



Havering

L O N D O N B O R O U G H

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.30 pm	Tuesday 6 March 2018	Council Chamber - Town Hall
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Members 11: Quorum 4

COUNCILLORS:

Conservative (4)

Frederick Thompson
(Vice-Chair)
John Crowder
Jason Frost
John Mylod

Residents' (2)

Barry Mugglestone
Stephanie Nunn

East Havering 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:
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taiwo.adeoye@onesource.co.uk**

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

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

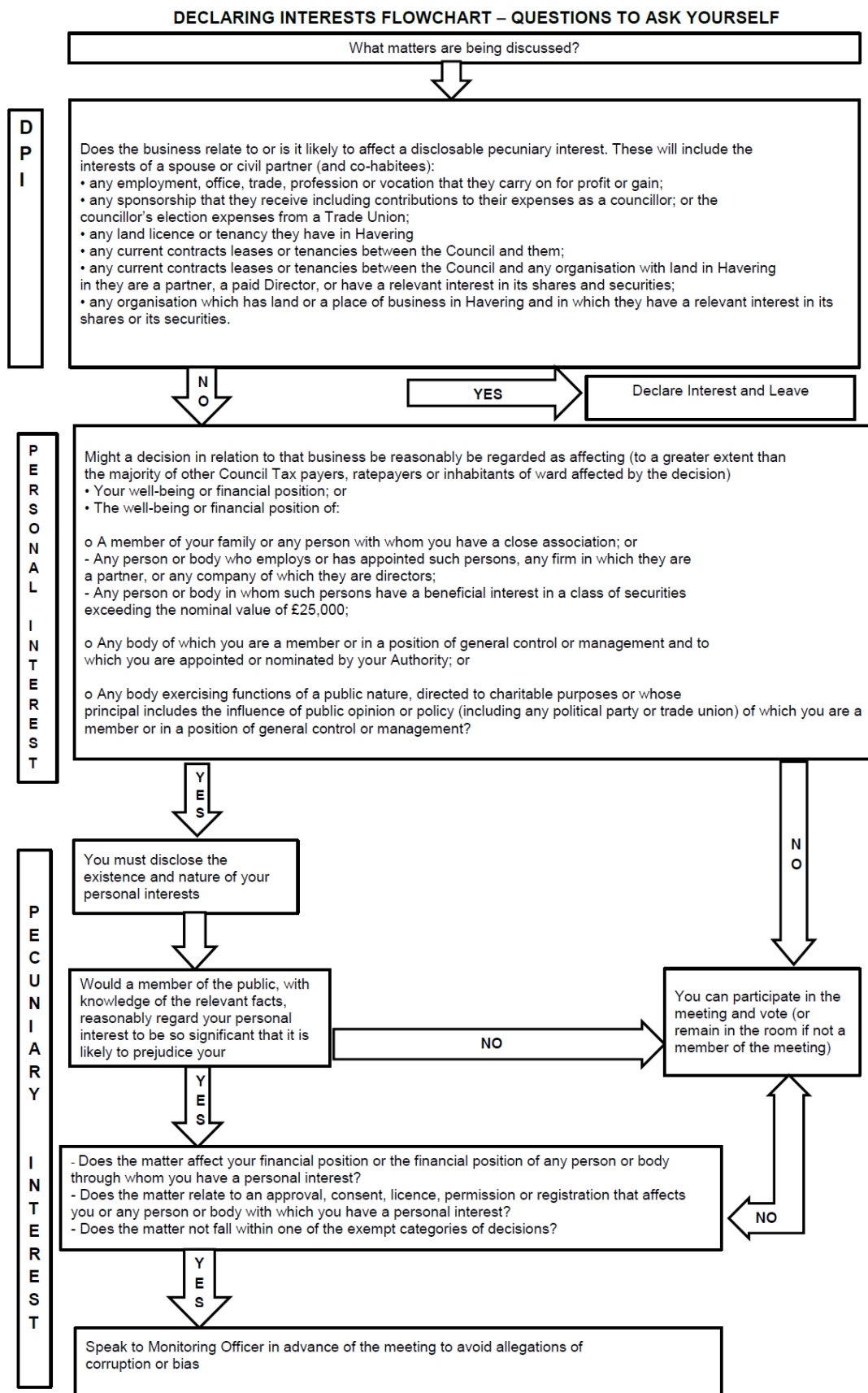
Reporting means:-

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

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

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

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



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

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

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

4 MINUTES (Pages 1 - 8)

To approve as a correct record the minutes of the meeting of the Committee held on 6 February 2018, and to authorise the Chairman to sign them.

5 ROMFORD LEISURE CENTRE COACH/ VEHICLE DROP-OFF FACILITY (Pages 9 - 18)

6 PROPOSED WIDTH RESTRICTION - FINUCANE GARDENS (Pages 19 - 32)

- 7 MAWNEY ROAD, SOUTH OF EASTERN AVENUE, PART OF THE RO2B PARKING ZONE - PROPOSALS TO REVIEW EXISTING PARKING PROVISION** (Pages 33 - 40)
- 8 TPC812 - RUSH GREEN ROAD/DAGENHAM ROAD - PROPOSED AT ANY TIME WAITING RESTRICTIONS** (Pages 41 - 48)
- 9 EWAN AREA PARKING REVIEW** (Pages 49 - 60)
- 10 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME** (Pages 61 - 70)

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

Andrew Beesley
Head of Democratic Services

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
6 February 2018 (7.30 - 9.00 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson (Vice-Chair), Jason Frost, John Mylod and Wendy Brice-Thompson
Residents' Group	Barry Mugglestone and Stephanie Nunn
East Havering Residents' Group	Darren Wise and Brian Eagling (Chairman)
UKIP	John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

An apology was received for the absence of Councillor John Crowder.
+ Councillor Wendy Brice-Thompson substituted for Councillor Crowder.

Councillors John Wood and Reg Whitney were also present for parts of the meeting.

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

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

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

158 DISCLOSURE OF INTERESTS

No interest was disclosed at the meeting.

159 MINUTES

The minutes of the meeting of the Committee held on 9 January 2018 were agreed as a correct record and signed by the Chairman.

160 **TRANSPORT FOR LONDON LOCAL IMPLEMENTATION PLAN - CUTS TO 2018/19 DELIVERY PLAN**

The report before the Committee updated Members on funding cuts announced to the 2018/19 Local Implementation Plan and how the Council would change it's 2018/19 Delivery Plan to take into account the cut in the funding.

Havering's LIP submission for 2018/19 LIP was submitted to Transport for London (TfL) in October 2017 as required by TfL Guidelines.

As a result of Transport for London undertaking a transformation and looking at reducing its operating costs. TfL have written to all London Boroughs to set out the direct implications on borough LIP allocations.

The report informed the Committee that Havering's 2018/19 LIP settlement for 'corridors' would be cut from £2.247m to £1.9182m for 2018/19 financial year. The figure represented a cut in LIP Corridors funding to the borough by £0.329m about (15%).

Havering had been requested to reprofile its funding submissions in order to accommodate the revised funding allocations.

Following a meeting attended by the Deputy Leader of the Council, the Cabinet Member for Environment, Regulatory Services and Community Safety, the deputy Cabinet Member for Environment, Regulatory Services and Community Safety and officers to review Havering's original submission and to discuss how to accommodate the reductions in funding, the following outcome was reached:

- Given the cut in Havering's Corridors Funding of around 15%, it was considered that the fairest and most equitable way of reprofiling the programme was to reduce the budgets of most of the schemes by 15%. Thereby allowing for the vast majority of the proposed Corridors programme to still be progressed;
- Exceptions to the 15% cut were made to safety related, multi-year schemes and staff resourcing;
- £0.1m Local Transport Funding would be retained for "patching work" on the Principal Road Network;
- Two schemes that were put forward to the Committee; Wood Lane speed reduction scheme and a speed table at the junction of Alma Avenue and Standen Avenue were to be taken out from the main submission and placed in the reserve list, with priority given to both of them for the 2019/20 LIP Submission.

The Committee was informed that the changes to the programme would be made via an Executive Decision signed by Cabinet Member for Environment and Community Safety in line with the signing off of the original submission to TfL.

During the debate, a Member expressed his concerns over the removal of the Wood Lane scheme from the submission. The Member sought clarification from officers for the reasons for the removal of the scheme. For clarification officers confirmed that the reduction to funding was out of the Councils control; that all programmes had a 15% cut other than casualty-reduction schemes and staff-related projects; that the Alma Avenue/ Standen Avenue scheme was put back on the reserve list with priority given to the implementation of both schemes for the 2019/20 LIP Submission.

A Member questioned why the revised LIP submission list was not presented to the Committee for further consideration. In response officers explained that the original list was not discussed by the Members of the committee but ward councillors were consulted. Officers confirmed that the decisions on the revised LIP submissions were made by the Cabinet Member for Environment, Regulatory Services and Community Safety.

A Member asked for further clarification on the decisions making relating to the LIP submissions which officers confirmed would be done in writing.

Following the debate the Committee noted the contents of the report.

161 **PROPOSALS FOR A BUS GATE IN ST CLEMENTS AVENUE, HAROLD WOOD**

The report before the Committee detailed the responses to a statutory consultation for a proposed Bus Gate in St. Clements Avenue, Kings Park Harold Wood between Elderberry Close and Scot Spine Lane where access would be limited to local buses, refuse vehicles, emergency vehicles and cycles only. The proposal to be implemented was to satisfy the requirements of Condition 30 of the planning consent ref. P0702.08.

Following the introduction of the item a Member suggested that it should be deferred in order to allow a site visit by members of the Committee.

Another Member stated that a deferral was required for further clarification / information on the following:

- the bus route, and position of bus stops, specifically in relation to the polyclinic site; the bus service time-table or frequency;
- the position and effect of the bus gate

Following the debate, the Committee **RESOLVED** to defer the proposal.

The voting to defer with the scheme was 10 in favour and 1 abstention.

162 31 HIGH STREET, HORNCHURCH - BANNED RIGHT TURNS

The report before the Committee detailed the responses to the public advertisement of proposed banned right turns into and out of a supermarket site development at 31 High Street, Hornchurch. The bans were sought in pursuance of a condition of the site's planning consent.

The Committee was informed of a late letter addressed to the Chairman. The content of the letter outlined an objection to the planning consent for the development and did not relate to the matters now before the committee for consideration.

With its agreement Councillors John Wood and Reg Witney addressed the Committee.

Councillor Wood stated that ward councillors felt the original decision of the Regulatory Services Committee to ban the right turns was a good idea, but on reflection, there were now concerns. Councillor Wood had concerns that the new layout could confuse car users and undermine highway safety. Councillor Wood stated that ward councillors wanted the matter deferred and for the traffic issues to be reviewed once the store was opened.

In response, officers reiterated that the issue raised was embedded in the planning consent for the development at the site.

Councillor Witney stated that the way forward in planning terms would be for Lidl to submit a planning application to remove the condition.

During the debate, a Member indicated that engineers working for the store were of the opinion that the ban on right turns was not required.

