



## HIGHWAYS ADVISORY COMMITTEE AGENDA

<b>7.00 pm</b>	<b>Tuesday 11 February 2020</b>	<b>Council Chamber - Town Hall</b>
----------------	-------------------------------------	--

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](mailto: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.

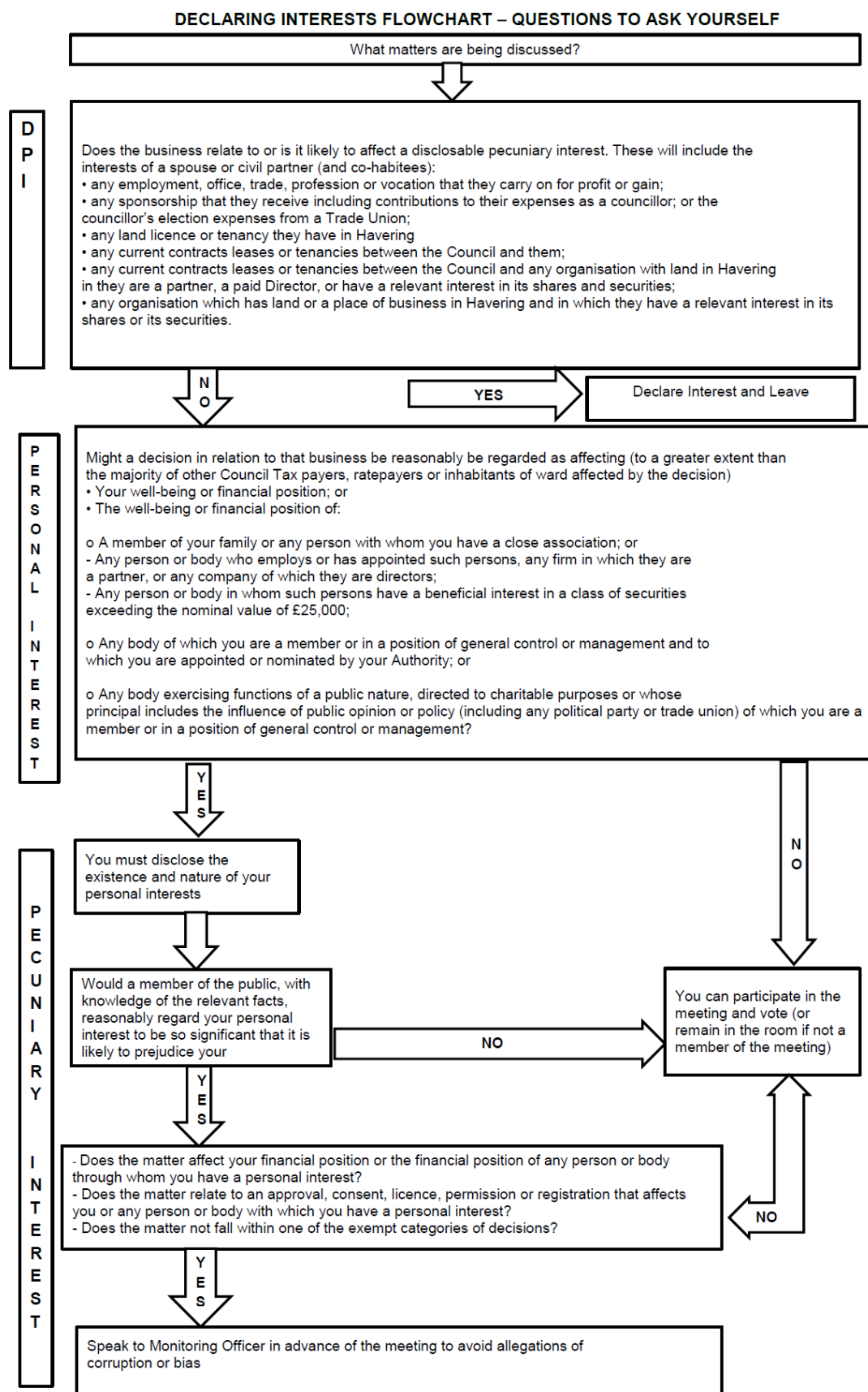
Reporting means:-

- 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 21 January 2020, and to authorise the Chairman to sign them.

### **5 PROPOSED TRAFFIC IMPROVEMENTS IN NORTH ROAD, HAVERING-ATTE-BOWER** (Pages 5 - 24)

Report attached.

### **6 ST CLEMENTS AVENUE - PROPOSED ZEBRA CROSSING** (Pages 25 - 42)

Report attached.

**7 UPPER BRENTWOOD ROAD/ BEAUMONT CLOSE JUNCTION CASUALTY  
REDUCTION PROGRAMME - PROPOSED MINI ROUNDABOUT** (Pages 43 - 60)

Report attached.

**8 SCH34 - HACTON DRIVE - REQUEST TO FORMALLY ADVERTISE RESIDENTS'  
PARKING BAYS** (Pages 61 - 66)

Report attached.

**9 SCH356 - BALGORES LANE - REQUEST TO FORMALLY ADVERTISE  
RESIDENTS' PARKING BAY** (Pages 67 - 72)

Report attached.

**Andrew Beesley**  
**Head of Democratic Services**

This page is intentionally left blank

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
21 January 2020 (7.00 - 7.30 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	John Mylod (Chairman), +Robby Misir and +Christine Smith
<b>Residents' Group</b>	Paul Middleton
<b>Upminster &amp; Cranham Havering Residents' Group</b>	Christopher Wilkins
<b>Independent Residents Group</b>	David Durant

Apologies were received for the absence of Councillors Brian Eagling, John Crowder and Sally Miller.

+Substitute Members: Councillor Robby Misir (for John Crowder) and Councillor Christine Smith (for Sally Miller).

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

**10 DISCLOSURE OF INTERESTS**

No interest was disclosed at the meeting.

**11 MINUTES**

The minutes of the meeting of the Committee held on 17 December 2019 were agreed as a correct record and signed by the Chairman.

**12 SUTTONS LANE AND AIRFIELD WAY CASUALTY REDUCTION  
PROGRAMME - PROPOSED SAFETY IMPROVEMENTS**

The report before the Committee recommended safety improvements in the Suttons Lane and Airfield Way areas.

Following a public consultation it was agreed that a pedestrian refuges,

build-out extension, 30mph and school vehicle activated signs and road markings to reduce the casualty rate along the street be implemented.

A Member raised concerns that the build-out extension outside property No. 51 Suttons Lane would impact on traffic flow.

Following a debate and a motion to recommend rejection of the proposed build-out extension outside property No. 51 Suttons Lane with approval of the remaining parts of the scheme, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, in consultation with the Leader of the Council, that the following safety improvements detailed in the drawing be implemented:

- (a) Suttons Lane between Dawes Avenue and Randall Drive:
  - Pedestrian refuge with double yellow lines outside Sainsbury's Local;
  - Longer traffic island outside property Nos. 47 and 49 Suttons Lane;
  - Parking bays relocation outside property Nos. 47, 49, 53, 55 Suttons Lane;
  - 30mph vehicle activated sign;
  - Centre line hatch and slow road markings;  
as shown on drawing reference No.QS002/1.
- (b) Suttons Lane between Vaughan Avenue and Suttons Primary School south entrance:
  - School vehicle activated signs and coloured road surfacing south of Vaughan Avenue and School south entrance as shown on drawing No.QS002/2.
- (c) Airfield Way in the vicinity of Tangmere Crescent:
  - School vehicle activated signs north and south of Tangmere Crescent as shown on drawing No.QS002/3.

That it be noted that the estimated cost of the scheme was £0.070m, which would be met from the Transport for London's (TfL) 2019/20 Local Implementation Plan allocation for Casualty Reduction.

The voting to proceed with the scheme but rejecting the build out was carried by four votes to two.

## 13 **SCH361 - GRENFELL AVENUE AREA**

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 introduce a residents parking scheme in the Grenfell Avenue area, operational Monday to Friday 10am to 2pm inclusive, as shown on the plan in Appendix C be abandoned;
- (b) the proposed 'At Any Time' waiting restrictions, proposed Pay & Display parking provision and proposed Loading Bay be implemented as advertised and shown in Appendix E be implemented.

Members noted that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs was £0.004m which would be met from the LIP 2018/2019 funding allocation – A2904 (funding carried over).

#### 14 **ANY OTHER BUSINESS**

The Committee requested an update from Officers on the preparation of a report detailing vehicular speeds for the Upminster area.

---

**Chairman**

This page is intentionally left blank

# HIGHWAYS ADVISORY COMMITTEE

11 February 2020

<b>Subject Heading:</b>	Proposed traffic improvements in North Road, Havering-atte- Bower
<b>SLT Lead:</b>	Dipti Patel Assistant Director of Environment
<b>Report Author and contact details:</b>	Musood Karim Engineer 01708 432804 highways@haverling.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008). Havering Local Implementation Plan 2018/19 Delivery Plan.
<b>Financial summary:</b>	The estimated cost of £0.050m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for 2019/20 (A2921).

## 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 road safety in North Road, Havering-atte-Bower between Broxhill Road and the northern borough boundary. The proposals involve provisions of two zebra crossings for pedestrians and some road safety measures. Drawings showing the proposals are included in Appendix 2 of this report.

The scheme lies within **Havering Park** 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 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.
2. That it be 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).

## REPORT DETAIL

## 1.0 **Background**

Local residents of Havering-atte-Bower village have expressed their concerns to the Council about the speed of traffic through the village. It is noted that North Road, running through the village, already has some robust traffic calming measures but despite these measures there are continued issues with speeding traffic.

