



Havering

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm	Tuesday 10 March 2020	Council Chamber - Town Hall
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Members 8: Quorum 4

COUNCILLORS:

**Conservative Group
(4)**

John Crowder
John Mylod (Vice-Chair)
Michael White
Sally Miller

**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:
Taiwo Adeoye 01708 433079
taiwo.adeoye@onesource.co.uk**

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

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

Reporting means:-

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

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

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

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



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

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

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

4 MINUTES (Pages 1 - 4)

To approve as a correct record the minutes of the meeting of the Committee held on 11 February 2020, and to authorise the Chairman to sign them.

5 PROPOSED ENTRY TREATMENT AT ALMA AVENUE/STANDEN AVENUE JUNCTION, HORNCHURCH (Pages 5 - 14)

Report attached.

6 BRYANT AVENUE - REQUEST TO FORMALLY ADVERTISE (Pages 15 - 22)

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
11 February 2020 (7.00 - 8.25 pm)**

Present:

COUNCILLORS

Conservative Group	John Crowder, John Mylod (Vice-Chair), Michael White and Sally Miller
Residents' Group	Paul Middleton
Upminster & Cranham Havering Residents' Group	Christopher Wilkins
Independent Residents Group	David Durant
North Havering Residents Group	Brian Eagling (Chairman)

Councillors Robert Benham, Robby Misir, Christine Vickery and Melvin Wallace were also present for parts meeting.

About 15 members of the public were present.

Unless otherwise indicated all decisions were agreed with no vote against.

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

15 DISCLOSURE OF INTERESTS

No interest was disclosed at the meeting.

16 MINUTES

The minutes of the meeting of the Committee held on 21 January 2020 were agreed as a correct record and signed by the Chairman.

17 **PROPOSED TRAFFIC IMPROVEMENTS IN NORTH ROAD, HAVERING-ATTE-BOWER**

The report before the Committee detailed responses to a consultation relating to improving road safety in North Road, Havering-atte-Bower between Broxhill Road and the northern borough boundary. The proposals were for the provisions of two zebra crossings for pedestrians and some road safety measures.

In accordance with the public speaking arrangements the Committee was addressed by a speaker who spoke against the location of the crossing opposite No. 2 Festival Cottages.

With the permission of the Committee, Councillor Christine Vickery addressed Members commending officers for proposed calming measures and giving support for the scheme but was also aware that residents were divided on the proposed location of the crossings.

During a debate, Members discussed the re location of the crossing north bound. The Committee noted officers' comment that the proposed location for the crossing afforded better sight lines for drivers to identify hazards.

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, following consultation with the Leader of the Council implementation of the following proposals:

- i) Provision of Rumble Strips to warn motorists of potential hazard ahead and attempt to slow the traffic to be installed in North Road, between Wellingtonia Avenue and Broxhill Road as shown on drawing No. QS013_NR(RW)_FS_100_GA in Appendix 2 of this report;
- ii) A new zebra crossing in North Road by Wellingtonia Avenue, in place of the existing width restriction at this location, which would be removed permanently as shown on drawing No. QS013_NR(Z1)_FS_100_GA in Appendix 2 of this report;
- iii) A new zebra crossing in North Road by Dame Tipping Primary School as shown on drawing No. QS013_NR(Z2)_FS_100_GA in Appendix 2 of this report.

Members noted that the estimated cost of £0.050m for the implementation would be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2019/20 (A2921).

The voting to proceed with the scheme was 5 to 3 against.

Councillors Eagling, Crowder, Mylod, White and Miller voted for the resolution.

18 ST CLEMENTS AVENUE - PROPOSED ZEBRA CROSSING

Following a debate the Committee **RESOLVED** to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council that the zebra crossing with wider centre island and road markings as detailed in the drawing be implemented:

Members noted that the estimated costs of £0.020m, would be met from the Transport for London's (TfL) 2019/20 Local Implementation Plan allocation for St Clements Avenue.

19 UPPER BRENTWOOD ROAD/ BEAUMONT CLOSE JUNCTION CASUALTY REDUCTION PROGRAMME - PROPOSED MINI ROUNDABOUT

The report before the Committee detailed a feasibility study undertaken to identify safety improvements including a mini roundabout road markings and road signs to improve access and reduce danger at Upper Brentwood Road / Beaumont Close Junction

Following a public consultation the recommendation was for the safety improvements to be implemented. The scheme had also been approved by Transport for London for funding for 2019/20.

In accordance with the public speaking arrangements the Committee was addressed by a speaker who spoke against the proposed mini roundabout.