Another Member sought clarification on how the right turns would be prevented. The Committee was informed that the proposals would be enforced through a combination of physical layout and signage.

During the debate members considered uses of different signage and considered the pros and cons of alternative schemes such as the construction of a mini-roundabout or signalled entry to the new store.

A Member reminded the Committee of a similar situation at the KFC site at Gallows Corner which led to an increase in traffic issues following its opening but over time the issues were resolved. The Member accepted that the proposals should be implemented and was of the opinion that any issues would resolve themselves over time.

A Member suggested that the scheme should be rejected as drivers would look to avoid the ban on right turns undermining highway safety.

Officers reiterated the view of the Highways services that the scheme should be implemented as it was a condition of a planning consent.

Following the debate, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the banned right turns set out in the report and shown on drawing 16/0705/SK04B be implemented.

Members noted that the estimated cost of £0.002m for implementation would be met by the developer of 31 High Street, Hornchurch, through fees secured with an agreement made under S278 of the Highways Act 1980.

Members also noted that the banned right turns set out in the report would be enforced by the Council.

The voting to proceed with the scheme was 8 in favour of implementation with 2 against and 1 abstention.

163 **DOGGETT'S CORNER - PROPOSED X-CROSSING**

The report before the Committee detailed responses to a consultation for the addition of an X-crossing pedestrian stage at the signalised A124 Upminster Road/ Hacton Lane/ Wingletye Lane junction.

The report informed the Committee that following a wide consultation, 59 responses were received. 1 response was received from a Councillor, 23 responses were in full support of the scheme, 10 responses were in partial support for the scheme and 25 responses objected to the proposals. All comments received were summarised in the appendix to the report.

It was noted that the network performance team at Transport for London (TfL) had some concerns with the X-crossing arrangements, specifically the pedestrian crossing and the associated clearance time with the diagonal crossings. The performance team also had concern with the bus travel times through the junction but however noted the current lack of pedestrian crossing assistance at the junction.

The Committee noted from the report that TfL estimated that the introduction of a third stage for pedestrians could increase traffic delay by approximately 20%, however given that the site was within the wider SCOOT network, TfL would be able to mitigate the operation with a thorough timing review and fine-tuning the SCOOT operation.

Officers were of the view that the objectives of the scheme and the needs of pedestrians, the issues raised through the public consultation process and the advice of Transport for London, that a third pedestrian stage be implemented as shown on diagram QQ025-DC-FS-GA-100-REV1 of the report.

During the debate, a Member commended officers for developing the scheme. The member stated that there was a sheltered residence on

Hacton Lane and residents found it very difficult to cross the road at the junction. The Member did raise a concern over car users diverting to adjacent streets to avoid the junction.

In response the Committee was informed that if the scheme was agreed, officers would monitor adjacent areas to determine if there was any traffic reassignment and propose mitigation should it be considered necessary.

In response to a Member enquiry, officers stated that the pedestrian function of the light system would operate on a demand basis with a push-button.

A Member sought clarification if the light at the 6th Form College had a push button crossing and questioned whether it needed. The Committee was informed that a push-button crossing existed at the crossing.

Following the debate, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the addition of a pedestrian crossing stage (with green man crossings on all arms) be added at the existing A124 Upminster Road/ Hacton Lane/ Wingletye Lane signalised junction as shown on drawing QQ025-DC-FS-GA-100-REV1 to be implemented.

That it be noted that the implication of Recommendation 1 is that the diagonal X-crossing elements of the scheme are abandoned.

Members noted that the estimated cost of £0.115m for implementation would be met by Transport for London through the 2017/18 (£0.090m) and 2018/19 (0.025m) Local Implementation Plan allocations for the A124/Hacton Lane/Wingletye Lane Junction.

164 **TPC816 - ST. ANDREWS AVENUE AREA DETAILED DESIGN**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the St. Andrews Avenue parking zone proceed to formal consultation as a 'Permit Holders Past this Point' Scheme operational Monday to Friday between 09:30 hours and 11:00 hours and 14:00 hours and 15:30 hours.

- That Members note that all existing 'at any time' waiting restrictions (double yellow lines) within the St. Andrews Avenue parking zone would be retained for junction protection.
- Members noted that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should a scheme be implemented was £0.01m and would be met through a virement from the

revenue budget A24650 to capital (A2017), as there were no funds within the capital budget to fund the project.

Chairman

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HIGHWAYS ADVISORY COMMITTEE 6 March 2018

Subject Heading:	ROMFORD LEISURE CENTRE COACH/ VEHICLE DROP-OFF FACILITY Outcome of statutory advertisement
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 £0.004m for the works will met by the Council's capital budget for the Romford Leisure Centre (A1544).

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 statutory consultation for the provision of a drop off/ pick up parking bay on Grimshaw Way to serve the Romford Leisure Centre as conditioned in the scheme's planning consent. The report seeks a recommendation that the proposal is implemented.

The scheme is within **Romford Town** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment and Community Safety that the proposed drop off/ pick up parking bay on Grimshaw Way shown on Drawing QQ063/101/A is implemented permanently.
2. That it be noted that the estimated cost of £0.004m for the works will met by the Council's capital budget for the Romford Leisure Centre (A1544).

REPORT DETAIL

1.0 Background

- 1.1 The development of the Romford Leisure Centre on Western Road, Romford requires the provision of a coach/ vehicle drop-off facility as set out in Condition 21 (planning reference P1492.12);

The coach/ vehicle drop-off facility shall be provided and available for use, in accordance with details which shall previously be submitted to and approved in writing by the local Planning Authority before the building is occupied. The approved facility provided shall be retained permanently thereafter and shall not be used for any other purpose.

- 1.2 The intention was that the facility would be provided on the public highway near the centre and therefore a traffic management order is required to enable the Council to create and enforce such a drop-off facility.
- 1.3 In taking a proposal forward, Staff reviewed the highway space available near the centre. The width of the carriageway in Grimshaw Way and the fact

it is part of a one-way system provides an opportunity for a simple on-carriageway solution, with ample space for all classes of traffic to pass the bay in use.

- 1.4 In addition, as Grimshaw Way is to the side of the centre, a bay in this location would allow easy and safe pedestrian access to the centre. This would be especially helpful for school trips and other coach-based transport serving the site.
- 1.5 Drawing QQ063/101/A shows the proposed layout. The bay would be 30.7m in length which is sufficient to contain 2-coaches. The bay would be marked and signed in such a way that the maximum stay is 10 minutes, which is sufficient to load or unload a coach. This time limit would be consistent with the use of such bays at other community facilities in Havering and is compliant with the Council's Special Authorisation from the Department for Transport for this type of bay.
- 1.6 The bay would not provide an exemption for blue badge holders, but they are accommodated within the private parking of the centre and this is considered to be acceptable.
- 1.7 The proposals were advertised on 5th January 2018 with 21 days provided for comments on the proposals. Ward and HAC members were advised of the proposals as well as the Council's standard consultee list.
- 1.8 The leisure centre opened on 3rd February 2018, 2-months in advance of the originally planned opening date. In order to ensure that a drop off facility was available for the opening, the bay has been installed using temporary powers and a temporary traffic management order. A permanent order would supersede the temporary situation.

2.0 Outcome Of Public Consultation

- 2.1 By the close of consultation, 1 response was received by a ward councillor. The councillor had some concern that the proposal would lead to potential traffic hold ups and drivers mounting the opposite footway to pass.

3.0 Staff Comments

- 3.1 The bay has been placed in such a way that all classes of traffic may pass coaches using the drop off bay. There are no waiting and no loading (both "at any time") restrictions on the approach, exit and opposite the bay already in place and this will ensure traffic can pass.
- 3.2 Staff do not expect any particular issues to arise in terms of traffic flow where the bay is being accessed. In the event more than two coaches need to access the bay, there is a parking bay just beyond in Slaney Road which allows a 20 minute stay.

- 3.3 Staff recommend that the proposals be installed on a permanent basis to support the operation of the leisure centre and to provide compliance with the planning condition.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated full cost of £0.004m for the advertisement of the proposals and the subsequent implementation of the scheme (if ultimately approved) will be met by the Council's capital budget for the Romford Leisure Centre (A1544).

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 Asset Management Capital budget.

It should be noted that to date the scheme has a remaining £0.001m to spend on advertising the permanent traffic order.

Legal implications and risks:

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

'Places in streets where vehicles, or vehicles of any class, may, or may not, wait, either generally or at particular times.'

The provision of a drop-off bay is complaint with the Councils powers under 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 & General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities

on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the 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.

The Council is satisfied that the proposed works will be of benefit to the public in terms of enabling coach and other vehicle drop-offs at the Romford Leisure Centre; and the works are compliant with the Councils powers under the 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.

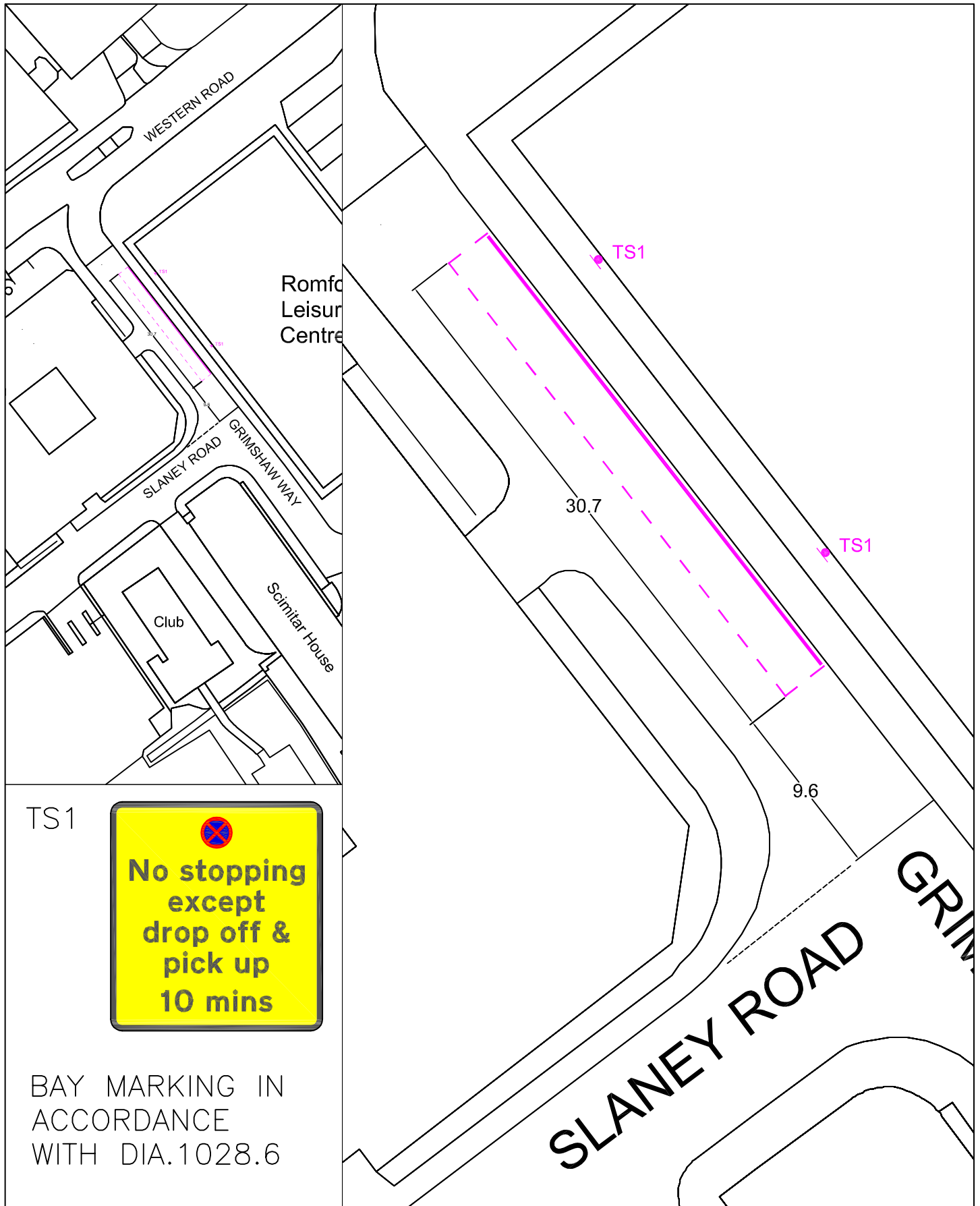
A drop off/ pick up bay of the nature described in this report does not provide any exemption for blue badge holders in terms of the ability to stay longer than 10 minutes. However, the leisure centre has provision for parking for blue badge holders within the demise of the site and this is considered to be acceptable by Staff.


