



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm	Tuesday 21 January 2020	Council Chamber - Town Hall
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Members 8: Quorum 3

COUNCILLORS:

**Conservative Group
(4)**

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

**Residents' Group
(1)**

Paul Middleton

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

Christopher Wilkins

**Independent Residents'
Group
(1)**

David Durant

**North Havering Residents
Group (1)**

Brian Eagling (Chairman)

**For information about the meeting please contact:
Taiwo Adeoye 01708 433079
taiwo.adeoye@onesource.co.uk**

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

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

Reporting means:-

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

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

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

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



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

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

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

4 MINUTES (Pages 1 - 6)

To approve as a correct record the minutes of the meeting of the Committee held on 17 December 2019, and to authorise the Chairman to sign them.

5 SUTTONS LANE AND AIRFIELD WAY CASUALTY REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 7 - 32)

Report attached

6 SCH361 - GRENFELL AVENUE AREA (Pages 33 - 44)

Report attached

Andrew Beesley
Head of Democratic Services

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
17 December 2019 (7.00 - 7.40 pm)**

Present:

COUNCILLORS

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

Apologies were received for the absence of Councillors David Durant and Michael White.

All decisions were taken with no votes against.

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

1 DISCLOSURE OF INTERESTS

No interest was disclosed at the meeting.

2 MINUTES

The minutes of the meeting of the Committee held on 30 July 2019 were agreed as a correct record and signed by the Chairman.

**3 PROPOSED TRAFFIC CALMING MEASURES IN PERCY ROAD,
LINGLEY CRESCENT AND HAINAULT ROAD**

With the permission of the Committee, Councillor Dilip Patel addressed Members giving full support for the scheme.

The Committee considered the report and following a debate **RESOLVED** to

recommend to the Cabinet Member for Environment, in consultation with the Leader of the Council, that the safety improvements detailed on the relevant drawings be implemented as follows:

- a) a maximum 20mph speed zone incorporating Percy Road, Lingley Crescent and Hainault Road (with associated roundels) as shown on drawing in Appendix 1;
- b) a width restriction at the junction of Percy Road and Mawney Road as shown on drawing in Appendix 1

Members noted that that the estimated cost of implementing these proposals was £0.035m which includes design and consultation costs. These costs would be met through Local Implementation Plan (LIP) funding from Transport for London.

4 **PROPOSED TRAFFIC CALMING MEASURES IN DURY FALLS ESTATE**

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 safety improvements detailed on the relevant drawings be implemented as follows:

- A maximum 20mph zone in all seventeen estate roads within the Dury Falls Estate – Holme Road, Garden Avenue, Benets Road, Tiptree Close, Somerset Gardens, Hedingham Road, Dury falls Close, Berkeley Drive, Dunster Crescent, Lee Garden Avenue, Frimley Avenue, Berkeley Drive, Berkeley Close, Dunster Crescent, Falkirk Close, Caermavon Close, Carisbroke Close (with associated roundels) as shown on the drawing in Appendix 1;
- 20 mph signage and markings to be laid within the zone.

Members noted that the estimated cost of implementing the proposals was £0.025m that includes feasibility design and consultation costs, which would be met by Transport for London allocated to the borough for Traffic Calming Measures in Dury Falls Estate Area for 2019/20(A3068).

5 **HILLDENE AVENUE CASUALTY REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS**

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 the safety improvements detailed in the report and shown on the relevant drawings be implemented as follows:

- (a) Hilddene Avenue outside property No: 36 Hilddene Avenue
 - Pedestrian refuge as shown drawing reference QS005/1;

- (b) Hilddene Avenue / Chatteris Avenue / Edenhall Road Junctions
 - Zebra crossing
 - Mini roundabout at the Hilddene Avenue / Edenhall Road Junction as shown drawing reference QS005/1;
- (c) Hilddene Avenue by Hilddene Close
 - Upgrading existing pelican crossing with speed table as shown on drawing reference QS005/2.

Members noted that the estimated costs of £0.070m would be met from the Transport for London's (TfL) 2019/20 Local Implementation Plan allocation for Casualty Reduction.

6 PROPOSED TRAFFIC CALMING MEASURES IN MEAD SCHOOL AREA - AMERSHAM ROAD AND HARLESDEN ROAD

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 the safety improvements detailed in the report and shown on relevant the drawing be implemented as follows:

- (a) A maximum of 20 mph speed zone in Amersham Road, Amersham Close, Harlesden Close, Waltham Close, and Harlesden walk with associated roundels as shown on the drawing in Appendix 1;
- (b) Raised speed tables with tactile paving on Amersham Road near the entrance to Mead primary School as shown on the drawing in Appendix 1;
- (c) 20mph speed zone signage on all the roads within the scheme area.

