



Havering

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm	Tuesday 31 July 2018	Council Chamber - Town Hall
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Members 8: Quorum 3

COUNCILLORS:

**Conservative Group
(4)**

Ciaran White (Vice-Chair)
John Crowder
John Mylod
Maggie Themistocli

**Residents' Group
(1)**

Paul Middleton

**Upminster & Cranham
Residents' Group (1)**

Christopher Wilkins

**Independent Residents'
Group
(1)**

David Durant

**North Havering Residents
Group (1)**

Brian Eagling (Chairman)

**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.

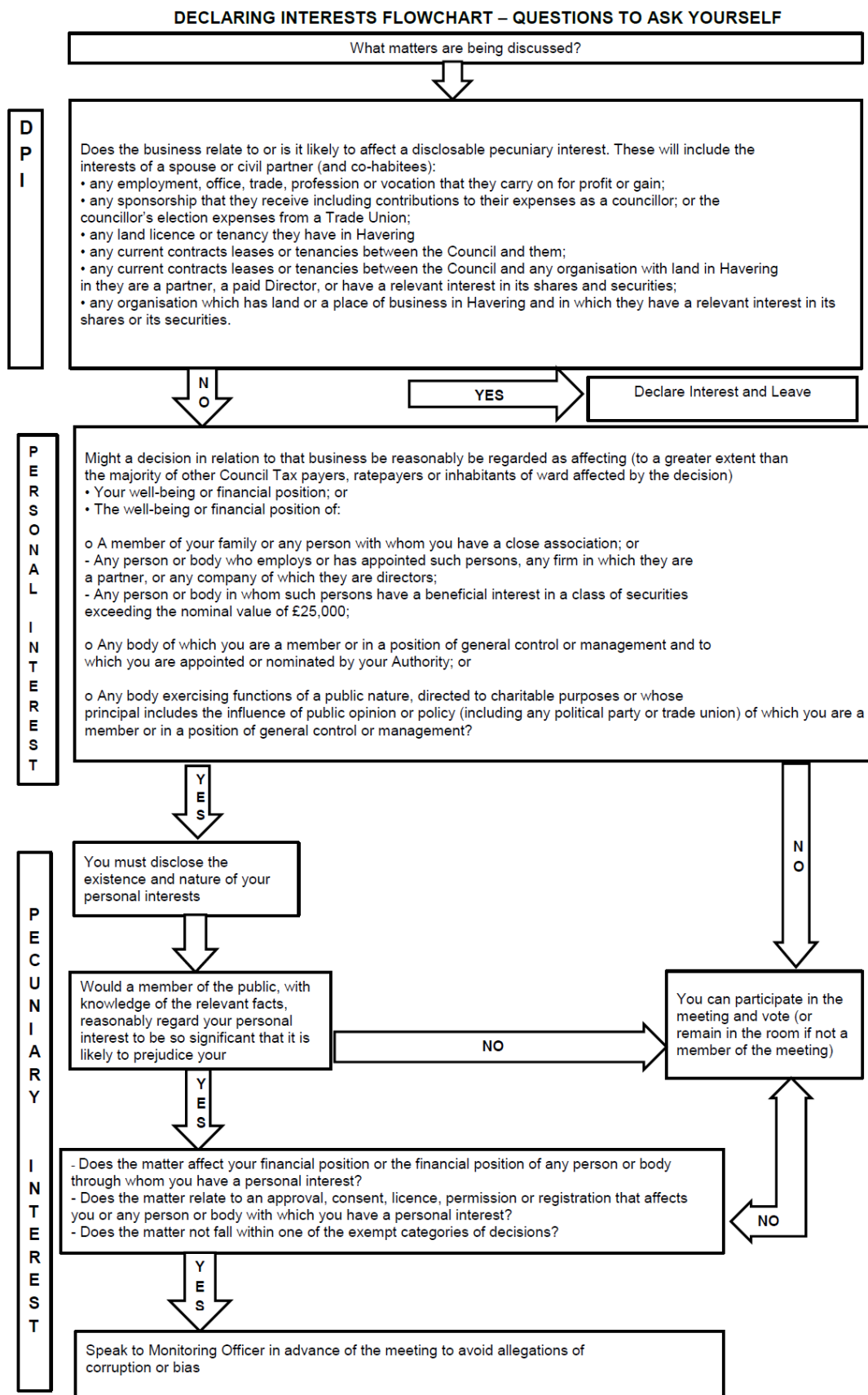
Reporting means:-

- 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 - 6)

To approve as a correct record the minutes of the meeting of the Committee held on 3 July 2018, and to authorise the Chairman to sign them.

5 BRENTWOOD ROAD ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 7 - 38)

6 PROPOSED BUS GATE IN ST CLEMENTS AVENUE, HAROLD WOOD (Pages 39 - 66)

7 TPC755 CRANHAM PARKING REVIEW - INFORMAL CONSULTATION (Pages 67 - 82)

8 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 83 - 92)

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
3 July 2018 (7.00 - 8.00 pm)**

Present:

COUNCILLORS

Conservative Group	John Crowder, John Mylod, Maggie Themistocli and Christine Smith
Residents' Group	Paul Middleton
Upminster & Cranham Havering Residents' Group	Christopher Wilkins
Independent Residents Group	David Durant
North Havering Residents Group	Brian Eagling (Chairman)

An apology was received for the absence of Councillor Ciaran White.
+ Councillor Christine Smith substituted for Councillor White.

There were fifteen 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.

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1 DISCLOSURE OF INTERESTS

No interest was disclosed at the meeting.

2 MINUTES

The minutes of the meeting of the Committee held on 6 March 2018 were agreed as a correct record and signed by the Chairman.

3 FAIRCROSS AVENUE, LAWNS WAY AND GOBIONS AVENUE - EXPERIMENTAL TRAFFIC

The report before the Committee detailed responses to a consultation for the provision of 2 metre width restrictions in Faircross Avenue and Lawns Way and a 'point' weight limit in Gobions Avenue which was implemented on an experimental basis and sought a recommendation to make the restrictions permanent.

In accordance with the public speaking arrangements the Committee was addressed by two speakers; one spoke against the scheme and one in favour.

Following the debate, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment that the two metre width restrictions in Faircross Avenue and Lawns Way along with the 'point' 7.5tonne weight limit in Gobions Avenue detailed on the following drawings QQ032/FA/FS/100/GA/REV0, QQ032/LW/FS/100/GA/REV0 and QQ032/GOB/FS/100/GA/REV0 be made permanent and the existing temporary concrete block system be replaced with a permanent layout utilising kerbed islands and appropriate bollards;

Members noted that the estimated cost of £0.010m for permanent implementation would be met by the Council's capital allocation for Minor Highway Improvements (A2225).

Members also noted that that the 'point' 7.5 tonne weight limit on Gobions Avenue at its junction with Chase Cross Road as set out in the report would be enforced by the Council.

The voting to proceed with the scheme was 5 in favour of implementation with 2 against and 1 abstention.

4 STRAIGHT ROAD ACCIDENT REDUCTION PROGRAMME - OUTCOME OF PUBLIC CONSULTATION

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the safety improvements programme on the drawings be implemented as follows:

- (a) Straight Road between Stanwyck Gardens and Briar Road (Plan No:QR001/1)
 - 20mph zone
 - 20/30mph roundel road markings and road signs
- (b) Straight Road North of Hailsham Road (Plan No.QR001/2)
 - Speed cushions (as shown)
- (c) Straight Road outside property No.321 (Plan No:QR001-2)

- Speed cushions
- (d) Straight Road outside property No.334 (Plan No:QR001/3)
 - Speed table
- (e) Straight Road outside St Ursula's Catholic Schools (Plan No:QR001/4)
 - Humped pelican crossing
- (f) Hilldene Avenue between Straight Road and Charlbury Crescent (Plan No. QR001/4)
 - 20mph zone as shown
- (g) Straight Road outside property Nos. 282/284 (Plan No:QR001/4)
 - Speed cushions
- (h) Straight Road outside Hilldene Infant school (Plan No. QR001/5)
 - Humped pelican crossing
- (i) Straight Road by outside property Nos. 231/233 (Plan No. QR006/6)
 - Speed cushions
- (j) Straight Road by Briar Road (Outside property Nos. 169/171/173 (Plan No:QR001/7)
 - Speed cushions

Members noted that the estimated costs of £0.090m would be met from the Transport for London's (TfL) 2018/19 Local Implementation Plan allocation for Accident Reduction Programme (A2907).

5 **SCH197 - HAVERING ROAD REVIEW**

The report before the Committee detailed responses to the informal consultation undertaken with local residents.

Members were presented with a revised plan showing the full extent of the consultation area as a replacement for the original plan in Appendix A of the report which officers confirmed was incorrect.

In accordance with the public speaking arrangements the Committee was addressed by two speakers; one spoke against the scheme and one in favour

Following the debate, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment that the proposals to introduce a residents parking scheme, operational Monday to Friday, 8-10am and 2-4pm inclusive, in Ashmour Gardens, Collier Row Lane, Eastern Avenue East, Hamilton Avenue, Havering Road, Heather Avenue, Mashiters Hill, Oaks

Avenue, Portnoi Close, Priests Avenue; Saffron Road (as shown on the plan in Appendix A) be designed and publicly advertised

Members noted that the 'at any time' waiting restrictions are introduced at all junctions and bends of the roads in the consultation area as detailed in the report Appendix A where there are instances of obstructive parking;

Members noted that if at the close of public consultation no objections are received to recommendation the designed scheme be introduced as advertised;

Members also noted that the estimated cost of implementation was £0.008m which would be met by the Minor Schemes Budget A24650 /651780.

6 TPC755 CRANHAM PARKING REVIEW - INFORMAL CONSULTATION

The Chairman confirmed that the report had been removed from the agenda, at the request of officers, as there was a need to review funding arrangements.

7 SCH97 ABBS CROSS GARDENS PAY AND DISPLAY - COMMENTS TO ADVERTISED PROPOSAL

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the proposals to introduce a Pay and Display facility and 'At any time' waiting restrictions in Abbs Cross Gardens be abandoned due to the weight of objections.

8 TPC478 - SUNFLOWER WAY REVIEW (RESULT OF INFORMAL CONSULTATION)

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the proposals to introduce a residents parking scheme, operational Monday to Friday, 10:30 – 11:30am inclusive, in Aubrietia Close, Buttercup Close, Camelia lose, Columbine Way, Copperfield Way, Cornflower Way, Juniper Way and Sunflower Way be designed and publicly advertised;

Members noted that if at the close of public consultation no objections are received to recommendation to design and advertise, the designed scheme is introduced as advertised;

Members also noted that the estimated cost of implementation was £0.004m which would be met by the Section 106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

Chairman

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Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

31 July 2018

Subject Heading:

**BRENTWOOD ROAD ACCIDENT
REDUCTION PROGRAMME –
PROPOSED SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

Dipti Patel

Report Author and contact details:

**Velup Siva
Senior Engineer
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velup.siva@havering.gov.uk**

Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2018/19 Delivery Plan**

Financial summary:

**The estimated cost of £0.090m for
implementation will be met by
Transport for London through the
2018/19 Local Implementation Plan
allocation for Accident Reduction
Programme.**

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

Brentwood Road – Accident Reduction Programme was one of the schemes

approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements and humped zebra crossings, pedestrian refuges, wider kerb build-outs, speed cushions, road markings and road signs are proposed to minimise accidents. A public consultation has been carried out and this report details the finding of the feasibility study, public consultation and recommends that the safety improvements as detailed in the recommendation be approved.

The scheme is within **Romford Town, Squirrels Heath, Emerson Park and Hylands** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Brentwood Road between Wheatsheaf Road and Albert Road
(Plan No:QR003-1)
 - Speed cushions west of Wheatsheaf Road
 - Pedestrian refuge with speed cushions west of Kyme Road
 - Speed cushions east of Craigdale Road
 - Speed cushions east of Douglas Road
 - (b) Brentwood Road / Albert Road / Park Lane Mini Roundabout
(Plan No.QR003-2)
 - Wider kerb build-outs (as shown)
 - (c) Brentwood Road between Manor Road and Osborne Road
(Plan No:QR003-3)
 - Speed cushions west of Manor Road
 - Speed cushions outside property Nos.212 and 214
 - Speed cushions outside property Nos. 219a/224
 - Humped zebra crossing outside property Nos.227 and 229
 - (d) Brentwood Road between Osborne Road and Clive Road
(Plan No:QR003-4)
 - Speed cushions east of Osborne Road
 - Humped zebra crossing outside property Nos. 263/265/267
2. That the committee notes, as a result of public consultation results, the pedestrian refuge proposal along Brentwood Road north of Cavenham Gardens will be omitted from the original advertised scheme.
- (3) That, it be noted that the estimated costs of £0.090m, can be met from the Transport for London's (TfL) 2018/19 Local Implementation Plan allocation for Accident Reduction Programme.

