVENUE - STATUTORY CONSULTATION** (Pages 61 - 76)
- 9 **TPC813 WEDNESBURY ROAD - STATUTORY CONSULTATION** (Pages 77 - 98)
- 10 **KIMBERLEY AVENUE AND LESSINGTON AVENUE SCH143** (Pages 99 - 106)

Andrew Beesley
Head of Democratic Services

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
5 September 2017 (7.30 - 8.30 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson (Vice-Chair), Dilip Patel, Jason Frost and +Carol Smith
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group	Brian Eagling (Chairman)
UKIP	John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

Apology was received for the absence of Councillor John Crowder.

+ Substitute Member: Councillor Carol Smith for Councillor Crowder.

Also present for parts of the meeting was Councillor Roger Ramsey.

There were five members of the public in attendance of the meeting.

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

123 DISCLOSURE OF INTERESTS

Item 5 – Wingletye Lane Accident Reduction Programme

Councillor John Glanville disclosed a personal non-prejudicial interest in the item, advising the Committee that he lived in Wingletye Lane. Councillor Glanville confirmed that his property was not materially affected by the proposed scheme and that he could consider the item with an open mind.

124 MINUTES

The minutes of the meeting of the Committee held on 1 August 2017 were agreed as a correct record and signed by the Chairman.

125 **WINGLETYE LANE ACCIDENT REDUCTION PROGRAMME -
PROPOSED SAFETY IMPROVEMENTS**

The report before the Committee detailed responses to the feasibility of an accident reduction programme along Wingletye Lane, the report stated that it was one of the schemes approved by Transport for London for funding.

The following safety improvements were proposed along Wingletye Lane to reduce vehicle speeds and minimise accidents:

- Wingletye Lane between Upminster Road and Minster Way (Outside Havering Sixth Form College) (Plan No:QQ006-1)
 - Humped pelican crossing
 - Humped pedestrian refuge
- Wingletye Lane north of Lee Gardens Avenue (Plan No:QQ006-2)
 - Humped pelican crossing
- Wingletye Lane south of Parkstone Avenue / Wych Elm Road (Near Emerson Park Academy) (Plan No:QQ006-3)
 - Zebra crossing
 - Humped zebra crossing
- Wingletye Lane / Sylvan Avenue Junction (Plan No:QQ006-4)
 - Mini Roundabout
- Wingletye Lane south of Champion School Entrance (Plan No:QQ006-5)
 - Humped zebra crossing

The Committee was informed that following objections from residents, the proposal to install a mini-roundabout at Sylvan Avenue had been removed as part of the scheme.

With its agreement Councillor Roger Ramsey addressed the Committee. Councillor Ramsey stated that he was generally in favour of the scheme and recognised that there had been an increase in parking problems in recent years arising from the concentration of schools in the area.

Councillor Ramsey set out a number of issues raised by residents for officers to address:

- concerns about the impact that the construction works would have on the street especially with the works at Ardleigh Green junction of the A127. Councillor Ramsey sought assurance that the works could be managed to keep disruption to a minimum;

- concerns that the proposed zebra crossing by Champion School was to be positioned too close to the A127, Councillor Ramsey sought assurance that the proposed location for the crossing was safe;
- concerns over a link between road humps and pollution after recent comments made by Michael Gove MP.

In response, the Principal Engineer informed the Committee that:

- the Council's highways works contract had sufficient flexibility for controls to be placed on the times of day and days of week for works, including evenings for surfacing, enabling the works to be managed to limit disruption it was suggested that Officers could fully brief Ward Councillors in advance of the scheme progressing; Officers were content with the position of the crossing by Champion School; as it would replace an existing refuge with the intention to have the crossing moved slightly north to better serve the pedestrian desire line;
- the air quality issue raised by Central Government related to a specific section of the Government's Air Quality Action Plan on nitrogen dioxide in locations requiring Clean Air Zones. Havering was not within a Clean Air Zone so it was not an issue for the scheme.

During the debate, a Member asked whether the speed tables would affect Emergency Services vehicles and Buses and whether consideration had been given to the installation of split humps. The Member also queried the concerns raised by the Metropolitan Police.

In response Officers confirmed that the speed cushions would be constructed in accordance with TFL's guidance for traffic calming on bus routes which would be compatible with emergency vehicles. Officers confirmed that the scheme was designed to encourage drivers to stay within the 30mph speed limit which is incompatible with vehicles being driven at high speed.

Officers informed the Committee that the scheme was targeted towards areas where there had been known casualties.

The Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following safety improvements detailed below and shown on the relevant drawings be implemented as follows:

- (a) Wingletye Lane between Upminster Road and Minster Way (Outside Havering Sixth Form College) (Plan No:QQ006-1)
 - Humped pelican crossing
 - Humped zebra crossing as shown
- (b) Wingletye Lane north of Lee Gardens Avenue (Plan No:QQ006-2)
 - Humped pelican crossing as shown.

- (c) Wingletye Lane / Parkstone Avenue / Wych Elm Road Junction
(Near Emerson Park Academy) (Plan No:QQ006-3)
 - Zebra crossing as shown
 - Humped zebra crossing as shown

- (d) Wingletye Lane south of Campion School Entrance
(Plan No. QQ006-5)
 - Humped zebra crossing as shown

The Committee recommended that the mini roundabout proposal at the Wingletye Lane / Sylvan Avenue Junction as shown on Plan No. QQ006-4 be omitted from the original proposals.

Members noted that the estimated costs of £85,000 would be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

The vote for the proposal was 10 in favour to one abstention.

126 **GIDEA PARK CROSSRAIL COMPLEMENTARY MEASURES**

The report before the Committee detailed responses to a consultation for a variety of measures to improve the levels of pedestrian access, comfort and safety in the area around Gidea Park Station.

Following an update by Officers which confirmed that consideration was being given to a number of adjustments to the scheme design to enable the addition of an extra parking bay in Crossways and an extra parking bay on Balgores Lane together with alteration of a loading bay. Officers confirmed that the stated adjustments could be progressed separately to the main scheme.

The Committee **RESOLVED** to recommend to the Cabinet Member for Environment detailed in the report and shown on Drawings B2272700UD-06 and B2272700-0101-A-002 be implemented:

- 20mph Zone immediately around the station comprising the following area:
 - All of Station Road
 - Balgores Lane between Nos.146 and 168
 - Crossways between Balgores Lane and No.89

- Traffic calming of the 20mph Zone area:
 - Round topped road hump outside 93 Crossways
 - Flat topped road hump, 60 metres long to cover the area either side of the Crossways station car park entrance,

- Flat topped road hump on Balgores Lane between Nos.148 and 156, including the entrance to Crossways,
- Changing the existing zebra crossing outside No.166 Balgores Lane to a humped zebra crossing,
- Changing the existing zebra crossing outside No.4 Station Road to a humped zebra crossing,
- New zebra crossings:
 - Balgores Lane – outside No.152 (on proposed flat topped road hump),
 - Upper Brentwood Road, just north of Thomas Drive
- Crossways – a reallocation of parking on the south side by the station entrance to provide:
 - Pay-and-display parking (4 spaces),
 - Replacement of taxi rank with a 5 minute drop-off bay for general use (3 spaces),
 - Provision of a blue badge parking bay (2 spaces),
- Balgores Lane
 - Removal of the loading bay and pay-and-display parking outside Nos.152 to 156 in order to provide the new zebra crossing.
- Station Road
 - Reduction of the existing 5 minute drop-off bay from 3 to 2 spaces,
 - Provision of a new taxi rank (3 spaces).

Members noted that the estimated cost for implementation was of £0.838m would be met by Transport for London through the 2017/18 – 2018/19 Local Implementation Plan Gidea Park Station Crossrail Complementary Measures.

127 **PROPOSALS TO RELOCATE EXISTING BUS STAND IN APPLETON WAY, HORNCHURCH**

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

1. **Appleton Way, Hornchurch**

That the existing bus stand in Appleton Way, Hornchurch situated to

the rear side of property No. 4 Victor Gardens be abandoned and relocated to a new location adjacent to the existing electricity sub-station as shown on drawing No.QQ039.

Members noted that the estimated cost of £25,000 for implementation of the scheme would be met by Transport for London through the 2017/18 allocation for Bus Priority measures.

128 PROPOSED ROAD CLOSURES IN SUNNINGS LANE, UPMINSTER

The report before the Committee detailed responses to a statutory consultation for the closure of a section of Sunnings Lane, Upminster between its junction with Dennises Lane and Sullens Farm as the road was becoming a potential fly tipping corridor.

Following clarification that the scheme had the support of all Ward Councillors the Committee **RESOLVED** to recommend to the Cabinet Member for Environment Regulatory Services and Community Safety that the following measures are implemented:

1. the closure of Sunnings Lane at its junction with Dennises Lane to vehicular traffic (access to cyclists, pedestrians and horse riders will be retained) as shown on drawing No. QQ033-OF-103
2. the closure of Sunnings Lane by Sullens Farm entrance at a point 30 metres (approximately) south of entrance of Sullens Farm as shown on drawing No. QQ033-OF-104 A

Members noted that the estimated cost for implementation of the road closures was £0.02m. The funding for carrying out the works was not yet available but was subject to a separate bid which would be made for corporate capital funds. Stakeholders were made aware throughout consultation that the works would only be carried out if capital funding becomes available but by going through the consultation process in advance, the scheme was ready to be installed as soon as funding was agreed.

The voting was 9 votes in favour to two abstentions.

129 PROPOSALS TO CLOSE LITTLE GERPINS LANE, RAINHAM

The report before the Committee detailed responses to a statutory consultation for the closure of Little Gerpins Lane, Rainham between its junction with Berwick Pond Road in the west and Gerpins Lane in the east.

The report outlined that Little Gerpins Lane was sometimes closed to traffic due to fly-tipping which was taking place with increasing regularity of both

house hold and commercial levels. The matter was of great concern to the Council on the following grounds:

- It costs a considerable amount of unjustified expenditure to clear the dumped rubbish. Sometimes specialists contractors have to be engaged to clear contaminated items,
- The rubbish being dumped is detrimental and could have a catastrophic impact on the environment if left over for extended period of time,
- Fly-tipping blocks the road, creating a blockage in the local highway network with the result that local occupiers and visitors to the woodlands have to detour.

The Committee noted that to deal with the problem, the Council had carried out a joint operation in conjunction with the Police and the Council's Enforcement officers in carrying out the enforcement. There were some positive results achieved during this operation resulting in four successful prosecutions.

The proposal before the Committee was to permanently close Little Gerpins Lane at its junction with Berwick Pond Road on the west side. The closed section of the road would only be accessible by local occupiers, cyclists, pedestrians and horse riders.

A second closure was proposed on the east side of Little Gerpins Lane. When designing the closures, consideration was given in maintaining safe access and meeting the requirements of the local occupiers, for example, minimum widths required to permit their machinery.

By the close of consultation, nine responses were received, comments were attached to the report as appendix 2. In general, from the summary table the indication was that most respondents agreed with the problems associated with fly tipping was unacceptable in Little Gerpins Lane but have objected to the proposals with the exception of the Metropolitan Police.

In accordance with the public speaking arrangements the Committee was addressed by a representative of a Land owner (Ingrebourne Valley Ltd) who spoke against the proposed scheme.

The representative stated that the Ingrebourne Valley site was part of a larger restoration and public access project which was being managed by the Forestry Commission. It was agreed that fly-tipping was an issue and so current proposal would still leave a spur within which people could still fly-tip. The speaker acknowledged that that CCTV was problematic as it could be vandalised and people often used false number plates when fly-tipping. The representative considered the closure should be at Gerpins Lane.

During a brief debate, a Member stated that the high costs associated with waste disposal resulted in people fly-tipping. The member warned that the proposed road closure could push the issue elsewhere. The Member raised concerns over the principle of closing roads and questioned whether the scheme could be implemented on an experimental basis to assess the effect.

In response, the Principal Engineer informed the Committee that closing the road at the junction would be dangerous as it would mean those requiring access would have to stop on Gerpins Lane to open gates blocking the highway. Officers confirmed that the costs associated with the implementation of an experimental closure would be equivalent to implementation of the permanent scheme as proposed.

A Member said that as the funding was not yet in place, there was time to give further consideration to implementation on an experimental and the position of the closure. The Member stated that the scheme should be deferred.

Following a motion to defer the scheme, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposal be deferred to enable consideration of implementation on an experimental basis and further consideration on the position of the closure.

The voting to defer the scheme was carried by nine votes to two.

130 **SCH14 FERRY LANE - PROPOSED PAY & DISPLAY PARKING BAYS AND 'AT ANY TIME' WAITING RESTRICTIONS**

The Committee considered the report and without debate **RESOLVED** to recommend the following proposal to the Cabinet Member for Environment, Regulatory Services and Community Safety:

1. That the observations of Civil Enforcement Officers be noted as appended in appendix A of the report;
2. That the proposals to convert five infrequently used Disabled parking bays located on the easterly kerbline of Ferry Lane, as shown on the plan in Appendix B, into Pay and Display parking bays operational Monday to Saturday 8.30am to 6.30pm (3 hours maximum stay with no return within 2 hours) be publicly advertised; and
3. That the proposed 'At Any Time' waiting restrictions in Ferry Lane, as shown on the plan in appendix B, be publicly advertised;
4. The effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme as set out in the report was £0.006m, which would be met from the Parking Minor Safety Improvement budget (A24650).

Chairman

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**HIGHWAYS ADVISORY COMMITTEE
3 October 2017**

Subject Heading:

**PROPOSED PEDESTRIAN REFUGES
HAVERING ROAD
Outcome of public consultation**

SLT Lead:

Dipti Patel

Report Author and contact details:

Mark Philpotts
Principal Engineer
01708 433751

Policy context:

mark.philpotts@havering.gov.uk
Havering Local Development Framework
(2008)
Havering Local Implementation Plan
2017/18 Delivery Plan

Financial summary:

The estimated cost of £0.040m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Pedestrian Crossing Improvements, Ockendon Road.

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

Communities making Havering
Places making Havering
Opportunities making Havering
Connections making Havering

[X]
[X]
[]
[X]

SUMMARY

This report sets out the responses to a consultation for two pedestrian refuges in Havering Road at the junction with Pettits Lane North and Mashiters Hill to assist people to cross the road at this junction. The report seeks a recommendation that the proposals are implemented.

The scheme is within **Pettits** and **Mawneys** wards.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed pedestrian refuges set out in this report and shown on Drawing QQ026-HR-FS-GA-100 are implemented.
2. That it be noted that the estimated cost of £0.040m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Pedestrian Crossing Improvements, Havering Road.

REPORT DETAIL

1.0 Background

- 1.1 A request was made to the Highways Advisory Committee by a ward councillor for the provision of two new pedestrian crossing refuges on Havering Road at its roundabout junction with Pettits Lane North and Mashiters Hill in order to assist people with crossing the road. The Committee had sympathy with the request and it was held on the “highway schemes on hold schedule”.
- 1.2 The request was included in the Council’s 2017/18 Transport for London Local Implementation Plan allocation which has enabled Staff to proceed with the design and consultation of proposals.
- 1.3 Havering Road is a classified road (B175) and is subject to a 30mph speed limit and has street lighting. The street carries some 8,100 vehicles per day during the week (2016), with less at weekends.

- 1.4 Havering Road forms a small kerbed roundabout junction with Pettits Lane North and Mashiters Hill. Currently, there are pedestrian refuges on the Pettits Lane North and Mashiters Hill arms only.
- 1.5 Each approach to the roundabout has parking restricted by at any time waiting restrictions and the Pettits Lane North and northern Havering Road exits have bus stops with clearways.
- 1.6 New refuges are proposed for the two Havering Road arms as shown on Drawing QQ026-HR-FS-GA-100.
- 1.7 584 letters were sent to those potentially affected by the scheme (representing a 5 minute walk from the junction) on 20th July 2017, with a closing date of 11th August 2017 for comments.
- 1.8 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

2.0 Outcome Of Public Consultation

- 2.1 By the close of consultation, 7 responses were received as summarised in Appendix I.
- 2.2 Cllr Thompson stated that he had no reason to fault the proposals.
- 2.3 Two residents were in full support of the proposals with one expressing the difficulty they had in crossing the road.
- 2.4 One resident supported the proposals but were concerned about displaced parking on Mashiters Hill and requested further restrictions or permit parking.
- 2.5 One resident stated that although they were not against the proposals, they considered that highway maintenance should take priority because of noise and vibration from large vehicles.
- 2.6 One resident expressed concerned that the refuge on the northern arm of Havering Road would be detrimental to traffic flow and that the existing bus stop should be moved north as it already impacts on traffic flow. They considered that although the refuge was a good thing, the detriment to traffic movement wasn't outweighed by pedestrian benefits. They also considered the southern refuge would also create difficulties for drivers.
- 2.7 One resident expressed concern about the southern refuge in that buses sometimes used the southern arm of Havering Road and so was concerned that the refuge restricted this ability and also displaced more large vehicles from Havering Road to Pettits Lane North. The resident was also concerned

about the impact on parking in the area and thought footway parking should be introduced. They also asked that the work be coordinated with works to deal with footways and drainage in the area.