Members noted that the estimated cost of implementing the proposals was £0.040m; feasibility design and consultation costs, which would be met by Transport for London allocated to the borough for Traffic Calming Measures in Mead School Area for 2018/19.

7 RAINHAM ROAD CASUALTY REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS

The Committee considered the report and following clarification from officers of the estimated costs relating to speed table relocation **RESOLVED** to recommend to the Cabinet Member for Environment, following consultation with the Leader of the Council, that the safety improvements detailed in the report and shown on the relevant drawings be implemented as follows:

- (a) Rainham Road east of Dunningford Close

- Replacing existing pedestrian refuge with wider Pedestrian refuge;
 - Minor carriageway widening as shown on drawing reference QS004/1
- (b) Rainham Road opposite to property No.275 Rainham Road
- 30mph vehicle activated sign as shown on drawing reference QS004/2
- (c) Rainham Road / Fyfield Road Junction
- Mini roundabout
 - Pedestrian refuge with minor carriageway widening;
 - Relocation of speed table as shown on drawing reference QS004/3.
- (d) Rainham Road outside property Nos: 9 and 11 Rainham Road
- Pedestrian refuge as shown on drawing reference QS004/4.

Members noted that the estimated costs of £0.070m would be met from the Transport for London's ("TfL") 2019/20 Local Implementation Plan allocation for Casualty Reduction.

8 **TPC816 - ST ANDREWS AVENUE AREA**

The report before the Committee recommended the introduction of a new Residents Permit Parking Area 'Permit Parking Past in the St. Andrews Avenue area following a parking consultation.

Members noted that a statutory consultation was undertaken between 25 May 2018 and 15 June 2018.

Ward Councillors were consulted on 9 July 2018.

Following a debate and a motion to recommend rejection of the proposals the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, in consultation with the Leader of the Council, that the proposals to introduce a new Residents Permit Parking Area 'Permit Parking Past this point' be rejected.

9 **TPC745 - GIDEA PARK REVIEW - STANLEY CLOSE**

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

- (a) the proposals to introduce a new Residents Permit Parking Area 'Permit Parking Past this point' (operational Monday

to Friday 8.30am – 6:30pm inclusive) in Stanley Close (as shown on the plan in appendix A of the report) proceed to formal consultation;

(b) if at the close of consultation no objections are received to the proposals at 1(a) above, the scheme proceeds to full implementation.

That it be noted that the estimated cost of the scheme, as set out in the report was £0.005m, which would be funded from the A2904 Controlled Parking Zone Reviews LIP 18-19 TFL.

Chairman

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Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

21 January 2020

Subject Heading:

**SUTTONS LANE AND AIRFIELD WAY
CASUALTY REDUCTION PROGRAMME
– PROPOSED SAFETY
IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

Dipti Patel

Report Author and contact details:

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

Policy context:

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

Financial summary:

**The estimated cost of £0.070m for
implementation will be met by
Transport for London through the
2019/20 Local Implementation Plan
allocation for Casualty Reduction
Programme – Suttons Lane and Airfield
Way (A3067).**

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

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

Suttons Lane and Airfield Way – 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 pedestrian refuges, build-out extension, 30mph and school vehicle activated signs and road markings to reduce the casualty rate along the street. A public consultation has been 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 **Hacton** and **Elm Park** wards.

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 the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Suttons Lane between Dawes Avenue and Randall Drive:
 - Pedestrian refuge with double yellow lines outside Sainsburys Local;
 - Build-out extension outside property No. 51 Suttons Lane;
 - 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.
2. That, it be noted that the estimated costs of £0.070m, will be met from the Transport for London's (TfL) 2019/20 Local Implementation Plan allocation for Casualty Reduction.

REPORT DETAIL

1.0 Background

- 1.1 In November 2018, Transport for London (“TfL”) approved funding for a number of Casualty Reduction Schemes as part of the 2019/20 Local Implementation Plan. The ‘Suttons Lane and Airfield Way’ - Casualty Reduction Programme’ was one of the schemes approved by TfL. A feasibility study has been carried out to identify potential casualty reduction measures in the area. The feasibility study looked at ways of reducing casualties and risk exposure (especially to vulnerable users) and a series of safety improvements were identified. 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 Suttons Lane and Airfield Way Casualty Reduction 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 1200 and 900 vehicles per hour during peak periods along Suttons Lane and Airfield Way respectively.