With the permission of the Committee, Councillor Melvin Wallace addressed Members stating there was need for a casualty reduction scheme but did not agree that the scheme being proposed was appropriate.

Following a motion to recommend rejection of the scheme the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, following consultation with the Leader of the Council that the proposed mini roundabout with road markings and road signs as shown on the drawing No. QP004-5/U be rejected.

The voting to reject the scheme was 7 to 1 against.

Councillor Durant voted against the resolution.

20 SCH34 - HACTON DRIVE - REQUEST TO FORMALLY ADVERTISE RESIDENTS' PARKING BAYS

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council that:

- (a) the proposals to convert the existing free parking bays in Hacton Drive into residents parking permit bays, operational, Monday to Friday 8.30am to 6.30pm (as shown on the plan in Appendix A) proceed to formal consultation;
- (b) if at the close of consultation, no objections are received to the proposals at 1(a) above, then the scheme proceed to full implementation.

Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs is £0.001m and will be met from the LIP 2019/2020 funding allocation – A2904 (funding carried over).

21 SCH356 - BALGORES LANE - REQUEST TO FORMALLY ADVERTISE RESIDENTS' PARKING BAY

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council that:

- (a) the proposals to convert the existing free parking bay into a GP3 residents permit parking bay, operational, Mon-Sat 8am-6.30pm (as shown on the plan in Appendix A) proceeds to formal consultation;
- (b) if at the close of consultation, no objections are received to the proposals at 1(a) above, then the scheme proceed to full implementation.

Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs is £0.001m and will be met from the LIP 2019/2020 funding allocation – A2904 (funding carried over).

Chairman



HIGHWAYS ADVISORY COMMITTEE

10 March 2020

Subject Heading:	Proposed entry treatment at Alma Avenue/Standen Avenue junction, Hornchurch
SLT Lead:	Barry Francis Director of Neighbourhoods
Report Author and contact details:	Matthew Naulls Engineer 01708 431300 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 £0.020m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2019/20 (A2920).

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

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

SUMMARY

This report sets out the responses to a consultation relating to improving entry treatment at the junction of Alma Avenue and Standen Avenue, Hornchurch. The proposals involve provision of a speed table to improve the turning manoeuvre of vehicles when entering or exiting the junction.

The scheme lies within **Hacton** Ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment in consultation with Leader of the Council implementation of the following proposals:
 - i) Provision of entry treatment at the junction of Alma Avenue/Standen Avenue as shown on drawing No. QR022-21_AA_FS_100_GA in Appendix 1 of this report;
2. That it be noted that the estimated cost of £0.020m for the implementation would be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2019/20 (A2920).

REPORT DETAIL

1.0 Background

Local residents of Alma Avenue and Standen Avenue together with Members of Hacton Ward raised concerns with the Council about speeding traffic entering and exiting the junction of Alma Avenue and Standen Avenue, Hornchurch.

2.0 Details of scheme proposals

Alma Avenue is predominantly a residential road. It connects Crystal Avenue in the west and Hacton Lane in the east. It is connected by other side roads along its length. The road conveys significant levels of vehicular traffic during peak periods. Alma Avenue is not a designated bus route for public transport.

A problem has been identified at the junction of Alma Avenue and Standen Avenue in that vehicles from Standen Avenue frequently turn into Alma Avenue at excessive speeds with the result that the turning vehicle is unable to keep within their lane. There have been incidents where vehicle have met head on. Furthermore, visibility for drivers existing Alma Avenue into Standen Avenue is restricted which further undermines safety at the junction.

3.0 Proposals for entry treatment at Alma Avenue/Standen Avenue, Hornchurch

An entry treatment is proposed at the junction of Alma Avenue/Standen Avenue. Speed tables are longer than speed humps and flat-topped, with a height of 75 to 100 mm. The proposed entry treatment would be 100mm above the existing road level to achieve maximum benefit in slowing down vehicles at entry or when exiting at the junction.

The entry treatment has been located at a common desire line for pedestrians walking and also assist them to cross the road safely at this location. The proposals are shown on drawing No. QR022-21_AA_FS_100_GA.

3.1 Consideration of alternative proposals

Consideration was also given to an alternative proposal, the installation of a traffic island at the junction of Alma Avenue and Standen Avenue to regulate the turning manoeuvres of vehicles. Auto Track, a computer assimilation programme called Auto track was used to assess the turning manoeuvres of vehicles at the junction.