BACKGROUND PAPERS

None.

**APPENDIX
SCHEME DRAWING**

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 <div>Havering LONDON BOROUGH</div>			PURPOSE		CONSULTATION						
JOB TITLE ROMFORD LEISURE CENTRE GRIMSHAW WAY DROP OFF BAY			©COPYRIGHT This drawing belongs to The London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission.								
			Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office c 2017 copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327								
DRAWING TITLE SITE LOCATION PLAN & GENERAL ARRANGEMENT			DRAWN BY MLP		CHECKED BY MLP		APPROVED BY MLP		A	REFERENCE DIMENSION ADDED	5.12.17
SCALE (AT A4) NTS		DATE NOV 2017		DRAWING No QQ063-101		REV A		REVISION		AMENDMENT	DATE

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HIGHWAYS ADVISORY COMMITTEE 6 March 2018

Subject Heading:	PROPOSED WIDTH RESTRICTION FINUCANE GARDENS Outcome of public consultation
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
Financial summary:	The estimated cost of £0.018m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Finucane Gardens Width Restriction, (A2638).

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 provision of a 2 metre width restriction in Finucane Gardens, with associated parking management changes. The report seeks a recommendation that the proposal is either implemented or rejected.

The scheme is within **Elm Park** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends the Cabinet Member for Environment and Community Safety that either;
 - (a) the width restriction proposed in Finucane Gardens shown on Drawing QQ028/FG/FS/GA/100 Rev 0 be implemented; or
 - (b) the scheme is rejected.
2. That it be noted that £0.018m for implementation (if agreed) will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Finucane Gardens Width Restriction, (A2638). The funding will need to be spent by 31st March 2018, to ensure full access to the grant.

REPORT DETAIL

1.0 Background

- 1.1 A request was made to the Highways Advisory Committee by a ward councillor on behalf of residents asking that the Council prevents larger vehicles accessing Finucane Gardens and cutting through the local estate rather than using Wood Land and Mungo Park 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 Finucane Gardens is a residential street within a wider estate which is bounded by Wood Lane to the north and Mungo Park Road to the west and south.
- 1.4 Wood Lane and Mungo Park Road are also residential in nature, but they have wider carriageways than the estate streets and they are more suitable for conveying through traffic. Wood Lane connects South End Road to the A125 Rainham Road. Mungo Park Road connects Wood Lane to South End Road and is also a bus route.
- 1.5 Residents at the north end of Finucane Gardens (where it meets Penrith Crescent) had raised concerns with ward councillors about speeding drivers and especially the drivers of large vehicles cutting through the street.
- 1.6 Once funding had been confirmed, Staff undertook a feasibility study into how a width restriction could be achieved in Finucane Gardens. Staff met with ward councillors to review the outcome of the feasibility and a final set of proposals were developed. Ward councillors undertook some of their own research with residents and confirmed that Staff proposals were acceptable to proceed to public consultation.
- 1.7 Drawing QQ028/FG/FS/GA/100 Rev 0 sets out the proposals agreed for public consultation which includes the following;
- 2.0m (6'6") width restriction between 7 & 9 Finucane Gardens. Because of the carriageway width, the restriction would operate with priority given to southbound traffic (leaving Penrith Crescent),
 - "At any time" waiting restrictions (double yellow lines) from and including the junction of Finucane Gardens and Penrith Crescent to and just beyond the proposed width restriction to ensure vehicles can pass each other,
 - Removal of footway parking outside 7, 9 and 11 Finucane Gardens to facilitate the at any time waiting restrictions,
 - "At any time" waiting restrictions at the junction of Finucane Gardens and Bader Way to ensure access for service vehicles diverted by the width restriction,
 - Additional footway parking between 11 Finucane Gardens and the junction with Bader Way.
- 1.8 430 letters were sent to residents within the area around the proposed width restriction and the other measures on 5th January 2018, with a closing date for comments of 26th January 2018. Draft traffic orders were also advertised

and consultation information provided for ward councillors and standard consultees

2.0 Outcome Of Public Consultation

2.1 By the close of consultation, 6 responses were received as set out in the Appendix to this report.

2.2 1 resident indicated support for the proposals.

2.3 5 residents objected to the proposals, citing the following issues;

- There is no issue with large vehicles using the street,
- There is no issue with the street being used as a cut-through more generally,
- Concerns with the loss of footway parking,
- Concerns about emergency access,
- Funding should be used for other purposes,
- Perhaps no entry from Penrith Crescent might be better,
- Perhaps speed bumps might be better,
- Would disadvantage access for family's transport assistance provider.

3.0 Staff Comments

3.1 The provision of a 2 metre width restriction would deal with the original complaint about Finucane Gardens being used as a cut-through, however, only one resident wrote in support of the proposals, despite the large public consultation area.

3.2 The 5 residents objecting provide a range of concerns which the Committee will need to consider against the scheme objectives and the low level of support apparently shown during the formal consultation stage.

3.5 Staff have no firm views on the appropriate way forward and therefore are only able to suggest that members of the Committee may wish to give weight to the written responses from residents as opposed to the original request. In other words, if residents had strongly supported the proposals, it would be reasonably expected that more representations to have been made.

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 £0.018m for implementation will be met by Transport for London through the 2017/18 Local Implementation Plan allocation for Finucane Gardens Width Restriction, (A2638). 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 make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Schedule 1 of the RTRA 1984 lists those matters as to which orders can be made under section 6. These include:

'For prescribing streets which are not to be used for traffic by vehicles, or by vehicles of any specified class or classes, either generally or at specified times.'

'Places in streets where vehicles or vehicles of any class, may, or may not, wait, either generally or at particular times.'

The prohibition of vehicles above a certain width and changes to parking arrangements is compliant with the Council's powers under 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 & General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities

on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the 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:

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
RESPONSES
SCHEME DRAWINGS**



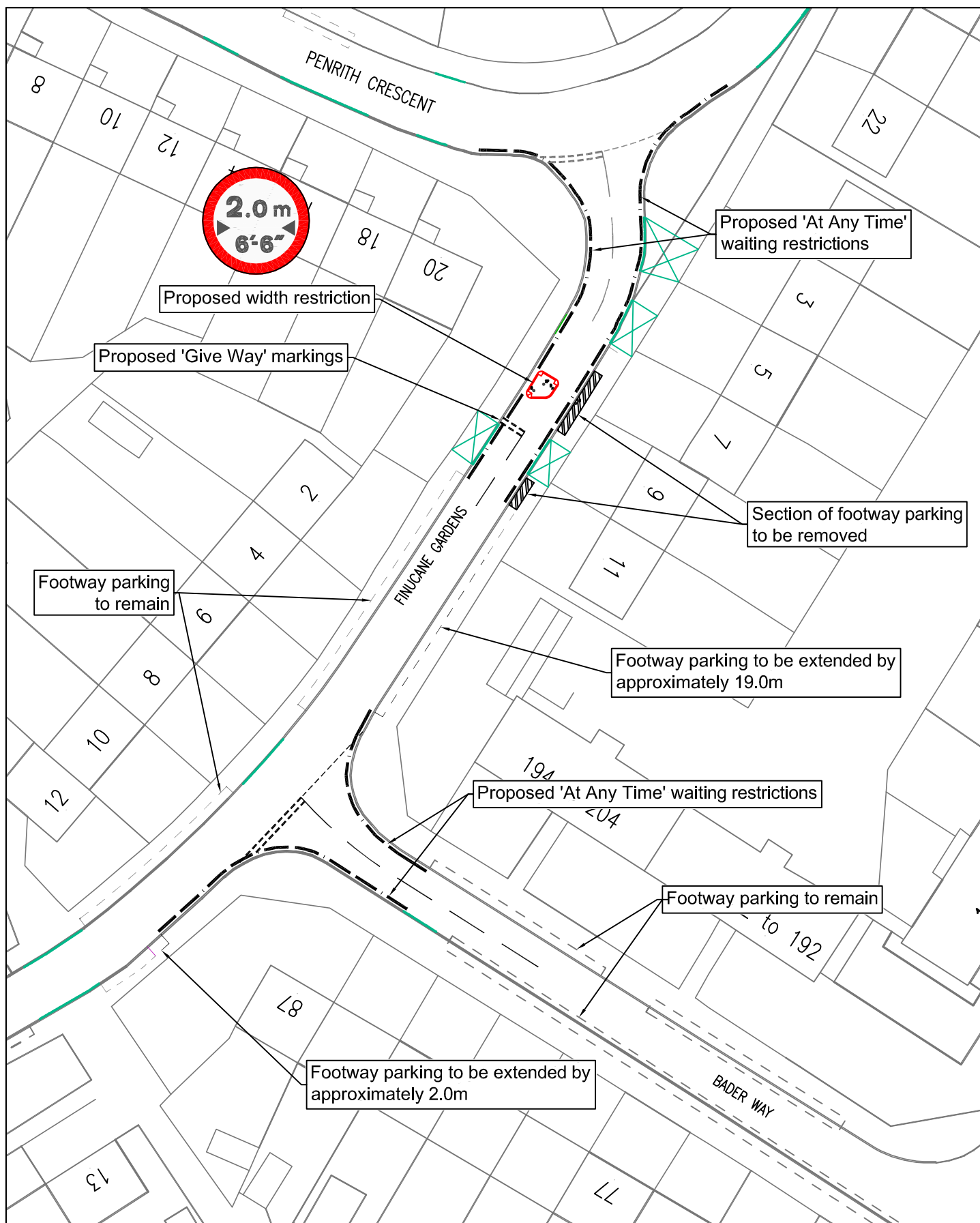
Respondent	Comment
Resident Address not provided	I received a letter from the Council enclosing the proposed width restriction works to Finucane Gardens. I am in favour of this work and I think it would be very helpful to drivers and residents in Finucane Gardens.
Resident Bader Way	<p>Regards the width restriction in Finucane Gardens. You say larger vehicles are using it as a cut-through. I cannot understand where they would cut through to. I spend a lot of time in the kitchen and my kitchen window looks right out at the spot you are talking about.</p> <p>Apart from Council vehicles, dust lorries etc., I rarely see any large vehicles using it. I don't think whoever proposed this width restriction has done their homework properly. I believe if you placed someone there all day, counting large vehicles using it, apart from Council vehicles you would be lucky if you counted one.</p> <p>You also propose to put a give way sign there. If you want to pull out of Bader Way in your car and there is a car coming that way, you have to stop in Bader Way and let them pass or drive into Bader Way because there isn't enough room for two vehicles to pass. So if you put your give way sign in the position you propose, where do you think a driver can pull into to let oncoming vehicles to pass.</p> <p>Also looking at your map the extra 2.0 metres you propose to add on for the footway parking in Bader Way looks like it would come right over my driveway. Since I paid the Council good money to have a dropped kerb there many years ago, I would not be very pleased to have vehicles parked on it.</p> <p>Also I often wonder how an emergency vehicle would cope trying to get to a fire in Finucane Gardens or Bader Way of a night. I think putting a width restriction there would make it even harder and could cost someone there life.</p>