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

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Eastbound/ Northbound	Westbound/ Southbound	Eastbound/ Northbound	Westbound/ Southbound
Suttons Lane south of Dawes Avenue (off peak)	41	39	50	45

Suttons Lane south of Dawes Avenue (Peak)	31	30	40	45
Suttons Lane south of Miramay Way (off peak)	39	41	50	50
Suttons Lane south of Miramay Way (Peak)	31	33	45	45
Airfield Way west of Sarre Avenue (Off peak)	34	36	45	45
Airfield Way west of Sarre Avenue (Peak)	32	32	40	40
Airfield Way north of Gosport Drive (Off peak)	46	37	50	45
Airfield Way north of Gosport Drive (Peak)	35	34	45	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Suttons Lane and Airfield Way exceeds the 30mph speed limit. Officers consider these speeds to be excessive and a contributory factor in collisions and risk exposure.

Injury Collision Data

- 1.4 In the five-year period to 31st May 2018, **twenty one** personal injury collisions (PICs) were recorded along Suttons Lane and Airfield Way. Of these twenty one PICs, six (29%) were serious; four (19%) involved pedestrians; five (24%) involved children; two (10%) involved cyclists; five (24%) involved motorcyclists; two (10%) were speed related and six (29%) occurred during the hours of darkness.

Details of PICs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Suttons Lane / Dawes Avenue Junction	0	0	2 (1-Ped) (1-Dark)	2
Suttons Lane between Dawes Avenue and Winifred Avenue	0	1	1	2

Suttons Lane / Winifred Avenue Junction	0	0	1	1
Suttons Lane between Vaughan Avenue and Hacton Drive	0	1 (1-Ped) (1-Dark)	0	1
Suttons Lane between Hacton Drive and Miramar Way	0	2 (1-Ped)	0	2
Suttons Lane / Swanbourne Drive Junction	0	1	1	2
Suttons Lane / Squadrons Approach Junction	0	0	1	1
Airfield Way / Northolt Way Junction	0	0	1 (1-Ped) (1-Dark)	1
Airfield Way / Pembrey Way Junction	0	0	1 (1-Dark)	1
Airfield Way / Tangmere Crescent North Junction	0	0	2	2
Airfield Way between Tangmere Crescent North and Gosport Drive	0	1	0	1
Airfield Way / Tangmere Crescent South Junction	0	0	1	1
Airfield Way / Rochester Road Junction	0	0	1 (1-Dark)	1

Airfield Way / South End Road Junction	0	0	3 (1-Dark)	3
Total	0	6	15	21

Proposals

1.5 The following safety improvements were proposed along Suttons Lane and Airfield Way to reduce vehicle speeds and minimise collisions.

- (a) Suttons Lane between Dawes Avenue and Randall Drive (Plan No.QS002/1)
 - Pedestrian refuge with double yellow lines outside Sainsburys Local.
 - Build-out extension outside property No. 51 Suttons Lane.
 - 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.
- (b) Suttons Lane between Vaughan Avenue and Suttons Primary School south entrance (Plan No. QS002/2)
 - School vehicle activated signs and coloured road surfacing south of Vaughan Avenue and School south entrance.
- (c) Airfield Way in the vicinity of Tangmere Crescent (Plan No. QS002/3)
 - School vehicle activated signs north and south of Tangmere Crescent.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 210 letters were delivered via post to the area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Eight written responses from Members and residents were received and the comments are summarised in the Appendix 1. Three Local Ward Members are in favour of the scheme. One Member raised general queries. One resident supported the scheme in principle but requested comfort that the scheme would not interfere with existing vehicular crossovers. Three residents commented on the vehicle activated signs and their effectiveness.
- 2.2 The majority of respondents generally supported the scheme. One resident requested further measures such as CCTV cameras and 20mph speed limit to improve road safety.
- 2.3 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 **twenty one** personal injury collisions (PICs) were recorded along Suttons Lane and Airfield Way. Of these twenty one PICs, six were serious; four involved pedestrians; five involved child; two involved cyclists; five involved motorcyclists; two were speed related and six occurred during the hours of darkness.
- 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 which are considered appropriate for 'Suttons Lane and Airfield Way' class of road. These measures should influence driver behaviour and reduce the risk exposure of vulnerable road users to collisions. Officers' recommend that all suggested measures should be implemented.
- 3.4 The proposed safety improvements as detailed in the recommendation would minimise collisions, particularly for vulnerable road users along Suttons Lane and Airfield Way.