REPORT DETAIL

1.0 Background

- 1.1 In October 2017, Transport for London approved funding for a number of Accident Reduction Programmes as part of 2018/19 Havering Borough Spending Plan settlement. Brentwood Road Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended safety improvements. Following completion of the study, the safety improvements, as set out in this report, are recommended for implementation as they will improve road safety.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The Brentwood Road Accident Reduction Programme will help to meet these targets.

Survey Results

- 1.3 Traffic surveys showed that two-way traffic flows are up to 1500 vehicles per hour during peak periods along Brentwood Road west of Francombe Gardens and between Clive Road and Cranham Road.

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

Location	85 th ile Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Brentwood Road west of Francombe Gardens (Off peak periods)	35	36	45	45
Brentwood Road west of Francombe Gardens (Peak periods)	33	33	40	40
Brentwood Road between Clive Road and Cranham Road (Off peak periods)	36	35	45	45
Brentwood Road between Clive Road and Cranham Road (Peak periods)	33	31	40	40

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

accidents.

Accidents

- 1.4 In the five-year period to February 2017, **fifty one** personal injury accidents (PIAs) were recorded along Brentwood Road. Of these fifty one PIAs, 1 was fatal (2%), three (6%) were serious; fifteen (29%) involved pedestrians; twelve (24%) involved child; seven (14%) involved motorcyclists and eight (16%) occurred during the hours of darkness.

Details of PIAs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Brentwood Road between South Street and Lennox Close	0	0	1 (1-Dark)	1
Brentwood Road / Wheatsheaf Road Junction	0	0	1	1
Brentwood Road / Kyme Road Junction	0	1 (1-Speed)	0	1
Brentwood Road / Craigdale Road Junction	0	0	1 (1-Child)	1
Brentwood Road / George Street Junction	0	0	1	1
Brentwood Road / Douglas Road Junction	0	0	1	1
Brentwood Road between Douglas Road and Albert Road	0	0	2 (1-Ped)	2
Brentwood Road / Albert Road / Park Lane Mini roundabout	1 (1-Ped) (1-Dark)	0	7 (1-Ped) (2-Dark) (1-Speed)	8

Brentwood Road between Park Lane and Boundary Road	0	0	1 (1-Ped) (1-Dark)	1
Brentwood Road / Boundary Road Junction	0	0	1 (1-Speed)	1
Brentwood Road / Granger Way Junction	0	0	2	2
Brentwood Road / Manor Road Junction	0	1 (1-Dark) (1-Speed)	1 (1-Ped) (1-Child)	2
Brentwood Road / Marwell Close Junction	0	0	1	1
Brentwood Road / Francombe Gardens Junction	0	0	2 (1-Dark)	2
Brentwood Road between Francombe Gardens and Osborne Road	0	1 (1-Dark)	2 (3-Ped) (2-Child)	3
Brentwood Road / Osborne Road Junction	0	0	5 (1-Ped) (2-Child)	5
Brentwood Road / Lawrence Road Junction	0	0	2 (1-Ped) (1-Child)	2
Brentwood Road between Lawrence Road and Clive Road	0	0	1	1
Brentwood Road / Clive Road / Cranham Road Junctions	0	0	4 (1-Ped) (1-Speed)	4

			(1-Child)	
Brentwood Road / Cavenham Gardens Junction	0	0	2 (2-Ped) (1-Child)	2
Brentwood Road between Cavenham Gardens and Drill Roundabout	0	0	4 (1-Ped) (2-Child)	4
Drill Roundabout	0	0	5 (1-Ped) (1-Child)	5
Total	1	3	47	51

Proposals

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

- (a) Brentwood Road between Wheatsheaf Road and Albert Road (Plan No:QR003-1)
 - Speed cushions west of Wheatsheaf Road
 - Pedestrian refuge with speed cushions west of Kyme Road
 - Speed cushions east of Craigdale Road
 - Speed cushions east of Douglas Road
- (b) Brentwood Road / Albert Road / Park Lane Mini Roundabout (Plan No.QR003-2)
 - Wider kerb build-outs (as shown)
- (c) Brentwood Road between Manor Road and Osborne Road (Plan No:QR003-3)
 - Speed cushions west of Manor Road
 - Speed cushions outside property Nos.212 and 214
 - Speed cushions outside property Nos. 219a/224
 - Humped zebra crossing outside property Nos.227 and 229
- (d) Brentwood Road between Osborne Road and Clive Road (Plan No:QR003-4)
 - Speed cushions east of Osborne Road
 - Humped zebra crossing outside property Nos. 263/265/267
- (e) Brentwood Road north of Cavenham Gardens (Plan No:QR003-5)
 - Pedestrian refuge

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 350 letters were delivered by hand and via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Seven written responses from Local Members, Metropolitan Police, Fire brigade, cycling representatives and residents were received and the comments are summarised in the Appendix.

3.0 Staff comments and conclusions

- 3.1 The accident analysis indicated that **fifty one** personal injury accidents (PIAs) were recorded along Brentwood Road. Of these fifty one PIAs, 1 was fatal (2%), three (6%) were serious; fifteen (29%) involved pedestrians; twelve (24%) involved child; seven (14%) involved motorcyclists and eight (16%) occurred during the hours of darkness.
- 3.2 The proposed safety improvements as detailed in the recommendation would minimise accidents along Brentwood Road. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The original Transport for London allocation was £0.090m initial feasibility and consultation costs have reduced the available funding to c£0.080m.

The estimated cost of 0.090m for implementation will be met by Transport for London through the 2018/19 Local Implementation Plan allocation for Straight Road Accident Reduction Programme (A2909). The funding will need to be spent by 31st March 2019, to ensure full access to the grant.

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

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

the balance would need to be contained within the overall Environment Capital budget.

Legal implications and risks:

The Council's power to construct and maintain places of refuge for the protection of pedestrians in the maintained highway is set out in Part V of the Highways Act 1980 ('HA1980')

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the HA 1980. Before making an order under this provision the Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

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

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

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

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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

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

BACKGROUND PAPERS

None.

APPENDIX

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QR003/1 (Local Member 1)	I am quite happy with the improvements, especially the zebra crossing near the medical centre.	-
QR003/2 (Local Member 2)	I am happy with the new proposals	-
QR003/3 (Local Member 3)	I see no issues with the current proposal.	-
QR003/4 (Local Member 4)	Looks fine to me, as long as residents are content at consultation	-
QR003/5 (Local Member 5)	I am content too.	-
QR003/6 (Local Member 6)	<p>Strategically-placed reservations and zebra crossings are good idea as they do make crossing the road far safer for pedestrians.</p> <p>My concerns with speed cushions are the amount of bump they can give vehicles and importantly, the passengers within.</p> <p>Also, although Brentwood Road is undeniably busy, that very fact means traffic rarely drives along it at more than 30mph. The roads which do have a problem with speed cars are those like Manor Road, Princes Road and Albert Road, which run parallel between Brentwood Road and Victoria Road, are already used as cut-through and stand to become worse if traffic is slowed down by speed humps on the main roads.</p>	<p>Staff considered that the current proposals are adequate to reduce speeds and accidents along this road. Majority of larger vehicles and buses can straddle the speed cushions with minimum discomfort for drivers and passengers.</p> <p>Emergency services prefer speed cushions as opposed to speed tables.</p> <p>As the funding ring-fenced to Brentwood Road Accident Reduction Programme, it is unlikely carry out any traffic calming on the surrounding roads. Further measures could be considered on residential roads at a later date if funding being available in future.</p>
QR003/7 (HAC Member)	I have noticed a proliferation of speed humps/tables/cushions throughout Havering. Do we have evidence that installing these actually overall traffic speed and reduces the amount of incidents?	There are several TfL studies showed that these traffic calming measures reduce vehicles speeds and incidents. They also

	<p>Do we have any indication of the increase in CO2 emissions at these sites as people tend to speed up and brake between these installations?</p> <p>I understand that paramedics in ambulances do not like the speed humps as it can interfere with treatment of a patient on the way back to a hospital. Is any consideration given to this when it is decided that speed reduction methods are required in an area.</p>	<p>reduce the severity of incidents. With reference to CO2 emissions, no studies showed that `speed humps cause a significant level increase in CO2 emissions.</p> <p>With reference to the patient treatment, the proposed speed cushions would not cause discomfort to patients as the ambulance services can pass these speed cushions with no discomfort to patients. The wheel base of ambulance service vehicles is wider which would not cause discomfort when they go over speed cushions.</p>
QR003/8 (London Fire brigade)	I can see no issue with these as the appliance should pass over without having to reduce speed.	-
QR003/9 (Metropolitan Police)	Overall I feel they will have a positive effect in reducing speeds and consequently reduce collisions.	-
QR003/10 (Local Representative: Cycling UK)	It is essential that all ramps and humps should be installed in sinusoidal profile. It is not acceptable to have speed cushions positioned immediately adjacent to pedestrian refuges, as this practice effectively precludes cycle-users from adopting the recommended 'primary position' so as to discourage inappropriate unsafe passing by motor vehicles through the pinch-point. Instead the cushions should be positioned some metres before the pinch-point is encountered. Two metre wide advisory lanes should be included in the proposals to provide guidance to other road-users.	Recent installation of speed tables included sinusoidal profile. In the vicinity of pedestrian refuges, we will try and position the speed cushion away from pedestrian refuges as much we can. It is considered that gaps between the speed cushions are adequate for cyclists to pass through and 2 metre advisory cycle lanes are not necessary near the pedestrian refuges.

QR003/11 (Brentwood Road - resident 1)	<p>The section between Albert Road until Princes Road does not have any proposed speed cushions, allowing vehicles to accelerate from Park Lane mini roundabout to Princes Road.</p> <p>There is a pedestrian crossing just before Globe Road that is regularly used by kids attending to Hylands Primary School. Many cars very often approach the crossing at high speed, sometimes struggling to stop on time. It would be convenient to install adequate measures to mitigate the risk of an accident involving pedestrians</p>	With the limited funding, it is not possible to proposed measures for whole length of Brentwood Road. The traffic calming measures are proposed where the most accidents occurred along Brentwood Road.
QR003/12 (Brentwood Road - Havering Building Specialist 2)	Your proposed safety improvements are very welcome indeed and you have our whole hearted support	-
QR003/13 (Brentwood Road - Resident 3)	<p>We would like the opportunity to add our comments, ideas and further suggestions to the already comprehensive list.</p> <ul style="list-style-type: none"> - Stop traffic entering onto the roundabout from Albert Road - More speed cushions placed between Manor Road and Douglas Road - No overtaking restrictions to avoid a head on crash happening at the bus stop east of Albert Road 	Stopping traffic entering onto the roundabout is an enforcement which will investigate. Due to limited funding availability, it is not possible to proposed further traffic calming measures. Staff considered that no overtaking restrictions are necessary at present. It could be considered at a later date.
QR003/14 (Brentwood Road – Resident 4)	I feel a combination of up to five or six improvements spaced out along the entire road would be most useful and practicable. However, I would certainly not wish to see anywhere near the full lot as described in the letter.	Staff considered that the proposed measures are necessary to reduce vehicle speeds and accidents along Brentwood Road.
QR003/15 (Brentwood Road – Resident 5)	<p>As a pedestrian, a user of public transport and a local resident, I am happy to see central funding going towards our road safety. Although I firmly support traffic calming, I oppose the installation of a humped zebra crossing outside Nos. 263/265/267.</p> <p>The existing crossing with a central reservation outside No. 265 serves its</p>	Staff considered that the proposed humped zebra crossing at this location would reduce vehicle speeds and accidents at this location. This proposal would provide more protection for