One reason for the high speed of traffic through Havering-atte-Bower village is the proximity of the village to the M25 motorway. Drivers leaving the motorway can find it difficult to adjust quickly to the lower speed limits.

## 2.0 Public transport facilities

There are two bus routes operating in North Road ie 375 and 575. Both routes operate on low frequency services. The former runs between Romford Station and Passingford Bridge whereas the later operates between Romford (The Brewery) and Harlow (Bus station).

## 3.0 Details of scheme proposals

Dame Tipping Primary School lies in close proximity to Havering-atte-Bower village. At present, the majority of parents park in Wellingtonia Avenue when taking their children to school. The existing footway on the west side of North Road, between Wellingtonia Avenue and the school is narrow with the consequence that parents and children frequently walk in the road.

There is existing parking to the rear of Dame Tipping Primary School. However, gaining access to this parking provision is difficult due to narrow access which cannot accommodate two-way traffic. Further, visibility is restricted for exiting traffic at the junction with North Road.

- i) As a result, the data for traffic speeds and Road Traffic Accident data for the previous 5 years for this area was examined in detail and following road safety measures have been proposed as below:

### 3.1 Proposed Rumble strips

It is proposed to install rumble strips in North Road between Broxhill Road and Wellingtonia Avenue. The purpose of the Rumble strips is to create awareness to drivers about the hazard ahead which is the zebra crossing (as per item 3.2 below). The proposals are shown on drawing No. QS013\_NR(RW)\_FS\_100\_GA.

### 3.2 Proposals for a zebra crossing in North Road by Wellingtonia Avenue

A zebra crossing has been proposed in North Road by Wellingtonia Avenue. The crossing involves removal of the existing width restriction and replacing it with a zebra crossing primarily aimed to enhance safety for pedestrians. The crossing has been located along a common desire line for children and parents walking to Dame Tipping Primary School. The proposals are shown on drawing No. QS013\_NR(Z1)\_FS\_100\_GA.

### 3.3 Proposals for a zebra crossing in North Road by Dame Tipping Primary School

It is proposed to provide a new zebra crossing in North Road by Dame Tipping Primary School. This will involve the relocation of the existing bus stop on road safety grounds which are not installed on approach sides of the crossings but on the departure sides in the direction of travel. The proposals are shown on drawing No. QS013\_NR(Z2)\_FS\_100\_GA.

### 4.0 Details of pre-meeting with ward members

Site meetings were held between Officers and the Members of Havering Park ward to discuss the proposals in details. The following issues were raised and discussed at the two meetings:

- i) Problems about speeding traffic through Havering-atte-Bower village;
- ii) Speeding problems in Broxhill Road (Members were informed that the scheme would be considered in 2020/21 financial year);
- iii) Exclusion of heavy good vehicular traffic through the village (Members were informed that the proposals would be considered in 2020/21 financial year);
- iv) Provision for two Zebra Crossings in North Road, ie by Wellingtonia Avenue and by Dame Tipping Primary School;
- v) Parking restrictions in Wellingtonia Avenue

A local farmer and Ward Councillors had raised concerns over a lack of adequate parking restrictions in Wellingtonia Avenue. They explained that on several occasions vehicles parked inconsiderately had prevented access to Bower Farm.

Action by officers - The extension of proposed parking restrictions in Wellingtonia Avenue is currently being dealt with by the Council's Parking Team. The proposals are at consultation stage and the measures will be dealt separately from the proposals in this report.

### 5.0 Outcome of the public consultation

- 5.1 160 letters were posted to residents of Havering-atte-Bower village considered to be affected by the proposals. In addition, Transport for London and the emergency services were consulted.
- 5.2 11 responses were received which represent 7% of the delivered letters. The responses were analysed carefully and the results are included in Appendix 1 of this report.
- 5.3 The proposals for the zebra crossings were advertised in the local press with site notices were displayed in the vicinity of the site.
- 5.4 Following analysis of the responses received the most frequent matter raised related to the new location of the bus stop. This was considered in conjunction with Transport for London who has responsibility for installing and maintaining the infrastructure of bus stops across London. Based on the road safety grounds it was agreed that the existing stop would be relocated in North Road, outside No 1, St. Briec Cottage.

#### 6.0 Staff comments and conclusions

Ward members were consulted in 2019. The current proposals incorporate the suggestions of Ward Members to improve road safety through the village and parking in Wellingtonia Avenue.

It is recommended that the proposals are agreed to enable the Council to deliver the scheme within the current financial year. If this scheme is successfully implemented, TfL will provide further funds to improve the road safety through the village and Broxhill Road in 2020/21 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 £0.050m. 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.

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 Capital budget.

#### **Legal implications and risks:**

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 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.

Zebra crossings provide safe crossing facility for pedestrians to the road environment. There will be some aesthetic impact arising from the road makings and installation of Belisha beacons, however, these are considered be minimal in road safety terms.



## BACKGROUND PAPERS

None.

## **Appendix 1**

Summary of the Public Consultation

## **Appendix 2**

Drawings of proposals

Drawing Nos. QS013\_NR(RW)\_FS\_100\_GA,  
QS013\_NR(Z1)\_FS\_100\_GA &  
QS013\_NR\_(Z2)\_FS\_GA\_FS.

This page is intentionally left blank

# North Road, Havering-atte-Bower - Traffic Calming Scheme

## Results of Public Consultation

No.	Respondent			Comments
		Agree	Disagree	
1	Respondent No. 1 Dame Tipping Primary School	1		The school is in support of the measures and have contcated the Council to provide a school crossing Patrol.
2	Respondent No. 2	1		The respondent agrees with the proposed measures and has suggested that speed humps should be installed in the vicinity of Liberty Cottages (Nos. 1-16) to overcome the problem of cars and lorries speeding through this section of road at high speeds particularly during rush hour times in order to get to the M25 motorway.
3	Respondent No. 3	1		The respondent considers that speeding traffic through the entire the village will not be controlled only by two new zebra crossings. There needs to be more robust action taken. A 20 mph limit through the village, speed cameras, Average Speed cameras or other measures are needed to limit and control the speeding.
4	Respondent No.4	1		The new crossings would be beneficial for pedestrians especially those taking children to Dame Tipping Sch. who would be able to walk along the east side of North Road, where the pavement is wider, unlike that on the west side opposite Rowland Walk.

No.	Respondent			Comments
		Agree	Disagree	
5	Respondent No. 5			The respondent has stated that there is no information provided about relocation of the existing bus stop. There are a few elderly residents living close to the stop and relocating it further away will inconvenience them considerably.
6	Respondent No.6		1	The respondent strongly disagrees with the proposed zebra crossing near Dame Tipping School. As a resident of Festival Cottages would prefer the Zebra crossing is installed outside the school.
	Respondent No. 7		1	The respondent was of the opinion that the existing bus stop would be relocated slightly when the Zebra crossing is installed but on looking at the plans, it does not show the new location of the bus stop. The respondent would experience difficulties if the bus stop is relocated or removed permanently.
8	Respondent No.8		1	The respondent agrees that traffic calming measures are needed but is not convinced that the current proposals are the best way forward. He considers that it is unlikely that parents will cross the road at the zebra crossing and then turn back towards the school.
9	Respondent No.9		1	The respondent objects the location of the zebra outside their property. They will experience problems when existing or entering their property.

No.	Respondent	Agree	Disagree	Comments
		1		
10	Respondent No. 10			The respondent supports the proposals to remove the existing width restriction by Gills Glen but considers that the Rumble Strips will generate excessive noise especially when large vehicles will travel over them.
11	Respondent No.11 (first e-mail)		1	The respondent was very upset to note that the zebra crossing would be installed outside their property & had suggested to move the crossing directly outside the school.
	Second e-mail			<p>The respondent had raised the following issues:</p> <p>i) does not wish to look at the crossing every day.</p> <p>The respondent moved to a semi rural area to live away from the traffic lights and crossings.</p> <p>ii) The respondent &amp; neighbours would experience difficulties to exit from their properties.</p> <p>iii) There are disabled members of family who would have side effects</p> <p>iv) next door neighbour is hard of hearing and accidentally causes damages. The crossing would be fatal in this case</p> <p>v) the respondent will submit an application for a drop kerb presumably to overcome the zebra crossing</p>