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 £0.070m for feasibility, consultation and implementation will be met by Transport for London through the 2019/20 Local Implementation Plan allocations for Suttons Lane and Airfield Way Casualty Reduction Programme (A3067). 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 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.

BACKGROUND PAPERS

None.

SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QS002/1 (Local Member1)	I am fine with the proposals.	-
QS002/2 (Local Member2)	I have no problems with this scheme as the only item that affects Elm Park ward is the two proposed vehicle activated school signs.	-
QS002/3 (Local Member3)	I have no problems with this scheme as the only item that affects Elm Park ward is the two proposed vehicle activated school signs.	-
QS002/4 (Member)	I look forward to the response by residents	-
QS002/5 (Suttons Lane resident1)	I welcome the measures to improve safety on Suttons Lane. However, I would like the planning team to ensure that the extensions of crossing and buildout extensions, do not restrict residents ability to safely use their existing driveways after the works have been complete.	The proposals would not restrict any vehicle crossovers.
QS002/6 (Suttons Lane resident2)	The existing vehicle activated sign outside 61 doesn't work. It needs to be repaired rather than waste money putting up new ones. I don't want to be blocked from gaining access to my front drive by an unnecessary post being installed when one exists at no. 67 not working. Longer traffic island – The buses already have difficulty getting through and often get stuck there.	The existing 30mph vehicle activated sign will be repaired. The proposed vehicle activated signs are with the school legend and will be installed close to the school. The proposed sign post would not restrict the access. The current proposals outside the shops are to improve access for large vehicles including buses.
QS002/7 (Suttons Lane resident3)	I wish to make the following representations. Firstly there are already two 30mph vehicle activated signs along Suttons Lane which drivers either adhere to or choose to ignore. I don't see how another two will reduce speed. I propose that Havering install CCTV cameras to prevent parking issues and the lack of road safety attached to it and further, install a 20mph speed limit along Suttons Lane.	Staff considered that the existing and proposed school vehicle activated signs would reduce vehicle speeds to some extent. Additional measures could be considered at a later date if necessary.

QS002/8 (Aldergrove Walk resident)	I have no issue with the proposed safety improvements just the positioning of the school vehicle sign. There is plenty of scope to relocate this sign further along Airfield Way so it does not cause any issues.	
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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 **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**.

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Ref:QS002

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

The Resident or Occupier

Suttons Lane (part) and Airfield Way (part)

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

8th November 2019

Dear Sir or Madam;

www.haverling.gov.uk

**SUTTONS LANE AND AIRFIELD WAY COLLISIONS REDUCTION PROGRAMME
PROPOSED SAFETY IMPROVMENTS**

In November 2018, Transport for London approved funding for a number of collisions reduction schemes as part of Havering Borough Spending Plan settlement. Suttons Lane and Airfield Way Collisions Reduction Programme was one of the schemes approved by TfL. Following the TfL's funding approval, a feasibility study has been carried out to identify possible safety improvements along Suttons Lane and Airfield Way.

The study found that up to 1,200 and 900 vehicles per hour use Suttons Lane and Airfield Way respectively and speeds of up to 50 mph were regularly recorded. Analysis of available collision records has shown that there have been a total of twenty one personal injury collisions along Suttons Lane and Airfield Way over a five year period. Of this 21, 6 were serious; 4 involved pedestrians; 5 involved children and 6 occurred during the hours of darkness.

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

- Suttons Lane between Dawes Avenue and Randall Drive (Plan No:QS002/1)
 - Pedestrian refuge outside Sainsburys Local as shown.
 - Build-out extension outside property No. 51 Suttons Lane
 - Longer traffic islands outside property Nos. 47 and 49 Suttons Lane
 - Relocation of parking bays outside property Nos. 47, 49, 53 and 55 Suttons Lane
 - 30mph Vehicle Activated sign
 - Centre line hatch and slow road markings

- Suttons Lane between Vaughan Avenue and Suttons Primary School south entrance (Plan No.QS002/2)
 - School Vehicle Activated signs and coloured road surfacing south of Vaughan Avenue and School south entrance as shown.
- Airfield Way in the vicinity of Tangmere Crescent (Plan No:QS002/3)
 - School vehicle activated signs north and south of Tangmere Crescent as shown.

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

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

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

OR

By email to: highways@havering.gov.uk

Comments should reach us by **Friday 29th November 2019**.