	<p>purpose for both able and disabled pedestrians. During the day, an elderly gentleman with a disability scooter uses the crossing without difficulty, as do parents with full size prams. School girls use the crossing twice a day. There is room for two adults to stand in the central refuge. I would query why the size of the central refuge, or the type of crossing, is thought to be a problem.</p> <p>The siting of a zebra crossing at 265 is not practical for vehicles. It is too near to the railway bridge for vehicles coming down the slope to react appropriately.</p> <p>There is no way to encourage pedestrians to cross here. Majority of bus passengers of all ages wait until the road is clear and cross in exactly the same place they got off the buses. The proposed humped zebra crossing is said to be uncomfortable for bus passengers.</p> <p>The zigzag markings either side of the proposed zebra crossing will restrict deliveries to and collections from the medical centre. Their car park generally full.</p> <p>There seems to be no place for the proposed beacon on the pavement outside 265 without causing an obstruction.</p>	<p>pedestrians at this location than the existing pedestrian refuge. The medical centre requested the formal crossing at this location. The proposal would not restrict the deliveries as they will still be place to unload and load for Medical Centre. With reference to beacon post, the beacon post would not cause any obstruction for pedestrians as it can be sited at the back of the footway.</p>
<p>QR003/16 (Brentwood Road – Resident 6)</p>	<p>I would like to put forward my strong objection to the proposed site for a pedestrian refuge. Anyone living along Brentwood Road will agree that it is an excellent idea to try and reduce some of the speeds along the road at night.</p> <p>I feel that speed cushions or speed cameras would be far more effective in slowing down these cars than a pedestrian will merely serve to further narrow an already congested road.</p> <p>The width of the road is barely adequate as it is at the busiest times of the day, with people parking to use the local shops, drop off and pick up from the school and to go to the Drill Pub. Often traffic is already restricted to more or less one way with quite some difficulty manoeuvring if a bus, coach or van is also trying to pass.</p> <p>Many of us along the road already</p>	<p>Although pedestrian refuge is a speed reducing feature, main purpose of providing pedestrian refuge at this location is to minimise pedestrian accidents and provide crossing facilities for pedestrians including for school children. At this location there were two pedestrians accidents occurred over five year period.</p>

	experience problems with people parking across our driveways. Since they need to get to the school or pop into Tesco, it seems that pedestrian refuge may well only exacerbate these difficulties.	
QR003/17 (Brentwood Road – Resident 7)	<p>I would like to voice my strong opposition to the plan for a pedestrian refuge north of Cavenham Gardens. It is unnecessary and heavy handed approach to the problem of speeding traffic and is likely to cause further congestion and problem than it solves.</p> <p>Surely and pedestrian refuge is more for pedestrian protection than a traffic calming tool? If traffic calming is your aim, surely a speed camera or speed humps would be much more effective. As a resident of more than 30years standing, I have witnessed the increase in traffic along this route and whilst there are incidences of speeding especially late at night, overwhelming issue along the road is congestion. I regularly cross the road along this particular stretch without walking up to one of the crossing as the traffic is regularly at a standstill enabling me to cross the road with ease.</p>	Although pedestrian refuge is a speed reducing feature, main purpose of providing pedestrian refuge at this location is to minimise pedestrian accidents and provide crossing facilities for pedestrians including for school children. At this location there were two pedestrians accidents occurred over five year period.
QR003/18 (Brentwood Road – Resident 8)	<p>I feel unable to comment about a number of the suggestion but as I live only a few yards away from the proposed site for a 'Pedestrian Refuge' North of Cavenham Gardens. I feel valid criticism. I do not feel a 'Pedestrian Refuge' will deter people from speeding and may cause further accidents. I am surprised only speeds of 45mph were recorded. These excessive speeds seem to mainly occur from 9.00pm onwards and particularly late at night at the weekend. I feel speed cushions or speed cameras will be far more effective in slowing these cars down rather than a 'Pedestrian Refuge'. Narrowing an already busy road will only lead to further congestion and drivers driving more recklessly due to impatience.</p> <p>It was only today about 9.00 am that 3 coaches were parked where this 'Refuge' is planned as they were waiting for the school children from Squirrels Heath School to board. If there had been a</p>	Although pedestrian refuge is a speed reducing feature, main purpose of providing pedestrian refuge at this location is to minimise pedestrian accidents and provide crossing facilities for pedestrians including for school children. At this location there were two pedestrians accidents occurred over five year period.

	'Refuge' narrowing the road even further and none of the cars behind the coaches would have been able to move.	
QR003/19 (Brentwood Road – Resident 9)	From a personal point of view, I would definitely not want speed cushions outside my house. I feel undoubtedly cause even more noise and create more pollution than the levels which currently exist due to traffic breaking and accelerating constantly. Apart from stating obvious, I feel that Brentwood Road has been dug up and had temporary traffic lights enough times over the last few years, please give residents a break. On a less personal note, I would think that after going over a speed restriction outside my house the traffic would then be accelerating past Frances Bardsley school creating more danger. I trust that if you go ahead with this scheme then a reduction in Council tax will be offered due to the poorer living conditions that will ensure.	Staff considered that the proposed measures would not cause a significant problem in term of noise and pollution. The proposals include humped zebra crossing outside Frances Bardsley School which would reduce vehicle speeds and would not cause any danger outside the school.
QR003/20 (Upper Brentwood Road – Resident 1)	I refer to the proposal to install speed tables in Brentwood Road and would object for the following reasons. (1) Havering has numerous roads in need of urgent repair due to potholes and poor road conditions. Some potholes are so deep that if a car catches one it could do serious damage and possibly put the car out of control with other road users and pedestrians in danger. (2) The pavement in Brentwood Road is a disgrace. For example, outside number 449 every time it rains there is a deep puddle covering the whole pavement which necessitates walking in the road to avoid it. (3) The drains opposite my property in Upper Brentwood Road are completely blocked and need clearing. (4) Brentwood Road is on a bus route served by 3 buses. When buses go over these humps anyone who suffers from back complaints are in danger of aggravating their problem. (5) These speed tables cost a considerable amount of money and at a time of austerity and when council tax has increased this year, it is a large amount to	With reference to issues 1, 2, & 3, these requests will be passed them to our highways team to investigate. With reference to issue 4, it is considered that the proposed speed cushions and humped zebra crossing would not cause significant problems as buses can straddle through the speed cushions. With reference to issue 5, the TfL funding for Brentwood Road Accident Reduction programme ring-fenced to this particular scheme. It is not possible to spend it on other projects.

	pay when these resources are desperately needed for other projects.	
--	---	--

The Resident or Occupier

Brentwood Road area (part)

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

08th June 2018

Dear Sir or Madam;

www.haverling.gov.uk

BRENTWOOD ROAD ACCIDENT REDUCTION PROGRAMME
PROPOSED SAFETY IMPROVMENTS

In October 2017, Transport for London approved funding for a number of accident reduction schemes as part of Havering Borough Spending Plan settlement. Brentwood Road Accident Reduction Programme was one of the schemes approved by TfL. Following the TfL's funding approval, a feasibility study has been carried out to identify possible safety improvements along Brentwood Road.

The study found that up to 1,500 vehicles per hour use Brentwood Road and speeds of up to 45 mph were regularly recorded. Analysis of available accident records has shown that there have been a total of 51 personal injury accidents along Brentwood Road between South Street and Drill Roundabout over a five year period. Of this 51, 1 was fatal; 3 were serious; 15 involved pedestrians; 12 involved child and 8 occurred during the hours of darkness.

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

- Brentwood Road between Wheatsheaf Road and Albert Road
(Plan No:QR003-1)
 - Speed cushions west of Wheatsheaf Road
 - Pedestrian refuge with speed cushions west of Kyme Road
 - Speed cushions east of Craigdale Road
 - Speed cushions east of Douglas Road



- Brentwood Road / Albert Road / Park Lane Mini Roundabout (Plan No.QR003-2)
 - Wider kerb build-outs (as shown)
- Brentwood Road between Manor Road and Osborne Road (Plan No:QR003-3)
 - Speed cushions west of Manor Road
 - Speed cushions outside property Nos.212 and 214
 - Speed cushions outside property Nos. 219a/224
 - Humped zebra crossing outside property Nos.227 and 229
- Brentwood Road between Osborne Road and Clive Road (Plan No:QR003-4)
 - Speed cushions east of Osborne Road
 - Humped zebra crossing outside property Nos. 263/265/267
- Brentwood Road north of Cavenham Gardens (Plan No:QR003-5)
 - Pedestrian refuge

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

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

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

OR

By email to: highways@havering.gov.uk

Comments should reach us by **Friday 29th June 2018**.

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

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on Tuesday 31st July 2018 at 7:30pm in Havering Town Hall, Main Road, Romford. The



agenda for the meeting, which will include the officer's report, will be available at the meeting and also on the Council and Democracy pages of the Council's website prior to the meeting.

The committee is open to the public and the Council's Constitution allows one person to speak in support and one person to speak in objection to the proposals. Each person will have up to a maximum of 3 minutes to speak. You must pre-register to Speak on a 'first come first served basis so if you are not the first person to register it is unlikely you will be able to speak to the committee. If you wish to register to speak to the committee, please contact Taiwo Adeoye on 01708 433079 no earlier than 25th July 2018 and at least two days prior to the meeting.

The committee will seek to review all of the issues connected with the proposals and make a recommendation to the Cabinet Member for Environment, Regulatory Services and Community Safety, who will make the final decision on the scheme. There are usually a number of schemes to be discussed by the committee and it may be late in the evening before the scheme is considered.

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

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

Yours faithfully,



Mark Philpotts CEng MICE FCIHT FIHE PIEMA
Principal Engineer
Engineering Services



Your Data Rights

In relation to the personal data which we may hold about you, you have the right to request to:

Be informed, have access or rectify incorrect information.

You also have the right to object to or restrict our processing of your data.

Under Data Protection law we must verify your identity and explain to you our reasons if we do not agree to carry out your request.

Details can be found at this address:

https://www.havering.gov.uk/info/20044/council_data_and_spending/139/data_protection/1

or via email to :

GDPR-dataprotection@onesource.co.uk

If you would like more information about how we use your data, please read our Privacy Policy:

https://www.havering.gov.uk/info/20007/council_and_democracy/499/privacy_and_cookies/2

or you can listen to our Privacy Policy by telephoning 01708 434343

Data protection questions can be made via telephone on 01708 434343

by email accessinfo@havering.gov.uk or in writing to:

London Borough of Havering
Town Hall
Main Road
Romford
RM1 3BD

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BREWSTER ROAD

ACCIDENT REDUCTION PROGRAMME

DRAINAGE TITLE

PROPOSED
CITY HIGHSCHOOL

SAFETY IMPROVEMENTS

THE PROPOSAL	THE SOLUTION	THE FUTURE
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ORIGIN OF VS	CREATED BY VS	APPROVED BY VS
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Page 31