3.0 Staff Comments

- 3.1 In response to concerns about displaced parking, as can be seen on Drawing QQ026-HR-FS-GA-100, both proposed refuges are within sections of Havering Road already restricted with at any time waiting restrictions (20 metres on the southern arm approach and 14 metres on the northern arm approach together with bus stop clearway). Staff therefore do not consider displaced parking as a potential issue and permit parking is not a consideration for this scheme.
- 3.2 The funding is provided through a specific allocation for the scheme in the 2017/18 Transport for London Local Implementation Plan and is not available for highway maintenance works.
- 3.3 Both refuges are set back from the roundabout further than the case with the existing ones on Mashiters Hill and Pettits Lane North and Staff do not foresee any noticeable impact on traffic flow. The Committee will note that other residents have commented that it is difficult to cross the road and so the scheme is designed to rebalance the highway space to help people on foot who don't currently have any crossing assistance. The bus stop on the northern arm of Havering Road is fully accessible and is already 40 metres beyond the roundabout. Staff do not consider that it requires relocation.
- 3.4 Should bus drivers need to use the southern arm of Havering Road on occasion, the scheme will not impact on this requirement because of the length of the existing at any time waiting restrictions already in place. The scheme will not impact on parking in the area and so Staff do not consider that a footway parking scheme is required as a result of the proposals.
- 3.5 Staff recommend that the scheme be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £0.040m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Havering Road Pedestrian Refuges (A2636). The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

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

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

Legal implications and risks:

Under Part V of the Highways Act 1980 (as amended) (“HA 1980”) the Council, as highway authority, has a general power (Section 62 HA 1980) to improve its highway network. Section 68 HA 1980 provides the Council with a specific power to construct and maintain places of refuge for the protection of pedestrians in the maintained highway.

The introduction of pedestrian refuges in Havering Road (as set out in the report) will provide significant safety improvements for pedestrians crossing the road.

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.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

BACKGROUND PAPERS

None.

**APPENDIX I
SUMMARY OF RESPONSES**

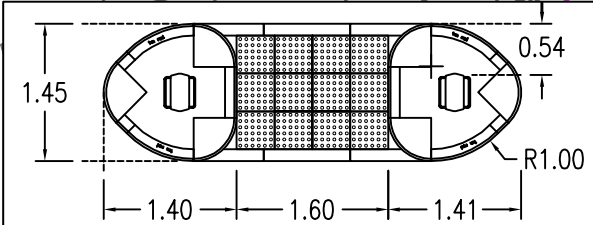
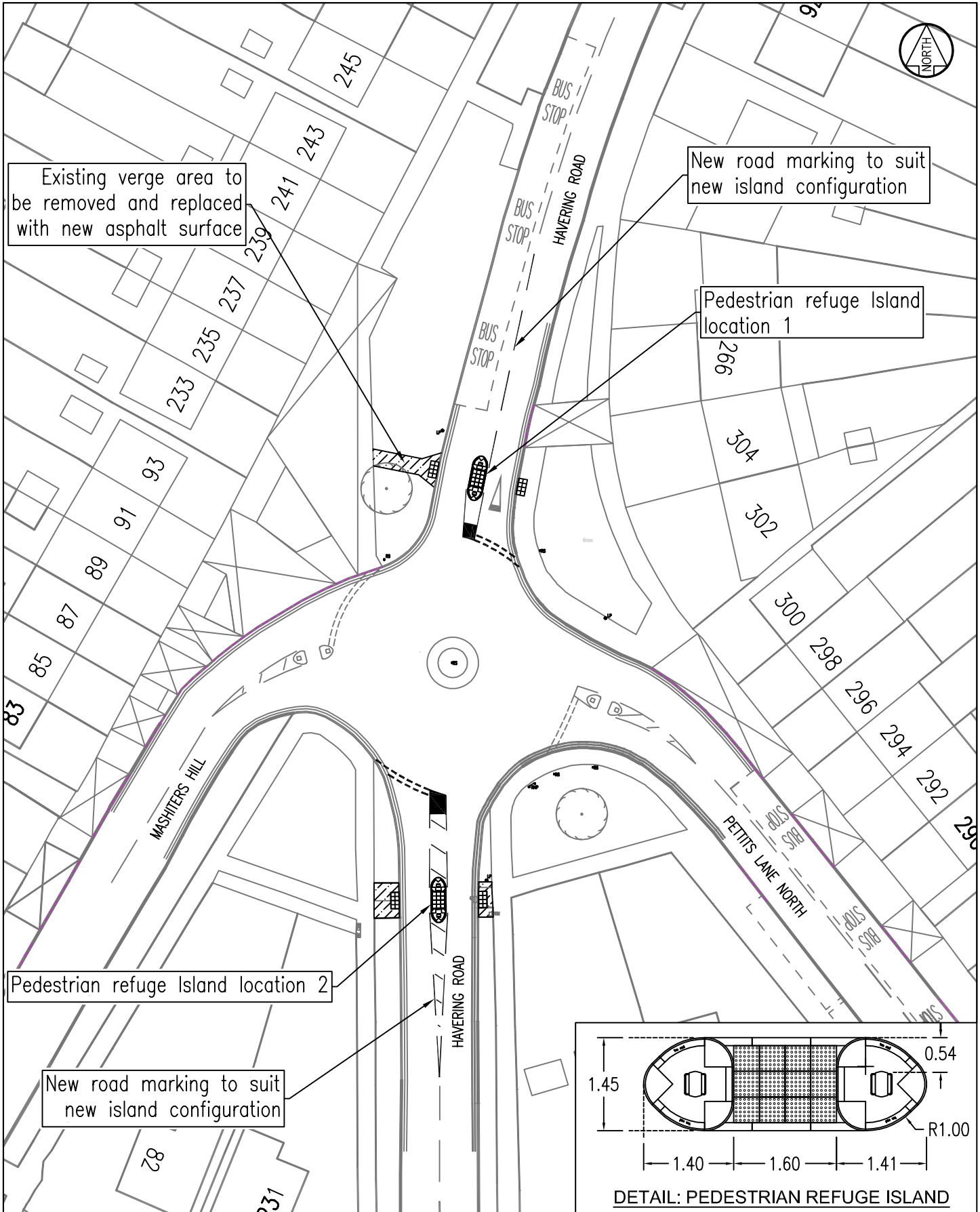
Respondent	Comment
Cllr Thompson	I can't see any real reason to fault it.
Resident 82 Mashiters Hill	<p data-bbox="488 324 997 353">With regards to the above proposal.</p> <p data-bbox="488 398 1350 651">We totally agree that safe places are needed for pedestrians especially as parents and children need to access schools etc and the Havering road and Mashiters Hill over the last few years have become increasingly busy, not only in volume but the size of the vehicles is quite intimidating for a residential area. We are now experiencing car transporters coming up Mashiters hill.</p> <p data-bbox="488 689 1350 1122">Our only concern is that if this will mean less parking for people who live near the changes e.g. Double lines. Living on the junction of mashiters hill and havering road we are now experiencing cars and work vehicles parked from where the double yellow lines end on mashiters hill right up to our drive this causes sight problems to safely pull off our drive or cross the road. Most locals now have two or three cars per household plus some also park large work vans over night and week ends. Many of these people live in petits lane or havering road, this is causing traffic to build up as there is often restricted room for the traffic to flow down to the roundabout.</p> <p data-bbox="488 1167 1350 1272">We are wondering if consideration would be taken to extending the double lines further up Mashiters hill to enable safe road view and crossing , or permit only parking.</p>
Resident 89 Mashiters Hill	<p data-bbox="488 1319 1238 1384">I am delighted to receive this proposal for pedestrian refuges.</p> <p data-bbox="488 1429 1350 1749">I have been on the verge of requesting this as recently I have twice almost been knocked down whilst trying to get my grandchildren safely across the road at school time. Cars have been shooting across the roundabout way too fast and crossing the road is very dangerous at busy times. I have lived at 89, Mashiters Hill for the past 4 years, and have found it incredible that nothing has been done before - my neighbour has told me he attempted to get something done 4 years ago.</p> <p data-bbox="488 1794 1286 1859">Thank you for this, and I look forward to it happening as soon as possible.</p>

Resident Mashiters Hill	I look forward to the installation of the above. As a new Mashiters Hill resident, I will benefit from the island north of the roundabout especially, as I often walk to Moray Way shops, and I feel these installations will make road crossing safer and will hopefully slow traffic a little too.
Resident 245 Havering Road	<p>Although we are not against the proposal of the Refuge Islands, we cannot understand why this is being done when Havering Road is in urgent need of repair. As far as we know Havering Road has needed repairs for the past 9 years where we live 245 Havering Road down to at least number 269. The bumps in the road are causing heavy goods vehicles and buses to shake the houses, causing cracks in plaster and bricks.</p> <p>This road used to have a weight limit and buses did not come down this road. Although the buses are not the main problem, it is the heavy good vehicles, i.e. Eddie Stobart articulated lorries, large tipper lorries that are using our road as a cut through, they should be going down Chase Cross Road. The road is continually being dug up by the utility companies who repair the roads, that in time sinks.</p> <p>After talking to many of the neighbours we understand complaints have been made and no action taken. Our neighbours have also been told that there have been no complaints in the past, which is definitely not true. Please stop making the wrong proposals and repair our roads.</p>
Resident 271 Havering Road	<p>My concern is about the refuge on the North side of Havering Road and it's proximity to the bus stop. As it is, when a bus stops in that box, it impacts on traffic traveling north who have to pass the stopped bus.</p> <p>The solution is to move the bus stop further along the road in order that the driver of the bus is not able to cause congestion by not stopping far enough past the refuge. I believe that this refuge which in itself is a good thing will exacerbate the situation coming off of that roundabout causing traffic to tail back across and/or around the roundabout on the junction as they will not be able to maneuver around a stopped bus. This in turn has a knock on effect further along the road raising the possibility of accidents involving moving vehicles. A perfect example of this effect are the traffic lights at the rear of Queens hospital which impact right around the roundabout causing continual delays</p> <p>I also believe that the detrimental effect on traffic movement far out weighs any benefit gained by pedestrians crossing the road. I have lived in this area for 22 years and neither</p>

	<p>myself nor my children have experienced any problem in crossing the roads which I continue to do on a regular basis on foot.</p> <p>The refuge on the south side of Havering road also raises concern as the road is quite narrow there and will reduce the width considerably making it more difficult for some drivers.</p> <p>I also believe it is fair to say that the roads have been built for the benefit of motorists and the flow of traffic. Pedestrians have managed to cross this junction in all directions for all the years I have lived here without any accidents that I can recall. Pedestrians also have a responsibility for their own safety when crossing roads.</p> <p>The question therefore is this. Why do the council feel it is necessary to spend thousands of pounds on something that in my opinion will get little use, benefit few and probably inconvenience a great many people.</p>
<p>Resident No address given</p>	<p>The proposed crossing especially the south of the roundabout and in line with the existing footpath leading to Pettits Lane North and Mashiters Hill raises concerns.</p> <p>I am based on Pettits Lane North near the roundabout and feel that you need to also address other issues in conjunction with this proposal.</p> <ol style="list-style-type: none"> 1. Buses periodically travel up that part of Havering Road and I would want to be certain that this is still possible as well as the larger vehicles that require access. I would be reluctant to hear that the crossing restricts certain access and that more traffic then uses Pettits Lane North. 2. Parking is at a premium, and I would want to be confident that Havering Road 'parkers' would not then need to find alternative parking due to the pedestrian crossing being introduced. Havering Road parking is already tight, and I often wonder why a two wheel up policy in some parts is not possible. 3. I know that re vamping of the pavements within Pettits Lane North especially has been on the cards for some considerable time, and that flooding often occurs during heavy downpours. In the past I have been told this is due to the lack of open road drain access between the roundabout and Pettits Lane North Zebra crossing. Therefore, encouraging people to walk and use safe access needs to be incorporated with having safer pavements to be able to walk on, which certainly isn't the case within this area of

	<p>Havering. Winter months can be especially challenging trying to find a safe and puddle free footpath.</p> <p>I would hope that if this was introduced, other pedestrian safety issues were taken into account. I would also like to be given the reassurance that vehicle access isn't restricted nor will it affect current parking, before approval is granted.</p>
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DETAIL: PEDESTRIAN REFUGE ISLAND

		PURPOSE		PROPOSAL			
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JOB TITLE HAVERING ROAD PEDESTRIAN REFUGE ISLANDS		DRAWN BY RP		CHECKED BY TQ		APPROVED BY MLP	
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HIGHWAYS ADVISORY COMMITTEE
3 October 2017

Subject Heading:	THE MAWNEY FOUNDATION SCHOOL EXPANSION Permanent Removal of Zebra Crossing in Como Street
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 (2016)
Financial summary:	The estimated cost of £0.001m for implementation will be met by PSBP1 and Expansion of Mawney School Project (A1845)

**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 responses to a consultation for the permanent removal of the zebra crossing in Como Street, Romford.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Regulatory Services and Community Safety that the previously removed zebra crossing not be reinstated;
 - QP021/01.A
2. That it be noted that the estimated cost of £0.001m for implementation will be met by PSBP1 and Expansion of Mawney School Project (A1845).

REPORT DETAIL

1.0 Background

- 1.1 In the summer of 2016, construction work began for the expansion of The Mawney Foundation School which is funded by the Education and Skills Funding Agency. Staff within the Highways service were asked by Learning & Achievement to remove the humped zebra crossing outside 108 Como Street to allow easier movement of the heavy construction vehicles into the construction site.
- 1.2 The zebra and hump were physically removed in August 2016. Residents were notified but it was not formally advertised, in order to give staff time to consider whether or not to reinstate the feature when construction work finishes.
- 1.3 Staff considered what, if any, improvements could be made for pedestrians walking to the new school. It was considered that Como Street does not require a zebra crossing. Apart from some rat running vehicles during the morning peak and the anticipated proportion of parents dropping children close to the school morning and afternoon, it is a quiet street only serving a

residential area and car park. Therefore, for the majority of the day, drivers could expect not to see many pedestrians crossing at the zebra and could be accustomed to not stopping at it.

- 1.4 It was noted that the junction with Mawney Road is excessively large and it was decided that instead of providing a zebra crossing, the bellmouth at Mawney Road would be reduced in size, making it easier for pedestrians to cross.
- 1.5 Residents were notified of this and the Road Traffic Regulation Act S23 notice to legally remove the zebra crossing was advertised on 18th August 2017. The work at the junction was completed on 5th September 2017.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, five responses were received from Como Street residents, as set out in Appendix I to this report.
- 2.2 Only one respondent disagreed with removing the zebra crossing.
- 2.3 All respondents commented on excessive speed of vehicles and rat running on Como Street, Olive Street and Mawney Road.
- 2.4 It would seem that parents of school children are also causing problems with parking across driveways.

3.0 Staff Comments

- 3.1 Staff recommend proceeding with not replacing the zebra crossing, as advertised because it is inappropriate for the level of traffic and pedestrian usage.
- 3.2 Staff have observed the speeding and rat running issues, confirmed by the consultation responses, and are aware that the school also have safety concerns. Staff will therefore consider reinstating the speed hump at the same location in Como Street. Subject to securing future funding, staff plan to investigate the travel issues in the area around the school.
- 3.3 The school head teacher is proactive in promoting walking and cycling to the school and it is hoped this minimises the number of parents parking very close to the school.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member that the previously removed zebra crossing not be reinstated.

The estimated cost of £0.001m for implementation will be met by PSBP1 and Expansion of Mawney School Project (A1845) as requested by Project manager.

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 over-spend, the balance would need to be contained within the overall Environment Capital budget.

Legal implications and risks:

Installation and removal of Zebra Crossings require public notice of the intention.

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. The removal of this zebra crossing is not considered to negatively impact any type of pedestrian because the nature of the street is such that a zebra crossing is not currently viewed as the most appropriate crossing facility.

BACKGROUND PAPERS

None



APPENDIX I CONSULTATION RESPONSES SCHEME DRAWINGS

Respondent	Response
Resident Como Street	Comments about work at Como/Mawney junction. Complaints about rat running and speeding traffic. No comment about Zebra removal.
Resident Como Street	Because of excessive speed in Como Street, thinks removing hump and zebra is a poor decision. Cars drive at 90mph day and night in Como Street.
Resident Como Street	Agrees crossing isn't needed but think speed hump is to address speed of rat running vehicles. Issues with ignorant parents parking across driveways.
Resident Como Street	Agrees with removing zebra but longer-term, need to address rat running.
Resident Olive Street	No objections. However raised many valid points and the need for traffic calming and preventing rat running. Provided their own traffic count data. Would like Olive/Mawney junction closed because of conflict with drivers accessing Tesco opposite junction and rat running.