Resident Address not provided	<p>First Email</p> <p>Dear Sir/Madam, With regards to the width restriction in Finucane Gardens I am totally against this idea. My reasons are as follows:</p> <ol style="list-style-type: none"> 1. My family and I have lived in this area for over 60 years ever since these properties where built, we have never ever seen any vehicles let alone larger vehicles using these streets as a cut through. If you look at an Ariel view of Finucane Gardens why would you use it as a cut through, it makes no sense as its quicker to go down Wood Lane then into Mungo Park Road. As for larger vehicles they do not use it as a cut through 100% not, but do come through only to make deliveries as you would expect. 2. I believe this width restriction would cause more problems especially Health & Safety for emergency vehicle like fire brigade, ambulances and of course the local refuge collection vehicles. 3. This Width restriction will only give these larger vehicles two roads to access this area for deliveries, one being the other end of Finucane Gardens which is already very tight to get down due to cars parked on both sides of the road and the other road being Bader Way. 4. I see on your plans outside number 11 Finucane Gardens the footway parking will be removed but extended by 19.0m further alone Finucane towards Bader Way, at present this parking area does not exist. If this goes ahead I believe this will cause the whole of Finucane Gardens to become very tight to drive down by car, thus creating a problem in this part of Finucane Gardens that at present does not exist. 5. One of my questions is why would any vehicle let alone larger vehicles use this area as a cut through, when all they have to do is go past Penrith Crescent from Wood lane and take the next left into Mungo park road this way would be quicker. It makes no sense for larger vehicles to come down Finucane Gardens as this would be the longer way round and they would run the risk of not getting through due to cars parked awkward sometimes, making this harder for larger vehicles to get past. <p>Definition of cut through. : to get quickly and directly through or past (something that blocks one or slows one down)</p>
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	<p>6. I would like to know how the council have come to this decision, have they monitored this area as no one in the area to my knowledge has ever been asked if larger vehicles use this area as a cut through.</p> <p>7. Havering council should be sending people in the area a letter asking them to vote to see if the area is being used as a cut through.</p> <p>8. I believe with companies and all of us making cut backs the amount this will cost is a complete waste of tax payer money and would be better spent on potholes or taking back the pathway in Wood Lane for parking as turning right from Penrith Crescent into Wood Lane is very dangerous.</p> <p>9. There was a letter sometime ago from the council saying the road might be closed off, now a width restriction, this is a complete waste of time and money as there is NO problem here and never has been, but at the other end of Finucane Gardens it can be tight to get through due to cars parking awkwardly on both side of the road, if this goes ahead it will create the same problem there too and totally spoil the coming and going for everyone that lives on this estate.</p> <p>I believe the complaints are from people who want this road closed for personal reasons and are using the larger lorries as an excuse. This is not and never has been a cut through road 100%.</p>
	<p>Second email</p> <p>Further to my recent email saying I'm totally against this width restriction due to the fact I've lived here all my life and that I do not believe any lorries use this area as a cut through. I would like to add if you do believe larger lorries use this area as a cut through then you could consider a NO ENTRY SIGN into Finucane Gardens from Penrith Crescent and make this small part of Finucane Gardens to Bader Way a one way road, this would stop any vehicles coming from that way but not affect Emergency Vehicle coming in, thus not creating any other problems this width restriction will cause.</p> <p>I would like to stress as I've lived here all my life and that NO VEHICLES use this as a cut through that it</p>

	<p>should be left as it is, also if no [redacted] Finucane Gardens was one that complainants there house is up For Sale. thanks.</p>
Resident Address not provided	<p>I appose the installation of a width restriction as I don't feel that there is an issues in the area with large vehicles . I have seen vehicles double parked and larger cars and bigger vehicles struggle to get through the gap at the proposed location. People want to park out side their own house and don't think about the effect on others so removing some of the bays will only make matters worse. At a time when the councils are having to make many cuts to services I fell the money could be better spent.</p>
Resident Finucane Gardens	<p>I refer to your letter dated 5th January regarding proposal for width restriction in Finucane Gardens. I have lived in Finucane Gardens since 1983 and the only large vehicles that come down the Road are either delivery vehicles going to surrounding roads, Dustman and on some occasions the Fire Brigade. The delivery vehicles that do come down our road to access Bader for instance, may be prohibited in using that end of the road but will then be using alternative route, the other end of Finucane and then you will have the same scenario. The width of the road is smaller than average and I have never seen it being used as a cut through for large vehicles. I have however, seen the speed that some cars travel at and think that speed bumps would be more appropriate. Can I ask if a survey has been done to back-up these claims or if evidence has been produced to justify this action ?</p> <p>Parking is a problem in Finucane as I mentioned earlier, as the road is quite narrow and penalty notices' are often being issued where wheels are going over the parking lines. Car owners do this to stop damage to their vehicles i.e. smashed wing mirrors. I do not believe this road is being used by large vehicles for a cut through as to manoeuvre down Tempest and down Finucane is a mission in itself.</p>
Resident Address not provided	<p>I would like to register my objection on the basis that my family members would be at a great disadvantage as this would impede ours and havoring transport bus access to finucane gardens.</p> <p>My three teenage children are on the severe end of the spectrum, one also has epilepsy and is a wheelchair</p>

	<p>user, so rely 2:1 support outside of the home and transport support. The width restriction will put us, their hovering transport bus and ambulances at a grave disadvantage as we will be unable to negotiate the restriction.</p> <p>This will force us to take the more complex route with delays, particularly dustbin collectors that block the street or view to the main road when parked on the pavement/junction of the main road, causing unnecessary anxiety on route and potentially delaying the arrival of the emergency responders for my child's epileptic seizures.</p> <p>As a resident who resonates the communities concerns for speeding vehicles would it not be more appropriate to consider speed humps as a more effective option as the width restriction would not prevent the mopeds and determined vehicles that speed through here?</p>
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		PURPOSE ©COPYRIGHT This drawing belongs to The London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327		PROPOSAL Existing Vehicle Crossover Footway parking to be removed Proposed 'At Any Time' waiting restriction	
JOB TITLE FINUCANE GARDENS WIDTH RESTRICTION		DRAWN BY RP	CHECKED BY TQ	APPROVED BY MLP	
DRAWING TITLE PROPOSED LAYOUT		ACAD REF: Sheet Size: A4 (210x297)	DRAWING No QQ028_FG_FS_GA_100	REV 0	REVISION AMENDMENT
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HIGHWAYS ADVISORY COMMITTEE

6 March 2018

Subject Heading:	Mawney Road, south of Eastern Avenue, part of the R02B Controlled Parking Zone – proposals to review existing parking provision
CMT Lead:	Dipti Patel
Report Author and contact details:	John-Paul Micallef Technical Officer Schemes@haverling.gov.uk
Policy context:	Traffic & Parking Control
Financial Summary:	the estimated cost of implementation is £0.0004m and will be met by the Parking Strategy Investment (A2017), will be met through a virement from the revenue budget A24650 to capital (A2017), as there are no funds within the capital budget to fund the project

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 reasons for reviewing the parking restrictions in the section of Mawney Road between Willow Street and The Eastern Avenue, and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that: the proposals to introduce a residents parking scheme in Mawney Road, south of Eastern Avenue, operational Monday - Friday, 8:30am - 6:30pm, with associated 'at any time' waiting restrictions at junctions (as shown on the plan in appendix A, B, C & D) be designed and publicly advertised;

1. that it be noted that the estimated cost of implementation is £4000 and will be met by the Parking Strategy Investment (A2017), will be met through a virement from the revenue budget A24650 to capital (A2017), as there are no funds within the capital budget to fund the project.

REPORT DETAIL

1.0 Background

- 1.1 Mawney Road, south of Eastern Avenue was placed on Street Managements suspension list on 9th June 2017, due to an increase of complaints from residents in regards to missing or incorrect signs and faded bay lines. To rationalise the parking in the road, update the parking restrictions and to make it much clearer to the residents and the Civil Enforcement Officers what restrictions apply and where, it is felt necessary to undertake a parking review of this section of the road.
- 1.2 Parking enforcement has also been relaxed in this section of the road.
- 1.3 Officers have surveyed this section of the road and have designed a scheme in keeping with the existing Saturday restrictions that operate in roads north of Mawney Road, closer to the town centre, the North Street Bus Garage and the industrial units in Chesham Close and on the Eastern Avenue.
- 1.4 The proposals have been presented to the Ward Councillors, one of which has outlined their support for the proposals.

2.0 Staff Comments

- 2.1 On a recent site visit by officers, it cannot be determined whether the scheme currently operates at a Monday – Friday restriction or Monday – Saturday. Officers will propose the restriction to cover a Monday – Saturday restriction. This is in keeping with current restrictions in the RO2B zone and will offer protection to residents from non-residential parking from shoppers, commuters and workers in the town centre.

- 2.2 The proposed resident parking provision will give residents in the road longer term protection. Furthermore, it will ensure that the Councils Parking Enforcement team can enforce the area with a relevant and live traffic order.

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 £0.0004m for implementation will be met by the Council's allocation for Parking Strategy Investment approved budget (A2017).

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 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:

The enforcement of Controlled Parking Zones is a labour intensive task. Currently, there are sufficient employees to undertake such duties and the issue of Parking Permits will be dealt with within current resources.