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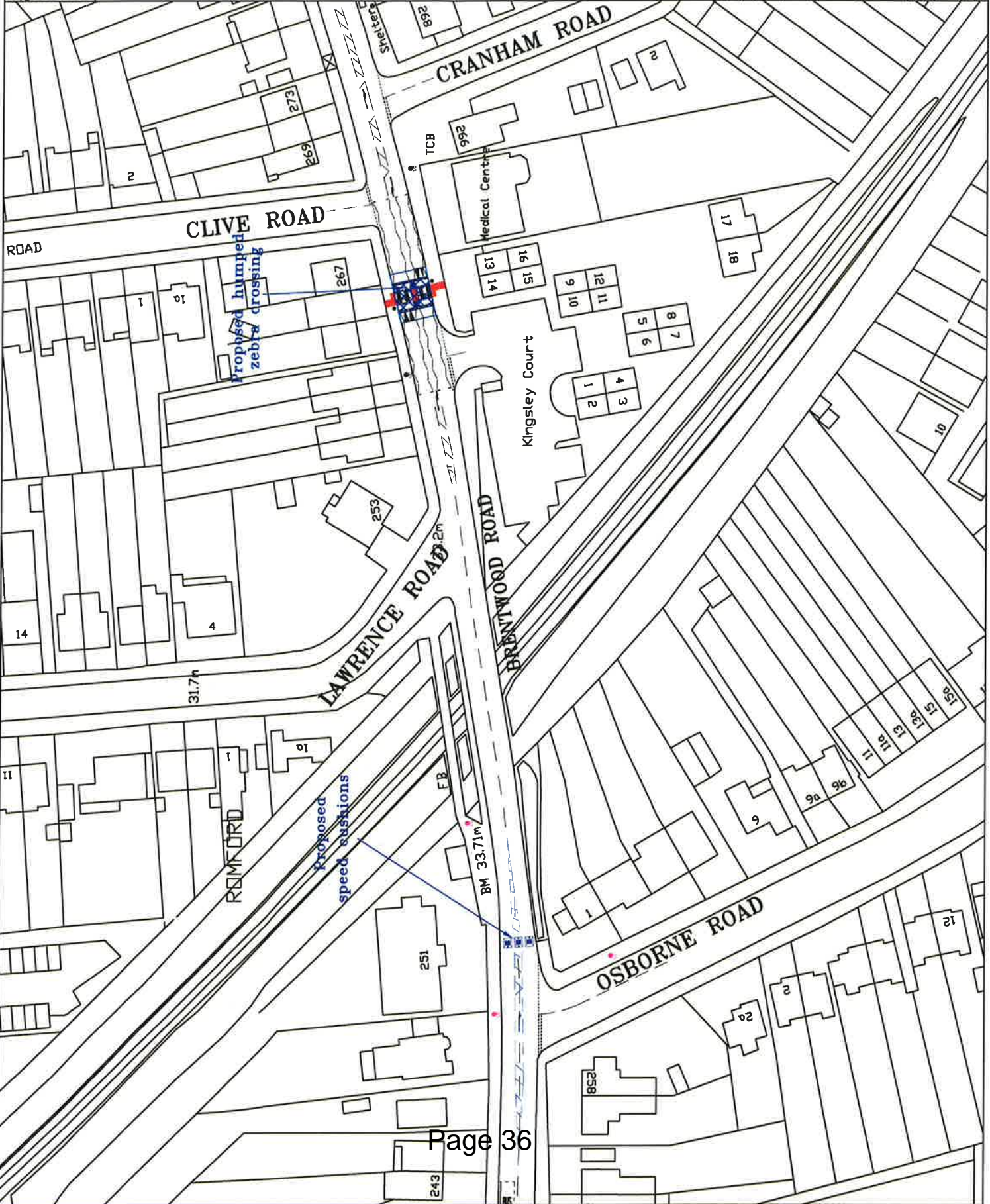
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JOB TITLE BRENTWOOD ROAD ACCIDENT REDUCTION PROGRAMME		PROPOSED SAFETY IMPROVEMENTS	
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HIGHWAYS ADVISORY COMMITTEE

31 July 2018

Subject Heading:

Proposed Bus Gate in St. Clements Avenue, Harold Wood - Further report on site meeting.

SLT Lead:

**Dipti Patel
Assistant Director of Environment**

Report Author and contact details:

**Musood Karim
Engineer
01708 432804
highways@haverling.gov.uk**

Policy context:

**Havering Local Development Framework (2008).
Havering Local Implementation Plan 2018/19 Delivery Plan**

Financial summary:

The estimated cost of £0.070m for implementation will be met by the developer through a S106 contribution for the redevelopment of the former Harold Wood Hospital site, granted under P0004.11 (A2657)

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

At the Highways Advisory Committee meeting held in February this year, Members considered a report (Agenda Item 6) on the outcome of public consultation on proposals to provide a Bus Gate in St. Clements Avenue in the Kings Park Harold Wood. A copy of the report (Agenda Item 6) is appended in Appendix 1 of this report.

The report was deferred on the grounds that a site visit was necessary prior to reaching a decision. This report summarises the details of the site visit and subsequent meeting with the Ward Members of Harold Wood. It further seeks a recommendation that the proposals, as presented to the Highways Advisory Committee in the February report be implemented to satisfy the requirements of Condition 30 of the Planning Consent ref. P0004.11.

The scheme lies within **Harold Wood** ward.

RECOMMENDATIONS

1. That the Committee having considered the report in February 2018 and the representations made recommends the Cabinet Member for Environment and Community Safety the implementation of the Bus Gate in St Clements Avenue, located at a point approx. 19 metres south of the extended southern kerb line of Elderberry Close at its junction with St. Clements Avenue, Harold Wood. The proposals are shown in drawing Nos. QF017/QK001/2016 and A082406/BUS/SK01 attached in appendix 2 of this report.
2. That it be noted that the estimated cost of £0.070m for implementation would be met by the developer through S106 agreement of highway works contribution for the redevelopment of the former Harold Wood Hospital site, granted under Planning Application ref. **P0004.11** (A2657).

REPORT DETAIL

1.0 Background

1.1 The Council's Highways Advisory Committee had considered a report (Agenda item 6) in February this year on proposals for a Bus Gate in St. Clements Avenue, Kings Park Harold Wood. The committee deferred the report on the following grounds:

- Concerns over access arrangements for buses to the Harold Wood Polyclinic,
- Further information is required on the frequency of bus services,

- Further information is required on accessibility of buses to Harold Wood Polyclinic given that the car park was recently resurfaced,
- Clarification is required on the position of the Bus Gate and its implications on the overall development in dividing it into two areas,
- Officers to arrange a site visit by Members.

2.0 Details of the site meeting

A site meeting was held on Tuesday, 26th June 2018. Present at the meeting were two members of Harold Wood ward and officers from the Council's Street Management Services.

Officers provided background information to members that Transport for London (TfL) had carried out a public consultation about the new bus route through Kings Park Harold Wood in conjunction with the Elizabeth Line (Cross Rail). TfL had received over 400 responses of which 35% were in strong support of the bus route.

Officers had further explained that the existing access leading to the Polyclinic from St. Clements Avenue is not safe to accommodate a single deck bus of 10.7 metres long. In addition, a bus of this size would need a large turning circle to manoeuvre which the site cannot meet. Officers further explained that buses cannot reverse without being supervised by an experienced marshal. As a result, the developer had proposed the bus stops in St Clements Avenue where safe bus stops could be provided.

TfL normally install bus stops 400 metres apart to minimise the walking distance for majority passengers. The bus stops in St Clements Avenue would be closer (approx. 200 metres) to the Polyclinic as compared to the stop in Gubbins Lane (approx. 580 metres). The linear distance to the Polyclinic increases if the patients alight and walk from Harold Wood station.

During the meeting, officers had explained that the Polyclinic had failed to respond to the previous public consultation despite repeated follow ups by officers. The lack of engagement by the Polyclinic prevented this from happening which is not beneficial for their patients who particularly use the public transport.

On the matter of the frequency of the bus service, Members were informed that TfL have proposals to assign two buses per hour in each direction during peak periods which would be reduced to 1 bus per hour in each direction during off peak periods.

Members were also informed that the gate would be controlled by a CCTV traffic enforcement camera which would be managed by the Council's Parking Services. Officers had further provided an example of a Bus Gate in operation in Oldchurch Rise (by Queen's Hospital, Romford) which as a CCTV enforcement camera in operation.

Members had raised concerns expressed by some residents that the enforcement camera would invade their privacy especially when sitting in the front balconies of their flats. Officers confirmed that the cameras have special filters to exclude sensitive images and such cameras are currently used to successfully enforce parking in sensitive areas particularly around schools.

Members had explained that the residents of the Kings Park were not aware about the bus stops in St Clements Avenue at the time they had purchased their properties. Officers explained that Countryside Properties had developed an architectural model by scale of the development and it was up to the developer to have ensured that the purchasers were fully aware about the infrastructure of the development.

Overall, members had further expressed their strong objections against the bus route through the development.

Members agreed that the Planning Condition imposed onto the developer, Countryside Properties by the Council had to be discharged after the development is adopted and brought under the Council's jurisdiction.

3.0 **Conclusions**

Following deferral of this item in February 2018 and the subsequent site visit, the concerns of Members have been addressed in details.

The Bus Gate will control rat running traffic in the development. Officers consider that failure to implement the proposals could undermine the highway safety in the area. In addition, the existing bus stops in St. Clements Avenue would be situated much closer to the Polyclinic in comparison to the existing bus stops in Gubbins Lane. A closer termination point to the Polyclinic is not possible due to access constraints and the lack of safe turning arrangements for buses.

It is, therefore, recommended that the proposals are agreed to enable the developer to satisfy the requirements of Condition 30 of the Planning Consent ref. P0004.11 as previously approved by the Council's Planning Committee.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment the implementation of the above scheme.

The estimated cost for implementation of the Bus Gate is £0.070m. The funding for carrying out the works will be met by the developer through the section S106

Agreement. If the scheme does not go ahead, the Council will be expected to return the S106 funding to the developer.

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 to actual implementation and scheme detail. Therefore, final costs are subject to change.

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

Legal implications and risks:

The legal implications and risks are contained in the main report of February 2018 and these remain unchanged.

Human Resources implications and risks:

None arising from the proposals.

Equalities implications and risks:

The Equality Implications and risks are contained in the main report of February 2018 and these remain unchanged.

BACKGROUND PAPERS

None.

Appendix 1

Copy of report & minutes of meeting
of the Highways Advisory Committee
(Agenda item 6) in February 2018

**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.



HIGHWAYS ADVISORY COMMITTEE

6 February 2018

Subject Heading:

Proposals for a Bus Gate in
St. Clements Avenue, Harold Wood-
outcome of public consultation.

SLT Lead:

Dipti Patel
Assistant Director of Environment

Report Author and contact details:

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Engineer
01708 432804
masood.karim@havering.gov.uk

Policy context:

Havering Local Development
Framework (2008).
Havering Local Implementation Plan
2017/18 Delivery Plan

Financial summary:

The estimated cost of £0.094m for
implementation would be met by the
developer through a S106 contribution
for the redevelopment of the former
Harold Wood Hospital site, granted
under P0702.08 (A2657)

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

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

[x]
[x]
[]
[x]

SUMMARY

This report sets out the responses to a statutory consultation for a proposed Bus Gate in St. Clements Avenue, Kings Park Harold Wood between Elderberry Close and Scot Spine Lane where access will be limited to local buses, refuse vehicles, emergency vehicles and cycles only. It further seeks a recommendation that the proposals be implemented to satisfy the requirements of Condition 30 of the planning consent ref. P0702.08.

The scheme lies within **Harold Wood** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends the Cabinet Member for Environment and Community Safety that the bus gate be implemented on St Clements Avenue, located at a point approx. 19 metres south of the extended southern kerb line of Elderberry Close at its junction with St Clements Avenue, Harold Wood. The proposals are shown in drawing Nos. QF017/QK001/2016 and A082406/BUS/SK01 attached in appendix 1 of this report.
2. That it be noted that the estimated cost of £0.094m for implementation would be met by the developer through a S106 contribution for the redevelopment of the former Harold Wood Hospital site, granted under P0702.08 (A2657).

REPORT DETAIL

1.0 Background

- 1.1 The former Harold Wood Hospital site has been redeveloped as Kings Park Harold Wood. The development consists of building over 800 new homes. The site is over 30 acres and is located close to the Harold Wood station which will benefit from the Crossrail connection (Elizabeth Line between Shenfield to Heathrow) and a good public transport interchange.
- 1.2 The Harold Wood Polyclinic and London South Bank University campus are located within the Kings Park development. The polyclinic has NHS Walk-in facilities offering convenient access to a range of treatments and this attracts significant number of patients.

- 1.3 The development of Kings Park also includes the implementation of a new road network. Included in this network is St Clements Avenue which connects Gubbins Lane in the east and Nightingale Crescent on the west side of the development.
- 1.4 The original planning consent for the development was granted under planning reference **P0702.08** and Condition 30 of the consent requires the implementation of a bus gate to prevent the use of the new road by through traffic, but to allow a future bus route through the site to be provided by Transport for London. The Planning Condition is as follows;

Before the commencement of the development a scheme showing details of the design, location and operation of the bus lane and bus gate shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and fully available for use prior to the occupation of no more than 405 of the dwellings and permanently retained thereafter.

To ensure that appropriate infrastructure is provided to support a bus route through the site, to ensure that a through route for motor cars is prevented and to reduce reliance on the motor car for travel to the site and so that the development accords with Development Control Policies Development Plan Document Policy DC32.

2.0 Proposals for a Bus Gate

- 2.1 At present, there is no bus route serving the Kings Park development. The nearest designated stops are in Gubbins Lane, Tesco Extra (near Gallows Corner) and along the A12 Colchester Road. Transport for London has proposals to provide a new bus route in the future between Gubbins Lane and Tesco Extra via the Kings Park estate, but these proposals have not yet been confirmed.
- 2.2 It is proposed to provide a Bus Gate in St Clements Avenue, between Elderberry Close and Scot Spine Way. A Bus Gate is a traffic feature which is designed to restrict the through passage of vehicles between Gubbins Lane and Nightingale Crescent. Exemptions would apply to local buses, emergency vehicles, Council refuse collection vehicles and cycles.
- 2.3 Staff have been in consultation with the developer, on the form and layout of the bus gate which would be managed using a static camera and the local Council's powers to enforce moving traffic contraventions.
- 2.4 The bus gate is positioned between Elderberry Close and Scot Spine Lane and the physical works are largely complete. At present, the road at the bus gate is currently closed and it remains under the developer's control. The road will be adopted by the Council in due course and this is covered by S38/S278 (Highways Act) agreements.