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HIGHWAYS ADVISORY COMMITTEE

3 October 2017

Subject Heading:	LONDON ROAD ACCIDENT REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS (The Outcome of public consultation)
CMT Lead:	Dipti Patel
Report Author and contact details:	Velup Siva Senior Engineer 01708 433142 velup.siva@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2017/18 Delivery Plan
Financial summary:	The estimated cost of £0.1m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

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

Havering will be clean and its environment will be cared for	<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

London 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 humped pelican crossings, zebra crossing, mini roundabout, speed tables and pedestrian refuge are proposed to minimise accidents. A public consultation has been carried out and this report details the findings of the feasibility study, public consultation and recommends that the safety improvements as detailed in the recommendation be approved.

The scheme is within **Brooklands and Romford Town** 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 safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) London Road / Jutsums Lane Junction (Plan No:QQ003-1)
 - Mini roundabout
 - Zebra crossing
 - (b) London Road west of Burlington Avenue (Plan No:QQ003-2)
 - Speed table
 - (c) London Road west of Springs Gardens
(Outside Crowlands Primary School) (Plan No:QQ003-3)
 - Humped pelican crossing
 - (d) London Road east of Cromer Road (Plan No:QQ003-4)
 - Speed table
 - (e) London Road between Kensington Road & Knighton Road
(Near Slaters Arms Public House) (Plan No. QQ003-5)
 - Humped pelican crossing
 - (f) London Road east of Easbury Road (Plan No:QQ003-6)
 - Pedestrian refuge
 - (g) London Road east of St Andrews Road
(Near Cottons Park) (Plan No:QQ003-7)
 - Humped pelican crossing
2. That, it be noted that the estimated costs of £0.1m, can be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2016, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2017/18 Havering Borough Spending Plan settlement. London 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, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The London Road Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1700 vehicles per hour during peak periods along London Road.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
London Road between Norfolk Road and Cromer Road	37	35	50	45
London Road by Spring Gardens	36	35	50	45

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

Accidents

- 1.4 In the five-year period to July 2016, fifty nine personal injury accidents (PIAs) were recorded along London Road. Of the fifty nine PIAs in London Road, one was fatal, six were serious; fourteen involved pedestrians; thirteen involved motorcyclists and fifteen occurred during the hours of darkness.

Details of PIAs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
London Road between Borough boundary and Southern Way	0	0	2 (1-Dark)	2
London Road / Southern Way Junction	0	0	3 (2-Ped)	3
London Road / Jutsums Lane Junction	0	0	7 (1-Ped)	7
London Road between Jutsums Lane and Crowlands Avenue (At the existing zebra crossing)	0	0	2 (1-Ped)	2
London Road / Crowlands Avenue Junction	0	0	1	1
London Road between Crowlands Avenue and Burlington Avenue	0	0	2 (1-Dark)	2
London Road / Burlington Avenue Junction	0	1	4 (1-Ped) (2-Dark)	5
London Road between Burlington Avenue and Lonsdale Avenue	0	1	2	3
London Road / Spring Gardens Junction and at the existing pelican crossing	0	1 (1-Ped)	2 (2-Ped)	3
London Road / Esher Avenue Junction	0	1	1	2
London Road / Cromer Road Junction	1 (1-Ped) (1-Dark)	0	1	2
London Road / Norfolk Road Junction	0	0	2 (1-Ped) (1-Dark)	2
London Road / Richards Avenue Junction	0	0	1	1
London Road / Kensington Road Junction	0	0	2 (1-Ped) (1-Dark)	2
London Road between Kensington Road and Knighton Road (Existing pelican crossing)	0	0	1	1
London Road / Knighton Road Junction	0	0	1	1
London Road between Knighton Road and Eastbury	0	0	1	1

Road	0	1	2	3
London Road / Eastbury Road Junction	0	1	2 (1-Ped) (1-Dark)	3
London Road between Eastbury Road and Cotleigh Road	0	0	3 (1-Dark)	3
London Road / St Andrews Road Junction and existing pelican crossing	0	0	6 (1-Ped) (2-Dark)	6
London Road between St Andrews Road and Knightsbridge Gardens	0	0	1	1
London Road / Knightsbridge Gardens Junction	0	1 (1-Dark)	1 (1-Dark)	2
London Road between Knightsbridge Gardens and Waterloo Road Roundabout	0	0	4 (1-Ped) (2-Dark)	4
Total	1	6	52	59

Proposals

1.5 The following safety improvements are proposed along London Road to reduce vehicle speeds and minimise accidents.

- (a) London Road / Jutsums Lane Junction (Plan No:QQ003-1)
 - Mini roundabout
 - Zebra crossing
- (b) London Road west of Burlington Avenue (Plan No:QQ003-2)
 - Speed table
- (c) London Road west of Springs Gardens
(Outside Crowlands Primary School) (Plan No:QQ003-3)
 - Humped pelican crossing
- (d) London Road east of Cromer Road (Plan No:QQ003-4)
 - Speed table
- (e) London Road between Kensington Road & Knighton Road
(Near Slaters Arms Public House) (Plan No. QQ003-5)
 - Humped pelican crossing
- (f) London Road east of Easbury Road (Plan No:QQ003-6)
 - Pedestrian refuge

- (g) London Road east of St Andrews Road
(Near Cottons Park) (Plan No:QQ003-7)
 - Humped pelican crossing

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 400 letters were delivered by hand and via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Eight written responses from Local Members, Head Teacher, cycling representatives and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

3.1 The accident analysis indicated that fifty nine personal injury accidents (PIAs) were recorded along London Road. Of the fifty nine PIAs in London Road, one was fatal, six were serious; fourteen involved pedestrians; thirteen involved motorcyclists and fifteen occurred during the hours of darkness.

3.2 The proposed safety improvements as detailed in the recommendation would minimise accidents along London Road. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of £0.1m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for London Road (A2624). The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

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

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

Legal implications and risks:

The Council's power to construct and maintain roundabouts and places of refuge for the protection of pedestrians in the maintained highway is set out in Part V of the Highways Act 1980 ("HA 1980").

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the "HA 1980". Before making an order under this provision the Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 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 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.

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

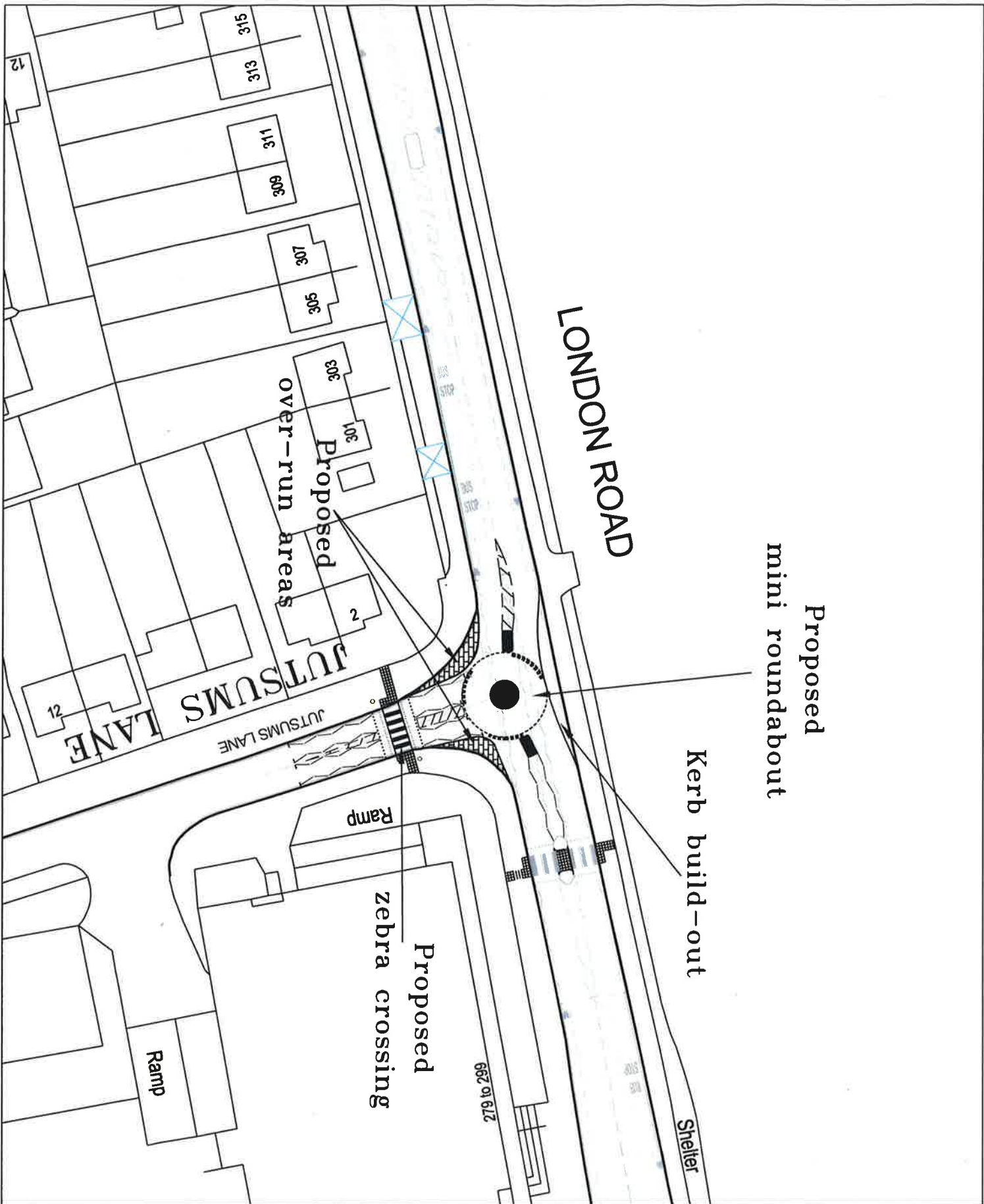
BACKGROUND PAPERS

None.

**APPENDIX
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QQ003/1 (Local Member 1)	Support the scheme with zebra crossing along Jutsums Lane	-
QQ003/2 (Local Member 2)	It looks good to me. I quite like the addition of the pedestrian crossing in Jutsums Lane near the mini roundabout as it should make it safer for children walking to and from St Edward's School	-
QQ003/3 (Head Teacher, Crowlands Primary School)	I fully support the proposed works for London Road. Our peoples and their families are at risk daily due to the inconsiderate road users around our school who both speed past our school, (including ignoring traffic signals) and who park inconsiderately. I think these works need to be completed as a matter of urgency.	-
QQ003/4 (Ray Whitehouse, cycling representative)	In general, I support all the proposals within these proposals to slow traffic down along London Road. However, I question the proposal for a mini roundabout at Jutsums Lane and at this stage cannot support is. Request to remove mini roundabout proposal and replace it with raised junction with zebra crossing.	Staff considered that the current proposals including mini roundabout are adequate to minimise accidents along London Road at present. Additional measures could be considered at a later date.
QQ003/5 (The resident, 124 London Road)	Any improvements to reduce the speed on this very busy road would be welcome. The traffic on this road has become very heavy and very fast. The vehicles are disregarding the 30mph warning speed sign located outside The Sun Public House and failure of some vehicles to stop at the pedestrian crossing located adjacent to entrance to Cottons park. Request for additional speed humps between 132 and 110 London Road would benefit from slowing traffic passing in front of their homes.	Staff considered that the current proposals are adequate to minimise accidents along London Road at present. Additional measures could be considered at a later date.
QQ003/6 (The resident, 365 London Road)	Whilst I would agree with the improvements, it would make matters worse at the other end of the road such St Edwards School end. Surely something should put in place here too.	Staff considered that the current proposals are adequate to minimise accidents along London Road at present. Additional measures could be

		considered at a later date.
QQ003/7 (The resident, 371a London Road)	I live on London Road by the side of the crossing to St Edwards School and Westlands Playing Fields. A major problem is with large lorries/vans that speed down London Road very early in the morning. The whole house reverberates from their passing. I think this may be caused by a camber on the road at the crossing. Is there are steps that can be taken to alleviate this issue whilst the upgrade to London Road is taking place.	Staff will inform to relevant section to investigate and rectify the problem if possible.
QQ003/8 (Commuter)	Drivers who do slow down just before and instantly speed up just after the speed table cause increase of harmful pollution. I use this road to commute to workplace and observed those instances on daily basis. I strongly believe this would not benefit local residents in any way, but work the opposite.	Staff considered that the current proposals would not cause problems significantly in terms of pollution. These proposals are adequate to minimise accidents along London Road.