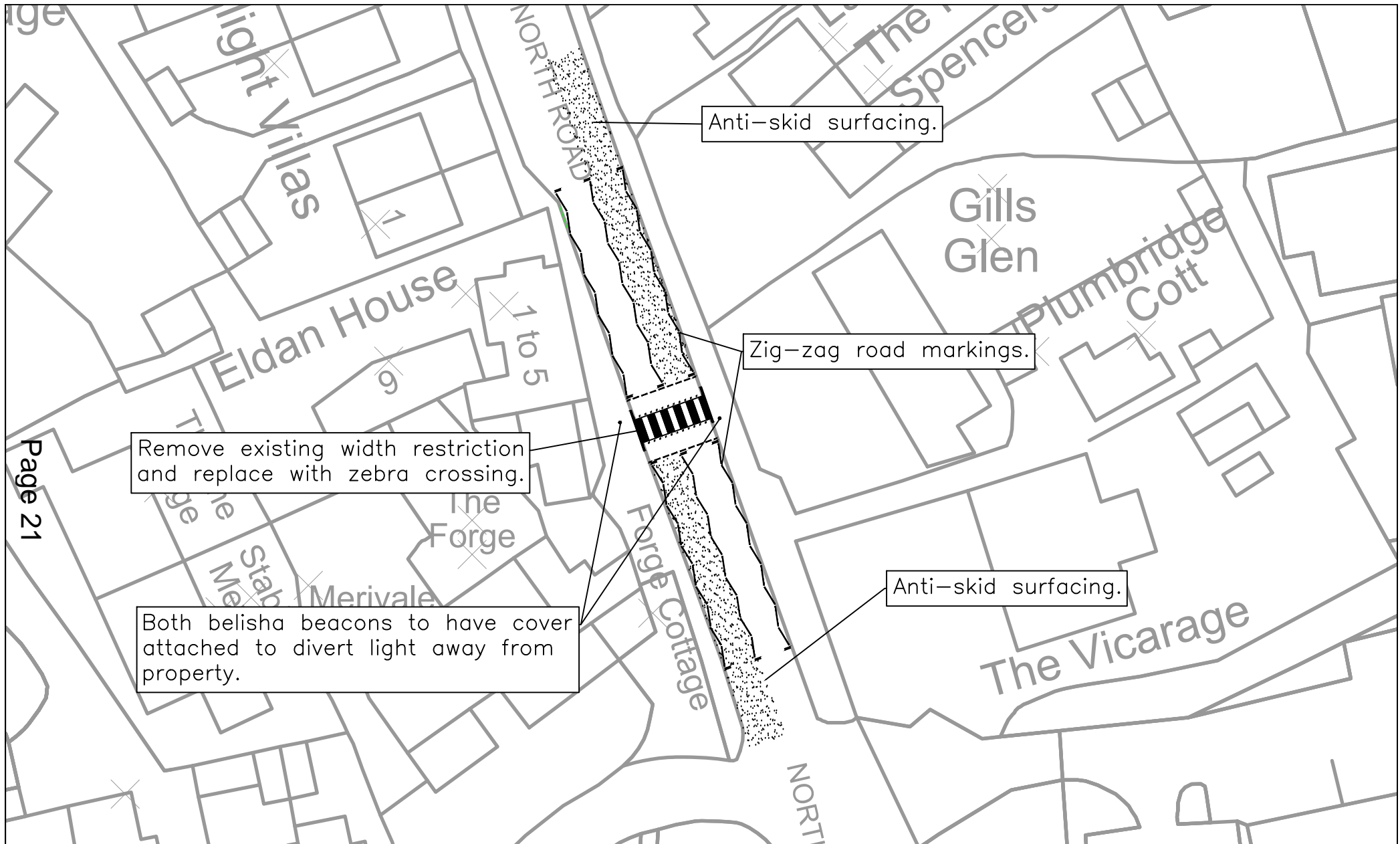
Note: Names of respondents have been excluded for Data Protection


This page is intentionally left blank



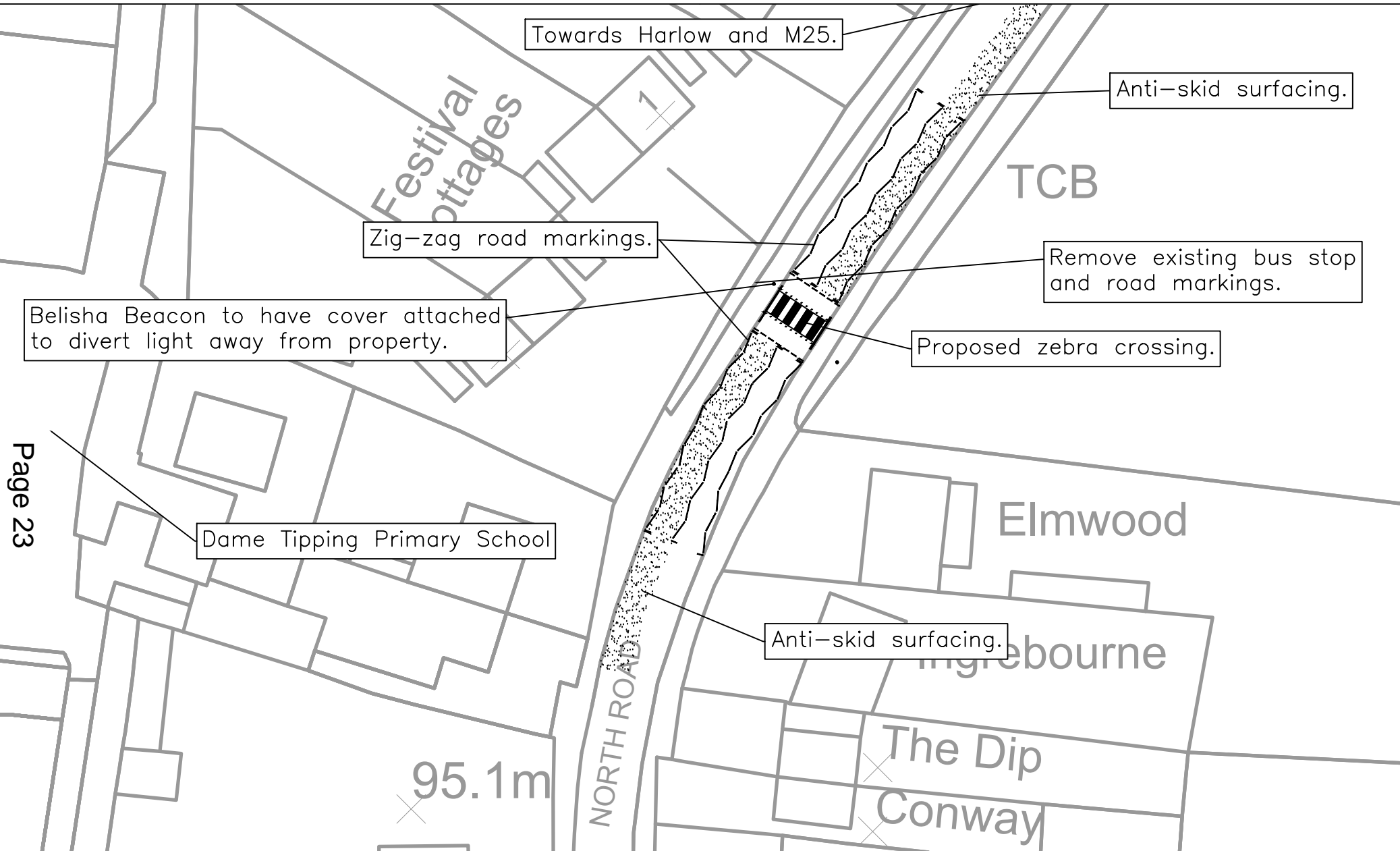


This page is intentionally left blank




<div><div><b>Havering</b> LONDON BOROUGH</div></div> <div><p>© COPYRIGHT</p><p>This drawing belongs to The London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission.</p><p>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p></div>	JOB TITLE		DRAWN BY		CHECKED BY		APPROVED BY		PURPOSE	PROPOSAL	
	NORTH ROAD HAVERING VILLAGE STUDY		MN		JD		JD				
			SCALE (AT A4 SIZE)		DATE		<div><div></div>DRAFT</div> <div><div></div>ISSUE</div>				
			1:500		10.09.2019						
			DRAWING TITLE		ZEBRA CROSSING 1 GENERAL ARRANGEMENT		DRAWING No QS013_NR(Z1)_FS_100_GA		REVISION 0		REVISION

This page is intentionally left blank



Page 23

 <small>© COPYRIGHT This drawing belongs to The London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</small>	JOB TITLE	DRAWN BY	CHECKED BY	APPROVED BY	PURPOSE	PROPOSAL	
	DRAWING TITLE	MN	JD	JD			
		SCALE (AT A4 SIZE)	DATE	<input checked="" type="checkbox"/> DRAFT			
		1:500	10.09.2019	<input checked="" type="checkbox"/> ISSUE			
		DRAWING No	REVISION				
	NORTH ROAD HAVERING VILLAGE STUDY  ZEBRA CROSSING 2 GENERAL ARRANGEMENT	QS013_NR(Z2)_FS_100_GA	0		REVISION	AMENDMENT	DATE

This page is intentionally left blank



**Havering**  
LONDON BOROUGH

# HIGHWAYS ADVISORY COMMITTEE

11 February 2020

**Subject Heading:**

**ST CLEMENTS AVENUE – PROPOSED  
ZEBRA CROSSING  
(The Outcome of public consultation)**

**CMT Lead:**

**Dipti Patel**

**Report Author and contact details:**

**Velup Siva  
Senior Engineer  
01708 433142  
velup.siva@havering.gov.uk**

**Policy context:**

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

**Financial summary:**

**The estimated cost of £0.020m for  
implementation will be met by  
Transport for London through the  
2019/20 Local Implementation Plan  
allocation for St Clements Avenue  
(A3074).**

**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

St Clements Avenue safety improvements was one of the schemes approved by Transport for London for funding for 2019/20.

A feasibility study was undertaken to identify safety improvements including zebra crossing with wider traffic island and road markings to improve pedestrian facilities along St Clements Avenue by Gubbins Lane. A public consultation was carried out and this report details the findings of this consultation and recommends that the safety improvements as detailed in the recommendation be approved.

The scheme is within Harold Wood ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that a zebra crossing with wider centre island and road markings as shown on the drawing No. QS019 be implemented.
2. That, it be noted that the estimated costs of £0.020m, will be met from the Transport for London's (TfL) 2019/20 Local Implementation Plan allocation for St Clements Avenue.

## REPORT DETAIL

### **1.0 Background**

- 1.1 In November 2018, Transport for London ("TfL") approved funding for a number of safety Schemes as part of the 2019/20 Local Implementation Plan. The 'St Clements Avenue' safety improvements was one of the schemes approved by TfL. A feasibility study was carried out to identify improve pedestrian facilities. The feasibility study looked at ways of improving pedestrian facilities along St Clements Avenue by Gubbins Lane. A zebra crossing with wider centre traffic island and road markings are the recommended options. Following completion of the study, the safety improvements, as set out in this report were taken forward to a formal public consultation.