Equalities implications and risks:

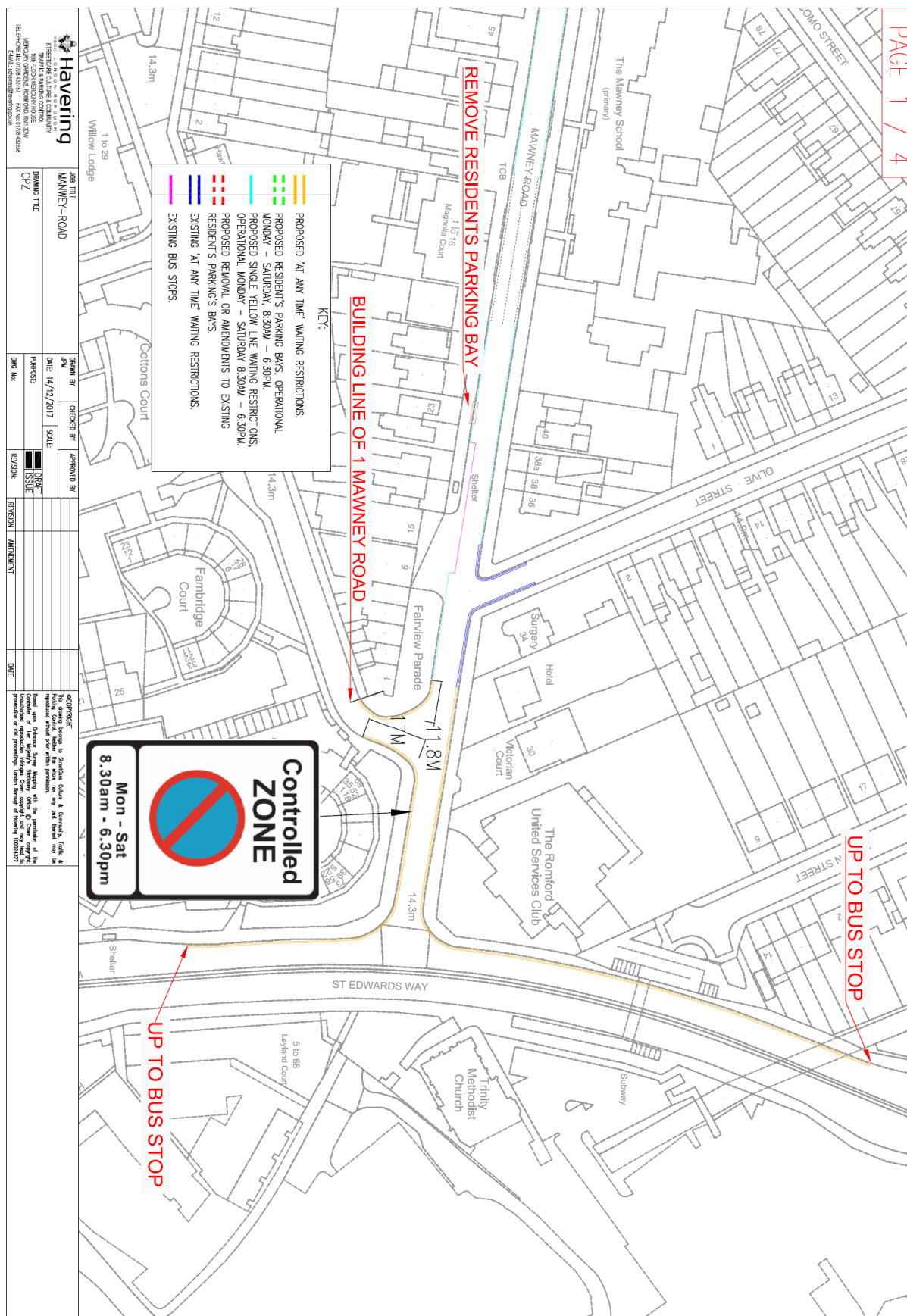
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable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

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

Disabled badge holders needs will be met by allowing any blue badge holder to park in the Controlled Parking Zones that are implemented in the borough.

BACKGROUND PAPERS

Appendix A
Appendix B
Appendix C
Appendix D

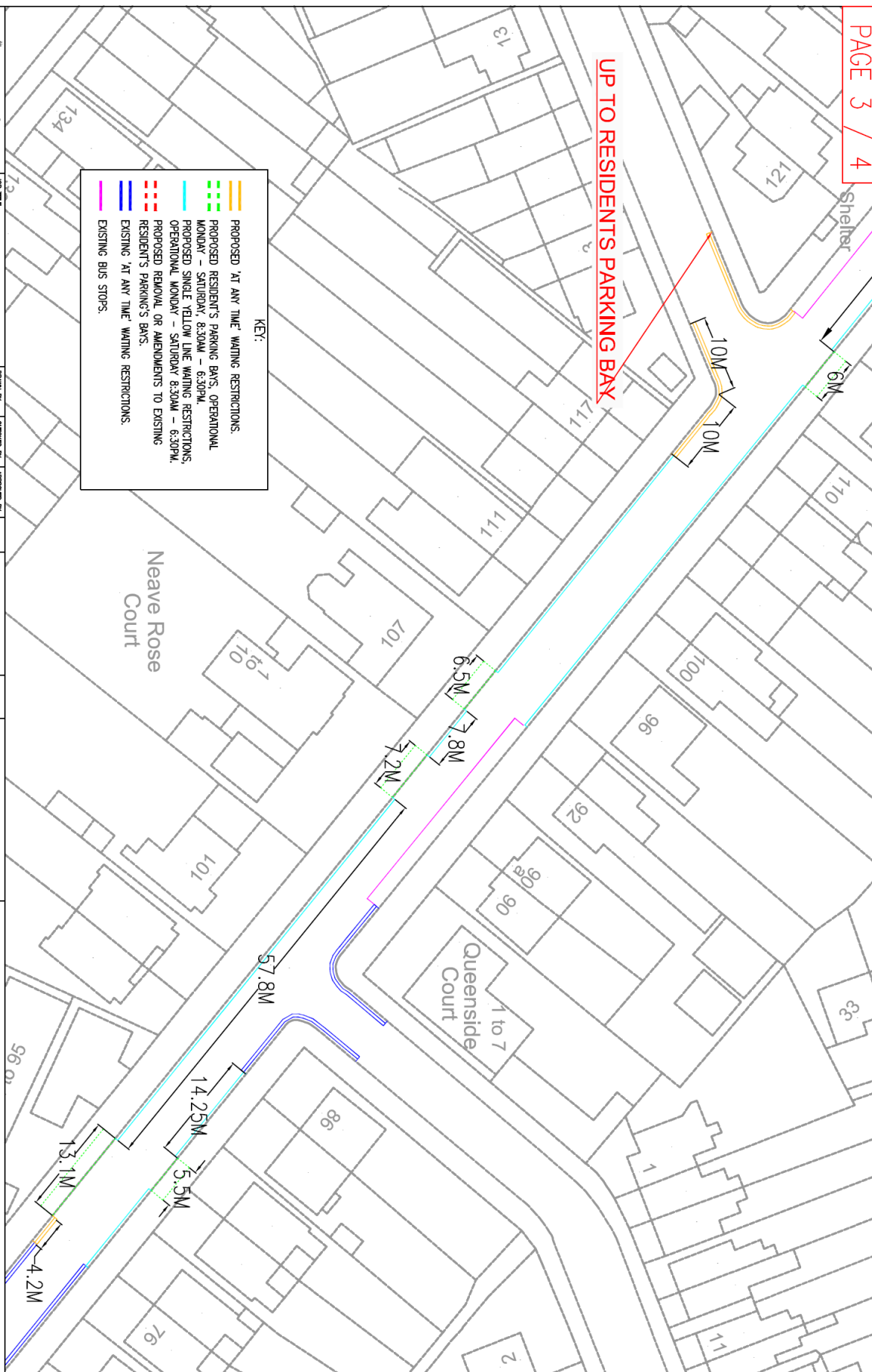




UP TO RESIDENTS PARKING BAY

KEY:

- PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS.
- PROPOSED RESIDENT'S PARKING BAYS, OPERATIONAL MONDAY - SATURDAY, 8.30AM - 6.30PM.
- PROPOSED SINGLE YELLOW LINE WAITING RESTRICTIONS, OPERATIONAL MONDAY - SATURDAY 8.30AM - 6.30PM.
- PROPOSED REMOVAL OR AMENDMENTS TO EXISTING RESIDENT'S PARKING BAYS.
- EXISTING 'AT ANY TIME' WAITING RESTRICTIONS.
- EXISTING BUS STOPS.



<p>Havering Havering Borough Council Planning & Building Control 100 Victoria Road, Havering, Essex, SSM 1 1AA Telephone: 0206 855 4200 Fax: 0206 855 4201 Email: planning@haring.gov.uk</p>		<p>JOB TITLE MAWLEY-ROAD</p>		<p>DATE 14/12/2017</p>		<p>SCALE 1:1000</p>		<p>APPROVED BY [Signature]</p>	
<p>DRAWING TITLE CPZ</p>		<p>PURPOSE []</p>		<p>REVISION []</p>		<p>REVISION []</p>		<p>DATE []</p>	

DISCLAIMER
 The drawings are prepared by the Planning & Building Control Department of Havering Borough Council. They are prepared for the use of the Council and are not to be used for any other purpose without the written permission of the Council. The Council does not accept any liability for any loss or damage arising from the use of these drawings.



HIGHWAYS ADVISORY COMMITTEE

6 March 2018

Subject Heading:

TPC812 – Rush Green Road/Dagenham Road – Proposed At Any Time waiting restrictions

SCH344 – Norwood Avenue – Proposed Pay and Display Parking Bays

SCH357 – Lincoln Avenue – Proposed Pay and Display Parking Bays

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 of the three proposals is £0.010m and will be met by the Parking Minor Safety Improvement budget (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

This report outlines the proposed 'At Any Time' waiting restrictions and proposed 8am to 6.30pm Monday to Saturday Loading Ban, at the junction of Rush Green Road and Dagenham Road and the proposed Pay and Display parking bays in Norwood Avenue and Lincoln Avenue, operational Mon-Sat 8am-6.30pm Max Stay 3 hours, no return within 2 hours.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that:
 - a) the proposals to introduce 'At any time' waiting restrictions and proposed Monday - Saturday 8am-6.30pm Loading Ban restriction at the junction of Rush Green Road and Dagenham Road be publicly advertised; and
 - b) the proposals to introduce Pay and Display parking bays in Norwood Avenue and Lincoln Avenue, operational Monday to Saturday 8am-6.30pm with a maximum stay of 3 hours with no return within 2 hours be publicly advertised;
 - c) the effects of any implemented proposals be monitored.