Proposed
mini roundabout

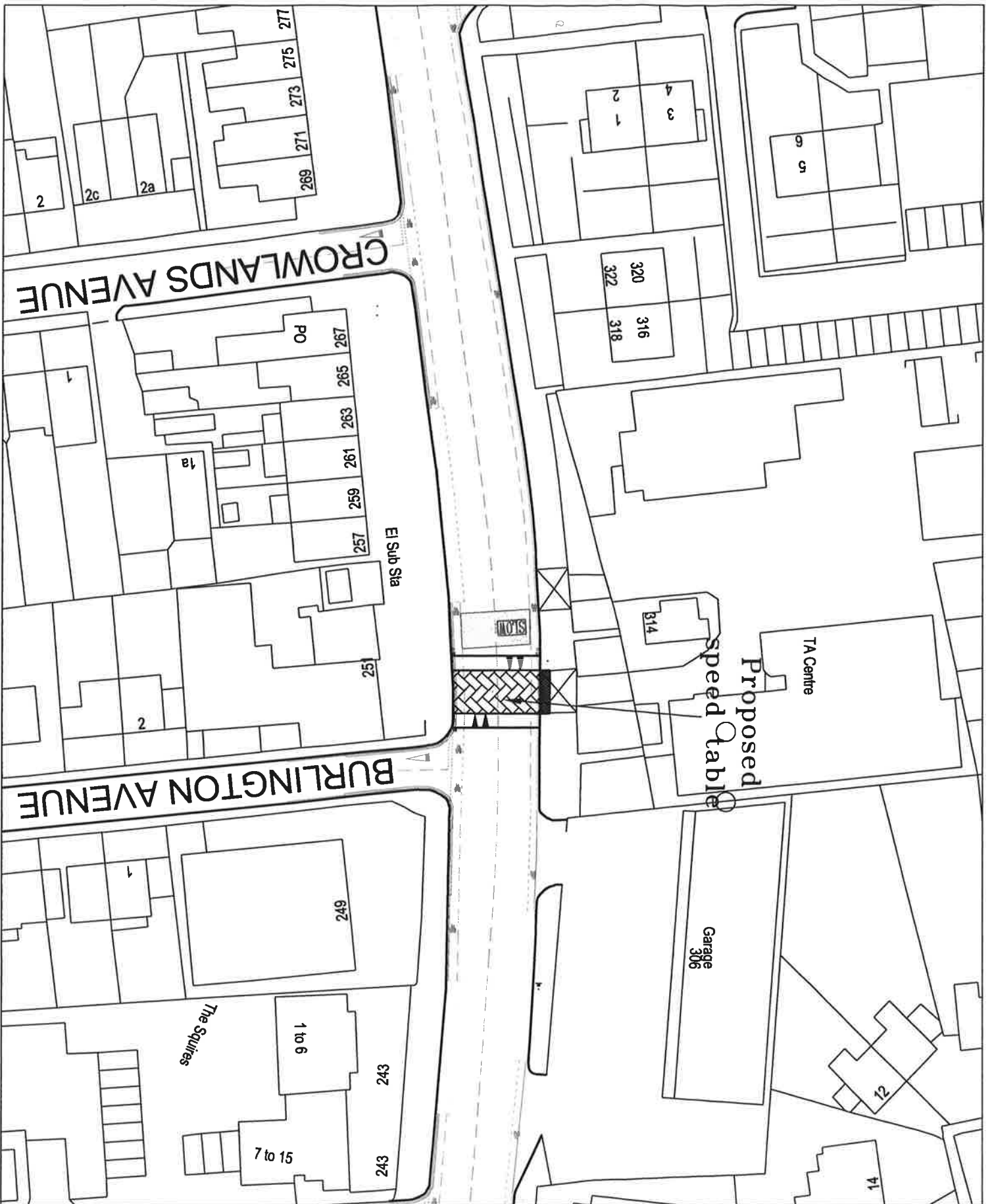
Kerb build-out

Proposed
zebra crossing

Ramp

Shelter

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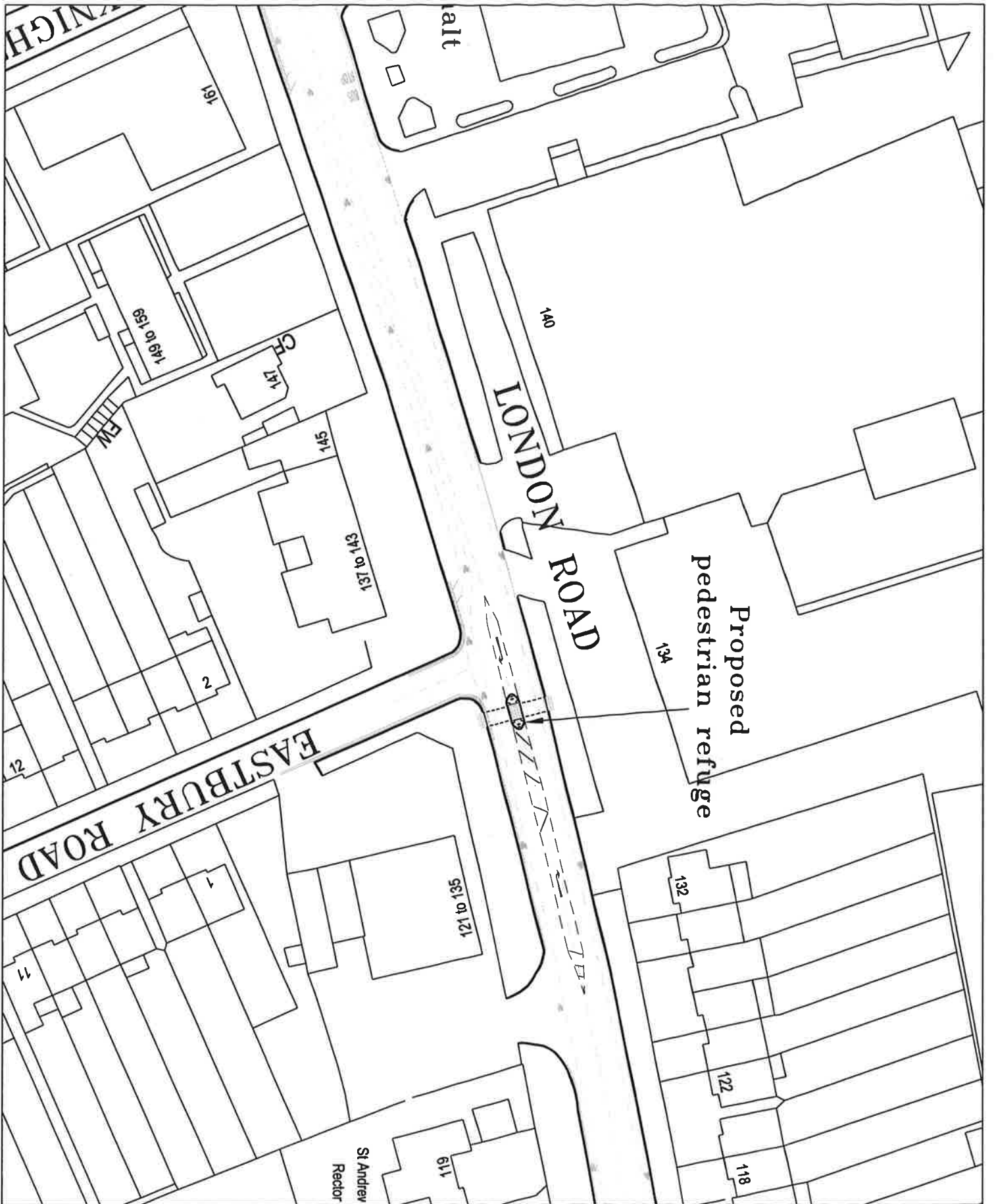
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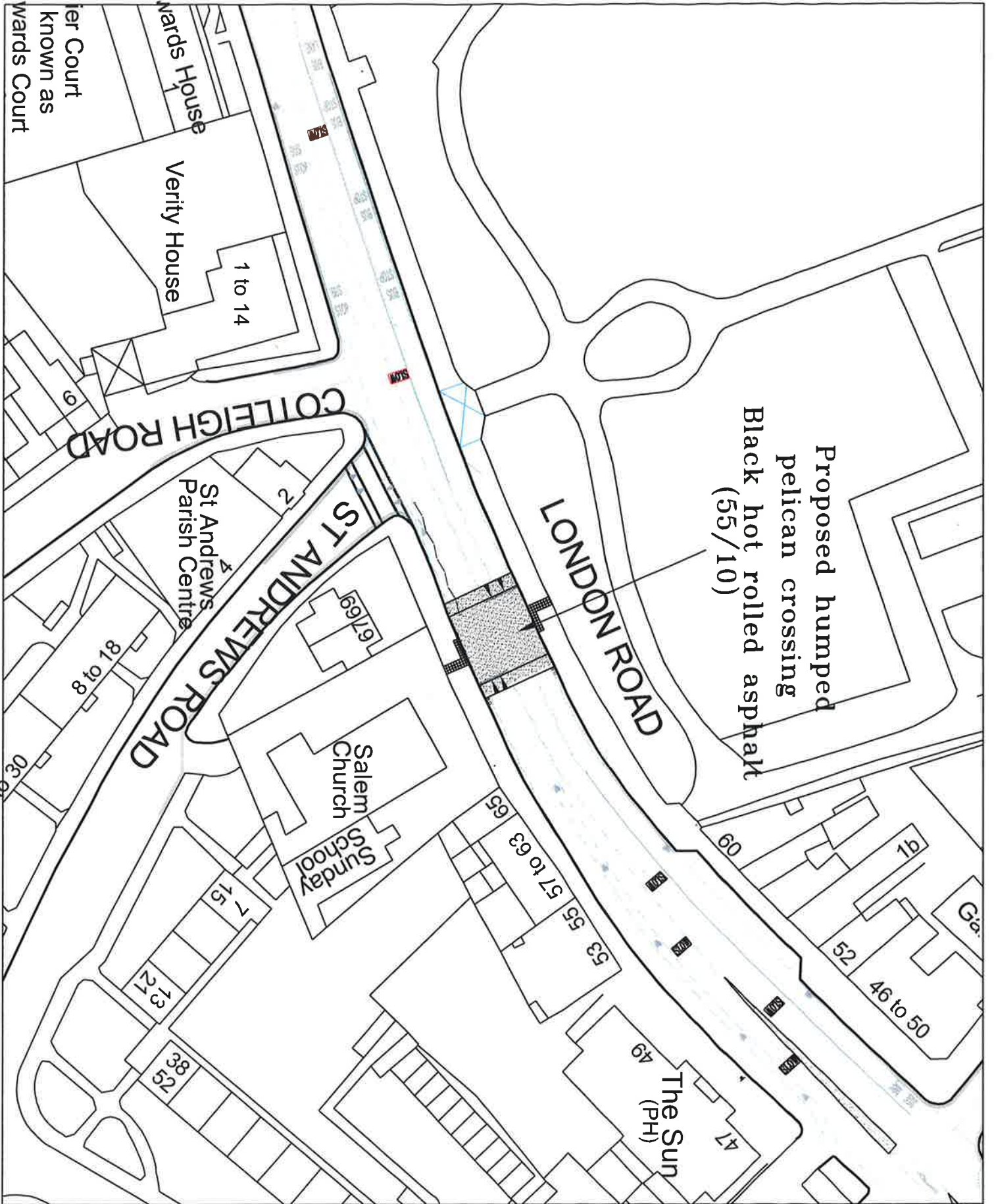


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Proposed humped
pelican crossing
Black hot rolled asphalt
(55/10)

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ACAD REF:	REVISION	Sheet Size:	

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The Resident or Occupier

London Road Area

Please call Mr Siva
t 01708 433142
e highways@havering.gov.uk
text relay 18001 01708 434343

18th August 2017

www.havering.gov.uk

Dear Sir or Madam;

**LONDON ROAD ACCIDENT REDUCTION PROGRAMME
PROPOSED SAFETY IMPROVEMENTS**

In October 2016, Transport for London approved funding for a number of accident reduction schemes as part of Havering Borough Spending Plan settlement. London Road Accident Reduction Programme was one of the schemes approved by TfL. Following the TfL's funding approval, a feasibility study has been carried out to identify possible safety improvements along London Road.

The study found that up to 1,700 vehicles per hour use London Road and speeds of up to 50 mph were regularly recorded. Analysis of available accident records has shown that there have been a total of 59 personal injury accidents along London Road over a five year period. Of this 59, one was fatal; six were serious; 14 involved pedestrians; 13 involved motorcyclists and 15 occurred during the hours of darkness.

A number of safety improvements have been designed to address these issues and we would welcome your comments on the proposals. The proposals are listed below. Please refer to the plans enclosed for greater detail:

- London Road / Jutsums Lane Junction (Plan No:QQ003-1)
 - Mini roundabout
 - Zebra crossing

- London Road west of Burlington Avenue (Plan No:QQ003-2)
 - Speed table



- London Road west of Springs Gardens
(Outside Crowlands Primary School) (Plan No:QQ003-3)
- Humped pelican crossing
- London Road east of Cromer Road (Plan No:QQ003-4)
- Speed table
- London Road between Kensington Road & Knighton Road
(Near Slaters Arms Public House) (Plan No. QQ003-5)
- Humped pelican crossing
- London Road east of Easbury Road (Plan No:QQ003-6)
- Pedestrian refuge
- London Road east of St Andrews Road
(Near Cottons Park) (Plan No:QQ003-7)
- Humped pelican crossing

Large scale plans can be viewed during normal office hours on Mondays to Fridays at the Council's Public Advice and Service Centre (PASC), accessed via the Liberty Shopping Centre, Romford, RM1 3RL or available to view on the Council's website a link of which is shown below: <https://www.havering.gov.uk/Consultations>

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

By writing to: The Principal Engineer, Environment, Street Management, Town Hall, Main Road, Romford, RM1 3BB.

OR

By email to: highways@havering.gov.uk

Comments should reach us by **Friday 08th September 2017**.

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

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting

Havering

Making a Greater London



Page 52

on Tuesday 3rd October 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 26th September 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.

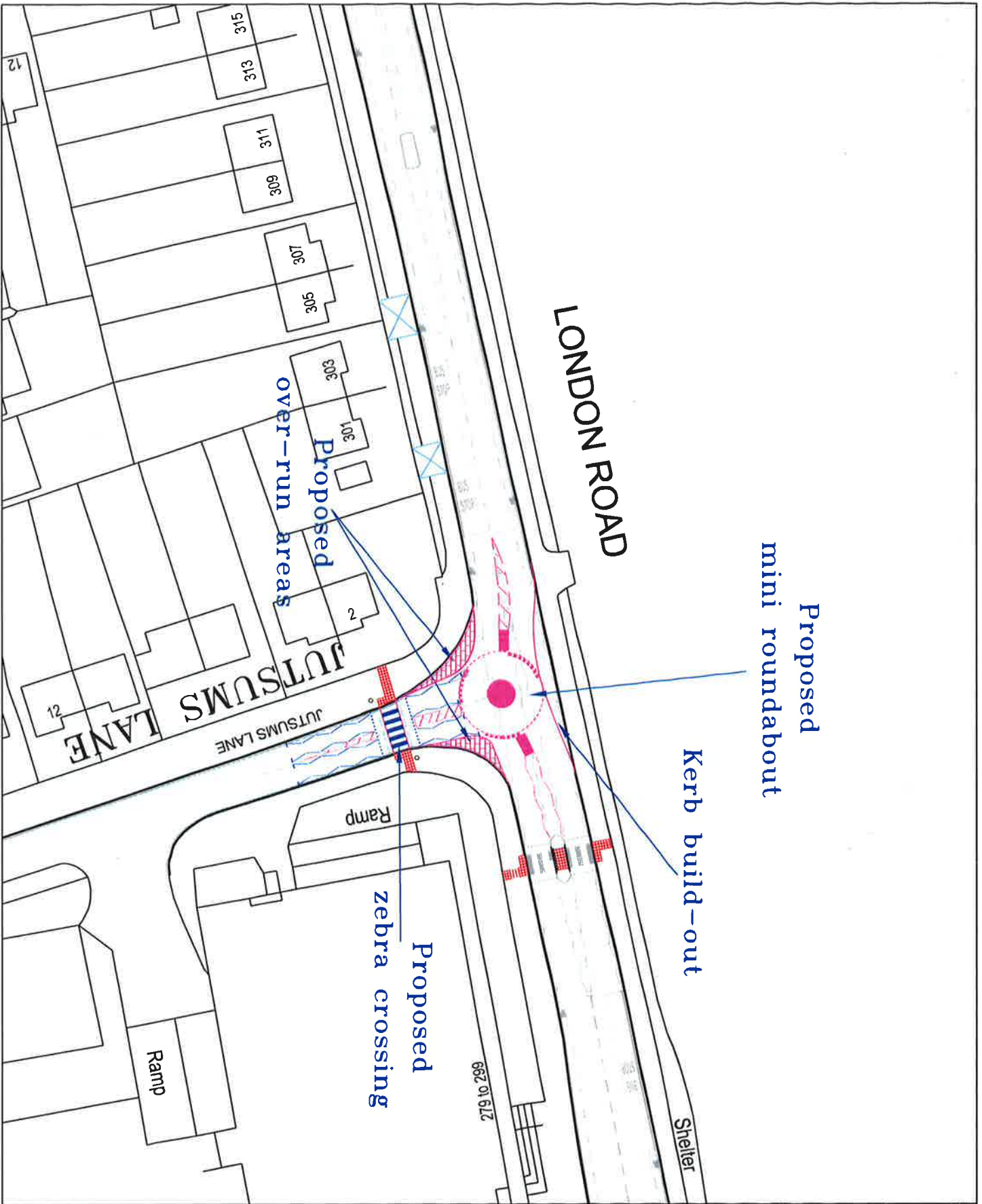
If you require any further information on the proposals, please contact Mr Siva, the Senior Engineer dealing with the scheme.

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

Yours faithfully,



Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services



Proposed
mini roundabout

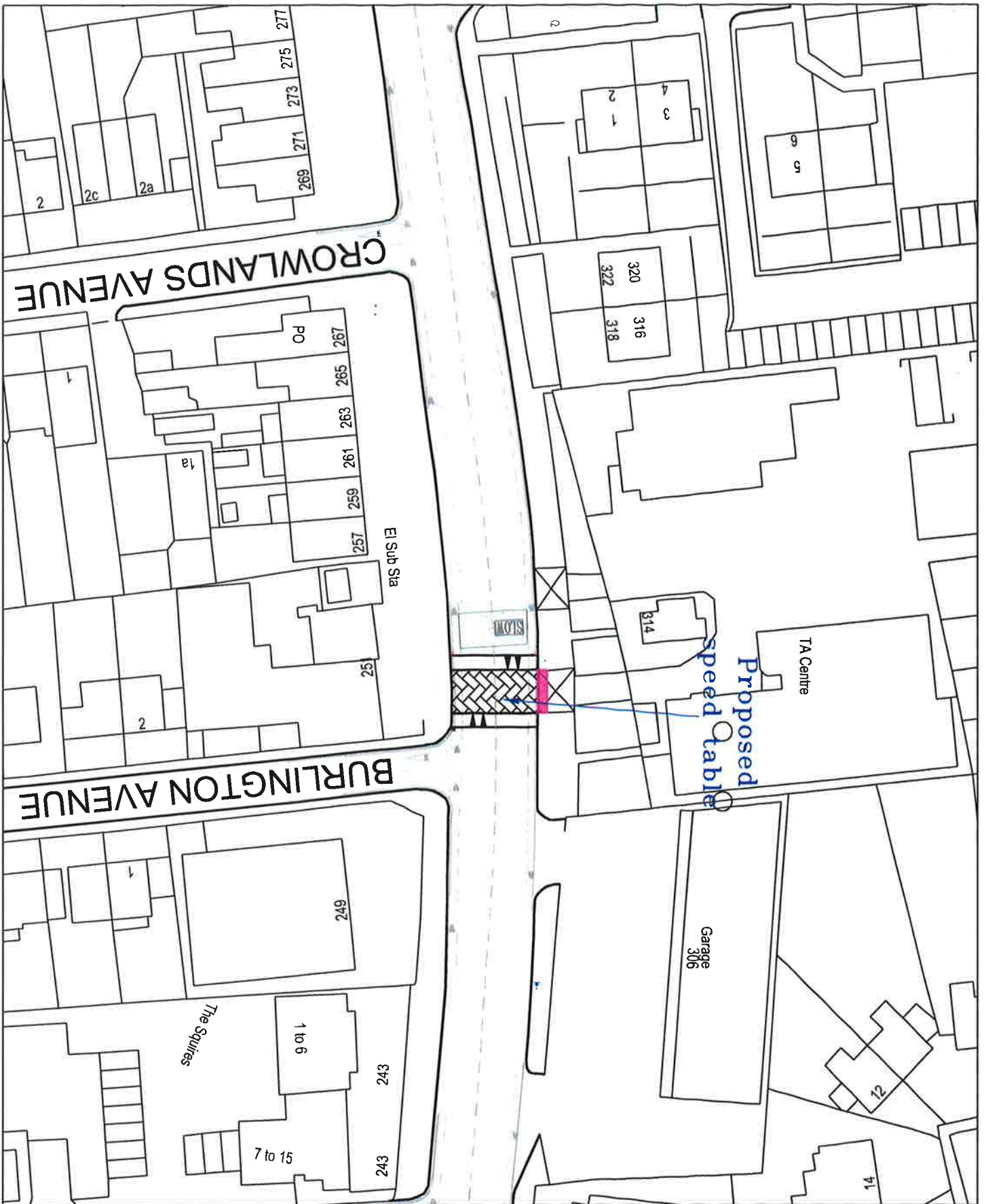
Kerb build-out

Proposed
zebra crossing

Proposed
over-run areas

PURPOSE:	PURPOSE:
SCOPE/NOTES:	
<p>Drawn to show proposed safety improvements to the London Road and Jutsums Lane junction. The plan shows the proposed mini roundabout, kerb build-out, zebra crossing, and over-run areas. The plan also shows the proposed ramp areas and shelter. The plan is for the proposed safety improvements to the London Road and Jutsums Lane junction. The plan is for the proposed safety improvements to the London Road and Jutsums Lane junction. The plan is for the proposed safety improvements to the London Road and Jutsums Lane junction.</p>	
NOTES:	