#### **Proposals**

- 1.2 A zebra crossing with wider centre island and road markings are proposed along St Clements Avenue by Gubbins Lane to improve pedestrian safety in the area.

### **2.0 Outcome of public consultation**

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 100 letters were delivered via post and by hand to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Ten written responses from Local Member, the Metropolitan Police and residents were received and the comments are summarised in Appendix 1. A



local member is in favour of the scheme. Metropolitan Police advised on the visibility. One resident is in favour and seven residents were not in favour of the scheme.

- 2.2 Details of some of the operational Casualty Reduction Schemes implemented within Havering, TfL's targets, Mayor's vision zero Strategy and traffic calming techniques are summarised in Appendix 2.

### **3.0 Officers' comments and conclusions**

- 3.1 Appendix 2 provides commentary/analysis of the effectiveness of implemented Casualty Reduction Schemes, traffic calming measures and other features used in the Council's Casualty Reduction Programme, TfL's targets, Mayor's Vision Zero Strategy, UK Traffic calming techniques and their effect.
- 3.3 Officers prepared a set of proposals for St Clements Avenue. These measures should influence driver behaviour and reduce the risk exposure of vulnerable road users to collisions. Officers recommend that all suggested measures be implemented to reduce the aforementioned risk.
- 3.4 The proposed safety improvements as detailed in the recommendation would improve pedestrian safety along St Clements Avenue by Gubbins Lane.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

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

The estimated cost of £0.020m for feasibility, consultation and implementation will be met by Transport for London through the 2019/20 Local Implementation Plan allocations for Upper Brentwood Road Casualty Reduction Programme (A3071). The funding will need to be spent by 31st March 2020, 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 budget.

### **Legal implications and risks:**

The Council's power to construct and maintain places of refuges 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 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 2016 govern road traffic signs and road markings.

The Council's power to make an Order regulating or controlling vehicular traffic on roads is set out in section 6 of Part 1 of the Road Traffic Regulations Act 1984 ("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.

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

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

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

### **Human Resources implications and risks:**

The recommendations made in this report do not give rise to any identifiable HR risks or implications that would affect either the Council or its workforce.

### **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.

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

<b>BACKGROUND PAPERS</b>
--------------------------

**None.**

## SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QS019/1 (Local Member )	I am fine with this proposal.	-
QS019/2 (Metropolitan Police )	Please ensure that consideration is given to ensure that there is sufficient vision for traffic turning right onto Gubbins Lane from St Clements Avenue. This is a main consideration if there is a bus in the stand on Gubbins Lane at the time of the turn.	Staff believe that there is a sufficient visibility for the turning traffic.
QS019/3 (St Clements Avenue resident 1)	<p>As a home owner on the estate I feel that the crossing where it is proposed in the map isn't a very good idea.</p> <p>It is hard enough coming in and out of the road as it is at busy times especially with the other crossings so close together.</p> <p>I feel it would be more suitable to have it further up the road otherwise we will not only be battling traffic but also pedestrians.</p> <p>I'd appreciate if you could consider this when finalising.</p>	This location is the desire line for pedestrians to cross, it would be the suitable location for a zebra crossing. It is considered that the proposal would not cause significant problems for the turning traffic.
QS019/4 (St Clements Avenue resident 2)	We support the proposed zebra crossing with a wider centre island in St Clements Avenue. Request for additional 20mph signs in St Clements Avenue.	Additional signs could be considered at a later date if necessary.
QS019/5 (St Clements Avenue resident 3)	<p>This is a waste of money and the council should instead consider installing CCTV facing the intersection of St Clements Avenue and Gubbins lane - this will reduce dangerous driving and other criminal activities taking place in the area, such as numerous residents getting mugged by youths on bikes.</p> <p>As a matter of fact I along with a number of home owners at the kings park development would be willing to make a contribution towards this.</p> <p>I ask that the council reconsider the proposal and prioritise accordingly.</p>	<p>The Council believe that the proposed zebra crossing would improve pedestrian safety at this location</p> <p>Additional measures could be considered at a later date if necessary.</p>

<p>QS019/6 (St Clements Avenue resident 4)</p>	<p>I am writing this email on behalf of my partner Joanna Johnstone and myself with regards to the absurd idea of a proposed zebra crossing on St Clements Avenue by Gubbins Lane. Please find below the impractical reasons do not have one.</p> <p>1) There are not enough constant footfalls during the day to warrant a zebra crossing there. Only during peak hours for commuters does the frequency of pedestrians increase for a limited time, therefore this will cause unnecessary congestion for traffic turning outbound from St Clements Avenue.</p> <p>2) Placing a zebra crossing there will impede traffic on Gubbins Lane, as vehicles turning inbound into St Clements Avenue will have to stop short for pedestrians and therefore cause a potential for a tailback on the main road, more so the case if there are 2 or more consecutive vehicles wanting to turn into St Clements Avenue. This will be a major inconvenience to drivers and impede more road users than it would to pedestrians.</p> <p>3) Furthermore adding to point number 2 above, there is a safety issue associated with a zebra crossing as vehicles coming northbound from Colchester road A12 that are turning into St Clements Ave will turn in and impede traffic travelling northbound, therefore decreasing safety margins as northbound drivers may attempt (as many impatient drivers do on this particular road) to go around the traffic turning into St Clements Avenue and therefore placing themselves into oncoming traffic from the inbound contra flow from Colchester road A12.</p> <p>4) An additional safety concern is that a very high proportion of commuters are oblivious to their surroundings by either having earphones in or on preoccupied on their phones, leading to a lack of situational awareness. Therefore putting a zebra crossing can worsen this by creating a confirmation bias and</p>	<p>The Council believe that the proposed zebra crossing would improve pedestrian safety at this location</p> <p>It is considered that the proposal would not cause significant problems for the turning traffic.</p>
--	--	--

	<p>presuming that drivers will stop. At night in reduced visibility there is an increased chance of an incident. Having no zebra crossing increases the chances of the pedestrian looking both ways. Introducing one will reduce this.</p> <p>5) Most zebra crossings are strategically placed to be comfortably in the line of sight of a driver. This proposal will lead to the driver not only having to contend with a busy road turning into St Clements Ave, but also may cause the driver to break heavily if someone runs or crosses the road on the presumption the driver has already seen them, even though the driver is checking the traffic. This zebra crossing is on a blind curve.</p> <p>The above points are not exhaustive. I hope that all the above which are predominantly safety concerns, be considered and taken on board.</p>	
<p>QS019/7 (St Clements Avenue resident 5)</p>	<p>I object to the plans as the junction is already a hot spot for traffic. The cars turning into St Clements would form a queue onto Gubbins lane, particularly if turning left into the road - this would cause traffic for all other road users. For those turning right, they would form a queue and block traffic in both directions on Gubbins lane.</p> <p>It would make more sense to put another zebra crossing further down Gubbins lane towards the bus shelter if you feel the need for another crossing.</p>	<p>The Council believe that the proposed zebra crossing would improve pedestrian safety at this location</p> <p>It is considered that the proposal would not cause significant problems for the turning traffic.</p> <p>Additional measures could be considered at a later date if necessary.</p>
<p>QS019/8 (Wildcary Lane resident 1)</p>	<p>My concern is that the traffic at rush hour around that area of the other zebra crossing is already quite bad. There is often a line of traffic in both directions as a lot of pedestrians cross the road to get to the train station. My worry is that this will get much worse with cars having to wait to turn left and right into St Clements Avenue, with cars potentially getting stuck and blocking the road. The exhaust fumes in that area are also already really</p>	<p>The Council believe that the proposed zebra crossing would improve pedestrian safety at this location</p> <p>It is considered that the proposal would not cause significant problems for the turning traffic.</p>

		<p>bad with cars accelerating after stopping for pedestrians.</p> <p>I don't feel that the zebra crossing is necessary as cars already have to slow down to exist St Clements Avenue, and are often going at a slower speed when turning into the road too.</p>	
<p>QS019/9 (Gubbins resident 1)</p>	Lane	<p>I don't think it's a good idea to create another Zebra crossing at the proposed site.</p> <p>From pedestrians point of view it does pose a risk because of low level of lighting and rapidly turning cars onto Clements Avenue.</p> <p>For the drivers it'll be very difficult as it won't allow the cars to make a complete turn and might stop the traffic on Gubbins Lane. It would make situation worse as that area is already extremely congested and a nightmare for drivers during office hours.</p> <p>Two zebra crossings there doesn't seem a sensible option.</p> <p>In my opinion, a better solution to this would be to make a zebra crossing slightly higher up on the Clements Avenue to accommodate at least 2-3 cars clearly between Gubbins Lane and the proposed Zebra crossing.</p> <p>On a separate note, with the new Haroldwood station entrance, there is a need for a Zebra crossing near the bridge for the people coming/going to Kings Park.</p>	<p>The Council believe that the proposed zebra crossing would improve pedestrian safety at this location</p> <p>It is considered that the proposal would not cause significant problems for the turning traffic.</p> <p>Additional measures could be considered at a later date if necessary.</p>
<p>QS019/10 (Gubbins resident 2)</p>	Lane	<p>I would like to raise my concerns for the proposed Zebra Crossing for St Clements Avenue. As I believe this is a good step to provide pedestrians with a better solution to cross the road than currently present, I don't think this would be best location for a Zebra Crossing. See my bullet points below for my views on this proposal;</p> <p>- Gubbins Lane is a busy road which is a through road for access to the</p>	<p>The Council believe that the proposed zebra crossing would improve pedestrian safety at this location</p> <p>It is considered that the proposal would not cause significant problems for the turning traffic.</p>

	<p>A12 &amp; A127 this means the road has traffic present at most times of the day. Placing a Zebra crossing to the entrance of St Clements Avenue will further contribute to the traffic on this road.</p> <p>- Harold Wood station exits are close to the pedestrian crossing located on Station Road. This often means when a surge of pedestrians exit from the station it's quite common for people to run over both the Station Road and Gubbins Lane crossings. I believe if the changes were added to St Clements Avenue entrance, pedestrians will also run over this crossing. All of these breaks up the flow of traffic on the road as cars wait for pedestrians to safely cross all 3.</p> <p>- The proposed location of the crossing seems unsafe. If a car is exiting St Clements Avenue and it waits after the pedestrian crossing, pedestrians are still able to cross behind this car. I believe this car waiting to exit from St Clements Avenue could obscure the view for cars planning to pull into St Clements Avenue. Moving the crossing to allow 2 car lengths waiting to enter St Clements Avenue would help with this issue as it gives more time for drivers to react when pulling in.</p>	
--	---	--



## SUMMARY OF CASUALTY TARGETS, CASUALTY REDUCTION, TRAFFIC CALMING TECHNIQUES AND THEIR EFFECT

### 1. PERCENTAGE OF CASUALTY REDUCTION

The following table shows the percentage of casualty reduction achieved on the implementation of Accident Reduction Programme schemes in recent years using vertical deflections such as humped crossings, speed tables and speed cushions.