- 2.5 A general location plan is attached, drawing No. QF017/QK001/2016 and a more detailed layout is shown on the developer's drawing No. A082406/BUS/SK01.
- 2.6 In order to ensure compliance of the bus gate, a static camera would be used. This would be in line with the Council's adoption of the civil enforcement of moving traffic contraventions.
- 2.7 When the bus gate comes into operation, the Council will provide a grace period whereby warning letters are sent to those contravening the restriction. This is to ensure that drivers are fully aware about the restrictions. Full enforcement will, however, commence after the lapse of the grace period.

3.0 Public Consultation

- 3.1 Over 700 letters were delivered by post in Kings Park Harold Wood and in the immediate vicinity. The consultation commenced on 8th December 2017 with a closing date of 29th December 2017. In addition, public notices were advertised in the London Gazette and Romford Recorder along with the display of site notices.
- 3.2 At the end of the consultation, 11 (1.6%) responses were received. The responses are summarised in Appendix 2 of this report, along with staff comments.
- 3.3 1 response was received from a councillor who enquired as to why the road could not remain closed to traffic, whether a bus service had been agreed and how would the gate operate.
- 3.4 7 residents objected to the proposal. Some did not want buses to run on their street and some stated that they were unaware of the proposed bus route.
- 3.5 2 residents were in favour of the scheme, although one wished for resident access through the bus gate.
- 3.6 1 resident did not particularly object but wanted a better system of enforcement than was currently the case.

4.0 Staff Comments

- 4.1 Staff note the opposition by some residents to the scheme, however it must be borne in mind that the proposal is directly linked to the planning consent and the Council should not be using highway powers to frustrate the implementation of planning consents. Staff are not aware of what level of information was provided to purchasers of units on the development site, although the bus route and associated works are clearly contained within documents which might reasonably be reviewed by conveyancers.
- 4.2 Aside from the implementation of the planning consent, the lack of control at this location would provide a traffic link between Gubbins Lane and Gallows

Corner via residential streets and Whitelands Way/ Bryant Avenue which will undoubtedly increase road safety risks in the area as well as impacting on residential amenity.

- 4.3 The provision of a bus route through the site does form part of the planning consent considerations which will serve the Harold Wood Polyclinic and residents more generally. The S106 for the development provides funding towards establishing a bus route, although the processes required to establish such route lies with Transport for London.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment the implementation of the above scheme.

The estimated cost for implementation of the road closure is £0.094m. The funding for carrying out the works would be met by the developer through the section S106 Agreement.

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 to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Street Management and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an over spend, the balance could be met from the same 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 the following classes of vehicles:

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

'The erection or placing or the removal of any works or objects likely to hinder the free circulation of traffic in any street or likely to cause danger to passengers or vehicles (Schedule 1, Section 19, RTRA 1984).'

The installation of traffic feature restricting vehicular use of the road 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 and General Directions 2002 as amended by the Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Section 122 of 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 the 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.

The Council is satisfied that the proposed works will be of benefit to the public in terms of preventing general through traffic using St Clements Avenue and the works are compliant with the Councils powers under the RTRA 1984.

Human Resources implications and risks:

None arising from the proposals.

Equalities implications and risks:

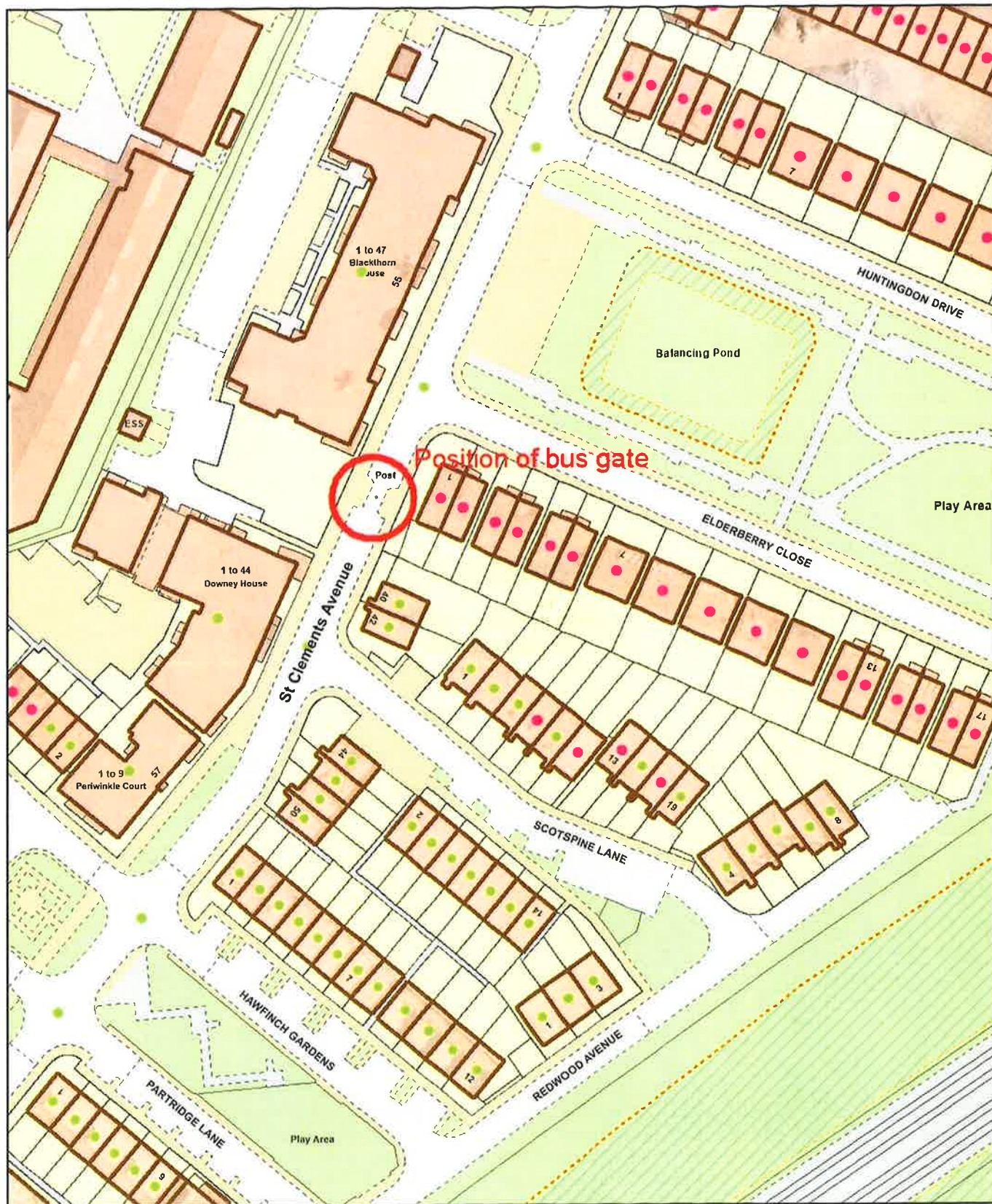
The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people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

BACKGROUND PAPERS

None.

Appendix 1

Plan showing details
of the Bus Gate



St Clements Avenue, Proposed Bus Gate

QF017/SK001/2016



Scale: 1:1000

Date: 26 September 2016

0 5 10 15 metres



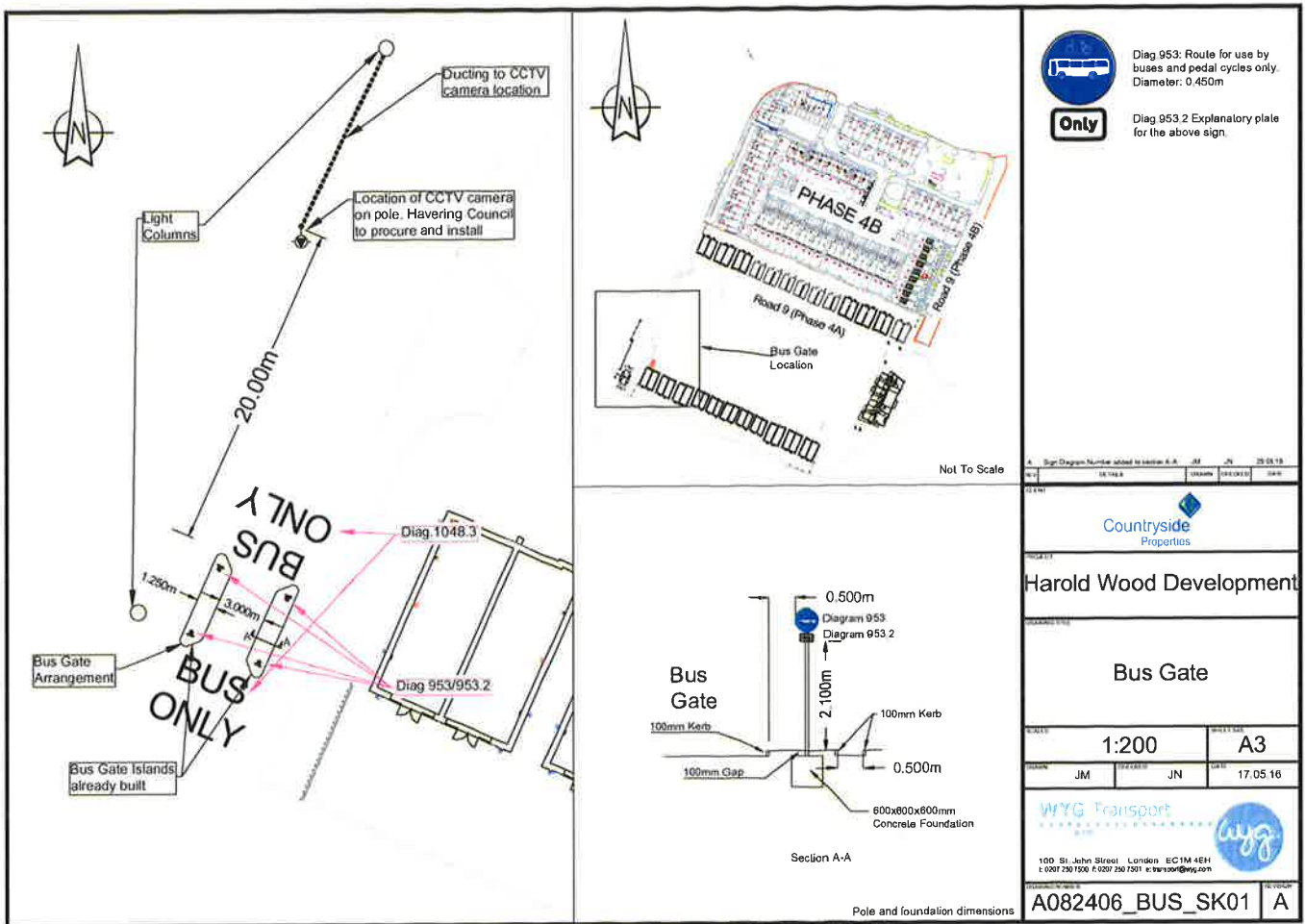
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Appendix 2

Summary of Responses

Results of public consultation

Respondent 1: Councillor Damian White queried on the following issues:

- Reason why the road (ie St Clements Avenue) cannot be maintained as a closed road and the need for the bus gate to be agreed.
- Confirmation on if there has been a new bus service agreed to use the estate.
- How would the bus gate operate and the noise that would be caused by this system.

Staff comments: Cllr. White was informed that proposal is in support of condition 30 of the planning consent for the redevelopment of the former hospital site which was granted planning consent under **P0702.08** and is funded through the S106 (bus gate enforcement contribution) linked to the development. Condition 30 states the following;

Before the commencement of the development a scheme showing details of the design, location and operation of the bus lane and bus gate shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and fully available for use prior to the occupation of no more than 405 of the dwellings and permanently retained thereafter.

Reason:

To ensure that appropriate infrastructure is provided to support a bus route through the site, to ensure that a through route for motor cars is prevented and to reduce reliance on the motor car for travel to the site and so that the development accords with Development Control Policies Development Plan Document Policy DC32

The bus gate is defined in the S106 as below;

A traffic feature to restrict the through passage of vehicles from Gubbins Lane to Nightingale Crescent with the exceptions of those vehicles permitted by the Council to include the Bus Service.