<p>REVISION AMENDMENT</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>		NO.	DATE	DESCRIPTION			
NO.	DATE	DESCRIPTION					
<p>JOB TITLE LONDON ROAD ACCIDENT REDUCTION PROGRAMME</p>							
<p>SAFETY IMPROVEMENTS</p>							
<p>DRAWN BY: VS</p> <p>SCALE: NTS</p> <p>ACAD REF: -</p>	<p>CHECKED BY: VS</p> <p>DATE: JUN 17</p> <p>DRAWING No: 99003-1</p>						
<p>APPROVED BY: MP</p> <p>ISSUE: -</p>	<p>REVISION: -</p>						



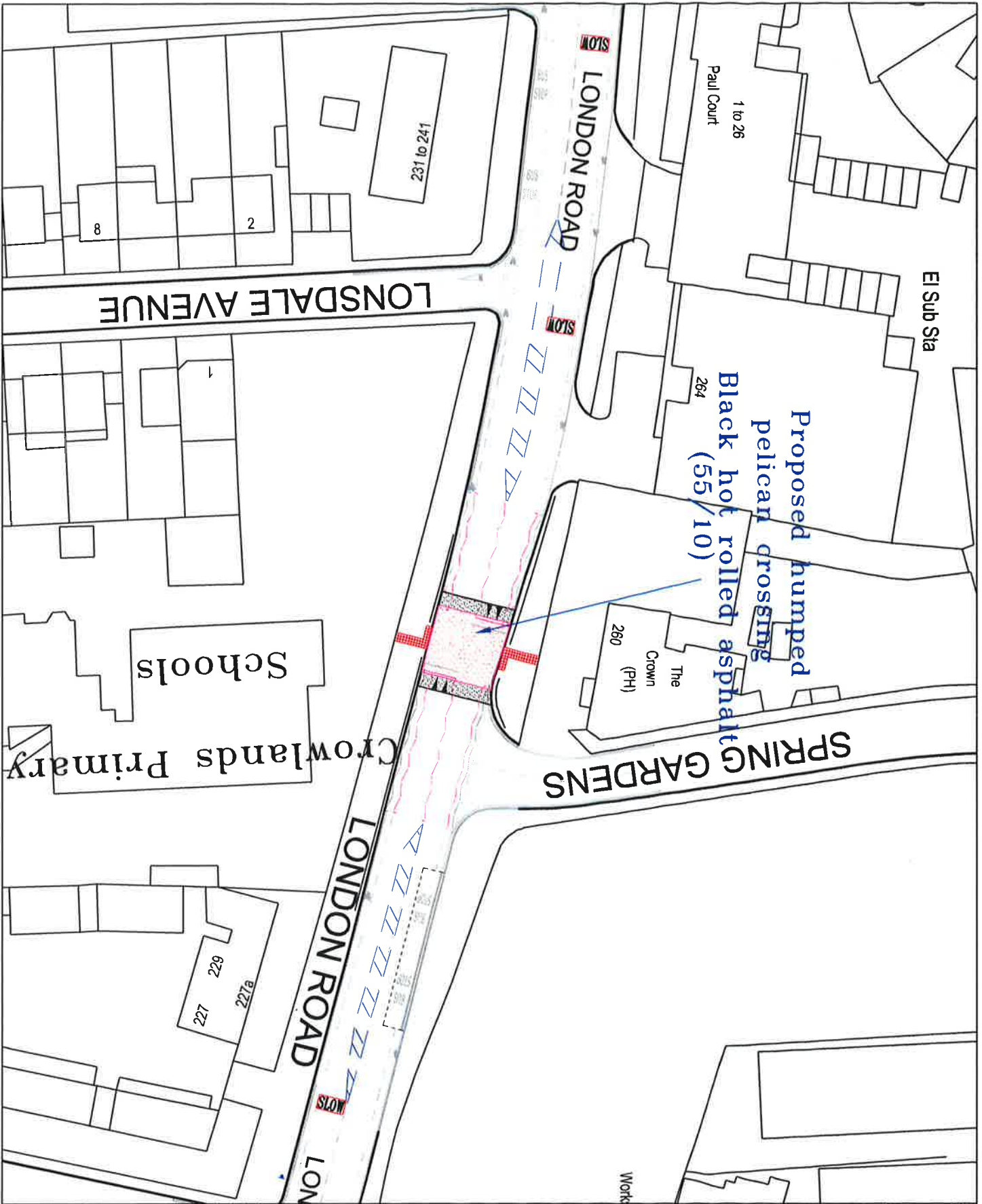
PURPOSE **PURPOSE**

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NOTES

JOB TITLE		LONDON ROAD ACCIDENT REDUCTION PROGRAMME	
DRAWING TITLE		PROPOSED SAFETY IMPROVEMENTS	
DRAWN BY	CHECKED BY	APPROVED BY	DATE
VS	VS	MP	
SCALE	DATE	DRAWN	ISSUE
NTS	JUN 17		
ACAD REF:	DRAWING NO	REVISION	
	Q9003-2		
Sheet Size:			



PURPOSE: **RIGHT OF WAY**

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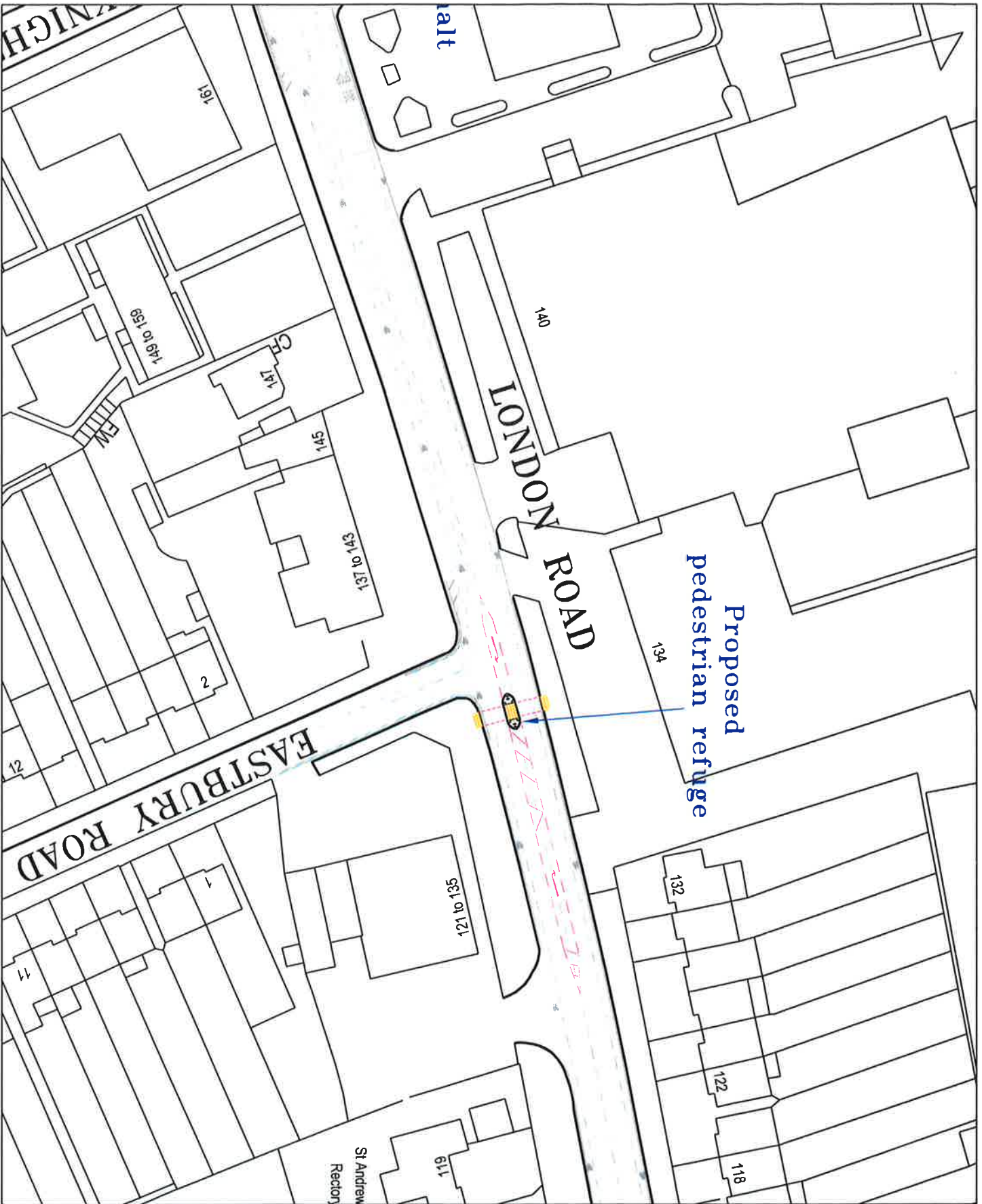
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18. The Council is not responsible for any loss of or damage to any other property arising from the use of this drawing.

19. The Council is not responsible for any loss of or damage to any other animals arising from the use of this drawing.

20. The Council is not responsible for any loss of or damage to any other crops arising from the use of this drawing.

JOB TITLE		LONDON ROAD	
ACCIDENT REDUCTION PROGRAMME		SAFETY IMPROVEMENTS	
DRAWING TITLE		PROPOSED	
DRAWN BY		VS	
CHECKED BY		VS	
SCALE		1:1	
DATE		JUN 17	
ISSUE		1	
DRAWING No		99003-3	
REVISION		-	
SHEET No		-	
DATE		-	
Haverling		-	



PURPOSE

OBJECTIVE

NOTES

REVISION REVISION NUMBER: DATE: HAVERING ROAD DESIGN CONSULTANTS		JOB TITLE LONDON ROAD ACCIDENT REDUCTION PROGRAMME DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS	
DRAWN BY VS	CHECKED BY VS	APPROVED BY MP	DATE JUN 17
SCALE NTS	DATE JUN 17	DRAFT <input type="checkbox"/>	ISSUE <input type="checkbox"/>
ACD REF: Small Size: -	DRAWING NO 99003-6	REVISION -	-

HIGHWAYS ADVISORY COMMITTEE
3 October 2017

Subject Heading:	TPC814 Camborne Avenue area Statutory Consultation
CMT Lead:	Dipti Patel
Report Author and contact details:	Matt Jeary Engineering Technician Matthew.jeary@Havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £0.006m and will be met by the (A24650) Parking - Minor Safety Imps budget (BOR RDS)

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 Statutory parking consultation undertaken in the Camborne Avenue area, and recommends a further course of action.

Ward

Harold Wood

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

1. that the proposals to implement a residents parking scheme, being a 'Permit Holders Only Past This Point' Scheme, operational between 10.30am and 11.30am Mon-Fri with any related 'At Any Time' waiting restrictions on corners (as shown on the plan in Appendix E), proceed to implementation.
2. Members note that the estimated cost of the proposal for the detailed consultation in the Camborne Avenue area is £0.006m and will be met by the (A24650) Parking – Minor Safety IMPS budget (BOR RDS).

REPORT DETAIL

1.0 Background

- 1.1 Following reports from local residents regarding adverse parking on junctions which led to the introduction of 'At Any Time' waiting restrictions on junctions earlier in 2015, this Committee agreed that an informal consultation should be undertaken to deal with the perceived non-residential parking related issues and gauge the views from the residents on the current parking situation in their road.
- 1.2 The 'Camborne Avenue Informal Consultation', complete with Questionnaire, was distributed to 203 residents on the 15th January 2016 and concluded on the 5th February 2016. All those addresses affected by problems in the area were consulted.
- 1.3 Concurrently, the 'Wednesbury Road Informal Consultation', complete with Questionnaire, was distributed to 181 residents on the 15th January 2016 and concluded on the 5th February 2016.
- 1.4 The results of the Wednesbury Road Consultation were distributed to the local members for their consideration on the 16th February 2016.
- 1.5 The results of the Stage 1 informal consultation were presented to HAC on the 26th April 2016.
- 1.6 The stage 2 consultation (which comprised of a letter, questionnaire and plan, Appendices B, C & D respectively) started on the 1st November 2016 and concluded on Friday 25th November 2016. From the 118 properties

consulted, 23 correctly completed responses were received (a 19.5% response rate). The Council also received 5 incorrectly / partially completed responses. Of the 23 responses received 14 responses (60% of respondents) confirmed that there was a parking problem and were in favour of the implementation of a residents parking scheme. These figures are appended in Appendix A.

- 1.7 The results of the Stage 2 Consultation were presented to the Highways Advisory Committee on the 7th February 2017, where it was resolved that this Scheme should be formally advertised.
- 1.8 The Statutory Consultation was undertaken on the 14th July 2017 and was advertised on <http://www.haveringtraffweb.co.uk> as 'PTO1035', and concluded on the 25th August 2017 and is appended at Appendix E.

2.0 Responses received

There were 3 responses to the Statutory Consultation. These have been noted and are appended at Appendix F.

3.0 Staff Comment

- 3.1 It was clear from the responses to the recent stage 2 consultation that there was longer term non-residential parking taking place in the area. It was noted that there was some non-residential parking, due to the close proximity of Harold Wood Station. Commuters are parking in the affected area which is within an estimated walking time of 10-15 minutes to Harold Wood Station, via Gubbins Lane, or by using the 256 or 294 bus routes.
- 3.2 Numerous residents have requested that the Council makes provision for the conversion of 'green spaces' into 'hard standing' to assist in provision for additional resident parking. At one location a request was received in the early consultation period to extend Melksham Green (to convert 'green spaces' into 'hard standing'). Implementation of such proposals would require significant capital expenditure but could be considered by Members in the future. Where possible, any redundant or underused green spaces adjacent to roads, that could be utilised to increase parking provision, will be considered for integration into any detailed design, subject to Committee approval on design and cost. The utilisation of 'green spaces' for parking will only be considered after introducing any Permit Parking Scheme, should the Scheme not alleviate any perceived Commuter Parking.
- 3.3 It was noted that in some of the roads of the Camborne Avenue area there is insufficient road width and pavement width to allow for the introduction of footway parking and retention of access for Emergency and Refuse Vehicles. The design that was advertised was a 'Permit parking past this point' design to allow residents to regulate their own parking without impeding access for larger vehicles.

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 £0.006m and will be met by the Parking Minor Safety Improvement budget (A24650).

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 creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("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:

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



Results of the stage 2 Consultation

Camborne Avenue area 'In-Principle' Parking Consultation																			
Road Name	Address	% Returns	Returns	Q1. In your view, is there currently a parking problem in your road to justify action being taken by the council?		Q2. In favour of parking		Q3. Over what week would you like the restrictions to operate?		Q4. Over what hours of the day would you like any restrictions to operate?		Q1 %		Q2		Q3		Q4	
				Yes	No	Yes	No	Mon - Fri	Mon - Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	Yes	No	Yes	No	Mon - Fri	Mon - Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm
				total	Yes	No	Yes	No	Mon - Fri	Mon - Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	Yes	No	Yes	No	Mon - Fri	Mon - Sat	10.30am - 11.30am
CAMBORNE AVENUE	34	9%	3	2	1	2	1	0	2	0	2	67%	33%	67%	33%	0%	67%	0%	67%
CAMBORNE WAY	12	17%	2	2	0	2	0	2	0	2	0	100%	0%	100%	0%	100%	0%	100%	0%
GOOSHAYS DRIVE	24	25%	6	3	3	3	3	3	1	3	1	50%	50%	50%	50%	50%	17%	50%	17%
MELKSHAM CLOSE	14	14%	2	1	1	1	1	0	0	0	0	50%	50%	50%	50%	0%	0%	0%	0%
MELKSHAM DRIVE	17	29%	5	2	3	2	3	3	0	1	2	40%	60%	40%	60%	60%	0%	20%	40%
MELKSHAM GARDENS	6	50%	3	2	1	2	1	2	0	2	0	67%	33%	100%	33%	67%	0%	67%	0%
MELKSHAM GREEN	11	18%	2	2	0	2	0	1	0	1	0	100%	0%	100%	0%	50%	0%	50%	0%
Total	118	19%	23	14	9	14	9	11	3	9	13	61%	39%	61%	39%	48%	13%	39%	57%
INCOMPLETE	5	4%	5	1	4	1	4	1	0	1	0	20%	80%	20%	80%				



Havering
LONDON BOROUGH

Appendix B

Stage 2 Consultation Letter



Havering
LONDON BOROUGH

**Street Management
Schemes**

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

IMPORTANT PARKING INFORMATION

Please call: Street Management
Telephone: (01708) 431056/433464

Email: schemes@havering.gov.uk

Dear Sir/ Madam

Date: 01st November 2016

Results of the parking Consultation in the Camborne Avenue Area

In January/February 2016, Camborne Avenue and its surrounding roads, were agreed by the Highways Advisory Committee (HAC) to be reviewed, with a view to consult residents if they would like to be included in a 'resident permit' scheme or Controlled Parking Zone (CPZ).