SCHEME	IMPLEMENTATION DATE	PERCENTAGE CASUALTY REDUCTION
Mawney Road and White Hart Lane Between A12 and Collier Row Road	March 2012	77%
Hornchurch Town Centre (20mph zone)	June 2012	45%
Collier Row Lane Between Goring Road and Playfield Avenue	March 2014	60%
Crow Lane Whole length	March 2015	40%
Dagnam Park Drive Between Gooshays Drive and Chudleigh Road (20mph zone)	January 2016	100%
Rainham Road Between Ford Lane and Wood Lane	December 2016	50%

Please note that vertical deflections such as humped crossings, speed tables, speed cushions were used in all the above schemes to reduce accidents. The casualties are compared before and after implementation of the schemes.

### 2. TFL 2020 CASUALTY TARGETS

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 **Havering** Accident Reduction Programme, funded by Transport for London will help to meet these targets.

### 3. LONDON MAJOR'S VISION ZERO STRATEGY

The Major's Vision Zero Strategy aims to eliminate deaths and serious injuries on London's road and street network including **Havering** roads in the light of previous incidents. The Major's aim is for no-one to be killed in or by a London Bus by 2030 and for all deaths and serious injuries from road collisions to be eliminated from London's road and street by 2041. The main targets are as follows:

- (a) 65% reduction in KSIs by 2022 against 2005-2009 baseline average
- (b) 70% reduction in KSIs by buses by 2022 against 2005-2009 baseline average
- (b) 70% reduction in KSIs by 2030 against 2010-2014 baseline average
- (d) 0 KSIs by 2041
- (e) 0 KSIs by buses by 2030

#### **4. TRAFFIC CALMING TECHNIQUES IN UK AND THEIR EFFECT ON SPEED REDUCTION, ACCIDENT REDUCTION AND AIR QUALITY/ HEALTH/ POLLUTION**

##### **(a) TRAFFIC CALMING TECHNIQUES**

The following 'Traffic calming techniques' are widely used in UK.

- (1) Vertical deflections include Road hump, speed table, speed cushions, rumble strips
- (2) Horizontal deflection include Chicanes
- (3) Road Narrowing
- (4) Central islands
- (5) Traffic calming at junctions includes changes in alignment, roundabout and mini roundabouts.
- (6) Gateway measures include different surface materials, traffic islands, 20/30mph road signs
- (7) Speed cameras and speed limit changes
- (8) Traffic management measures include road closures and one way streets

All the above traffic calming measures are not suitable for all the roads in **Havering**. The selected traffic calming measures are generally used depending on the road character and nature of achievement such as speed reduction and accident reduction.

##### **(b) SPEED REDUCTION**

Vertical deflections such as road humps, speed tables and speed cushions in the carriageway have a **greater impact on vehicle speeds** than any other measures. In order to achieve greater vehicle speeds reduction, the vertical deflections need to be placed close apart which may require greater funding.

##### **(c) ACCIDENT REDUCTION**

The impact of traffic calming schemes on accident levels is generally related to both the speed reducing effect of the scheme and any reduction in traffic levels as a consequence of it. Slower vehicle speeds in 20mph speed limit roads compared with 30mph or over speed limit roads, not only reduce the occurrence of the accidents, but also have a significant effect on their severity such as from fatal and serious injuries to slight injuries.

#### **(d) AIR QUALITY / HEALTH / POLLUTION**

WHAT IMPACT DO SPECIFIC SCHEMES HAVE ON AIR QUALITY AND HEALTH?

The Transport for London research suggest:

(i) 20mph zones **do not increase air pollution**. Imperial College University's evaluation of 20mph zones in London suggested they had **no net negative impact on exhaust emissions** and resulted in clear benefits to driving style and associated particulate emissions.

(ii) Speed bumps generate small, local increase in emissions, but the health impacts are likely to be **negligible**. They dramatically reduce road danger and support the Health Street Approach. It is uncertain whether speed bumps have negative impacts on air quality over the whole area of a scheme. There is good evidence they are one of the best ways to reduce vehicle speeds and are expected to reduce collisions by around 44%. Speed tables should be considered as an alternative to speed bumps.

(iii) Protected cycle lanes tend not to prolong journey time and are **not expected to increase air pollution**.

This page is intentionally left blank

Ref:QS006/1

Environment  
Engineering Services  
London Borough of Havering  
Town Hall  
Main Road  
Romford RM1 3BB

**The Resident or Occupier**

St Clements Avenue (part) and Gubbins Lane (part)

**Please call** Mr Siva Velup  
**t** 01708 433142  
**e** [highways@havering.gov.uk](mailto:highways@havering.gov.uk)  
**text relay** 18001 01708 434343

Dear Sir or Madam;

3<sup>rd</sup> January 2020

[www.havering.gov.uk](http://www.havering.gov.uk)

**ST CLEMENTS AVENUE BY GUBBINS LANE - PROPOSED ZEBRA CROSSING**

The Council is proposing to install a zebra crossing with wider centre traffic island to improve pedestrian access along St Clements Avenue by Gubbins Lane as shown on the attached plan.

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](mailto:highways@havering.gov.uk)

Comments should reach us by **Friday 24<sup>th</sup> January 2020**.

Because of the large number of responses expected it is not be 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 11<sup>th</sup> February 2020 at 7:00pm** 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 9<sup>th</sup> December 2019 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, 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,



**Velup Siva**  
Senior Engineer  
Highways engineering.

Havering Councils' Privacy Notice can be found on our website, which outlines your rights and how we collect, use, store, delete and protect your personal data.

[www.havering.gov.uk/privacy](http://www.havering.gov.uk/privacy)

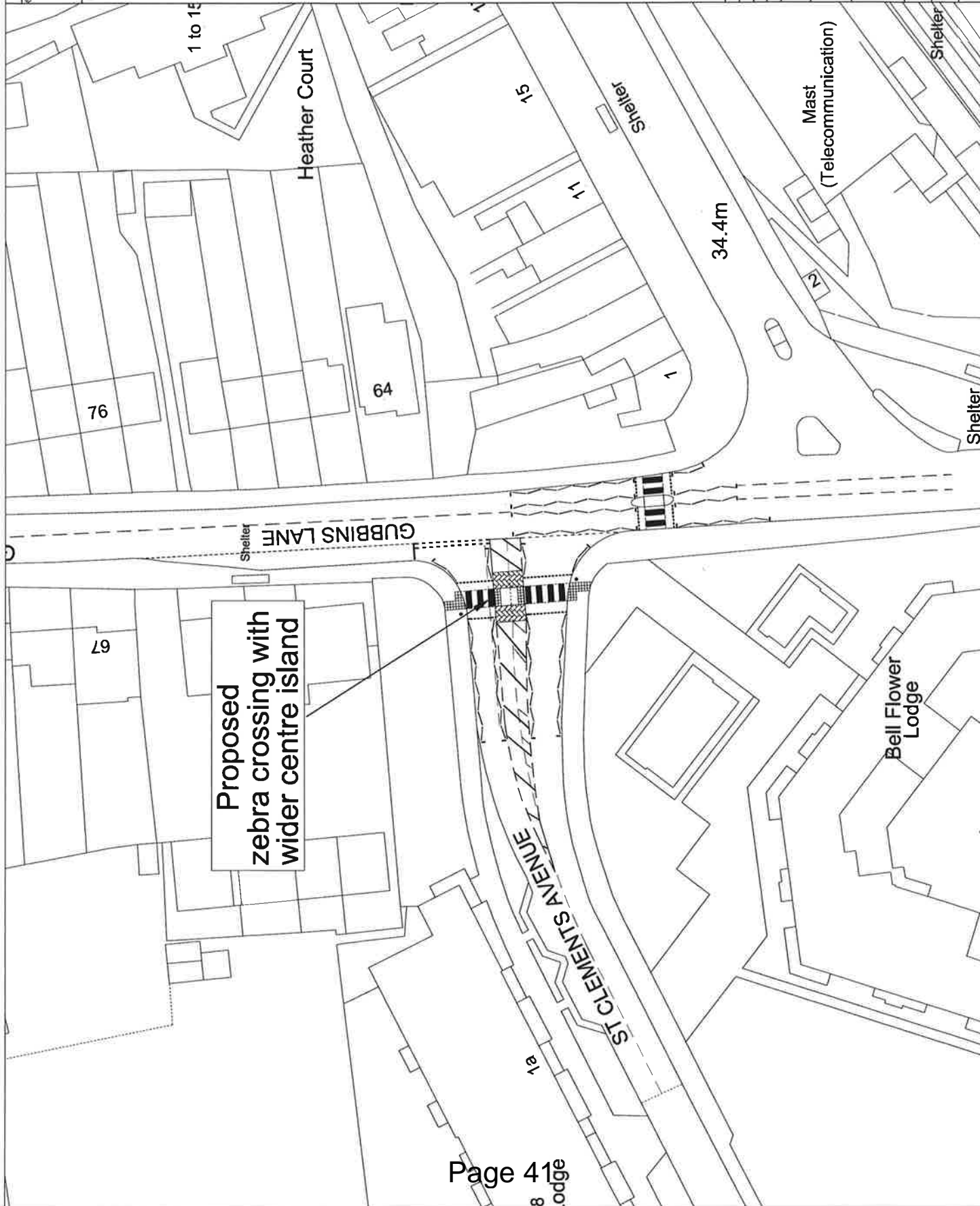
Copyright ©

**© WYRRIGHT**  
This drawing belongs to The London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission.

Based upon Anderson's (1990) findings, the manipulation of the presentation of the stimulus

Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Haringey 100024327

NOTES

[illegible]

This page is intentionally left blank





**Havering**  
LONDON BOROUGH

# **HIGHWAYS ADVISORY COMMITTEE**

**11 February 2020**

**Subject Heading:**

**UPPER BRENTWOOD ROAD/  
BEAUMONT CLOSE JUNCTION  
CASUALTY REDUCTION PROGRAMME  
– PROPOSED MINI ROUNDABOUT  
(The Outcome of public consultation)**

**CMT Lead:**

**Dipti Patel**

**Report Author and contact details:**

**Velup Siva  
Senior Engineer  
01708 433142  
velup.siva@havering.gov.uk**

**Policy context:**

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

**Financial summary:**

**The estimated cost of £0.012m for  
implementation will be met by  
Transport for London through the  
2019/20 Local Implementation Plan  
allocation for Upper Brentwood Road  
(A3071).**

**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**

Upper Brentwood Road / Beaumont Close Junction Casualty Reduction Programme was one of the schemes approved by Transport for London for funding for 2019/20.

A feasibility study was undertaken to identify safety improvements including a mini roundabout road markings and road signs to improve access and reduce danger at this junction. A public consultation was carried out and this report details the findings of this consultation and recommends that the safety improvements as detailed in the recommendation be approved.

The scheme is within Squirrels Heath ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that a mini roundabout with road markings and road signs as shown on the drawing No. QP004-5/U be implemented:
2. That, it be noted that the estimated costs of £0.012m, will be met from the Transport for London's (TfL) 2019/20 Local Implementation Plan allocation for Upper Brentwood Road.

## REPORT DETAIL

### 1.0 Background

- 1.1 In November 2018, Transport for London ("TfL") approved funding for a number of safety Schemes as part of the 2019/20 Local Implementation Plan. The 'Upper Brentwood Road/Beaumont Close Junction Casualty Reduction Programme was one of the schemes approved by TfL. A feasibility study was carried out to identify potential casualty reduction measures in the area. The feasibility study looked at ways of reducing casualties to improve Beaumont Close access. A mini roundabout with road markings, and road signs are the recommended options. Following completion of the study, the safety improvements, as set out in this report were taken forward to a formal public consultation.
- 1.2 The Government and Transport for London have set targets for 2020 to reduce Killed or Serious Injury collisions ("KSIs") 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.
- 1.3 The Mayor's Vision Zero Strategy aims to eliminate deaths and serious injuries on London's road and street network including **Haverling** roads in light of previous incidents. The Mayor's aim is for no-one to be killed in or by a London Bus by 2030 and for all deaths and serious injuries from road

collisions to be eliminated from London's roads and streets by 2041. The main targets are as follows:

- (a) 65% reduction in KSIs by 2022 against 2005-2009 baseline average
- (b) 70% reduction in KSIs by buses by 2022 against 2005-2009 baseline average
- (c) 70% reduction in KSIs by 2030 against 2010-2014 baseline average
- (d) 0 KSIs by 2041
- (e) 0 KSIs by buses by 2030

The Upper Brentwood Road / Beaumont Close mini roundabout Scheme was developed to help to meet the above targets.

### **Traffic Survey Results Summary**

- 1.4 Traffic surveys showed that two-way traffic flows are up to 1100 vehicles per hour during peak periods and vehicle speeds are up to 45mph along Upper Brentwood Road in the vicinity of Beaumont Close.

### **Injury Collision Data**

- 1.5 In the five-year period to 31<sup>st</sup> December 2018, **two** personal injury collisions (PICs) were recorded along Upper Brentwood Road in the vicinity of Beaumont Close and Ferguson Road. Both PICs were slight injuries. In the past, the PICs involved a wall being knocked down.

### **Proposals**

- 1.6 A mini roundabout and road signs are proposed at the Upper Brentwood Road / Beaumont Close Junction to reduce vehicle speeds, minimise collisions and improve access to Beaumont Close.

## **2.0 Outcome of public consultation**

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 70 letters were delivered by hand 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, the Metropolitan Police and residents were received and the comments are summarised in the Appendix 1. A local member is in favour of the scheme. Metropolitan Police advised on the signage. Five residents opposed to the scheme.
- 2.2 Details of some of the operational Casualty Reduction Schemes implemented within Havering, TfL's targets, Mayor's vision zero Strategy and traffic calming techniques are summarised in the Appendix 2.

## **3.0 Officers' comments and conclusions**

- 3.1 The collision analysis indicated that **two** personal injury collisions (PICs) were recorded along Upper Brentwood Road in the vicinity of Beaumont Close. Both PICs were slight injuries. In the past, two PICs at this junction involved the walls of property No.567 Upper Brentwood Road being knocked down.

- 3.2 Appendix 2 provides commentary/analysis of the effectiveness of implemented Casualty Reduction Schemes, traffic calming measures and other features used in the Council's Casualty Reduction Programme, TfL's targets, Mayor's Vision Zero Strategy, UK Traffic calming techniques and their effect.
- 3.3 Officers prepared a set of proposals for Upper Brentwood Road. These measures should influence driver behaviour and reduce the risk exposure of vulnerable road users to collisions. Officers recommend that all suggested measures be implemented to reduce the aforementioned risk.
- 3.4 The proposed safety improvements as detailed in the recommendation would minimise collisions along Upper Brentwood Road by Beaumont Close.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

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

The estimated cost of £0.012m for feasibility, consultation and implementation will be met by Transport for London through the 2019/20 Local Implementation Plan allocations for Upper Brentwood Road Casualty Reduction Programme (A3071). The funding will need to be spent by 31st March 2020, 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 budget.

### **Legal implications and risks:**

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 make an Order regulating or controlling vehicular traffic on roads is set out in section 6 of Part 1 of the Road Traffic Regulations Act 1984 ("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.

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

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

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

### **Human Resources implications and risks:**

The recommendations made in this report do not give rise to any identifiable HR risks or implications that would affect either the Council or its workforce.

### **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.

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

<b>BACKGROUND PAPERS</b>
--------------------------

**None.**

## APPENDIX 1

### SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QS015/1 (Local Member )	If there is enough space to insert a mini roundabout, I am fully in favour of the installation. It will be interesting to hear what residents think of the idea.	There is a space for smaller centre dome mini roundabout.
QS015/2 (Metropolitan Police )	Police have recommendation that diagram 611(TSRGD 2016) is placed on the approaches to the proposed mini roundabout.	This will be provided on all approaches to the mini roundabout
QS015/3 (Upper Brentwood Road resident 1)	<p>We are writing to express our concerns with the proposed mini roundabout. We live one of two houses that will be sitting directly on top of the roundabout. This will mean it will become nigh on impossible to reverse onto our driveways to park. The mini roundabout would mean that we would have to drive onto our driveways and reverse off again; reversing onto a mini roundabout is dangerous.</p> <p>Having lived in our house for 13 years we can honestly say that the stream of traffic going into and coming out of Beaumont Close has not increased enough to warrant a mini roundabout; so we would like to know why this has been proposed? It will cost a lot of money to put in because there are manhole covers that would need to be moved. Surely the money this would cost would be better spent on fixing the many potholes that currently on the road to put a mini roundabout in and wonder if you would be proposing to make the pavements narrower, which on a busy road is a safety issue. Upper Brentwood Road is used by a lot of HGV lorries and the 496 double decker buses. If you were to put a mini roundabout in, we think these vehicles would find it very difficult to manoeuvre.</p> <p>We concrete that at certain that at certain periods of the day traffic does queue up on Upper Brentwood Road in the direction of Main Road, but we fail to see how the addition of a mini roundabout would prevent this congestion. If your</p>	See staff comments below this table.