Members note that the estimated cost of this scheme as set out in this report is £0.010m, which will be met by the **Parking Minor Safety Improvement budget (A24650)**

REPORT DETAIL

1.0 Background

- 1.1 The Rush Green Road/Dagenham Road junction was approved at this Committee in January 2016, the Norwood Avenue Pay and Display was approved on Calendar Brief in October 2017. The Lincoln Avenue Pay and Display was also approved on Calendar Brief in January 2018.
- 1.2 The proposals for the Dagenham Road and Rush Green Road junction were put forward to prevent vehicles parking outside the local shops causing issues for motorists when approaching a major junction with traffic signalled lights. These proposals have also been designed to improve road safety and sight lines.
- 1.3 The proposals for Norwood Avenue and Lincoln Avenue were put forward to help with parking provisions for local businesses as part of the proposals for the junction of Rush Green Road and Dagenham Road. These proposals will also prevent long-term non-residential parking and ensuring a turnover of parking spaces. The associated waiting restrictions are designed to ensure vehicle crossovers are not obstructed and are in line with existing waiting restrictions.
- 1.4 Ward Councillors were sent copies of the proposal and were asked for any comments or objections they may have. All Councillors were happy with the proposals.

2.0 Staff Comments

- 2.1 It is recommended that these schemes, as supported by Ward Councillors, are progressed with the proposed Pay and Display facilities off setting the loss of parking facilities around the junction and providing further parking facilities for the shops. The Norwood Avenue scheme will require one Pay & Display Machine and the Lincoln Avenue scheme will require two Pay & Display Machines. These will be located in the vicinity of the parking bays together with the installation of suitable signage and the option of 'Pay by Mobile' clearly in view.

IMPLICATIONS AND RISKS

Financial implications:

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

The estimated cost of £0.010m for implementation will be met by the Council's allocation for 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 for charging for parking on highways 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 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:

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

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

Equalities implications and risks:

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

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

The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions and Monday -Saturday 8am-6.30pm Loading Ban will be publicly advertised and is subject to formal consultation.

Consultation responses will be carefully considered to inform the final proposals.

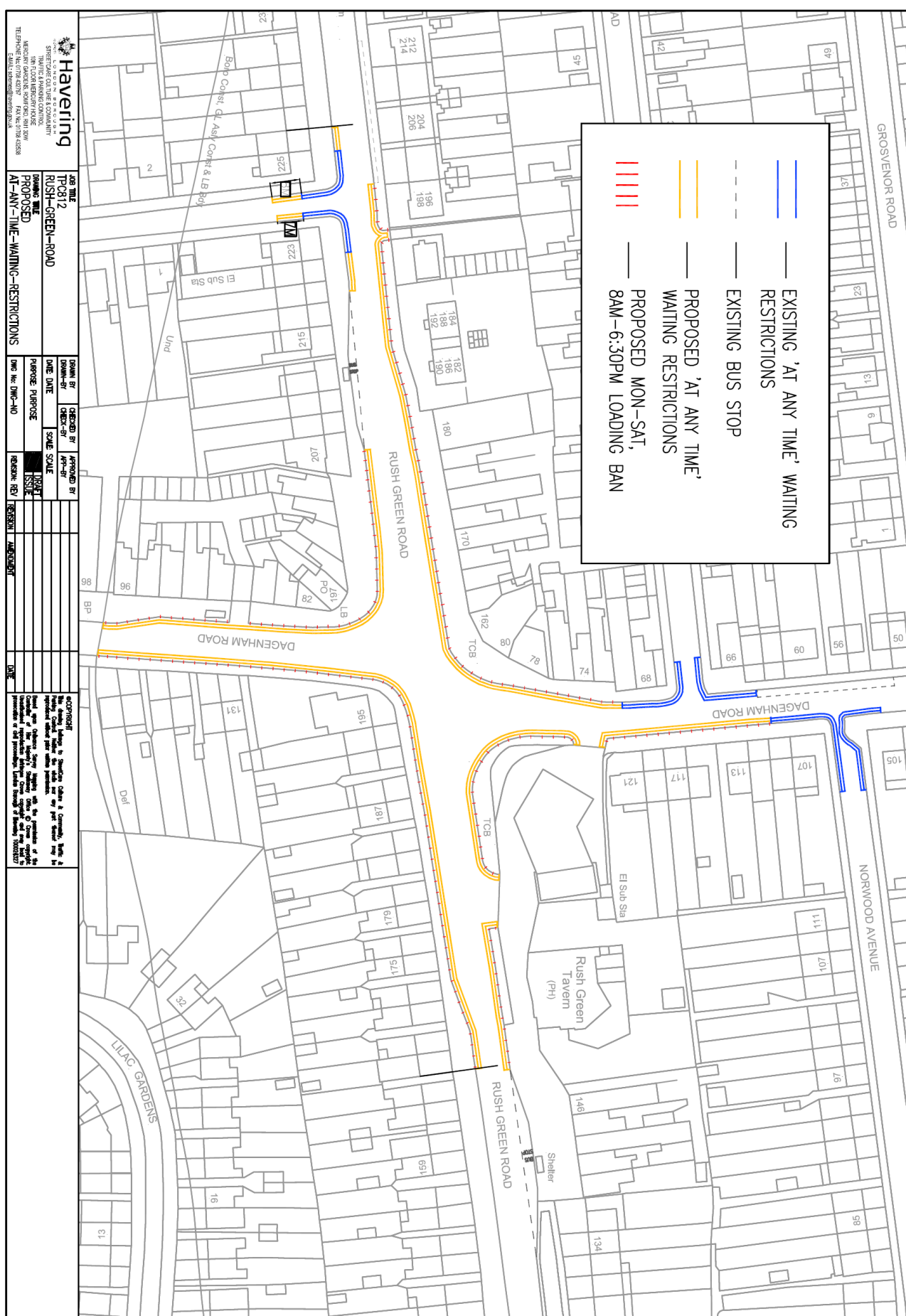
There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 2 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit businesses rather than be a detriment. This will not be applicable to Blue Badge Holders, as they will still be able to park without charge and for the full duration of the hours of operation.