The bus gate contribution is defined as below;

The sum of £85,000 or such lower sum as may be agreed by the Council in consultation with Transport for London to provide and thereafter maintain either a CCTV camera system or such other alternative system as the Council shall determine appropriate in consultation with Transport for London in order to enforce and manage the operation of the Bus Gate and use of the Bus Link.

There has been a long-standing desire to provide a bus route through the new development (which includes serving the Harold Wood Polyclinic) and another element of the S106 is some £514k to support the provision of a bus service.

Transport for London had carried out a bus route test in the estate for the new route, 497, as part of a wider service review, however the Council has not been made aware of the outcome.

Lastly, the bus gate would be regulated by traffic signs and enforced with CCTV as part of the Council's wider moving traffic contravention powers and therefore it would be a silent system.

Respondent 2: The respondent will attend the HAC meeting and '*will do everything in his power to prevent the bus gate from going ahead*'. The reason he chose to purchase the property at the time was that it was not overlooked by buses. The existing properties that have now been built will suffer from noise and pollution. His flat is located very close to the roadside and it will be impacted by visual intrusion by passengers on buses.

At present, there is a high level of traffic travelling through the estate during hospital and University opening times. The respondent regrets purchasing the property and was not aware that buses could potentially travel in the estate.

The proposals would devalue his property, part of which is owned by the Government and it is linked with Help to Buy scheme.

Staff comments: The respondent was advised that as a purchaser of his property in the estate, he must have been shown the plan of the whole development by the developer, Countryside properties and the ultimate decision to purchase the property was his and that the Council is not liable in this case.

Respondent 3: The respondent is opposed to the proposal as it will permit buses to travel in the estate. As the estate is a residential area the respondent considers that it is not appropriate for this area to give access to buses.

Staff comments: comments noted.

Respondent 4: The respondent has discussed the proposals about the bus gate with other residents and they are in agreement that buses should be strictly prohibited. The respondent has further stated that it is convenient to walk to the Tesco Extra or the Harold Wood station to use the public transport.

Staff comments: comments noted.

Respondent 5: The bus gate is not a brainer, if there is no restriction imposed, St Clements Avenue will become congested during morning and evening rush hour thus making it very unpleasant for local residents.

In addition the road will become a race track at night time especially for young drivers leaving McDonalds and seeing how fast they can drive through the development.

Staff comments: Enforcement will be carried out by static CCTV surveillance, under the Council's adoption of the civil enforcement of moving traffic contraventions which was transferred to the local authorities by the Metropolitan Police in July 2015.

Respondent 6: The respondent has stated that parking in the area is 'diabolical'. As a resident he has to park his car quite far away from his property which is very inconvenient. The existing parking facilities have been poorly designed.

Furthermore, the respondent thinks the bus gate is a poor concept. He is of the opinion that the residents will have to detour substantially to reach the other side of the barrier within the estate.

He has further stated that that recently the bollard at the bus gate was accidentally damaged and was not repaired which resulted in damage to the second vehicle. The car was physically lifted by the residents to release the vehicle from the barrier. [Sam]

Staff comments: The Council is currently designing parking restrictions in the estate as part of the adoption process. It is anticipated that the new proposals will include reasonable amount of measures which will accommodate the residents.

Respondent 7: The respondent along with other residents would like to challenge the proposals on the grounds that they were not made aware of it prior to the completion of the property. He further does not believe it is beneficial to the development. In addition, one of the bus stops has been located in front of their properties which will in turn result in a severely reduced valuation of the properties. Should the plans go ahead I will look to recoup any future loss of earnings against the necessary parties. [Stefan].

Staff comments: The respondent was advised that he must have been shown the plan of the whole development by the developer, Countryside properties and the decision to purchase the property was his and that the Council is not liable in this case.

Respondent 8: The respondents are fully in favour of the proposals but we would like to address further suggestions regarding this proposed plan.

Most of the residents purchased properties in this area due to the ease of access to the transport services, GP surgeries/ Polyclinic and the nearby Gallows Corner retail park. However, this is extremely difficult for us because the gate at St Clements is always closed for the residents to use. As a result of this, we always have to take the longer route on a daily basis to get to these destinations and this is not always ideal due to the excess time taken and excess money for fuel charges involved. Also, if we need to make an urgent visit to the GP it will once again take a lot of time due to the closed gate at St Clements Avenue.

The respondent has suggested that it would be very beneficial for the residents if some exemptions for made for the bus gate. A suggestion to this arrangement would be making an entry pass/scanning machines for the Kings Park residents' vehicles, so we can all benefit from it. [Mrs Celine Sebastian]

Staff response: The detour will apply to all the residents of the estate thus encouraging the use of public transport.

Respondent 9: The respondent does not object to the proposals of the bus gate, but has commented on that it should be more secure for its intended use.

The respondent has stated that a few local residents have obtained a key to the lockable bollard. They use this as a means of travelling from one side of St Clements Avenue to the other with a view to avoid having to use the A12 as a means of getting from one side of the development to the other.

The existing bollard does not stop motor bikes from passing through the gate, they do not have to slow down to pass through.

At the moment the bollard is damaged so the bus gate is no longer in operation and traffic uses it unhindered. The respondent considers that the "bus gate" should be more robust and secure from unauthorised use.

Staff comments: The respondent is not aware that the enforcement would be carried out CCTV and not any physical means to restrict unauthorised traffic.

Respondent 10: The residents of Blackthorn House overlooks the "bus gate" position, therefore, have particular concerns about these proposals.

- *The current gate position has never been secure with many residents on the Scots Pine Lane side of the barrier having obtained a key to the FB padlock and often leaving the space open for the benefit of fellow users.*
- *The above regular abuse has been invariably by drivers travelling from the Scots Pine Lane side towards Gubbins Lane. We have never witnessed abuse in the opposite direction, although admittedly it could have occurred.*
- *Currently, due to a recent overnight reckless motorist driving at high speed at and over the central iron bollard (the fire service, police and breakdown lorries subsequently attended to clear up the resultant trashed cars and spillage on the road) the barrier is now completely useless: although some local residents do occasionally replace the now ununlockable bollard with extra traffic cones to deter continuing abuse.*
- *When we moved into our flat three years ago Countryside's parking regulations were such that all parking in St Clements Avenue was completely prohibited and there were regular patrols issuing penalty notices to offenders. Countryside seem more recently to have unofficially relaxed these rules to suit their marketing purposes. When will Havering be taking over the parking administration and will they undertake to rigorously enforce penalties, and at what level, on unauthorised drivers/car owners passing through the "bus gate"? Double yellow lines are certainly necessary at dangerous points on the Kings Park Estate such as around corners at road junctions. Also they are needed to avoid blocking the areas on both sides of the "bus gate" where often, because of inconsiderate parking on both sides of the road, there is insufficient space for emergency vehicles, and no doubt buses, to pass through.*

- *Their main concern is the proposed CCTV installation will possibly **invade their privacy** and that of other residents within the viewing line of the camera(s). We have open balconies and full height picture windows and glazed doors. Where exactly will the camera(s) be located and at what height will they operate from? Can you give us residents **an unequivocal assurance that the camera(s) will at no time record any images that would invade our privacy?***
- *Have Havering given consideration to other forms of traffic flow control? From past, behaviour patterns of a very small minority of local residents we fear it will only be a matter of time before any cameras are disabled, which would then leave completely free passage along the entire length of St Clements Avenue as well as involving the Borough in considerable ongoing remedial costs.*

Staff response: On the first two issues about the misuse of the existing lockable bollard, the respondent was advised to contact the management of Countryside properties.

On the issue about the provision of parking restrictions, the respondent was advised that the Council is designing parking restrictions as part of the adoption process.

On the issue about the potential location of the CCTV, an exact location could not be confirmed as the final siting is subject to site constraints. The respondent was advised that consideration can be given to installing privacy filters to enforcement the camera to overcome the problem capturing the privacy of the local residents.

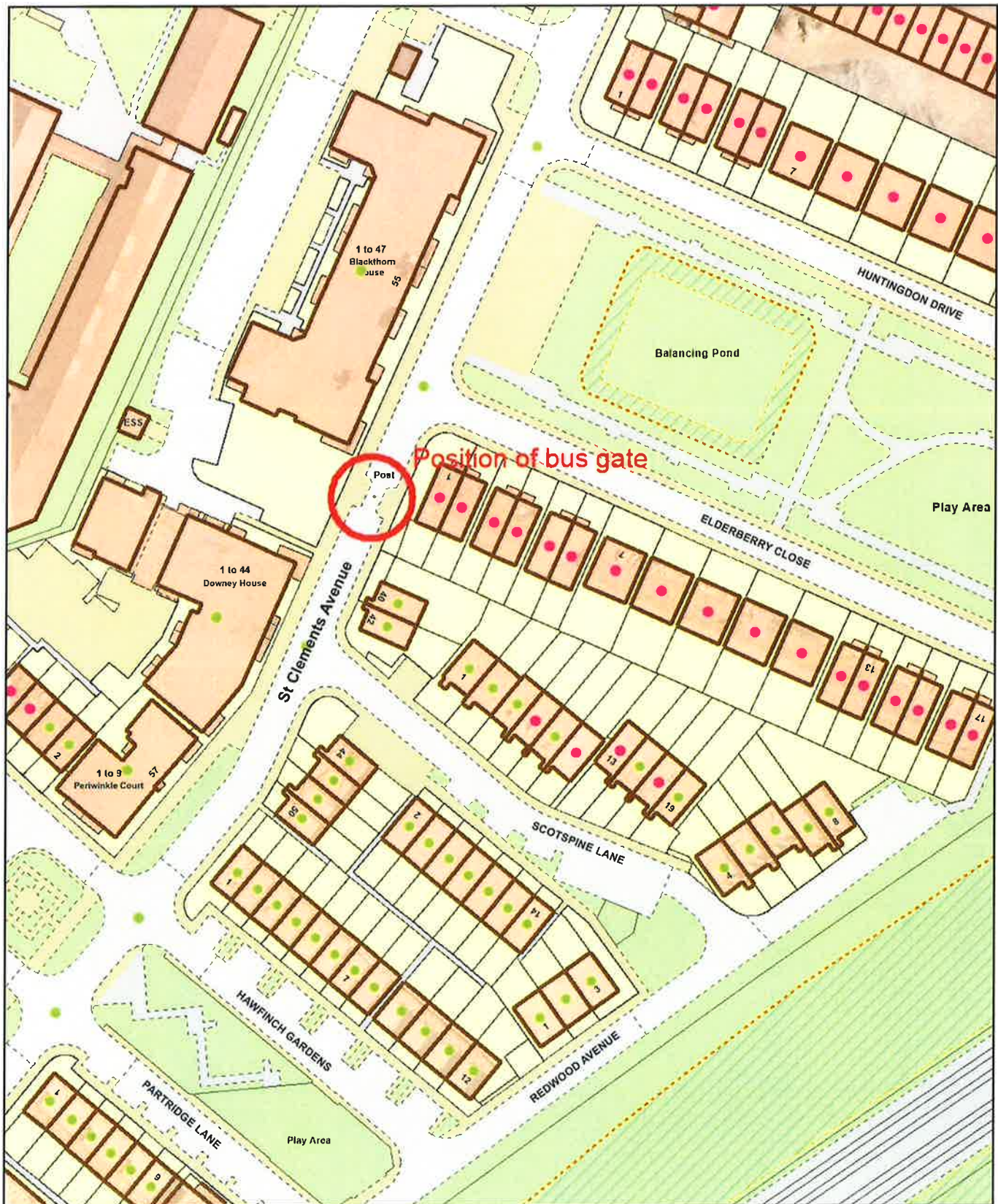
Respondent No. 11: The respondent has objected the proposals. In addition, when he had purchased the property, he was not aware that the bus route would continue beyond the bus gate ie end of route. He has further queried on the commencement of the CCTV.

Staff response: The respondent had provided his comments outside the consultation time. It is up to the Committee to consider the comments or disregard them as they consider appropriate. The respondent was advised to this effect.

In response the respondent was informed that the Kings Park estate is a private development and the Council was not in charge of the sales of the properties in the estate. He was advised to discuss the location of the bus routes with the management of the estate. He was further advised that the Council is in the process of adopting the highway infrastructure within the estate and that CCTV will only commence after the approval of the bus gate and adoption of the highway network.