	<p>reasoning behind it is to make it easier for Beaumont Close residents to enter and exit their road, may be suggest putting a yellow box junction in instead, The yellow box junction on Main Road acts as a good deterrent to drivers who are turning right onto Main Road to prevent the crossing being blocked.</p> <p>We think the current problem on Upper Brentwood Road is how quickly people drive around the bend close to Ferguson Avenue. Has the Council considered putting traffic calming measures on this section of the road?</p> <p>Our final concern with having a mini roundabout directly outside our house is that it would affect the value of our property and would also be detrimental to the saleability. If this scheme were to go ahead, we would seek compensation from Havering Council.</p>	
<p>QS015/4 (Upper Brentwood Road resident 2)</p>	<p>I have lived here; I have only seen two accidents in this area and both involved brick walls being broken through drivers speeding around the bend from the bollards.</p> <p>Beaumont Close is no through Road with only 19 houses so how does this warrant the expense of a mini roundabout to improve the residents access, does someone special live down there? In this time of austerity, I am sure the money can be put to better use in the Borough such as reducing pot holes and improving the roads.</p> <p>With the amount of traffic already using Upper Brentwood Road the residents have difficulty in parking and getting on and off their driveways at the moment, this will only make it more difficult. It appears that you are solving perceived problems for the residents of Beaumont Close and creating issues for a lot more people.</p> <p>Specially, in my case, the proposed mini roundabout would appear to be directly across my dropped kerb meaning it would make it very dangerous for me to park and reverse out onto a roundabout.</p> <p>It would also appear that you are proposing to remove part of the pavement</p>	<p>See staff comments below this table.</p>



	<p>outside my house meaning the public would be walking closer and potentially on my driveway invading my property and privacy.</p> <p>Buses already make the house tremble, you would be bringing them closer to my home causing potential damage to my property and again invading my privacy.</p> <p>This will cause problems for me visitors getting on and off my driveway as there would be less access and issues for any deliveries that I may be receiving.</p> <p>There is also the concern for me and my close neighbours that this will devalue our properties and I will be seeking advice on this.</p> <p>There are other options possible rather than a mini roundabout. Yellow box markings where the current keep clear sign is, left turn only from Beaumont Close and sleeping policeman on the approach to the bend near the bollards at Ferguson Avenue. It is speeding around this bend that causes the issues.</p>	
<p>QS015/5 (Upper Brentwood Road resident 3)</p>	<p>We oppose the proposed installation of a mini roundabout at the junction of Beaumont Close and Upper Brentwood Road.</p> <p>Where you propose this roundabout, it will be very difficult to get off the drives. Also we feel this roundabout will devalue our properties, as we have lived here for 45years, I feel the need of a roundabout, unnecessary Beaumont Close is a no through road and very little traffic uses it. We feel it is money that could be used elsewhere. A mini roundabout at Beaumont Close is unnecessary. We feel a speed bump would be more useful at the junction of Ferguson Avenue/Upper Brentwood Road because of the bend; drivers do not always slow down there and there have been numerous accidents.</p>	<p>See staff comments below this table.</p>
<p>QS015/6 (Upper Brentwood Road resident 4)</p>	<p>I feel this will be a total waste of Council money and will cause more congestion to what is already a really busy road, namely Upper Brentwood Road.</p>	<p>See staff comments below this table.</p>

	<p>If a vehicle wanted to go around this mini roundabout, which they would have the right to do, there is not enough room without going on to the pavement, putting pedestrians at risk of injury. What would happen is the vehicles would end up going into Beaumont Close and turning around causing upset to the residents.</p> <p>There is already a "Keep Clear" sign at the junction of Upper Brentwood Road / Beaumont Close, if you changed this to a yellow box or keep it as is with signs telling motorists to keep out of the box, - <b>in the extreme</b> the Council could put a camera at the junction to fine motorists who disregard the signs and enter the yellow box without the exit being clear, see below:</p> <p><b>Rule 174 of the highway code</b>  <b>Box junctions.</b> These have criss-cross yellow lines painted on the road (see <a href="#">'Road markings'</a>). You <b>MUST NOT</b> enter the box until your exit road or lane is clear. However, you may enter the box and wait when you want to turn right, and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right.</p> <p>If the residents of Beaumont Close wanted to turn right they could enter the yellow box and wait for the opportunity to exit the yellow box and not be at risk of a fine. Also they would have an easy opportunity to turn left into Upper Brentwood Road ahead of the traffic approaching from their right.</p> <p>This would be more cost effective and provide income for the council</p>	
QS015/7 (Beaumont Close resident)	Like many residents of the close I am very surprised to hear that the council are planning to install a mini roundabout at	See staff comments below this table.

	<p>the junction of Beaumont close and Upper Brentwood Road. It would seem that there has been little, or no thought to the issues we have when trying to exit Beaumont Close.</p> <p>The issue is that when exiting from Beaumont close whether you are turning left or right due to the angle of the bend to the right you have limited or no visibility of traffic travelling along Upper Brentwood Road towards the direction of Main Road. I myself have been hit whilst trying to exit the close by a car travelling at a high speed. If you are in a small car you have no visibility due to residents in Upper Brentwood Road having fences and hedges that have increased in height. We frequently incur rude language and signs from drivers when trying to exit the close.</p> <p>We have raised the issue of speed on many occasions with the council and councillors but nothing has been done to reduce the speed of traffic travelling along this stretch of road.</p> <p>I am not aware that there has been any monitoring of traffic and speeds along this section of road since the matters was raised and feel that the installation of a mini roundabout is purely a cheap option by Havering Council so that they can say they have taken notice and acted for the residents.</p> <p>Virtually every other long road in the area now has speed/calming bumps. There is also concern for the school children who cross at this end of Upper Brentwood Road. The traffic island does not provide a safe crossing.</p> <p>Our close would be keen to see the issues are looked into and a proper survey of traffic is undertaken along with monitoring of speeds and a scheme that will address the issues.</p> <p>In our opinion installing a mini roundabout at this junction will neither slow the traffic in Upper Brentwood Road or assist</p>	
--	--	--

	<p>anyone existing Beaumont Close and would just be a complete waste of time and money.</p> <p>I would also like to put myself forward to speak at the meeting if I am the first person to register an interest.</p>	
--	--	--

### **STAFF COMMENTS**

The Transport for London casualty records showed that two personal injury accidents had occurred along Upper Brentwood Road in the vicinity of Beaumont Close and Ferguson Road junctions over three year period to 31<sup>st</sup> of December 2018. In the past, the front wall of property No. 567 Upper Brentwood Road near the junction damaged as a result of the collision.

Transport for London approved funding in December 2018 to improve access at the Upper Brentwood Road / Beaumont Close Junction. This scheme was included as part of a Highways Advisory Committee request process. Following an accident, involving a wall being knocked down, local residents and local Members raised concerns regarding the danger at this location. As a result, the Council proposed the installation of a mini roundabout to improve access and reduce vehicle speeds at this location.

Officers have considered the consequential effect of the roundabout on vehicular access/egress from and the scheme will retain all existing footway and will not require any physical changes to the existing kerb lines.

Although the visitors will not be able to park their vehicles outside two properties Nos. 594 and 596 Upper Brentwood Road within the mini roundabout, the parking spaces for visitors are available in Beaumont Close, opposite to these properties.

The alternative proposals suggested by residents of a yellow box markings and right turn ban are not suitable for this location. The speed control hump or speed table at the pedestrian refuge would cause noise and vibration to the nearby properties

## APPENDIX 2

### SUMMARY OF CASUALTY TARGETS, CASUALTY REDUCTION, TRAFFIC CALMING TECHNIQUES AND THEIR EFFECT

#### 1. PERCENTAGE OF CASUALTY REDUCTION

The following table shows the percentage of casualty reduction achieved on the implementation of Accident Reduction Programme schemes in recent years using vertical deflections such as humped crossings, speed tables and speed cushions.

SCHEME	IMPLEMENTATION DATE	PERCENTAGE CASUALTY REDUCTION
Mawney Road and White Hart Lane Between A12 and Collier Row Road	March 2012	77%
Hornchurch Town Centre (20mph zone)	June 2012	45%
Collier Row Lane Between Goring Road and Playfield Avenue	March 2014	60%
Crow Lane Whole length	March 2015	40%
Dagnam Park Drive Between Gooshays Drive and Chudleigh Road (20mph zone)	January 2016	100%
Rainham Road Between Ford Lane and Wood Lane	December 2016	50%

Please note that vertical deflections such as humped crossings, speed tables, speed cushions were used in all the above schemes to reduce accidents. The casualties are compared before and after implementation of the schemes.

#### 2. TFL 2020 CASUALTY TARGETS

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 **Havering** Accident Reduction Programme, funded by Transport for London will help to meet these targets.

#### 3. LONDON MAJOR'S VISION ZERO STRATEGY

The Major's Vision Zero Strategy aims to eliminate deaths and serious injuries on London's road and street network including **Havering** roads in the light of previous incidents. The Major's aim is for no-one to be killed in or by a London Bus by 2030 and for all deaths and serious injuries from road collisions to be eliminated from London's road and street by 2041. The main targets are as follows:

- (a) 65% reduction in KSIs by 2022 against 2005-2009 baseline average
- (b) 70% reduction in KSIs by buses by 2022 against 2005-2009 baseline average
- (b) 70% reduction in KSIs by 2030 against 2010-2014 baseline average
- (d) 0 KSIs by 2041
- (e) 0 KSIs by buses by 2030

#### **4. TRAFFIC CALMING TECHNIQUES IN UK AND THEIR EFFECT ON SPEED REDUCTION, ACCIDENT REDUCTION AND AIR QUALITY/ HEALTH/ POLLUTION**

##### **(a) TRAFFIC CALMING TECHNIQUES**

The following 'Traffic calming techniques' are widely used in UK.

- (1) Vertical deflections include Road hump, speed table, speed cushions, rumble strips
- (2) Horizontal deflection include Chicanes
- (3) Road Narrowing
- (4) Central islands
- (5) Traffic calming at junctions includes changes in alignment, roundabout and mini roundabouts.
- (6) Gateway measures include different surface materials, traffic islands, 20/30mph road signs
- (7) Speed cameras and speed limit changes
- (8) Traffic management measures include road closures and one way streets

All the above traffic calming measures are not suitable for all the roads in **Harvering**. The selected traffic calming measures are generally used depending on the road character and nature of achievement such as speed reduction and accident reduction.

##### **(b) SPEED REDUCTION**

Vertical deflections such as road humps, speed tables and speed cushions in the carriageway have a **greater impact on vehicle speeds** than any other measures. In order to achieve greater vehicle speeds reduction, the vertical deflections need to be placed close apart which may require greater funding.