The Consultation began on the 15th January 2016 and concluded on the 5th February 2016. Once the results were analysed, of the 106 properties consulted (representing 19%), and of the 19% that responded, 95% of those respondents supported to be further consulted on the possible introduction of parking controls. These results were presented to HAC, with the only request from the HAC committee to include two different times of the day of operation for the residents to choose from.

We would like to give you the chance to consider these options and carefully choose which parking restrictions you would like to see introduced, to alleviate your parking issues.

You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 25th November 2016**.

Attached you will find the questionnaire and a detailed design plan showing the proposed layout, and you can find out further details about permit costs here: -

<https://www.havering.gov.uk/Pages/ServiceChild/FAQs-Parking-Permits.aspx>

If the proposed scheme goes ahead and you require to park your vehicle on the carriageway during the residents zone hours of operation, you will need to obtain a residents parking permit. Please find costs of parking permits below.

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 £200 each
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

The draft proposals are shown on the plans attached and copies with supporting schedules may be viewed between 9:30am and 4:30pm Monday to Friday by prior appointment, at the Public Advice & Service Centre, 20-26 The Liberty Romford. To arrange an appointment please contact the Schemes Team on 01708 431056 or 01708 433464.

If you wish to comment on the proposals please do so in writing, by email to schemes@havering.gov.uk or by post to the above address.

All comments should be received by 25/11/2016 and we would appreciate it if you could reply to the consultation.

In all cases, please limit any comments you wish to make to 100 words.

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 Highways Advisory Committee and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully

Matt Jeary
Parking Design Engineer
Schemes

Clean • Safe • Proud

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

Stage 2 Consultation Questionnaire



**PARKING REVIEW
QUESTIONNAIRE**

Camborne Area Detailed Consultation

Name:

Address:

**Traffic & Parking Control
Schemes**

Town Hall
Main Road
Romford
RM1 3BB

**Please call: Traffic & Parking Control
Telephone: (01708) 431056/433464**

Email: schemes@havering.gov.uk

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

Only one questionnaire per address is to be returned signed and dated by **Friday 25th 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 'resident parking only' 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? 10:30am to 11.30am
 10.30am to 11.30am & 3.00pm to 4.00pm

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:.....

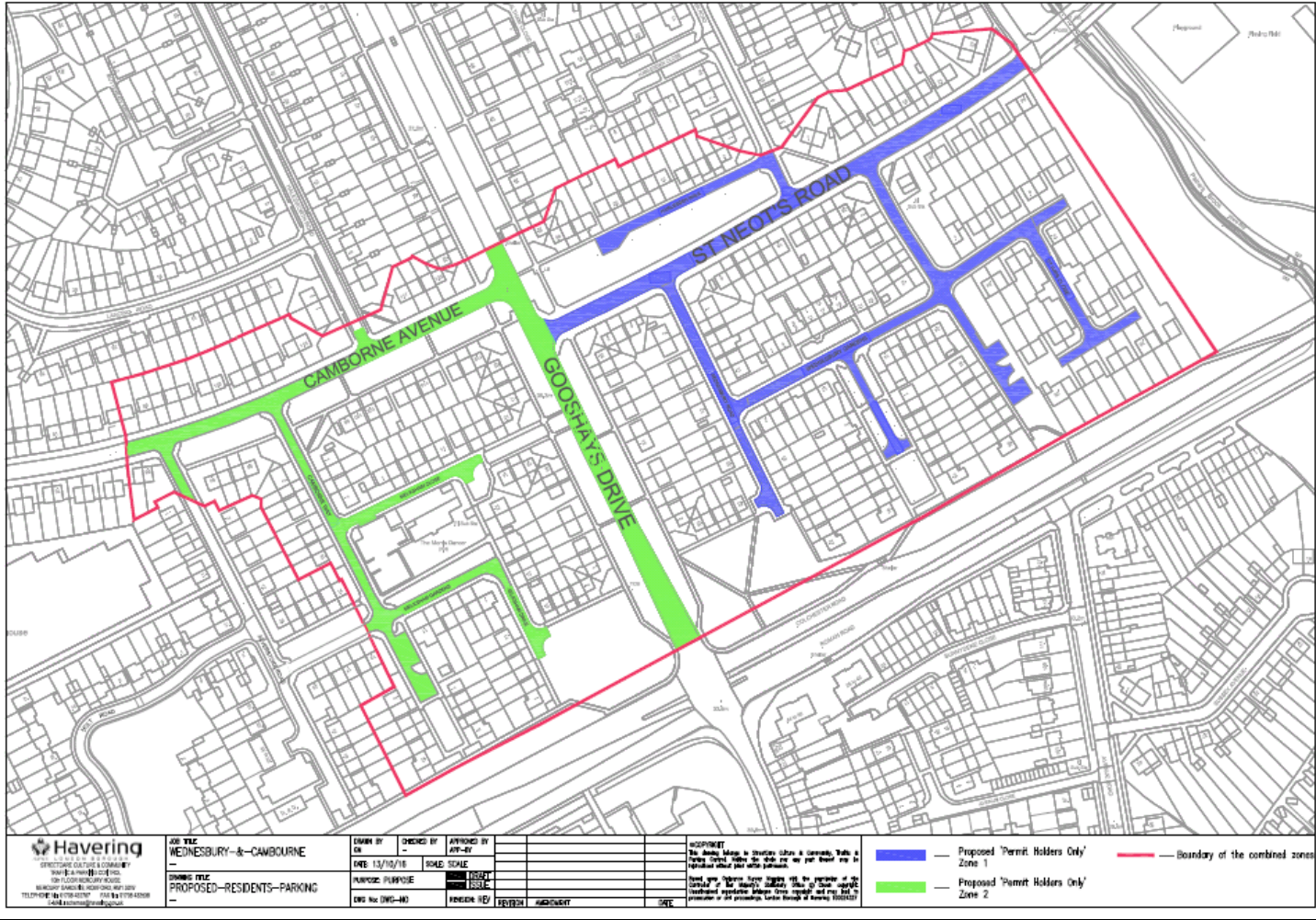
Date:.....



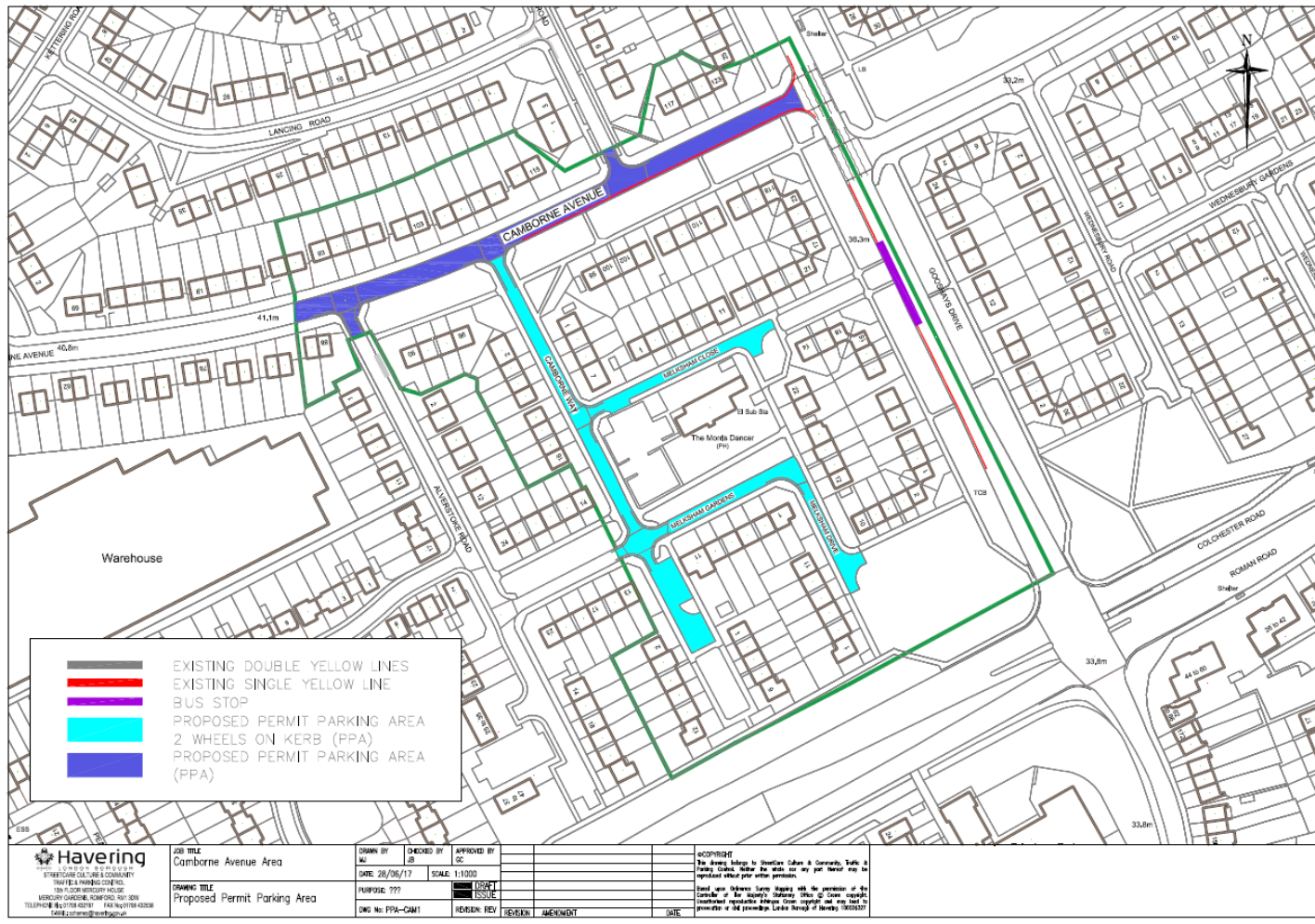
Havering
LONDON BOROUGH

Appendix D

Recent Plan for Stage 2 Consultation for Wednesbury Road and Camborne Way Areas



Actual TMO submission drawing



	EXISTING DOUBLE YELLOW LINES
	EXISTING SINGLE YELLOW LINE
	BUS STOP
	PROPOSED PERMIT PARKING AREA 2 WHEELS ON KERB (PPA)
	PROPOSED PERMIT PARKING AREA (PPA)

Havering
TRAFFIC & PARKING CONTROL
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JOB TITLE Camborne Avenue Area	DRAWN BY JC	CHECKED BY JC	APPROVED BY JC
DRAWING TITLE Proposed Permit Parking Area	DATE 28/06/17	SCALE 1:1000	PURPOSE ???
DWG No PPA-CAM1	REVISION	REV	REVISION

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Objections and Responses

	Resident/Businesses	Summary of Comments	Staff Comments
1	A resident of Melksham Green	<p>Dear Sir or Madam,</p> <p>We have recently seen notices regarding a change in the local parking regulations (changing to resident parking control) but it's unclear if our road is affected.</p> <p>It's Melksham Green, RM3 8QT which isn't listed on the notices.</p> <p>I've tried to check myself on the haveringtraffweb.co.uk site but it doesn't work on any browser I can find or mobile OS'. it's been an exercise in frustration!</p> <p>Our concern is that there isn't currently enough parking for the number of houses that need it (7 spaces, 8 houses) and they are already massively over-subscribed. If our road isn't part of the scheme then we are likely to see an influx of people using the space and a reduction of other locations nearby we can use due to it.</p> <p>Please can you forward a diagram of the affected areas with sufficient detail for us to see what is changing and where?</p>	<p>The Road does appear on numerous mapping services and is not clear on our own Earthlight System as 'Melksham Green' but appears as an extension of 'Camborne Way'. This will still be covered under the Traffic Order and Residents of Melksham Green will still qualify for Permits regardless of the Traffic Order. The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1035'.</p>

		Many thanks, Mike.	
2	A resident of Melksham Green	<p>Can you please clarify whether Melksham Green is included in this scheme, it is shown on the map as Camborne Way and not Melksham Green.</p> <p>Also, can you please confirm how 2 wheel pavement parking will work in a cul-de-sac, surely marked bays would create more parking spaces. If you look at how residents already park (as if there were marked bays) it works well and allows for more cars to park.</p>	<p>The Road does appear on numerous mapping services and is not clear on our own Earthlight System as 'Melksham Green' but appears as an extension of 'Camborne Way'. This will still be covered under the Traffic Order and Residents of Melksham Green will still qualify for Permits regardless of the Traffic Order. The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1035'.</p> <p>2 Wheel parking will be shored up with 'in Marked Bays', where needed. It is intended that Residents will be able to elect where they park 2 wheels on kerb, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways or cause obstruction to Refuse and Emergency Vehicles.</p>
3	A resident of Camborne Avenue	I would like this scheme to finish out side 86 Camborne Avenue since people cannot legally	Residents will be able to elect where they park 4 wheels on

		park there cars outside No 84 due to the drop Kerb and the length of kerb here. You cannot park a car since it will block the drives of 86 and 84 Camborne Avenue.	road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.
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**HIGHWAYS ADVISORY COMMITTEE
3 October 2017**

Subject Heading:	TPC813 Wednesbury Road area Statutory Consultation Responses
CMT Lead:	Dipti Patel
Report Author and contact details:	Matt Jeary Engineering Technician Matthew.jeary@Havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £0.006m and will be met by the (A24650) Parking - Minor Safety Imps budget (BOR RDS)

**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 Statutory parking consultation undertaken in the Wednesbury Road area, and recommends a further course of action.

Ward

Harold Wood

RECOMMENDATIONS

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

- i. that the proposals to implement a residents parking scheme, being a 'Permit Holders Only Past This Point' Scheme, operational between Mon-Fri 10.30am and 11.30am, along with the related 'At Any Time' waiting restrictions on junctions and apexes of bends (as shown on the plan in Appendix E), be implemented as advertised (save for Harlesden Walk which shall remain as four wheel parking in the carriageway)
- ii. Members note that the estimated cost of the proposal for the detailed consultation in the Wednesbury Road area is £0.006m and will be met by the (A24650) Parking – Minor Safety IMPS budget (BOR RDS).

REPORT DETAIL

1.0 Background

- 1.1 Following reports from local residents regarding adverse parking on junctions which led to the introduction of 'At Any Time' waiting restrictions on junctions earlier in 2015, this Committee agreed that an informal consultation should be undertaken to deal with the perceived 'Non-Commuter' parking related issues and gauge the views from the residents on the current parking situation in their road.
- 1.2 The 'Wednesbury Road Informal Consultation', complete with Questionnaire, was distributed to 181 residents on the 15th January 2016 and concluded on the 5th February 2016.
- 1.3 Concurrently, the 'Cambourne Avenue Informal Consultation', complete with Questionnaire, was distributed to 203 residents on the 15th January 2016 and concluded on the 5th February 2016. All those addresses affected by problems in the area were consulted.

- 1.4 The results of the Wednesbury Road Consultation were distributed to the local members for their consideration on the 16th February 2016.
- 1.5 The results of the Stage 1 informal consultation were presented to HAC on the 26th April 2016.
- 1.6 The stage 2 consultation (which comprised of a letter, questionnaire and plan, Appendices B, C & D respectively) started on the 1st November 2016 and concluded on Friday 25th November 2016. From the 169 properties consulted, 62 correctly completed responses were received (a 37% response rate). The Council also received 17 incorrectly / partially completed responses. Of the 62 responses received 43 responses (69% of respondents) confirmed that there was a parking problem and were in favour of the implementation of a residents parking scheme. These figures are appended in Appendix A.
- 1.7 The results of the Stage 2 Consultation were presented to the Highways Advisory Committee on the 7th February 2017, where it was resolved that this Scheme should be formally advertised.

The Statutory Consultation was undertaken on the 14th July 2017 and was advertised on <http://www.haveringtraffweb.co.uk> as 'PTO1034', and concluded on the 25th August 2017 and the plan is appended at Appendix E.

2.0 Responses received

There were 11 responses received to the Statutory Consultation. 2 of these responses were from the same person at the same address in Harlesden Walk, 2 of the responses were from the same household in Harlesden Walk, and , and there were 2 other responses from Harlesden Walk. There was 1 response from Wednesbury Green, 2 from Wednesbury Gardens and 2 from Wednesbury Road. These have been noted and are appended at Appendix F.