The output of the assimilation was that the installation of a traffic island would have resulted difficulties in the turning manoeuvres of heavy good vehicles such as refuse lorries. As a result, this option was rejected. The proposals are shown on drawing No. QR022-21_AA_FS_100_GA.

4.0 Details of pre-meeting with ward members

A site meeting was held between officers and a Member of Hacton Ward to discuss the problems at the junction of Alma Avenue/Standen Avenue in details. The following issues were raised and discussed at the meeting:

- i) Problems about speeding traffic when entering or exiting the junction of Alma Avenue and Standen Avenue. Potential of vehicles meeting head on;
- ii) The design of the junction undermining the ability of pedestrians to cross the road safely.

5.0 Outcome of the public consultation

5.1 42 letters were posted to residents of Alma Avenue and Standen Avenue considered to be affected by the proposals. In addition, Transport for London and the emergency services were consulted.

5.2 Only 1 response was received which represent 2.5% of the delivered letters. The response was analysed carefully. A resident had queried about the details of the entry treatment and the information was subsequently supplied.

6.0 Staff comments and conclusions

Residents and Ward Members were consulted in 2019. The current proposals incorporate the suggestions received following the close of consultation. Implementation of the proposals will improve road safety at the junction of Alma Avenue/Standen Avenue, Hornchurch for drivers and pedestrians.

It is recommended that the proposals are agreed to enable the Council to deliver the scheme within the current financial year.

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 implementing the proposals is £0.020m. The funds for carrying out the works will be met by Transport for London through the Local Implementation Plan bid allocated for 2019/20 financial year (A2920).

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 overspend, the balance would need to be contained within the overall Environmental budget.

Legal implications and risks:

The Council's power to construct a speed table or road hump in highway maintainable at public expense is set out in Part V of the HA1980. Before making an order under the provision of 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.

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 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.

Speed tables also provide safe crossing facility for pedestrians to the road environment. There will be some aesthetic impact arising from the road makings and installation of speed table, however, these are considered to be minimal in road safety terms.

BACKGROUND PAPERS

None.

Appendix 1

Drawing of proposals

Drawing No. QR022-21_AA_FS_100_GA

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HIGHWAYS ADVISORY COMMITTEE

10 March 2020

Subject Heading:	Bryant Avenue – Request to formally advertise
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	John-Paul Micallef Engineering Officer Schemes@haverling.gov.uk
Policy context:	Havering Local Implementation Plan 2018/19 Delivery Plan
Financial Summary:	The estimated cost of implementation is £0.008m this will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

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

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

SUMMARY

Harold Wood Ward:

This report is requesting agreement from the Highways Advisory Committee (HAC) to formally advertise the proposals in Bryant Avenue following reports of commuter parking.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that;
 - (a) the proposals to introduce payment parking and voucher parking facilities, operational Monday – Saturday 8.30am-6.30pm inclusive, in Bryant Avenue (shown on the plan in **Appendix A**), proceed to formal advertisement and consultation;
 - (b) the proposals to introduce ‘at any time’ waiting restrictions with an ‘at any time’ loading ban and a loading facility, in Bryant Avenue (as shown in **Appendix A**), proceed to formal advertisement and consultation;
 - (c) if at the close of consultation, no objections are received to the proposals at 1(a/b) above, then the scheme proceed to full implementation.

Members note that the estimated cost of implementation is £0.008m this will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

REPORT DETAIL

1.0 Background

- 1.1 This item was advanced onto Calendar Brief in February 2020 to review parking in Bryant Avenue due to the level of complaints received by the Council regarding perceived commuter parking.
- 1.2 Bryant Avenue is a single lane for traffic in both directions, running between A12 and A127. It is heavily used by commercial delivery drivers to access commercial units.
- 1.3 In January 2020, officers met with the Harold Wood Ward Councillors to discuss a variety of options to rationalise the parking provisions in Bryant Avenue.
- 1.4 It was agreed at the meeting that all parties were in favour of implementing payment, voucher and loading facilities for commercial uses. Furthermore, it was proposed to add an ‘at any time’ restriction on any part of the highway not restricted with an ‘at any time’ loading ban throughout Bryant Avenue, to ensure a smooth flow of traffic is maintained.

2.0 Staff Comments

- 2.1 There is no identifiable residential parking within Bryant Avenue. The proposals will assist with the turnover of the local amenities whilst providing the businesses with a loading facility for any deliveries.

- 2.2 All three of the Harold Wood Ward Councillors have been made aware of the proposals as set out in the recommendation, and all three Ward Councillors have confirmed their support for the scheme to proceed to public consultation.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation and accept the recommendations made by officers of the above scheme

Should all proposals be implemented, Members note that the estimated cost of implementation is £0.008m this will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

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 budget.