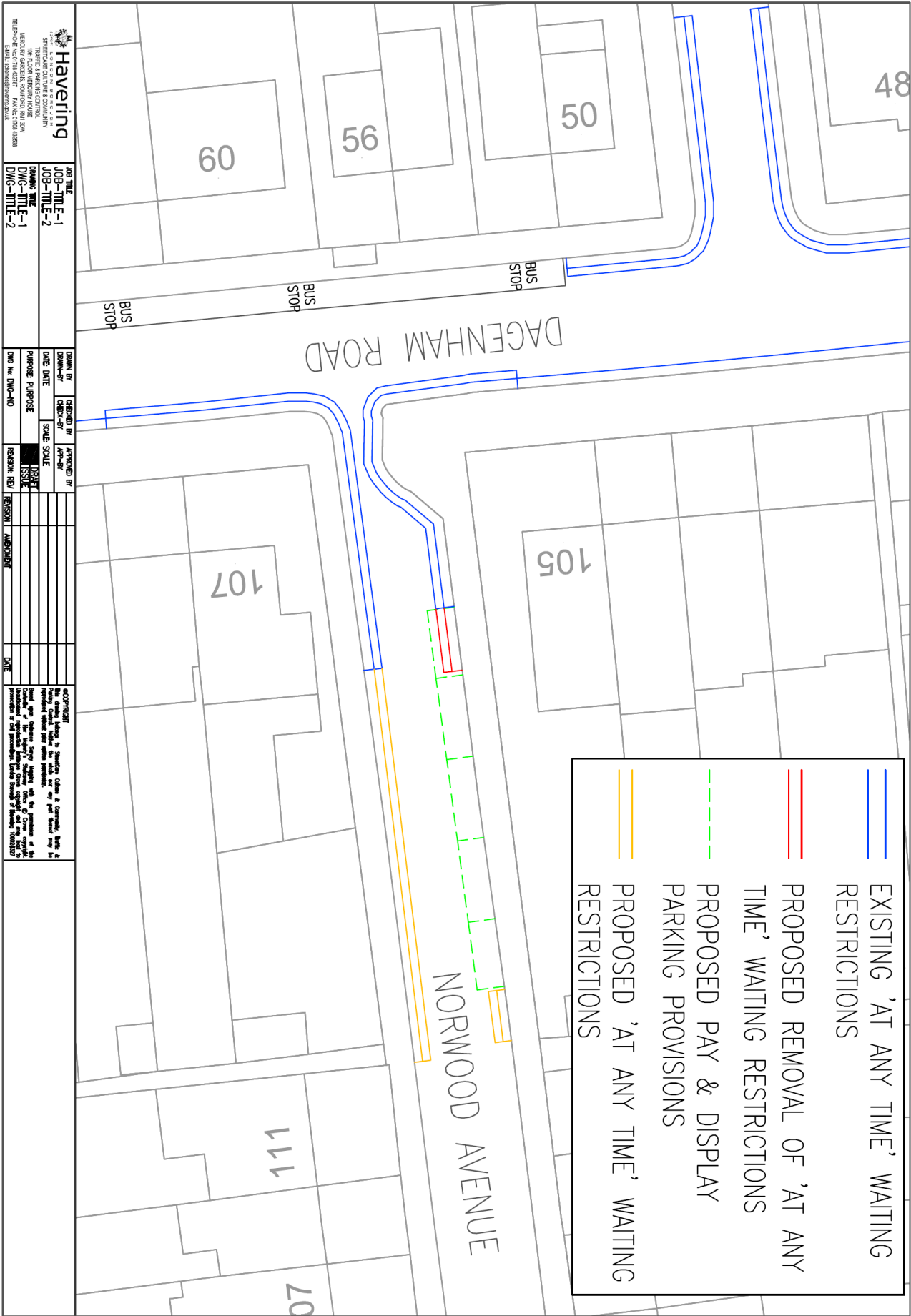
BACKGROUND PAPERS

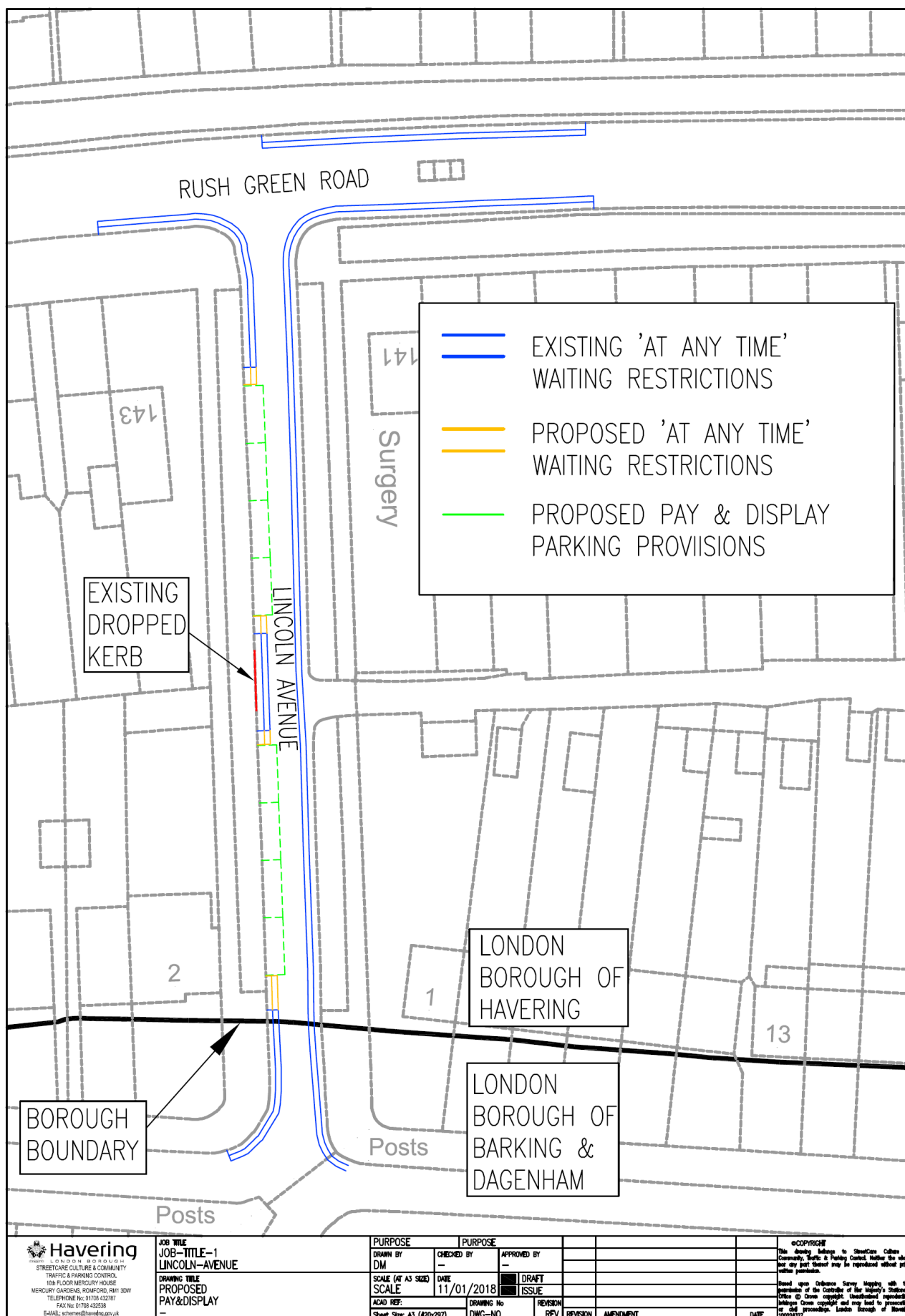
Appendix A.

Appendix B.

Appendix C.







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HIGHWAYS ADVISORY COMMITTEE

6 March 2018

Subject Heading:	Ewan Area Parking review – comments to advertised proposals
CMT Lead:	Dipti Patel
Report Author and contact details:	Iain Hardy Technical Officer Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £0.008m for implementation will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

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

Harold Wood Ward

This report outlines the results of the formal consultation to introduce a residents parking scheme in the Ewan Road Area 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 introduce a residents parking scheme, operational between 10am and 2pm Monday to Friday inclusive and the related 'At any time' waiting restrictions, as shown on the plan in **Appendix B**, be implemented as advertised;
 - (b) the effects of any implemented proposals be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £0.008m for implementation these costs will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011, planning reference numbers P0004.11 & P0702.11.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in 10th January 2017, in the item under Urgent Business, this Committee agreed in principle to review the parking restrictions in the Ewan Road area, due to the results of the parking review in the adjoining Lister Avenue area being reported to the February meeting and Ward Councillors being concerned about parking being displaced.
- 1.2 Ward Councillors were also concerned about the creasing complaints about the level of parking in the roads in the area, due to the South Bank University, the construction works on the bridge on the A127 and Tesco in Whitelands Way implementing a 3 hour maximum stay in their car park.
- 1.3 At the meeting on 7th February 2017, this Committee considered the responses received to the informal consultation exercise and agreed that residents of the area should be formally consulted on a designed residents parking scheme.
- 1.4 On 6 October 2017, residents and businesses that were perceived to be affected by the review were sent letters and questionnaires, (appended at Appendix C) with a return date of 27 October 2017. The responses to the questionnaire are outlined in the table appended to this report at Appendix D. Comments received on the questionnaire have not been included in this report, but will be kept on file.

- 1.5 From the 248 letters sent out to the area, 57 responses were received, a 23% return. Out of the 57 responses 45 answered YES to question 1, that they felt there was a problem in the road, 44 answered YES to question 2, that they were in favour of restrictions. In respect of the options of which days of the week should be restricted, 28 responses favoured Monday to Friday, while 17 responses favoured Monday to Saturday. In respect of the options of which hours of the day that were favoured, 22 responses favoured 10am to 2pm, while 22 responses favoured 8am to 6.30pm. In respect of what form of restriction was favoured, 35 responses favoured the Residents Parking Scheme option, while 10 responses favoured yellow line waiting restrictions. Given these results, it would seem the most supported option would be a Residents Parking Scheme, operational from Monday to Friday 10am to 2pm this is in line with the operational hours of the nearby Lister scheme.
- 1.6 From the responses that were received, it was seem clear that the majority of responses outlined that there was a parking problem in the area and that some form of action needed to be taken. The most popular option would be a Residents Parking Scheme, operational Monday to Friday 10am to 2pm inclusive. The proposed scheme for the area is appended as Appendix B.
- 1.7 The proposed residents parking provision will limit the longer term parking in the Ewan Road area and will give residents and their visitors somewhere to park within the restricted period. However, being so close to the Harold Wood railway station and the Bryant Avenue industrial area, there is always a chance that after the restricted period and on the unrestricted days that the roads could still experience some longer term non-residential parking.
- 1.8 The scheme was presented to the Highways Advisory Committee on the 7th November 2017, where it was resolved to publicly advertise the scheme. The scheme was advertised on the 26th January 2018

2.0 Staff Comments

- 2.1 Given the very low level comment from the residents and the continuing reports of parking problems on the estate, which the Ward Councillors are receiving, it is recommended that the residents parking scheme be implemented as advertised and that the adjoining unrestricted roads in the area be monitored to gauge the level of any displaced parking.

IMPLICATIONS AND RISKS

Financial implications:

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

The estimated cost of £0.008m for implementation will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone

S106 Contribution granted planning consent on 14-11-2011, planning reference numbers P0004.11 & P0702.11..

The funding will need to be spent by 11th January 2024, to ensure full access to the funding. 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 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 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:

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

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

Residents of the estate have been consulted twice within this process and it is considered that no group with any protected characteristics will be affected by these proposals. In fact, it is considered that disabled drivers find parking easier, as the proposals will significantly reduce the amount of long term non-residential parking.

The proposal will be publicly advertised and were subject to formal consultation. Consultation responses will be carefully considered to inform the final proposals.

There will be some visual impact from further signing and lining works.

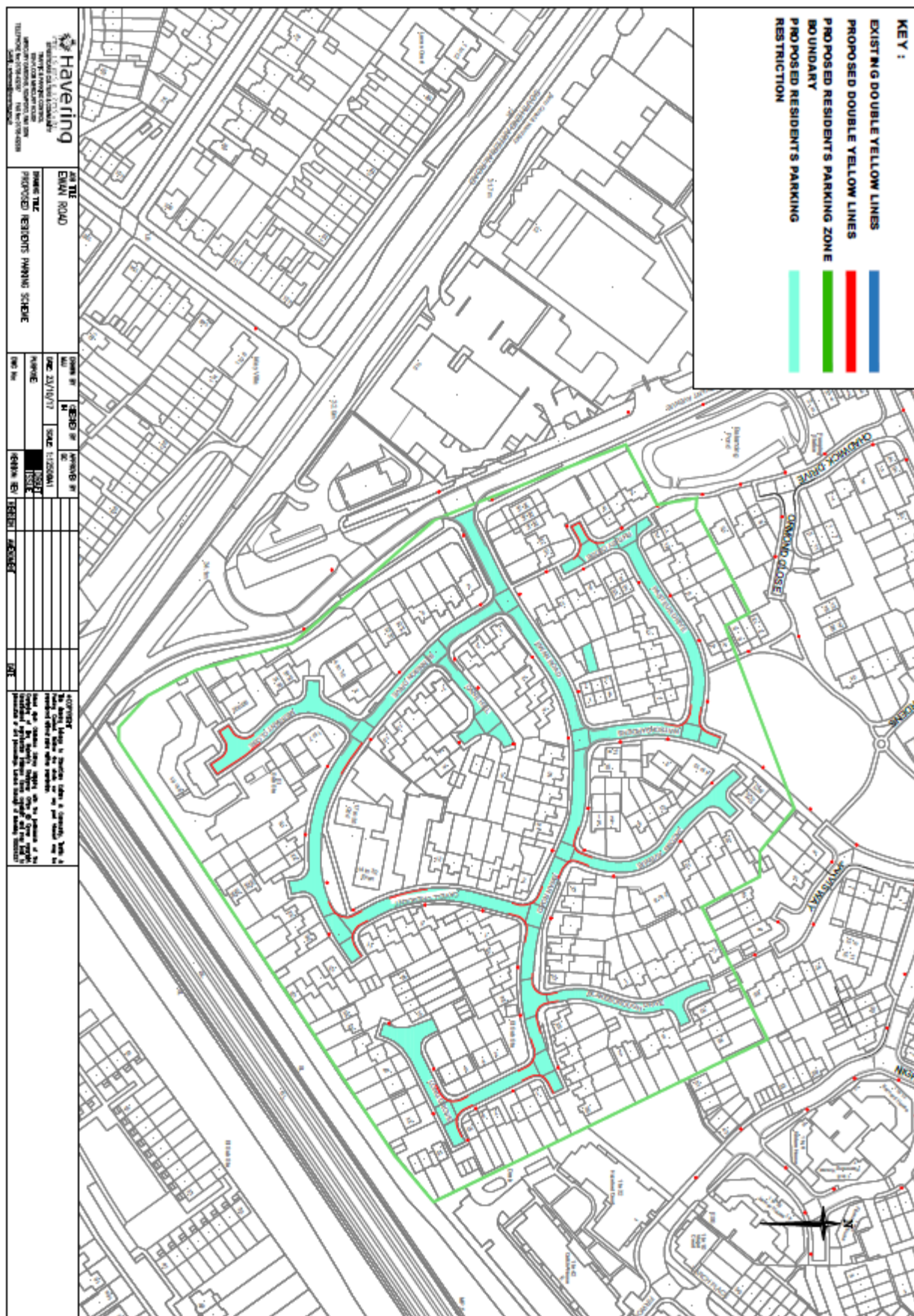
BACKGROUND PAPERS

Appendix A.