##### **(c) ACCIDENT REDUCTION**

The impact of traffic calming schemes on accident levels is generally related to both the speed reducing effect of the scheme and any reduction in traffic levels as a consequence of it. Slower vehicle speeds in 20mph speed limit roads compared with 30mph or over speed limit roads, not only reduce the occurrence of the accidents, but also have a significant effect on their severity such as from fatal and serious injuries to slight injuries.

#### **(d) AIR QUALITY / HEALTH / POLLUTION**

WHAT IMPACT DO SPECIFIC SCHEMES HAVE ON AIR QUALITY AND HEALTH?

The Transport for London research suggest:

(i) 20mph zones **do not increase air pollution**. Imperial College University's evaluation of 20mph zones in London suggested they had **no net negative impact on exhaust emissions** and resulted in clear benefits to driving style and associated particulate emissions.

(ii) Speed bumps generate small, local increase in emissions, but the health impacts are likely to be **negligible**. They dramatically reduce road danger and support the Health Street Approach. It is uncertain whether speed bumps have negative impacts on air quality over the whole area of a scheme. There is good evidence they are one of the best ways to reduce vehicle speeds and are expected to reduce collisions by around 44%. Speed tables should be considered as an alternative to speed bumps.

(iii) Protected cycle lanes tend not to prolong journey time and are **not expected to increase air pollution**.

This page is intentionally left blank





This page is intentionally left blank

# HIGHWAYS ADVISORY COMMITTEE

11 February 2020

<b>Subject Heading:</b>	<b>SCH34 - Hacton Drive - Request to formally advertise Residents' Parking Bays</b>
<b>CMT Lead:</b>	<b>Councillor Osman Dervish</b>
<b>Report Author and contact details:</b>	<b>Dean R Martin</b> <b>Technical Support Assistant</b> <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a>
<b>Policy context:</b>	<b>Havering Local Implementation Plan</b> <b>2019/20 Delivery Plan</b>
<b>Financial Summary:</b>	<b>The estimated cost of implementation is £0.001m and will be met from the LIP allocation 2019/2020 - A2904</b>

**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

### Hacton Ward:

This report is requesting agreement from the Highways Advisory Committee (HAC) to formally advertise the proposals to convert the existing free parking bays into resident permit bays in Hacton Drive.

## 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 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.
2. 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).

## REPORT DETAIL

### 1.0 Background

- 1.1 This item was advanced onto Calendar Brief in August 2016 to review parking in Hacton Drive, as there were regular reports by local residents of long term non-residential parking and also obstructive parking in the road.
- 1.2 The extent of the proposals is shown on the plan attached in Appendix A.

### 2.0 Staff Comments

- 2.1 Hacton Drive is a small residential road with Double Yellow Lines and unrestricted parking bays already existing in parts of the road. Hacton Drive lies in close proximity to Hornchurch Station so the unrestricted parking bays are frequently occupied by long term non-residential / commuter parking. Officers have also received reports of obstructive parking with vehicles parking both sides of the carriageway. This occurs on unrestricted parts of the road, causing access issues for larger vehicles, and in particular the emergency services.
- 2.2 All 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, the estimated costs of £0.001m which includes advertising costs and implementing the proposals as described above and shown on the attached plans will be met from the LIP allocation 2019/2020 - A2904. It should be noted that subject to the recommendations of the committee a final decision would then 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")

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with.

The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

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

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

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

### **Human Resources implications and risks:**

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

This scheme, if implemented, will allow all Blue Badge Holders to park for free, and is not in the immediate proximity of a place of faith, so should have a low impact environmentally and diversely.

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

**BACKGROUND PAPERS**

**Appendix A – Design for public consultation**



This page is intentionally left blank



# HIGHWAYS ADVISORY COMMITTEE

11 February 2020

<b>Subject Heading:</b>	<b>SCH356 – Balgores Lane – Request to formally advertise Residents’ Parking Bay</b>
<b>CMT Lead:</b>	<b>Councillor Osman Dervish</b>
<b>Report Author and contact details:</b>	<b>Dean R Martin</b> <b>Technical Support Assistant</b> <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a>
<b>Policy context:</b>	<b>Havering Local Implementation Plan</b> <b>2019/20 Delivery Plan</b>
<b>Financial Summary:</b>	<b>The estimated cost of implementation is £0.001m and will be met from the LIP allocation 2019/2020 - A2904</b>

**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

### **Squirrels Heath Ward:**

This report is requesting agreement from the Highways Advisory Committee (HAC) to formally advertise the proposals to convert the existing free parking bay into a GP3 resident permit parking bay in Balgores Lane.

## 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 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.
2. 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).

## REPORT DETAIL

### **1.0 Background**

- 1.1 This item was advanced onto Calendar Brief in January 2018 to look at the possibility of converting the existing free parking bay into a GP3 residents permit parking bay.
- 1.2 The extent of the proposals is shown on the plan attached at Appendix A.
- 1.3 The proposals have been designed to provide more parking facilities for the residents of the GP3 parking zone in Chalforde Gardens as there is known to be insufficient parking capacity in the road.

### **2.0 Staff Comments**

- 2.1 All three Ward Councillors have been made aware of the proposals as set out in the recommendation, with one Ward Councillor confirming their support for the matter to proceed to formal consultation, the remaining two Ward Councillors declined to comment.

## **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, the estimated costs of £0.001m which includes advertising costs and implementing the proposals as described above and shown on the attached plans will be met from the LIP allocation 2019/2020 - A2904. It should be noted that subject to the recommendations of the committee a final decision would then 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")

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with.

The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

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

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

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

### **Human Resources implications and risks:**

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

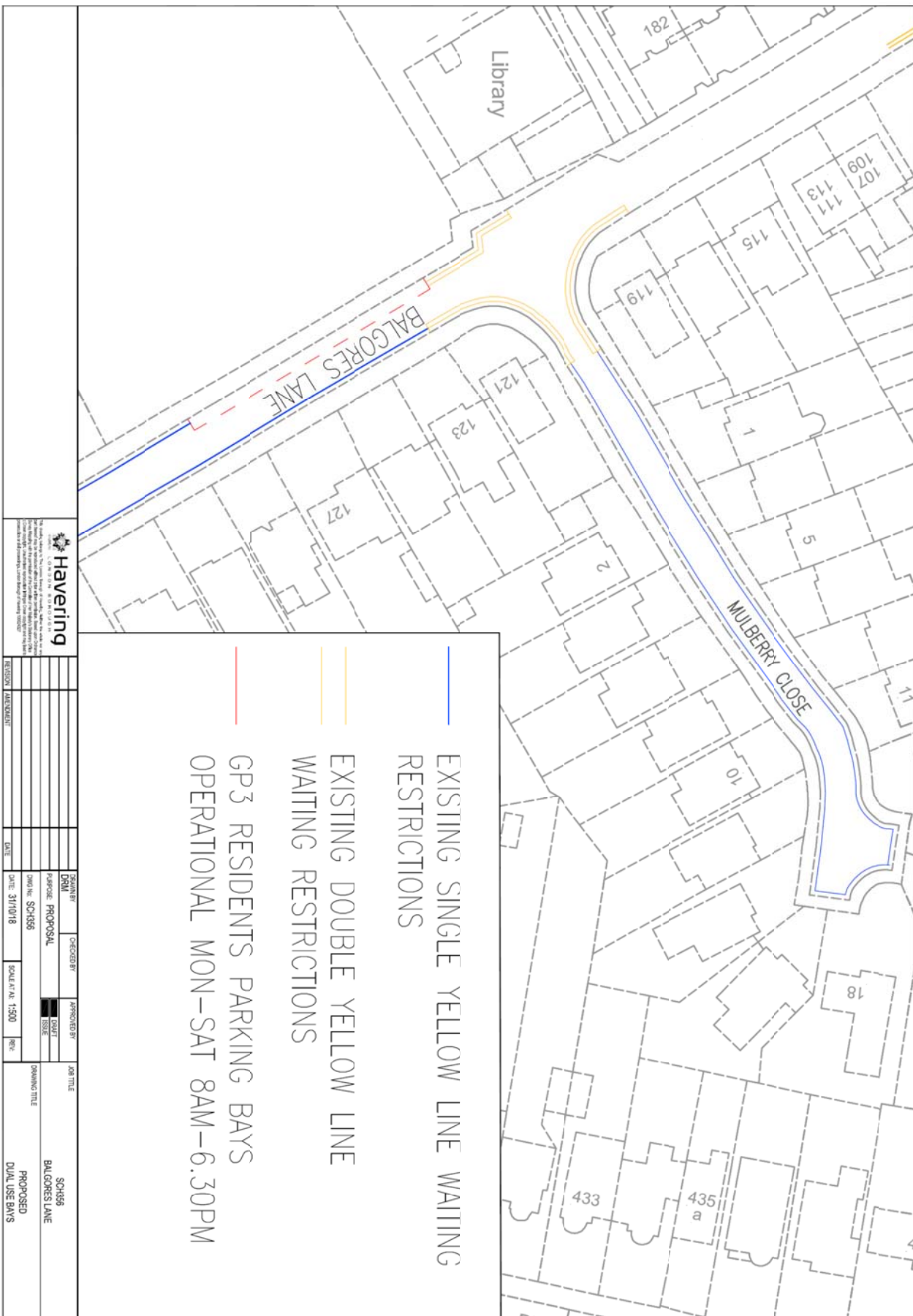
The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all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

This scheme, if implemented, will allow all Blue Badge Holders to park for free, and is not in the immediate proximity of a place of faith, so should have a low impact environmentally and diversely.

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

**BACKGROUND PAPERS**

**Appendix A – Design for public consultation**



This page is intentionally left blank