Legal implications and risks:

The Council's powers to make an order creating a controlled parking zone or for charging for parking on the highway is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984") The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part 1 RTRA 1984. Schedule 1 of the RTRA 1984 lists those matters as to which Orders can be made under section 6. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

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.

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

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

recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

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

Human Resources implications and risks:

The enforcement of Controlled Parking Zones is a labour intensive task. Currently, there are sufficient employees to undertake enforcement.

Equalities implications and risks:

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

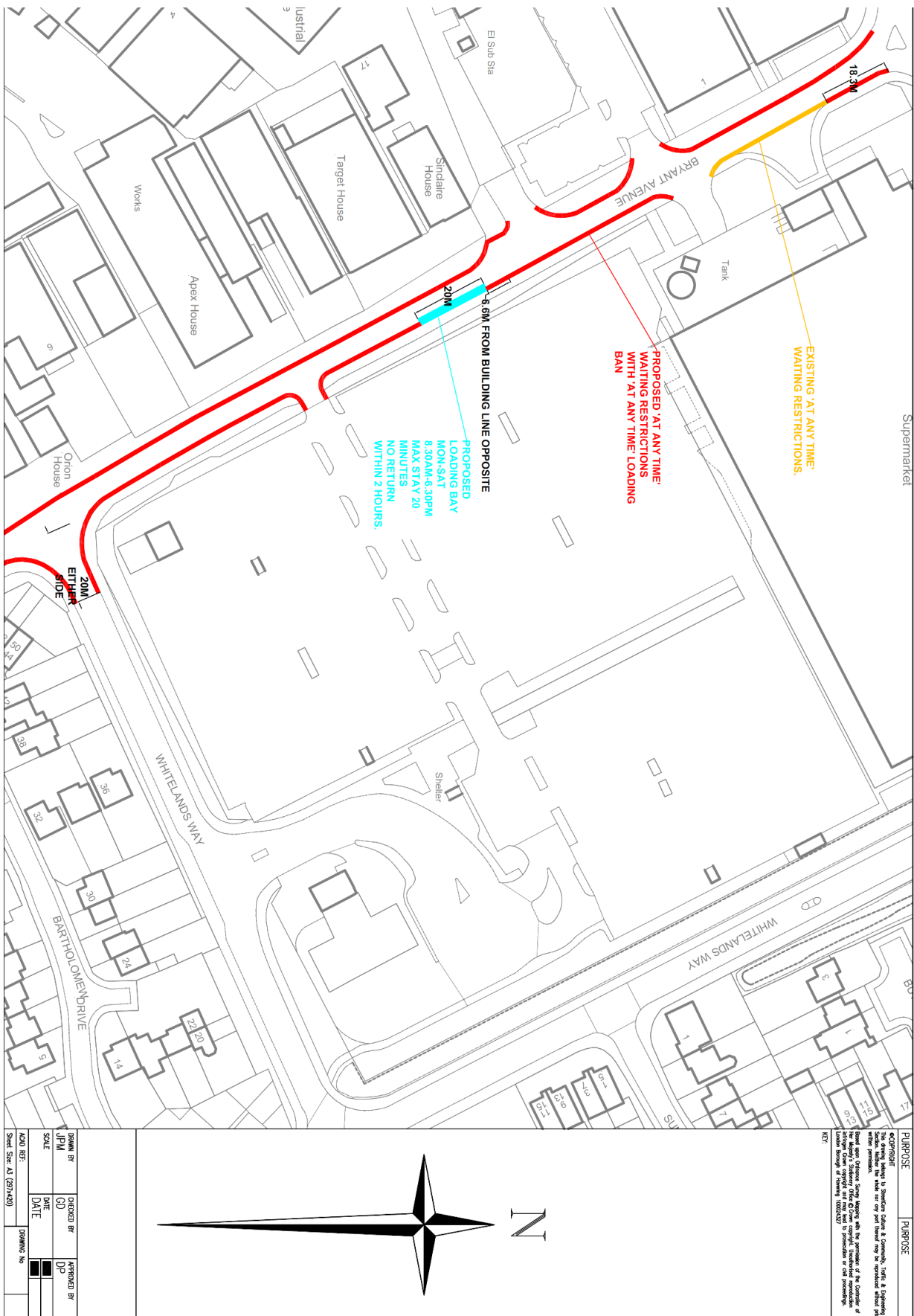
- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