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. It has been noted that there is some non-residential parking, due to the close proximity of Harold Wood Station, commuters are parking in the affected area which is within an estimated walking time of 10-15 minutes, to Harold Wood Station, via Gubbins Lane, or by using the 256 or 294 bus routes.
- 3.2 Numerous residents have requested that the Council makes provision for the conversion of 'green spaces' into 'hard standing' to assist in provision for additional resident parking. Requests were received in the early consultation period to extend Wednesbury Road and Wednesbury Green (to convert 'green spaces' into 'hard standing'). Implementation of such proposals would

require significant capital expenditure but could be considered by Members in the future. Where possible, any redundant or underused green spaces adjacent to roads, that could be utilised to increase parking provision will be considered for integration into any detailed design, subject to Committee approval on design and cost. The utilisation of 'green spaces' for parking will only be considered after introducing any Permit Parking Scheme, should the Scheme not alleviate any perceived Commuter Parking.

- 3.3 It was noted that in some of the roads of the Wednesbury Road Area there is insufficient road width and pavement width to allow for the introduction of footway parking and retention of access for Emergency and Refuse Vehicles. The design that was advertised was a 'Permit parking past this point' design to allow residents to regulate their own parking without impeding access for larger vehicles.
- 3.4 The Ward Councillors were presented with the results of the Consultation and a recommendation to progress to Residents Parking Scheme on 23rd January 2017, two ward councillors were in full support after analysing the results.
- 3.5 Following objections from Residents regarding the Statutory Consultation in Harlesden Walk, a site meeting on the 10th August 2017, was arranged between the Ward Councillors and residents, and two officers to address the access and parking issues. It was agreed that Harlesden Walk would remain 4 wheel parking in the carriageway. This does not appear on the current TMO (Traffic Management Order) plan (as appended in Appendix E) but has been noted by the Traffic Order Maker and will be amended on the final Traffic Order. Should the Controlled Parking Zone not alleviate parking problems at the turning head, a Double yellow Line would be introduced at the review stage.

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 £0.006m and will be met by the Parking Minor Safety Improvement budget (A24650).

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:

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

Results of the recent stage 2 Consultation

Wednesbury 'In-Principle' Parking Consultation																				
Road Name	Address	% Returns	Returns	Q1. In your view, is there currently a parking problem in your road to justify action being taken by the council?		Q2. Are you In favour of parking controls being implemented in your road?		Q3. Over what week would you like the restrictions to operate?		Q4. Over what hours of the day would you like any restrictions to operate?		Q1 %		Q2		Q3		Q4		
				Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	
				total	Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm
BARNESLEY ROAD	15	67%	10	8	2	5	2	8	0	7	2	80%	20%	50%	20%	80%	20%	70%	20%	
HAWKESDEN WALK	15	33%	5	5	0	4	1	3	2	2	3	100%	0%	80%	20%	60%	20%	40%	60%	
STEVES CLOSE	34	6%	2	0	2	0	0	0	0	0	0	0%	100%	0%	0%	0%	0%	0%	0%	
WEDNESBURY ROAD	36	22%	8	5	3	5	1	4	1	2	3	63%	38%	100%	13%	50%	13%	25%	38%	
WEDNESBURY GARDENS	24	83%	20	18	2	16	1	14	4	9	9	90%	10%	80%	5%	70%	5%	45%	45%	
WEDNESBURY GREEN	16	56%	9	8	1	8	1	2	6	3	5	89%	11%	89%	11%	22%	11%	33%	56%	
WEDNESBURY ROAD	29	28%	8	6	2	5	3	4	1	4	1	75%	25%	63%	38%	50%	38%	50%	13%	
Total	169	37%	62	50	12	43	9	35	14	27	23	81%	19%	69%	15%	56%	23%	44%	37%	
INCOMPLETE	17	10%	17	14	1	9	2	10	4	5	8	2%	7%							

Stage 2 Consultation Letter



Street Management Schemes

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

IMPORTANT PARKING INFORMATION

Please call: Street Management
Telephone: (01708) 431056/433464

Email: schemes@havering.gov.uk

Date: 01st November 2016

Dear Sir/ Madam

Results of the parking Consultation in the Wednesbury Road Area

In January/February 2016, Wednesbury Road and its surrounding roads, were agreed by the Highways Advisory Committee (HAC) to be reviewed, with a view to consult residents if they would like to be included in a 'resident permit' scheme or Controlled Parking Zone (CPZ).

The Consultation began on the 15th January 2016 and concluded on the 5th February 2016. Of the 181 properties consulted, 33% responded, and overall of the 33% that responded 75% of those respondents supported to be further consulted on the possible introduction of a Controlled Parking Zone (CPZ) or waiting restrictions. The results were presented to HAC, with their only request to include two different times of the day of operation for the residents to choose from.

We would like to give you the chance to consider these options and carefully choose which parking restrictions you would like to see introduced, to alleviate your parking issues.

You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 25th November 2016**.

Attached you will find the questionnaire and a detailed design plan showing the proposed layout, and you can find further details about permit costs here: -

<https://www.havering.gov.uk/Pages/ServiceChild/FAQs-Parking-Permits.aspx>

If the proposed scheme goes ahead and you require to park your vehicle on the carriageway during the controlled hours of operation, you will need to obtain a residents parking permit. Please find the costs of parking permits below.

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 £200 each
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

The draft proposals are shown on the plans attached and copies with supporting schedules may be viewed between 9:30am and 4:30pm Monday to Friday by prior appointment, at the Public Advice & Service Centre, 20-26 The Liberty Romford. To arrange an appointment please contact the Schemes Team on 01708 431056 or 01708 433464.

If you wish to comment on the proposals please do so in writing, by email to schemes@haverling.gov.uk or by post to the above address.

All comments should be received by 25/11/2016 and we would appreciate it if you could reply to the consultation.

In all cases, please limit any comments you wish to make to 100 words.

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 Highways Advisory Committee and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully

Matt Jeary
Parking Design Engineer
Schemes

Clean • Safe • Proud

apply▼pay▼report▼
www.haverling.gov.uk

Stage 2 Consultation Questionnaire



PARKING REVIEW QUESTIONNAIRE
Wednesbury Road Areas 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

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

Only one questionnaire per address is to be returned signed and dated by **Friday 25th 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 'resident parking only' 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? 10:30am to 11.30am 10.30am to 11.30am & 3.00pm to 4.00pm

Comments Section (limit to 100 words)

DECLARATION

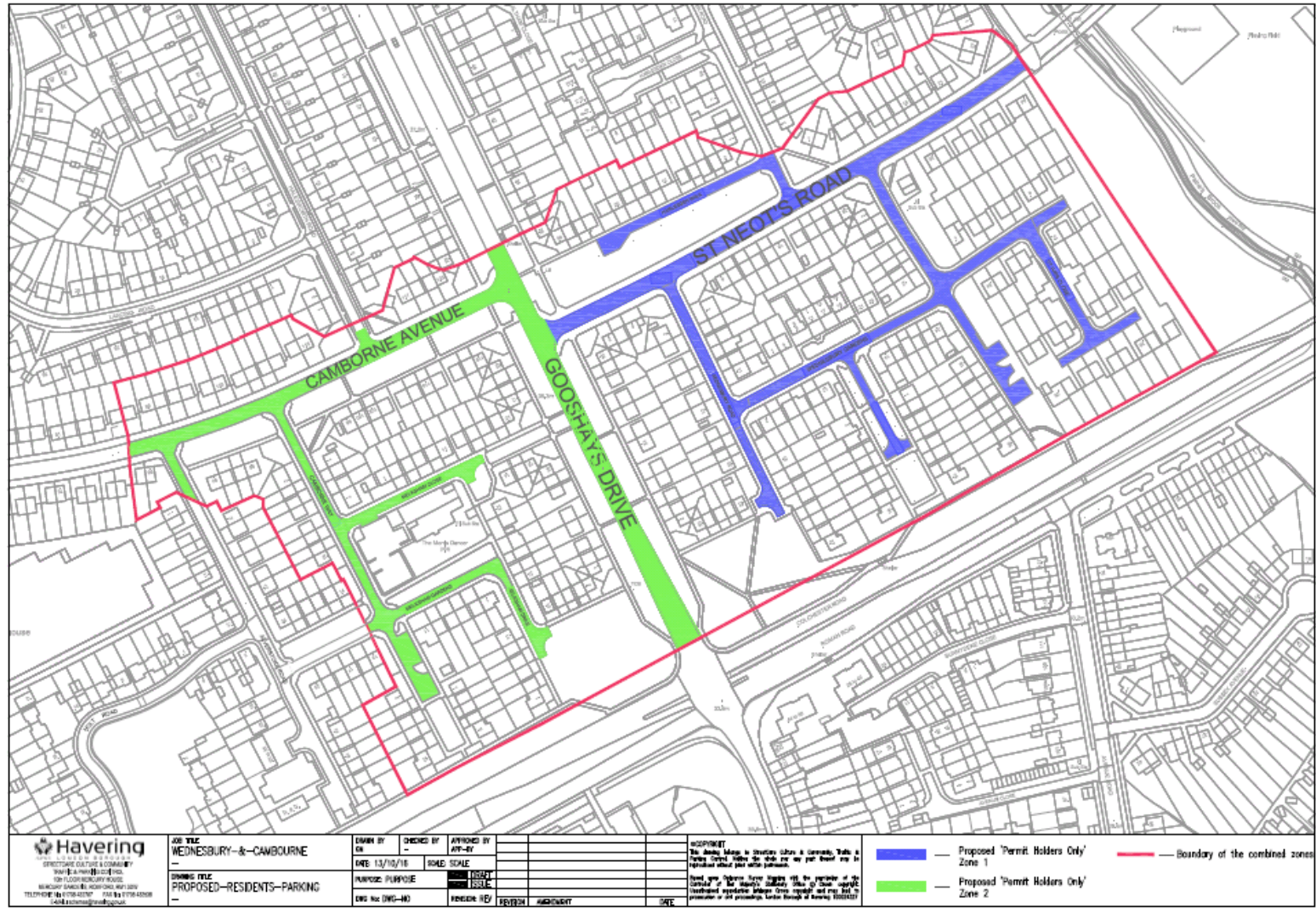
Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action. We therefore request upon receipt of this questionnaire by post that you sign this declaration and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

Signature:.....

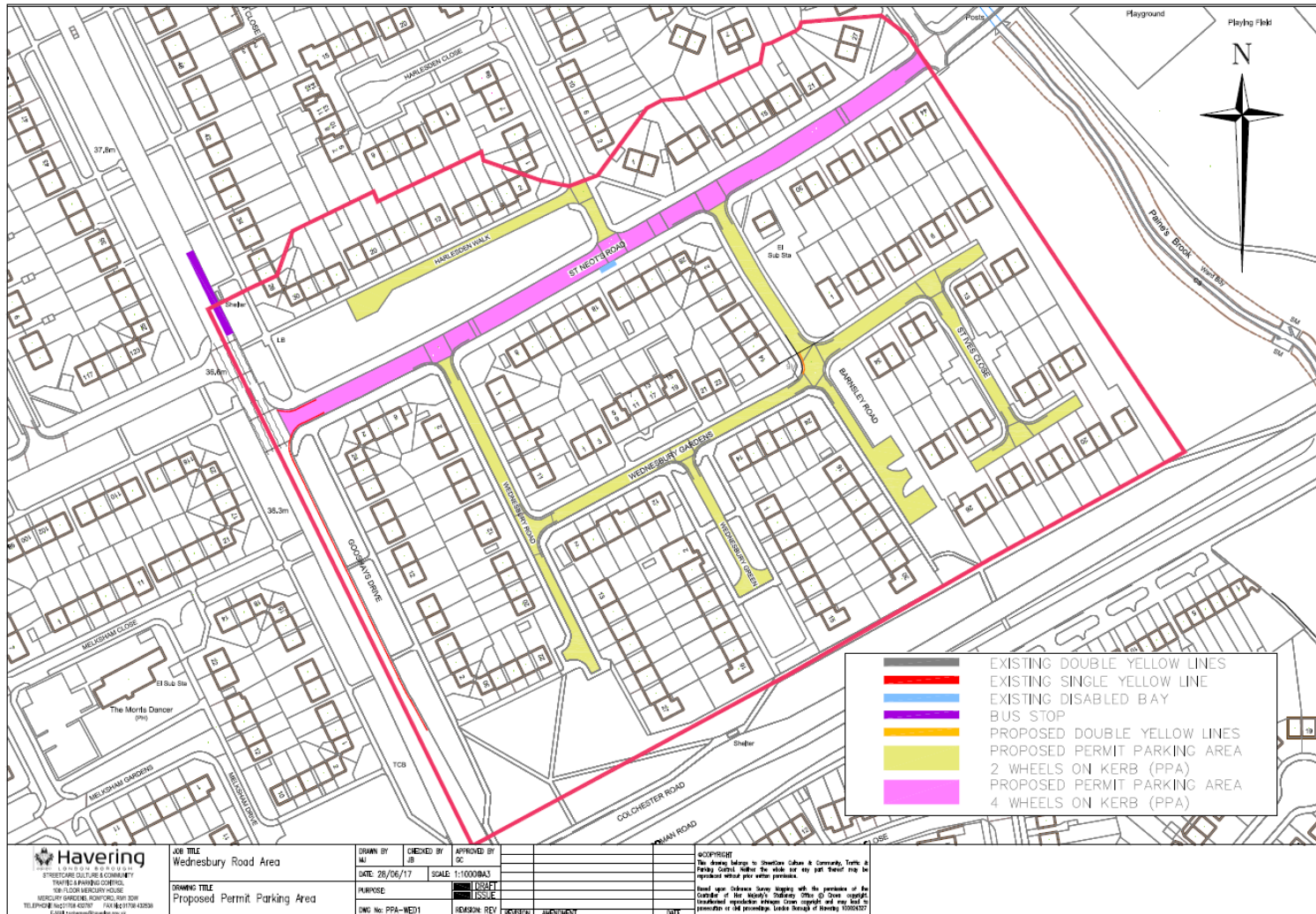
Date:.....

Recent Plan

Page 87



Actual TMO plan



Havering
 LONDON BOROUGH OF
 STREETS AND HIGHWAYS
 TRAFFIC & PARKING CONTROL
 HIGH FLOOR WAREHOUSE
 MERCURY SQUARE, HORNERS, PARK ROAD
 TEL: 0208 315 1100 FAX: 0208 315 1101
 E: htm@haring.gov.uk

JOB TITLE
 Wednesbury Road Area

DRAWING TITLE
 Proposed Permit Parking Area

DRAWN BY ML	CHECKED BY JF	APPROVED BY OC
DATE 28/06/17	SCALE 1:1000(A3)	
PURPOSE	DRAWN	ISSUE
DWG No: PPA-WED1	REVISION	REVISION
	REV	AMENDMENT
	DATE	

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- EXISTING DOUBLE YELLOW LINES
- EXISTING SINGLE YELLOW LINE
- EXISTING DISABLED BAY
- BUS STOP
- PROPOSED DOUBLE YELLOW LINES
- PROPOSED PERMIT PARKING AREA
2 WHEELS ON KERB (PPA)
- PROPOSED PERMIT PARKING AREA
4 WHEELS ON KERB (PPA)

Objections/Agreements and Responses

	Resident/Businesses	Summary of Comments	Staff Comments
1	A resident of Wednesbury Green	<p>I am writing to confirm my agreement to the proposed permit parking in and around the Wednesbury Gardens and all the other area's mention in your updated recent letter, as it's been difficult for tenants living around here finding a parking space for family and friends and also deliveries not to mention council motors etc.</p> <p>This parking problem is to made a lot of people who are catch a train to work or for other matters and have no considerate for the local residents who have to come and go to work or other reasons.</p> <p>I will hope that this issue is finally coming to a happy conclusion. (sic)</p>	<p>The comments have been noted.</p> <p>The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
2	A resident of Wednesbury Road	<p>(wrote the following on the top of a letter which was distributed by schemes) No thank you , we cant afford it, and said nothing</p>	<p>The Scheme has undergone numerous consultations and has had full involvement from the ward Councillors. The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1034'.</p>