Appendix 2

Drawings of the Bus Gate



St Clements Avenue, Proposed Bus Gate

QF017/SK001/2016



Scale: 1:1000

Date: 26 September 2016

0 5 10 15 metres



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HIGHWAYS ADVISORY COMMITTEE

31 July 2018

Subject Heading:	TPC755 Cranham Parking Review – Informal Consultation
CMT Lead:	Dipti Patel
Report Author and contact details:	Matthew Jeary – Special Projects Engineer matthew.jeary@havering.gov.uk 01708-431894
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £0.007m and will be met from the LIP funding allocation 2018/2019 A2904.

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

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

SUMMARY

Ward Cranham

This report outlines the responses received to the Statutory parking consultation undertaken in the Cranham Ward 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** that:
 - a. the following proposals are implemented as advertised: -
 - i. 'at any time' waiting restrictions (Double Yellow Lines) at the locations set out in Appendix A and shown on Drawings Cranham 1, Cranham 2, Cranham 3 and Cranham 4 in Appendix B;
 - ii. 24 hour waiting restrictions at the Junction of Hedingham Road and Ashby Close shown on Drawing Cranham 1 in Appendix B;
 - iii. change to the operational time of the existing waiting restrictions in Ashburnham Gardens and Engayne Gardens from 08:00 hours - 09:30 hours Monday to Saturday to 10:00 hours – 15:00 hours Monday to Saturday as shown on Drawing Cranham 2 in Appendix B;
 - iv. introduction of parking facility outside the shops on Front Lane operational 09:00 hours - 17:00 hours with a maximum 90 minutes stay and no return within one hour as shown on Drawing Cranham 4 in Appendix B
 - b. the following proposals (being part of the advertised scheme) are abandoned:
 - i. Change to the operational time of the existing waiting restriction in Waldergrave Gardens to 08:00 hours – 18:30 hours Monday to Saturday (the existing restriction 08:00 hours – 09:30 hours shall remain);
 - ii. 'at any time' waiting restrictions on the north side of Avon Road as shown on the Drawing Cranham 4 in Appendix B
2. Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should a scheme be implemented is £0.007m and will be met from the LIP funding allocation for 2018/2019 - A2904.

REPORT DETAIL

1. At its meeting in August 2015, this Committee agreed in principle to the proposals to introduce pay and display parking facilities in Deyncourt Gardens and Waldergrave Gardens. These proposals were progressed separately to this review and have since been implemented.
2. Further to the above, and with reference to a petition received from the residents of Deyncourt Gardens, Waldegrave Gardens and Engayne Gardens, it was also agreed that consideration would be given to the implementation of waiting restrictions in the petitioners roads. Residents requested a split restriction operational for one hour in the morning and one hour in the afternoon. Officers did not consider this restriction to be advisable due to enforceability issues. For this reason it was proposed to consult on a 10am to 3pm Monday to Saturday waiting restriction. Officers considered that the times of this restriction will adequately deal with parking pressures on a Saturday which was raised as a concern of residents and Councillors.
3. Officers suggested that the whole of the Cranham Ward be consulted on parking this was supported by Ward Councillors and commenced in February 2016. The results are appended at Appendix C.
4. Following the consultation results Officers met with Ward Councillors and it was agreed there was no mandate to conduct further consultation on residential parking.
5. Officers together with Ward Councillors undertook a series of site meetings during which the consulted streets were walked and conclusions were drawn on appropriate measures to alleviate evident parking issues. The proposed measures are set out in this report in Appendix A.
6. The Statutory Consultation was undertaken on the 12th January 2018 and concluded on the 2nd February 2018.
7. The results of the Statutory consultation were presented to Ward Councillors on the 19th February 2018, where the decision to implement or reject certain aspects of the Statutory Consultation areas are appended in Appendix A.
8. Any Footway bays that are faded will be remarked and signed accordingly.

IMPLICATIONS AND RISKS

Legal implications and risks:

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984").

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

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

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

Financial implications and risks:

This report is asking HAC to recommend to the Lead Member to implement the proposed changes as outlined in the recommendations to this report.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders is £0.007m for implementation, and will be met from the LIP funding Allocation for 2018/2019 – A2904.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions

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

Equalities implications and risks:

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

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

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

BACKGROUND PAPERS

Highways Advisory Committee Report August 2015

Appendix A

Part 1 - Items to be progressed with full Ward Councillor backing shown on Drawing reference Cranham 1 in Appendix B

1. At any time waiting restrictions both sides of the junction of Falkirk Close and Hedingham Rd for a distance of 10m, as shown on the Drawing in Appendix B - Cranham 1
2. At any time waiting restrictions both sides of the junction of Carisbrooke Close and Hedingham Rd, as shown on the Drawing in Appendix A - Cranham 1;
3. At any time waiting restrictions outside No. 106 Benets Rd and at the side of 106 Benets Rd, as shown on the Drawing in Appendix B - Cranham 1;
4. At any time waiting restrictions at the junction of Frimley Avenue and Somerset Gardens, as shown on the Drawing in Appendix B - Cranham 1;
5. At any time waiting restrictions at the junction of Somerset Rd and Holme Rd, as shown on the Drawing in Appendix B - Cranham 1;
6. At any time waiting restrictions at the junction of Holme Rd and Benets Rd, as shown on the Drawing in Appendix B - Cranham 1;
7. At any time waiting restrictions at the junction of Hedingham Rd and Ashby Close as shown on the Drawing in Appendix B - Cranham 1;
8. 24hour waiting restrictions at the junction of Hedingham Rd and Caernarvon Close, as shown on the Drawing in Appendix B - Cranham 1;

Items to be progressed with full Ward Councillor backing shown on Drawing reference Cranham 2 in Appendix B

9. Change to operational time of waiting restriction in Ashburnham Gardens, Waldegrave Gardens and Engayne Gardens from 8am-9.30am Monday to Saturday to 10am to 3pm Monday to Saturday, as shown on the Drawing in Appendix B - Cranham 2;
10. At any time waiting restriction on the junction Engayne Gardens and Waldegrave Gardens, as shown on the Drawing in Appendix B - Cranham 2;
11. At any time waiting restrictions on the junction of Hall Lane and Ashburnham Gardens, as shown on the Drawing in Appendix B - Cranham 2;

12. At any time waiting restriction on the junction of Ashburnham Gardens and Engayne Gardens, as shown on the Drawing in Appendix B - Cranham 2;
13. At any time waiting restriction on the west side of Hall Lane at the side of 1 to 54 Huskards as shown in Appendix B - Cranham 2.

Items to be progressed with full Ward Councillor backing shown on Drawing reference Cranham 3 in Appendix B

14. At any time waiting restrictions outside No's 20 and 25 Kingfisher Rd and at the junction of Kingfisher Rd and Heron Way, as shown on the Drawing in Appendix A - Cranham 3;
15. At any time waiting restrictions at the junction of Heron Way and Nightingale Rd, as shown on the Drawing in Appendix A - Cranham 3;
16. At any time waiting restrictions at the junction of Plover Gardens and Heron Way, as shown on the Drawing in Appendix A - Cranham 3;
17. At any time waiting restrictions on Heron way outside No's 73 and 78, as shown on the Drawing in Appendix A - Cranham 3;
18. At any time waiting restrictions on the junction of Heron Way and Swift Close, as shown on the Drawing in Appendix A - Cranham 3;
19. At any time waiting restrictions outside No's 110 and 151 heron Way, as shown on the Drawing in Appendix A - Cranham 3;
20. At any time waiting restrictions on the junction of Heron Way and Moor Lane, as shown on the Drawing in Appendix A - Cranham 3;
21. At any time waiting restriction on the junction of Moor lane and Nathan Close, as shown on the Drawing in Appendix A - Cranham 3;
22. At any time waiting restriction outside No's 58 and 60 Moor Lane, as shown on the Drawing in Appendix A - Cranham 3;
23. At any time waiting restriction at the side of No's 43 and 2a Cranham Gardens and outside No's 12 to 6 Cranham Gardens, as shown on the Drawing in Appendix A - Cranham 3;
24. At any time waiting restriction on the junction of Cranham Gardens and Park Avenue, as shown on the Drawing in Appendix A - Cranham 3;
25. At any time waiting restriction at the junction of Front Lane and Ingerbourne Gardens, as shown on the Drawing in Appendix A - Cranham 3;

26. At any time waiting restriction at the junction of Ingrebourne Gardens and Marlborough Gardens outside No. 12, as shown on the Drawing in Appendix A - Cranham 3;
27. A parking facility outside the shops on Front Lane Monday to Friday 9am to 5pm, max 90mins stay, no return one hour as shown on the Drawing in Appendix A - Cranham 3;

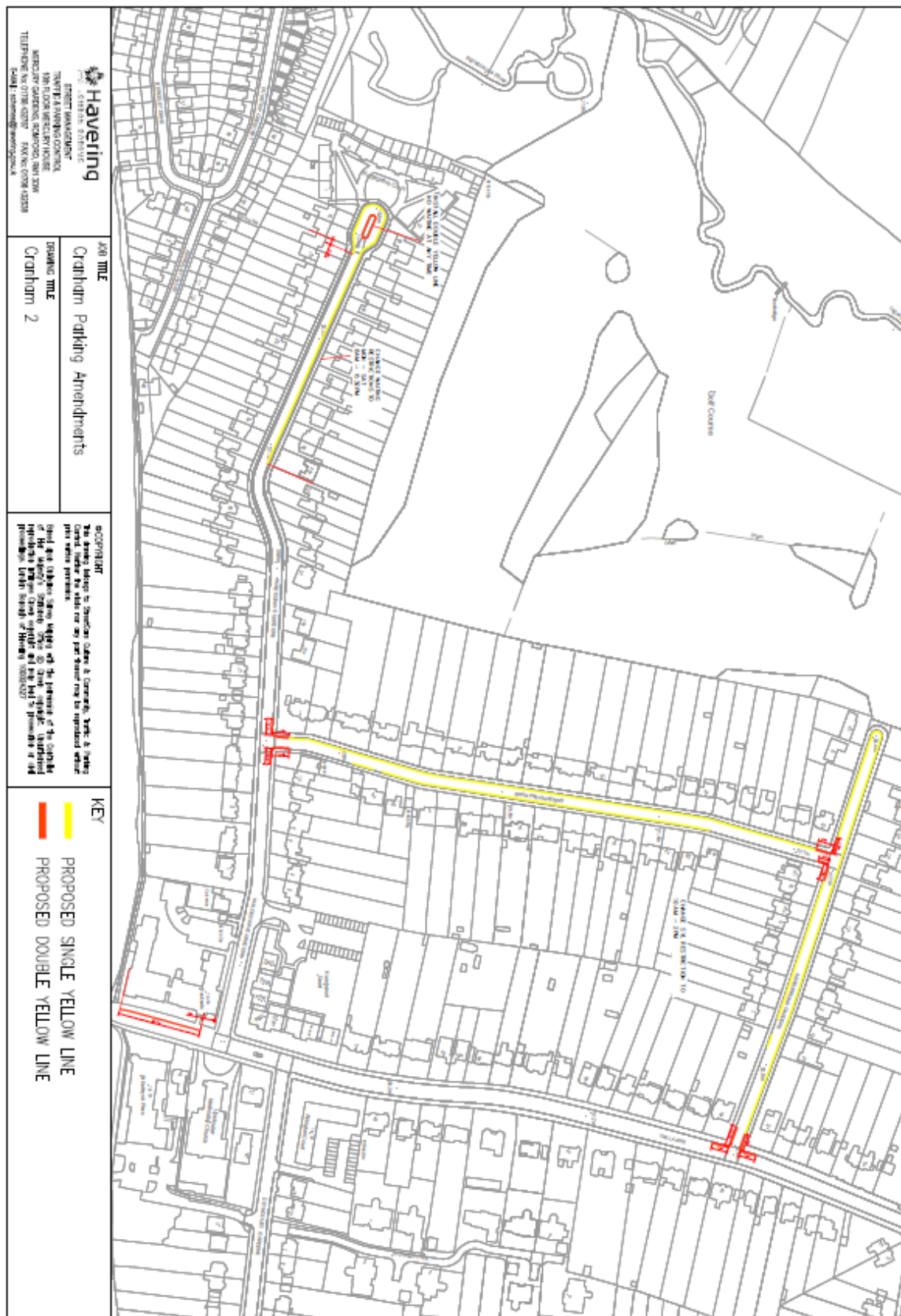
Items to be progressed with full Ward Councillor backing shown on Drawing reference Cranham 4 in Appendix B

28. At any time waiting restriction on Chelmer Rd outside No's 1-5, as shown on the Drawing in Appendix B – Cranham 4;
29. At any time waiting restriction outside No 34 Chelmer Rd, as shown on the Drawing in Appendix B – Cranham 4.