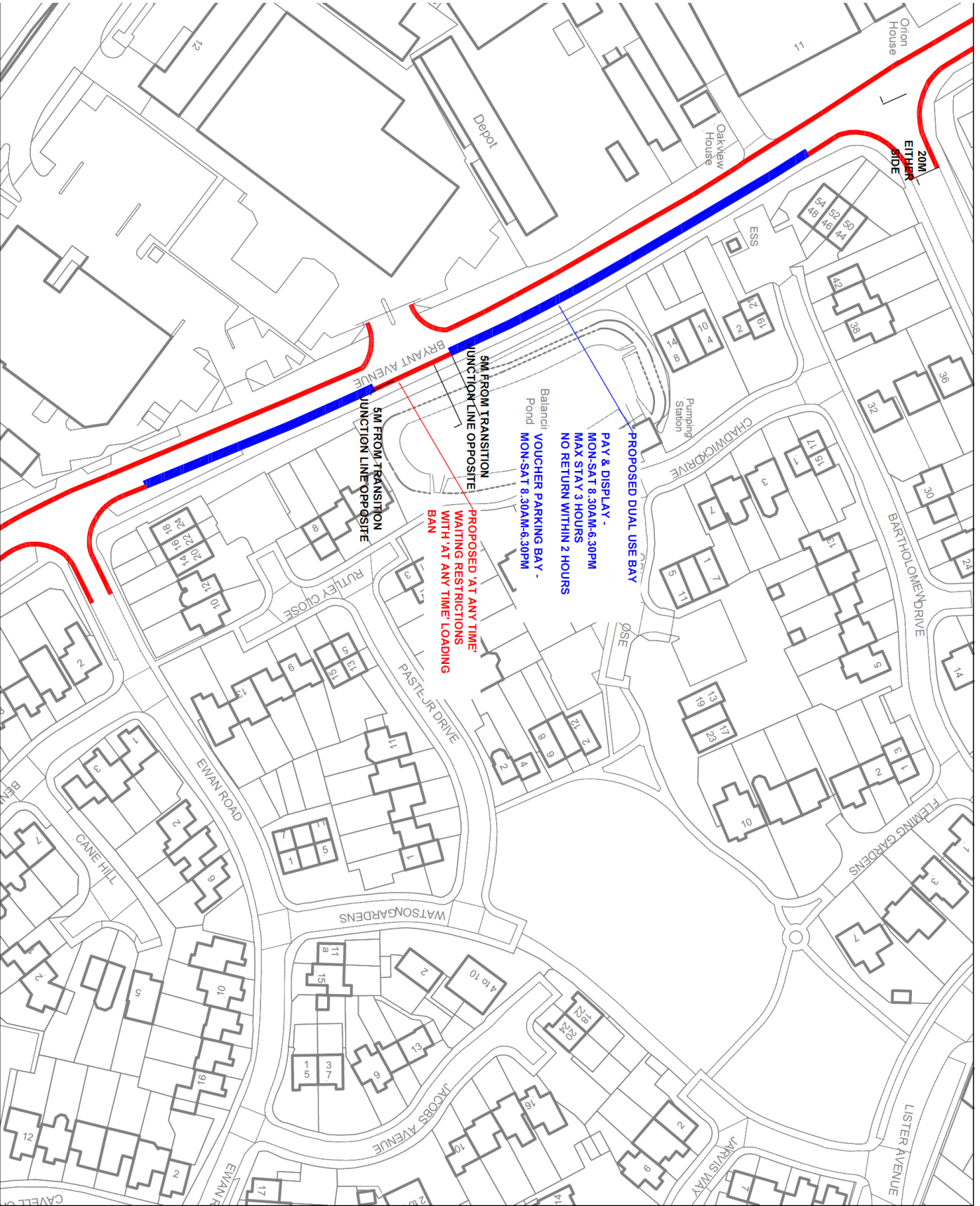
Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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

BACKGROUND PAPERS

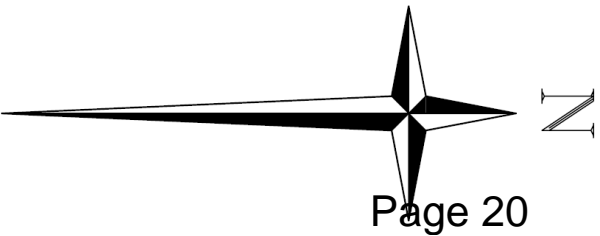




PURPOSE

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KEY:



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SCALE	DATE	DRAWING No
ADO REF:		
Sheet Size: A3 (297x420)		

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