3	A resident of Harlesden Walk	<p>I see from your website you are proposing that all parking in Harlesden Walk should be 2 wheels on the pavement, I cannot accept this proposal as the pavements in Harlesden Walk are not wide enough nor are the kerbs strong enough to survive this level of punishment. The pavements here were designed and built to carry foot traffic, not to have cars parked upon them, as it is the kerbs are so fragile that they come loose at the merest touch of a car's wheel. Indeed Havering Council has already replaced many kerbs repeatedly in recent years, in both Harlesden Walk and Harlesden Rd, your proposal will make this damage to the kerbs and subsequent damage to the pavements 100 times worse. This will lead to more tripping accidents and therefore more claims against the council for damages and more frequent kerb and pavement repairs by the council, all for the sake of telling residents, who do not want to and don't want anyone else to, park on the pavement.</p> <p>If this is about, as I suspect, wanting to create more room for your bin lorry to back up the street once a week, it's a very short-sighted solution to a problem, the council has smaller bin lorries, it should just be a matter of scheduling Harlesden Walk onto one of these lorries' rounds, a far more satisfactory and cost-effective solution for both the council and the residents. Or if you feel that you must make</p>	<p>Residents will be able to elect where they park 4 wheels on road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.</p>
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		<p>more room, then instruct BT that they must move their telephone pole back from the kerb by 4 feet because you are going to widen the road by 3 feet. In the long run, even this relatively expensive solution will work out cheaper than your proposal of 2 wheels on the pavement parking and it wouldn't upset all the residents.</p> <p>The pavements in this street are only 166cms wide, plus 14 cms for the kerb and they are already in a poor state of repair, I have just counted 5 loose kerb stones. This 166cm narrows considerably to 120cms where privet hedges are used as garden boundaries, even where these hedges are well maintained. Some residents however do not maintain their hedges regularly and at these points the pavement is narrowed to 55cms and yet the council is unwilling to do anything about this, despite complaints by other residents. In light of all this, why would anyone of sound mind, suggest the daft idea of parking 2 wheels on such a pavement.</p> <p>The whole idea of a residents parking scheme is to provide a benefit to the residents, your proposal does not.</p> <p>Please consider this an official notice of complaint about the poor state of repair of both the pavement surface and the kerbs along the full length of Harlesden Walk</p>	
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4	A resident of Harlesden Walk	<p>Dear Sirs,</p> <p>I observe from notices that you are proposing that all vehicle parking on Harlesden Walk will be two wheels on the pavement. This decision is seriously ill considered. I can only assume whoever made the decision is not familiar with this road and the consequences that will, with certainty, follow. I am retired and have lived on this road for fifteen years and have occasion to observe the daily activity on the road over a long period. I think I am well placed to make some informed comments. I would make the following representations: -</p> <p>1/ The pavement at present is already quite seriously dangerous. There are many loose kerb stones which are already a safety risk. Outside of my house are two kerb stones quite detached from the pavement. I would point out that there are a number of elderly women with walking sticks, who use this as a through road to get to the nearby bus stop on Gooshays Drive. Several do not use the pavement as things now stand. They walk on the road. I sometimes give a short horn when driving my car to advise them of my presence. Some are hard of hearing. They clearly know they should not be on the road but see that as lower risk than using the existing pavement and this is the way things are right now. The implementation of your proposal will only make things worse.</p> <p>2/ The proposal you have in mind will, without any doubt, damage the existing pavement still further. If you check your records you will see how often you carry out repairs to that part of the road where Harlesden Road meets Harlesden Walk. It is inevitable that more kerb stones on Harlesden Walk will be loosened posing a greater risk than at present. I imagine the kerb stones on Harlesden Walk will be subject to more stresses than those at the corner of Harlesden Road and Harlesden Walk. The pavement is already quite narrow. If it is further narrowed then more elderly persons can be expected to use the road. When darker evenings arrive the risk of a fatality increases.</p> <p>3/ Some elderly persons using mobility scooters use the pavement at present. One particular lady drives, in my mind, rather quickly and I regrettably and confidently expect that at some point it is inevitable a wheel will get caught in the gap between the pavement and the loosened kerb stones. I confidently expect an accident will arise at some point. The only issue is whether the accident will be a fatality or not. I would expect there will be a successful negligence claim against the council. Two wheels parking on the pavement will only increase</p>	Residents will be able to elect where they park 4 wheels on road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.
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		<p>the risks to those using the pavement. Narrower pavements will be too narrow for mobility scooter use. If someone tries to use such scooters on a narrower pavement then accidents are more likely e.g. someone opening a car door and a scooter hitting it. Harlesden Walk is a very narrow road with a narrow pavement. It is hard to see how any benefit can accrue to the residents from the implementation of your proposal for the whole of Harlesden Walk. The only benefit I can see will attach to the weekly refuse collectors.</p> <p>The refuse collectors should be using the smaller vehicles which they do not always use. There has been some improvement in the last year or so. It seems there is an arrangement in place with the refuse collector whereby it is exempt from some of the laws that apply to the rest of us. I have been complaining about that for over ten years but have now given up.</p> <p>On one occasion, I got a warning notice from the council because on one Tuesday morning some time ago I left a single refuse bag on the pavement resting against my front wall for early morning collection. This happened only once but I got an immediate warning letter threatening a fine if I repeated the offence which was presented to me as safety risk I was exposing the public to. This is somewhat hilarious when I see the indifference of the local authority to the issues on this road. However, having sent that notice to me as a safety risk it does serve as a base reference point when it comes to overall standards by which your own performance can be assessed. It is ironic that your proposed action in reducing the size of the pavement for pedestrians to a much greater extent than my single bag of rubbish (for a few hours only) will presumably (until challenged) be legal whereas my action is an offence. The irony becomes greater when what you propose is a greater and obvious safety risk to residents and general users where the only discernible benefit arising is improved profitability of the refuse collector for perhaps a half hour once a week.</p> <p>A number of houses on the road repeatedly allow their hedges to grow out on the street which present a much greater risk than a single refuse bag on the pavement for a very short period on an early Tuesday morning. This unsettled issue of outgrowth continues unabated.</p> <p>I note with some gratification that at the cul-de-sac end of Harlesden Road it is proposed to put a double yellow line on one side of the turning area. If implemented this is a long overdue improvement. As things stand due to excessive parking on both sides of the end of road turning is impossible most of the time requiring vehicles to reverse the full length of the road. Apart from hampering deliveries it does impact on ambulance egress and regress.</p> <p>I wish to make a formal complaint against the proposal of two-wheel pavement parking on Harlesden Road. This does not obviously help residents in the area and more importantly on any holistic risk assessment must be seen as a clear safety risk to residents and others using the road as access to Gooshays Drive.</p> <p>The sensible idea would be to widen the road by 3 or 4 feet the full length of the road with a double yellow line on the side of the road where the green grass area is.</p> <p>I should be obliged to receive an acknowledgement of receipt of this letter.</p>	
5	A resident of Harlesden Walk	I live on Harlesden walk and while i am in favour of resident parking in my road due to the number of cars that park there on a daily basis during the week and then either walk to the station or get the bus. I am very concerned and DO NOT agree with having 2 wheel	<p>The comments have been noted.</p> <p>Residents will be able to elect where they park 4 wheels on</p>

		<p>pavement parking - our road is narrow as it is without having cars mounted on the pavements.</p> <p>Why was this not stated on the letters you sent when asking if we were in favour of the restriction? I feel very upset that the council have tried to sneak this in without writing to us advising us on the 2 wheel pavement parking proposal. I thought as did most people on my street that the bays/ restriction would apply to normal curb side parking.</p>	<p>road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.</p> <p>The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
6	A resident of same property in Harlesden Walk	<p>I live on Harlesden walk and while i am in favour of resident parking in my road due to the number of cars that park there on a daily basis during the week and then either walk to the station or get the bus. I am very concerned and DO NOT agree with having 2 wheel pavement parking - our road is narrow as it is without having cars mounted on the pavements.</p> <p>Why was this not stated on the letters you sent when asking if we were in favour of the restriction? I feel very upset that the council have tried to sneak this in without writing to us advising us on the 2 wheel pavement parking proposal. I thought as did most people on my street that the bays/ restriction would apply to normal curb side parking.</p>	<p>The comments have been noted.</p> <p>Residents will be able to elect where they park 4 wheels on road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.</p> <p>The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
7	A resident of Wednesbury Road	<p>Although I agree that permit parking is required, I strongly believe that the timing from 10:30 to 11:30am</p>	<p>The comments have been noted. These were the times</p>

		<p>is woefully inadequate. I leave work at or before 7am Monday to Friday. When I come home usually between 4:30 and 6:00pm, I struggle to find adequate parking largely due to people who do not live in my street. I have seen commuters coming back to their cars having walked from the direction of the station sometimes at 7 or 8pm at night. Unless traffic enforcement is willing to patrol and fine non-permit holders every day, I find it hard to believe that this small time slot will have the desired effect. I also find it difficult to reconcile paying for that one hour of permit parking from Monday to Friday, so I can park in my street during holi days when I am not work. It holds very little in the way of any value for money for me</p>	<p>that were agreed by Consultation and HAC previously. This will adequately allow Residents to have priority to park.</p> <p>The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
8	A resident of Wedenesbury Green	<p>Can we ask about the people that come here to park in the afternoons and don't leave till late evening sometimes not leaving until 10pm</p>	<p>The comments have been noted. These were the times that were agreed by Consultation and HAC previously. This will adequately allow Residents to have priority to park.</p> <p>The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
7	A resident of Wednesbury Road	<p>Although I agree that permit parking is required, I strongly believe that the timing from 10:30 to 11:30am</p>	<p>The comments have been noted. These were the times</p>

		<p>is woefully inadequate. I leave work at or before 7am Monday to Friday. When I come home usually between 4:30 and 6:00pm, I struggle to find adequate parking largely due to people who do not live in my street. I have seen commuters coming back to their cars having walked from the direction of the station sometimes at 7 or 8pm at night. Unless traffic enforcement is willing to patrol and fine non-permit holders every day, I find it hard to believe that this small time slot will have the desired effect. I also find it difficult to reconcile paying for that one hour of permit parking from Monday to Friday, so I can park in my street during holi days when I am not work. It holds very little in the way of any value for money for me</p>	<p>that were agreed by Consultation and HAC previously. This will adequately allow Residents to have priority to park.</p> <p>The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
8	A resident of Wedenesbury Green	<p>Can we ask about the people that come here to park in the afternoons and don't leave till late evening sometimes not leaving until 10pm</p>	<p>The comments have been noted. These were the times that were agreed by Consultation and HAC previously. It has not been noted that significant amounts of Commuters only appear in the afternoon until late evening. This will adequately allow Residents to have priority to park.</p> <p>The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1034 and will appear</p>

			permanently once the scheme has gone live.
9	A resident of Harlesden Walk	<p>Proposed residents parking plan seems to include 2 wheel pavement parking. This pavement is quite narrow and the plans would make access and turning space for mobility scooters for wheelchairs and prams, extremely difficult or impossible.</p> <p>Please reconsider the 2 wheel pavement parking aspect of your plans.</p>	<p>The comments have been noted.</p> <p>Residents will be able to elect where they park 4 wheels on road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.</p> <p>The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
10	A resident of Wednesbury Gardens	<p>Pointless money grab by the council - Can't understand why these measures are required, the costs involved in managing and policing this area seems a waste of time especially when the issue is people using the road during working hours to park for the station when in reality, if adequate parking was available at the station we wouldn't have this problem and in addition, Most people have big enough drive ways or will be at work.</p> <p>So again, Can't understand why it is necessary.</p>	<p>The comments have been noted.</p> <p>There are short term provisions for parking at the station, but most commuters are unwilling to pay for parking and elect to park in residential neighbourhoods, effectively stopping residents from parking in their own street. There is not enough kerb space/resident</p>

			<p>cars ratio to accommodate commuters as well.</p> <p>The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
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HIGHWAYS ADVISORY COMMITTEE

3 October 2017

Subject Heading:	Kimberley Avenue and Lessington Avenue SCH143 – Results of informal consultation
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 implementation is £0.003m and will be met by the ‘Parking Minor Safety Improvement’ (A24650).

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

Brooklands Ward

This report outlines the responses received to the informal consultation undertaken with the residents of the Kimberley Avenue and Lessington Avenue and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment Regulatory Services and Community Safety that;
 - a) The proposals to extend the existing ROS residents parking scheme for the Brooklands Area in Lessington Avenue and Kimberley Avenue, operational Monday to Saturday 8am to 8pm inclusive, be designed and publicly advertised;
2. That it be noted that the estimated cost of this scheme is £0.003m which will be funded from the 2017/18 **Parking Minor Safety Improvement**

REPORT DETAIL

1.0 Background

- 1.1 In January 2017, this scheme was agreed in principle on Calendar Brief, to consult on the possibility of extending the existing ROS residents parking scheme in the Brooklands Ward. This is due to increasing complaints about the level of commuter parking in the two roads.
- 1.2 On Friday 1st June 2017, 47 residents that were perceived to be affected by the proposals were sent letters and questionnaires, appended to this report as Appendices A and B, with a return date of 22nd June 2017. The responses to the questionnaire are outlined in the table appended to this report in Appendix D.

2.0 Results of informal consultation

From the 47 letters sent out to properties in the area and there were 21 responses received, representing a 44% return. 15 respondents answered YES and 6 respondents answered NO to question 1, that they felt there was a problem in the road. 12 respondents answered YES and 3 respondents answered NO to question 2 that they were in favour of their road being included in the existing ROS residents parking scheme.

There was also a petition received from the mosque, signed by 61 attendees. As a response to the petition, officers along with a Ward Councillor met with representatives from the mosque on 13/07/17. The representatives requested that a provision should be made to accommodate 20 to 25 vehicles between 12-2pm, and special provision made for certain festivals during the year. It was stated that this is a provision provided by

London Borough of Tower Hamlets around all mosques in Tower Hamlets. On discussion with representatives of London Borough of Tower Hamlets, it was discovered that this is a provision in only a few locations.

3.0 Staff comments

- 3.1 It is clear from the responses to the consultation that the majority of responses, except from those that signed the petition from the mosque, outlined that there is a parking problem in the two roads and that the extension of the existing ROS residents parking scheme would be the best option. As there are no specific parking provisions provided for any religious group, officers are recommending not to progress with the request to provide further parking provisions for use of the mosque. The nearest alternative parking location for attendees are Pay and Display provisions in London Road.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the launch of consultation relating to the above scheme.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders costs is £0.003m. These costs will be funded from the 'Parking Minor Safety Improvement' (A24650).

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.

Related costs to the Permit Parking areas

Resident & Business permits charges	
Residents permit per year	1st permit £35.00, 2nd permit £60.00, 3rd permit and any thereafter £85.00
Business permit per year	Maximum of 2 permits per business £200 each
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

Estimated Permit Sales			Total
Resident	Cost £35	Estimated sales 47	£1,645
Business	None		

Legal implications and risks:

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

The Council's power to make an order for charging for parking on highways is set out in Part IV 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

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

Equalities implications and risks

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

There will be some physical and visual impact from the required signing and lining works

BACKGROUND PAPERS

Appendix A – Consultation Letter

Appendix B – Questionnaire

Appendix C – Responses

Appendix A



Street Management Schemes

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

Address

Please call: Schemes
Telephone: (01708) 431056/433464

Email: schemes@havering.gov.uk

Dear Sir/ Madam

Date: 1st June 2017

Review of parking in Kimberley Avenue & Lessington Avenue

I am writing to advise you that following the receipt of a petition from residents of Kimberley Avenue and Lessington Avenue, Ward Councillors have requested that the Council review the parking situation in these roads.

Currently, Kimberley Avenue is restricted with Double Yellow Lines at both of its junctions, but the majority of the road is unrestricted. The Derby Avenue, Kimberley Avenue and Ainsley Avenue junctions of Lessington Avenue are also restricted with double yellow lines, but south of Derby Avenue, Lessington Avenue is also unrestricted and reportedly experiencing an increasing level of parking problems.

The aim of this review will be to look at parking and vehicle access issues in both Kimberley Avenue and Lessington Avenue with a view to resolve the parking issues in both roads. As this is the case, I have attached a questionnaire for you to complete and return to us via the postal or email addresses shown at the top of this letter. All responses should be received by **Friday 22nd June 2017**.

Unfortunately, the Council is unable to reply to individual points raised at this stage. However, all fully completed responses to the questionnaire and your comments will be noted and taken into consideration when presenting the final report to the Highways Advisory Committee and any issues will be addressed at that time.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Dean R Martin'.

Dean R Martin
Technical Support Assistant
Schemes



PARKING REVIEW QUESTIONNAIRE
Kimberley Avenue & Lessington Avenue

Name:

Address (mandatory):

Street Management Schemes

Town Hall
Main Road
Romford
RM1 3BB

Please call: Schemes
Telephone: (01708) 431056 / 433464
Email: schemes@havering.gov.uk

All responses received will provide the Council the appropriate information to determine whether to 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 22nd June 2017**.

1. In your view, is there currently a parking problem in **your** road? Yes
 No

If your answer is YES to the above question above, please proceed to question 2:

2. Are you in favour of your road being included in the existing ROS residents permit parking scheme that operates in your area? Yes
 No

Please turn over



KIMBERLEY/LESSINGTON AVENUE 'In-Principle' Parking Consultation

Road Name	Address	Returns	% Returns	In your view, is there currently a parking problem in your road?		Are you in favour of your road being included in the existing residents permit parking scheme that operates in your area?	
				Yes	No	Yes	No
Kimberley Avenue	24	9	38%	6	3	5	1
Lessington Avenue	23	5	22%	3	2	1	2
TOTAL	47	14	60%	9	5	6	3
Anonymous		7		6	1	6	0