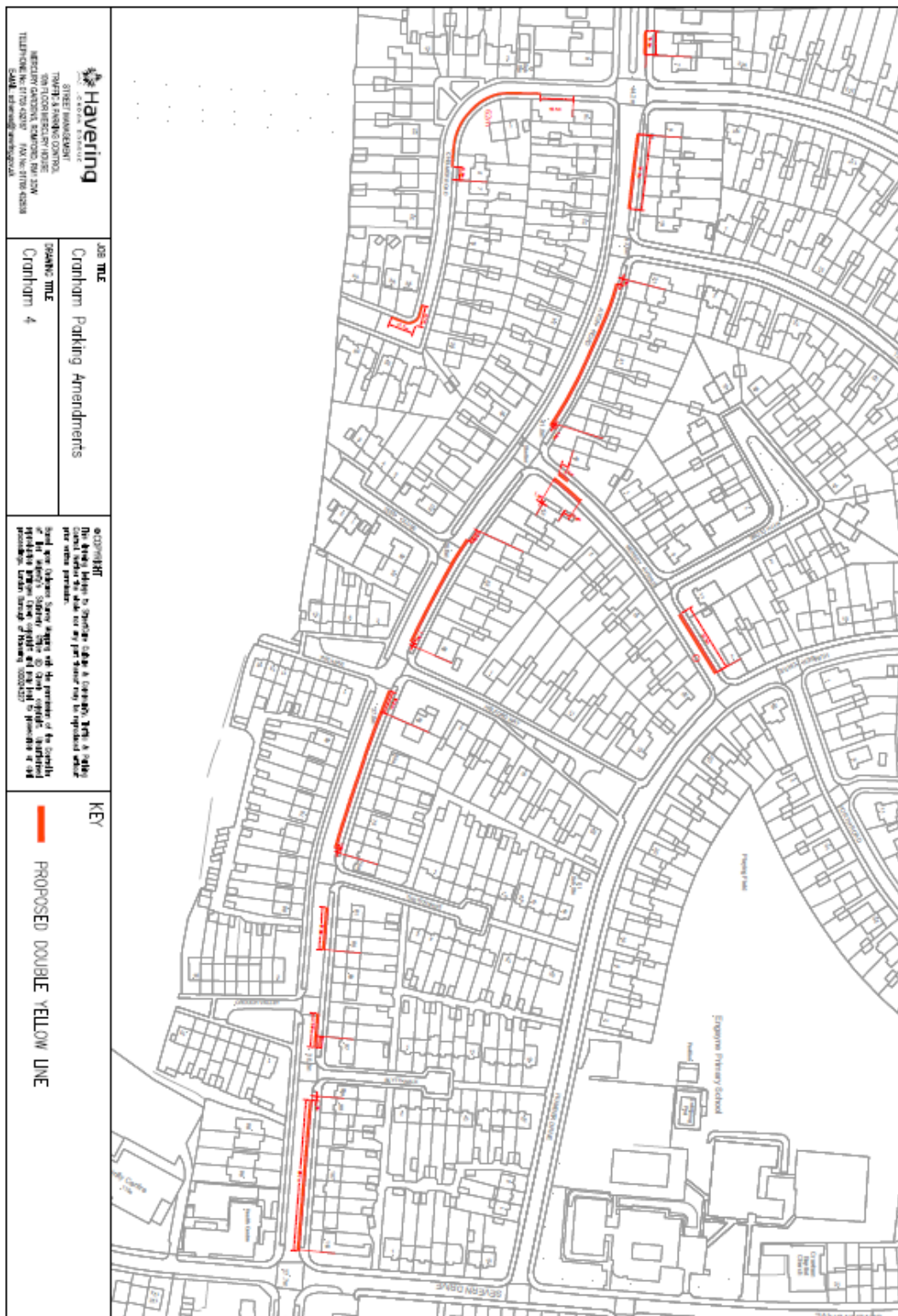
Appendix A : Items recommended to be abandoned from the scheme with full Ward Councillor backing for their removal

1. Change to operational time of waiting restriction in Waldergrave Gardens from 8am-9.30am Monday to Friday to 8am-6.30pm Monday to Saturday, as shown on the Drawing in Appendix B - Cranham 2;
2. At any time waiting restriction on the north side of Avon Rd, as shown on the Drawing in Appendix B – Cranham 4;









<p>Havering COUNCIL STREET MANAGEMENT 100 HIGH STREET, CRANHAM, ESSEX, SSA 1 1AA TEL: 01709 425252 FAX: 01709 425253 EMAIL: street@havering.gov.uk</p>	<p>AS TITLE Cranham Parking Amendments</p>
	<p>DISCLAIMER TITLE Cranham 4</p>

Appendix C – Informal Consultation from February 2016.

Streetname	Houses	Q1 Yes	%	Q1 No	%
Acacia Avenue	42	1	2.38%	3	7.14%
Ashburnham Gardens	26	8	30.77%	1	3.85%
Ashby Close	27	1	3.70%	1	3.70%
Avon Rd	146	14	9.59%	10	6.85%
Benets Rd	132	7	5.30%	7	5.30%
Berkeley Close	28	1	3.57%	1	3.57%
Berkeley Drive	75	5	6.67%	2	2.67%
Benheim Close	10	1	10.00%	2	20.00%
Blyth Walk	20	5	25.00%	0	0.00%
Briarleas Gardens	66	4	6.06%	1	1.52%
Brookmans Close	34	1	2.94%	3	8.82%
Brunswick Ave	35	2	5.71%	1	2.86%
Caernarvan Close	20	3	15.00%	1	5.00%
Caribrooke Close	27	1	3.70%	7	25.93%
Chelmer Rd	40	9	22.50%	2	5.00%
Chipperfield Close	36	13	36.11%	1	2.78%
Claremont Gardens	48	0	0.00%	8	16.67%
Clyde Crescent	76	6	7.89%	3	3.95%
Colne Valley	16	0	0.00%	2	12.50%
Courtenay Gardens	61	8	13.11%	1	1.64%
Cranham Gardens	168	7	4.17%	13	7.74%
Crouch Valley	16	2	12.50%	1	6.25%
Dart Close	19	2	10.53%	1	5.26%
Dee Close	11	1	9.09%	1	9.09%
DEYN COURT GARDENS	94	6	6.38%	5	5.32%
DORKINS WAY	34	2	5.88%	2	5.88%
DUNSTER CRESCENT	55	4	7.27%	4	7.27%
DURY FALLS CLOSE	38	2	5.26%	2	5.26%
ELDRED GARDENS	28	0	0.00%	3	10.71%
ENGAYNE GARDENS	41	8	19.51%	2	4.88%
ESDAILE GARDENS	25	1	4.00%	4	16.00%
EVERSLEIGH GARDENS	58	1	1.72%	5	8.62%
FAIRHOLME GARDENS	34	0	0.00%	5	14.71%
FALKIRK CLOSE	22	2	9.09%	1	4.55%
FLEET AVENUE	67	2	2.99%	4	5.97%
FLEET CLOSE	26	4	15.38%	2	7.69%
FORTH ROAD	32	1	3.13%	2	6.25%
FRIMLEY AVENUE	37	2	5.41%	4	10.81%
FRONT LANE	232	16	6.90%	14	6.03%
GADSDEN CLOSE	24	3	12.50%	1	4.17%
GROVSENER GARDENS	45	4	8.89%	6	13.33%

HALL LANE	155	2	1.29%	9	5.81%
HEDINGHAM ROAD	59	5	8.47%	6	10.17%
HELFORD WAY	20	6	30.00%	1	5.00%
HERON WAY	142	7	4.93%	9	6.34%
HIGH ELMS	13		0.00%	1	7.69%
HOLDEN WAY	52	2	3.85%	5	9.62%
HOLME ROAD	18	1	5.56%	2	11.11%
HUMBER DRIVE	38	6	15.79%	4	10.53%
INGREBOURNE GARDENS	134	16	11.94%	7	5.22%
ISIS DRIVE	37	2	5.41%	1	2.70%
KENNET CLOSE	24	3	12.50%	0	0.00%
KINGFISHER ROAD	34	1	2.94%	1	2.94%
KINGS GARDENS	50	3	6.00%	3	6.00%
LABURNHAM GARDENS	68	1	1.47%	7	10.29%
LATHAM PLACE	9	1	11.11%		0.00%
LEE GARDENS AVENUE	11	1	9.09%	1	9.09%
LIMERICK GARDENS	59	3	5.08%	1	1.69%
LEXINGTON WAY	59	6	10.17%	1	1.69%
MACON WAY	84	11	13.10%	3	3.57%
LIMERICK GARDENS	59	2	3.39%	1	1.69%
MaLLARD CLOSE	17	2	11.76%	1	5.88%
MARLBOROUGH CLOSE	23	1	4.35%	4	17.39%
MARLBOROUGH GARDENS	144	20	13.89%	12	8.33%
MASEFIELD DRIVE	19	1	5.26%	1	5.26%
MERSEY AVENUE	16	1	6.25%		0.00%
MOOR LANE	244	11	4.51%	14	5.74%
MOULTRIE WAY	26	2	7.69%	2	7.69%
NIGHTINGALE AVENUE	37		0.00%	1	2.70%
NYTH CLOSE	22	5	22.73%	2	9.09%
PARK AVENUE	23		0.00%	3	13.04%
PENTIRE CLOSE	26		0.00%	1	3.85%
PLOUGH RISE	42	4	9.52%	4	9.52%
PLOVER GARDENS	22		0.00%	1	4.55%
QUEENS GARDENS	34		0.00%	2	5.88%
RIVER DRIVE	47	1	2.13%	4	8.51%
ROSEBERRY GARDENS	223	1	0.45%	10	4.48%
RUSKIN AVENUE	12	3	25.00%	4	33.33%
RUSTIC CLOSE	14	1	7.14%		0.00%
SEVERN DRIVE	209	17	8.13%	21	10.05%
SOMERSET GARDENS	79	2	2.53%	2	2.53%
SPENSER CRESCENT	50	6	12.00%	5	10.00%
STOUR WAY	63	1	1.59%	2	3.17%
SUNNYCROFT GARDENS	31		0.00%	2	6.45%
SWAN AVENUE	46	1	2.17%	6	13.04%

TEES CLOSE	6		0.00%	1	16.67%
TERN GARDENS	21	1	4.76%	2	9.52%
THE CRESCENT	43		0.00%	5	11.63%
THE FAIRWAY	27	3	11.11%	3	11.11%
THE LEAS	15	3	20.00%		0.00%
THE RODINGS	21	2	9.52%	1	4.76%
TIPTREE CLOSE	19	1	5.26%		0.00%
TRENT AVENUE	54	7	12.96%	2	3.70%
TYNE CLOSE	12	2	16.67%		0.00%
WALDEGRAVE GARDENS	95	12	12.63%	9	9.47%
WAYCROSS ROAD	83	3	3.61%	5	6.02%
WILLOW WALK	14	4	28.57%	2	14.29%
WINGFIELD GARDENS	8		0.00%	1	12.50%
WINGLETYE LANE	1	1	100.00%		
		358		337	

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HIGHWAYS ADVISORY COMMITTEE

31 July 2018

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
31 JULY 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
2018/19 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 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.

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

Human Resources implications and risks:

None.

Equalities implications and risks:

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

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

BACKGROUND PAPERS

None.

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

Highways Advisory Committee
31 July 2018

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
SECTION A - Highway scheme proposals without funding available								
A1	Dury Falls Estate	Cranham	20mph Zone	Feasible, but not funded. No recent casualty record (last occurred in 2008).	None	c£60k	Petition via Cllr Barratt	03/07/2018
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
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

London Borough of Havering

Engineering Services, Highways - Streetcare

Highway Schemes Applications Schedule

Highways Advisory Committee

31 July 2018

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
Page 90 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
	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

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

Highways Advisory Committee
31 July 2018

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B5	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
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
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

London Borough of Havering

Engineering Services, Highways - Streetcare

Highway Schemes Applications Schedule

Highways Advisory Committee

31 July 2018

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B8 Page 92	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

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.