Respondent	Summary of resident's comments	Staff Comments
Resident of Long Grove	<p>I am writing to you with regarding the above mentioned parking scheme. I am afraid you have really missed the point the main concern of residents is Bryant Avenue and when turning right into Bryant Avenue from Ewan Road you are coming out blind because of cars parked there you are unable to see traffic coming the other way and also the speeding in Bryant Avenue is not acceptable.</p> <p>The yellow lines in Bryant Avenue need to be extended also people parking in Ewan Road is still a major concern some days you would not be able to get an ambulance or a dust cart through this road and I don't think permits will change this.</p> <p>I think speed humps in Bryant Avenue might be the answer or yellow lines the whole length of it so no cars are parked there.</p> <p>There is also another point that I have raised before with your office and that is the Car Delivery Lorries & Tesco Delivery Lorries why they are not given parking tickets and please don't say they are because I check with them and are not what I want to know the reason that there is a rule of thumb and a rule motorists.</p>	<p>This area has been consulted and the introduction of a Parking Scheme with associated waiting restrictions will alleviate all of these issues, while creating a natural traffic calming measure and ensuring smooth unencumbered flow of traffic. A scheme is being investigated for Bryant Avenue.</p>
Resident of Bennison Drive	<p>Further to your letter giving information regarding the new parking scheme on my estate. I have a couple of points I would like to ask.</p> <p>Looking at the map you sent I would like to be assured that the parking space allocated to my property is not included in an area where I would need to purchase a permit. It is not clear from your drawing. My parking space is on the perimeter of my property and the drawing looks like it should be shaded blue.</p> <p>Secondly I would like to be assured that the kerbed area just behind my parking space is not included in any parking permit area. We sometimes park one car behind the other and this would sometimes mean the back end of our car would be on the road rather than my allocated parking space. It would be an inconvenience to have to purchase a permit just in case I need to park like this at some point in the future.</p> <p>Many thanks for your consideration of my points.</p>	<p>The area in question by the resident is not part of the adopted highway and would not be enforced. The area behind the parking space is also unadopted and would not be enforced.</p>

Resident of Blakeborough Drive	<p>Thank you for your communication of 5th January 2018 referring to a Proposed Residents Parking Scheme.</p> <p>I am opposed to this proposal on the grounds that I can see no benefit to the residents. There does, however, appear to be a financial benefit for the council from charging residents to park vehicles outside their homes.</p> <p>Currently in Blakeborough Drive the majority of the road is covered by dropped kerbs, which drivers would commit an offence of over, if a vehicle was on the drive. However, if the vehicle doing this was visiting the homeowner, permission would automatically be granted. This would apply to family, friends, tradesmen and services.</p> <p>Having lived in this road since its construction, some 26 years ago, I find no justification in now expecting me to pay for visitors and tradesmen's vehicles parking outside my house. There is, generally, no problem with vehicles parked in the road, since it is cul-de-sac, and there is sufficient space to permit both Fire Engines and Refuse Lorries access to all properties.</p> <p>I am aware that this is not the situation all over the estate, and it is only Blakeborough Drive that I am writing about.</p> <p>On the matters of double yellow lines on all the corners, I am in agreement with the proposals. I am a former police officer and do understand the dynamics of residential parking and its difficulties, but I would ask you to reconsider Blakeborough Drive (and other cul-de-sacs on the estate) as I do not consider this proposed restriction to parking is necessary or desirable. I would like to think that is not just a way of increasing council revenue.</p>	<p>We have taken your views into consideration, and this area has been consulted and the introduction of a Parking Scheme with associated waiting restrictions will alleviate all of these issues, while creating a natural traffic calming measure and ensuring smooth unencumbered flow of traffic.</p>
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Appendix B – Ewan Area Plan





The Resident/Occupier

Dear Sir/ Madam

Ewan Road Area Parking Review

I am writing to advise you that the Council are proposing a review of the parking situation in the Ewan Road area.

Currently, there are some junctions in the Ewan Road area that are covered by double yellow lines, but the majority of the roads in the area are unrestricted.

The aim of this review will be to look at parking and access issues in the Ewan Road area, while giving the opportunity to residents of having a residents parking scheme being put in to operation.

I have attached a questionnaire that you are requested to complete and return to us by **Friday 27th October 2017.**

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

Yours faithfully

Iain Hardy

**Iain Hardy
Technical Officer
Schemes**

PARKING REVIEW QUESTIONNAIRE Ewan Road area

Name:

Address:

**Street Management
Schemes**
London Borough of Havering
Town Hall
Main Road
Romford
RM1 3BB

Email: schemes@haverling.gov.uk

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

Only one signed and dated questionnaire per address will be considered. Please return to us by 27th October 2017.

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 a parking restriction placed upon it to limit long term non-residential parking?

☐ Yes

☐ No

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

☐ Mon- Fri

☐ Mon - Sat

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

☐ 10:00am to 2:00pm

☐ 8:00am to 6:30pm

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

☐ Yellow Lines

☐ Residents Parking

For your information:

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

Residents Parking scheme will permit residents and their visitor to park in the allocated areas, during the hours of restriction, with a valid permit for the zone.

Please turn over

Comments Section (please limit to 100 words)

DECLARATION

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

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

Name:.....
...

Address:.....
...

Signature:.....
....

Date:.....



Appendix D – Tabled Responses

Ewan 'In-Principle' Parking Consultation

Road Name	Address	% Returns	Returns	1. In your view, is there currently a		2. In favour of your road having parking		Days		Times		Restriction		Q1%		Q2 %		Days		Times		Restriction	
			total	Yes	No	Yes	No																
BENNISON DRIVE	36	33%	12	9	3	9	3	2	7	2	7	2	7	75%	25%	75%	25%	17%	58%	17%	58%	17%	58%
BLAKEBOROUGH DRIVE	14	21%	3	2	1	2	1	2	0	1	1	0	2	67%	33%	67%	33%	67%	0%	33%	33%	0%	67%
CANE HILL	5	20%	1	1	0	1	0	1	0	1	0	0	1	100%	0%	100%	0%	100%	0%	100%	0%	0%	100%
CAVELL CRESCENT	26	23%	6	3	3	3	3	3	0	2	1	1	2	50%	50%	50%	50%	50%	0%	33%	17%	17%	33%
EWAN ROAD	32	44%	14	13	1	12	2	9	3	8	4	1	11	93%	7%	86%	14%	64%	21%	57%	29%	7%	79%
JACOBS AVENUE	19	21%	4	4	0	4	0	3	1	3	1	2	2	100%	0%	100%	0%	75%	25%	75%	25%	50%	50%
LONG GROVE	27	22%	6	4	2	4	2	1	3	1	3	0	4	67%	33%	67%	33%	17%	50%	17%	50%	0%	67%
MESSANT CLOSE	44	5%	2	0	2	0	2	0	0	0	0	0	0	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%
ORMOND CLOSE	6	0%	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PASTEUR DRIVE	14	43%	6	6	0	6	0	4	2	1	5	3	4	100%	0%	100%	0%	67%	33%	17%	83%	50%	67%
RUTLEY CLOSE	20	5%	1	1	0	1	0	1	0	1	0	1	0	100%	0%	100%	0%	100%	0%	100%	0%	100%	0%
WATSON GARDENS	5	40%	2	2	0	2	0	2	1	2	0	0	2	100%	0%	100%	0%	100%	50%	100%	0%	0%	100%
Total	248	23%	57	45	12	44	13	28	17	22	22	10	35	79%	21%	77%	23%	49%	30%	39%	39%	18%	61%
INCOMPLETE	0	0	0	0	0	0	0	0	0	0	0	0	0										

HIGHWAYS ADVISORY COMMITTEE

6 March 2018

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
March 2018**

SLT Lead:

Dipti Patel

Report Author and contact details:

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

Policy context:

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

Financial summary:

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

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

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

[X]
[X]
[]
[X]

SUMMARY

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

RECOMMENDATIONS

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

REPORT DETAIL

1.0 Background

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

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

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

IMPLICATIONS AND RISKS

Financial implications and risks:

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

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

Legal implications and risks:

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

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

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

BACKGROUND PAPERS

None.

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
SECTION A - Highway scheme proposals without funding available								
Page 67	133/135 Collier Row Lane	Mawneys	Request to remove pedestrian refuge.	Refuge installed in 2006/07 as part of the Collier Row Lane local safety scheme. Thames Water have undertaken works to a manhole cover which appears to have dealt with much of the issue, but residents maintain complaints about vibration and are of the view it is caused by large vehicles passing refuge.	None	c£6k	Several residents via Cllrs Patel & Frost	06/02/2018
	A2 Heath Drive	Pettits	No right turn into Heath Drive from Main Road & no left turn into Heath Drive from A12 to deal with speeding and rat-running drivers.	Essentially creates a smaller scheme from B5 below. Costs reflect need to provide physical measure at least at the A12 end of the street.		c£40k	Cllr John Crowder	19/02/2018
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
B1	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.	None	£6k	Resident ENQ-0407431	06/09/2016

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B2	Belgrave Avenue	Squirrels Heath	Traffic calming to deal with speeding drivers	High driver speeds recorded in central section of street; 85% speed 38mph westbound, 40mph eastbound; 69% drivers speeding westbound, 83% drivers speeding eastbound. 5 years to October 2016, one injury collision - driver failed to give way at Cambridge Avenue junction and was seriously hurt/ other driver slightly hurt.	None	c£45k	Residents' Petition via Cllr Wallace	15/09/2017
B3	Upper Brentwood Road, by Beaumont Close	Squirrels Heath	Traffic calming by junction to reduce driver speed as emergent visibility from side road is poor and residents have difficulty emerging. Probably a speed table between Beaumont Close and Ferguson Avenue.	Feasible but not funded. Residents have campaigned for action for some time on this matter.	None	c£12k	Residents via Cllr Wallace	07/11/2017

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

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B4	The Mount/ Noak Hill Road	Heaton	Concerns about volume of traffic arising from removal of traffic signals (at Straight Road) and new developments. Full text appended.	Feasible by not funded.	None	c£40k	Residents via 50 signature petition	21/11/2017
B5	Heath Drive and wider estate	Pettits	Modal filter at A12 to prevent traffic leaving A12. Banned right turns from Main Road into Heath Drive. Area-wide 20mph Zone.	Feasible but not funded. (c£40k for filters and c£210k for area-wide 20mph Zone)	None	c£250k	Cllr John Crowder	22/11/2017
B6	Hacton Lane, North of Ravenscourt Grove	Hacton	Request for speed table to reduce approach speeds to mini-roundabout.	Feasible but not funded.	None	c£12k	Resident	07/11/2017

London Borough of Havering

Engineering Services, Highways - Streetcare

Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B7	Hornchurch Road	Hylands	Removal of hump at zebra crossing outside no.96 and at junction with Grosvenor Drive following complaints about noise/ vibration.	Feasible. Not funded. Speed-reduction would be lost along this section of Hornchurch Road.	None	c£12k	Residents via Cllr Ganley	12/12/2017

Full text of petition under B4

We the undersigned, wish to draw to your attention the dangerous conditions on Noak Hill Road. Since the removal of the traffic lights at Straight Road there is no traffic break for vehicles to safely exit the blind junction at The Mount especially as the speed limit is often ignored. A road calming hump would be an obvious solution. You may notice that there is no safe pedestrian crossing in this area either. We are concerned that it will not be too long before there is a serious accident.