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

The decision on the scheme will be made through our Highways Advisory Committee process. The responses to this consultation will be discussed at the committee's meeting on **Tuesday 17th December 2019 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 9th 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,



Siva Velup
Senior Engineer
Highways engineering.

Your Data Rights

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

Be informed, have access or rectify incorrect information.

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

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

Details can be found at this address:

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

or via email to :

GDPR-dataprotection@onesource.co.uk

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

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

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

Data protection questions can be made via telephone on 01708 434343

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

London Borough of Havering

Town Hall

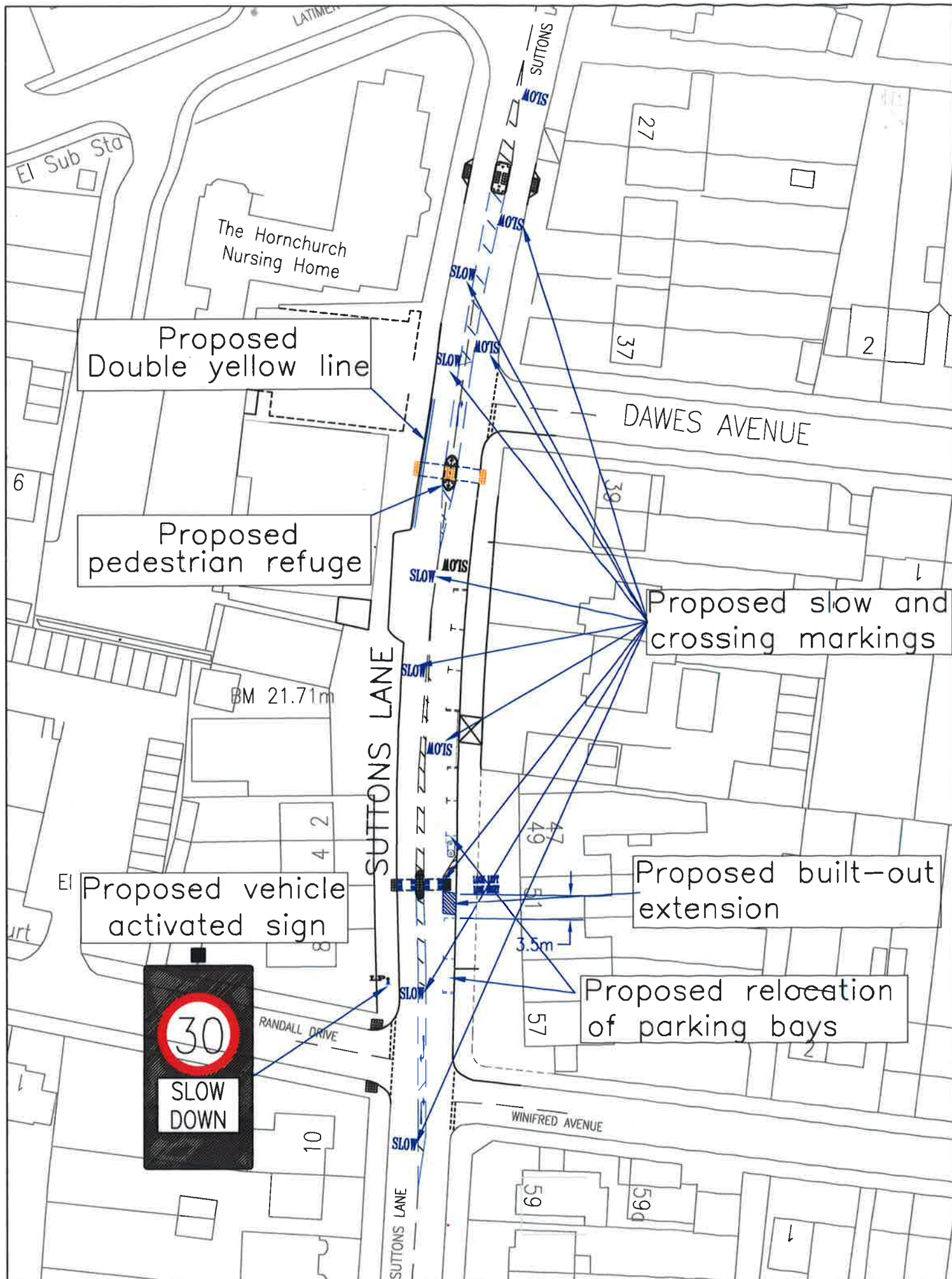
Main Road

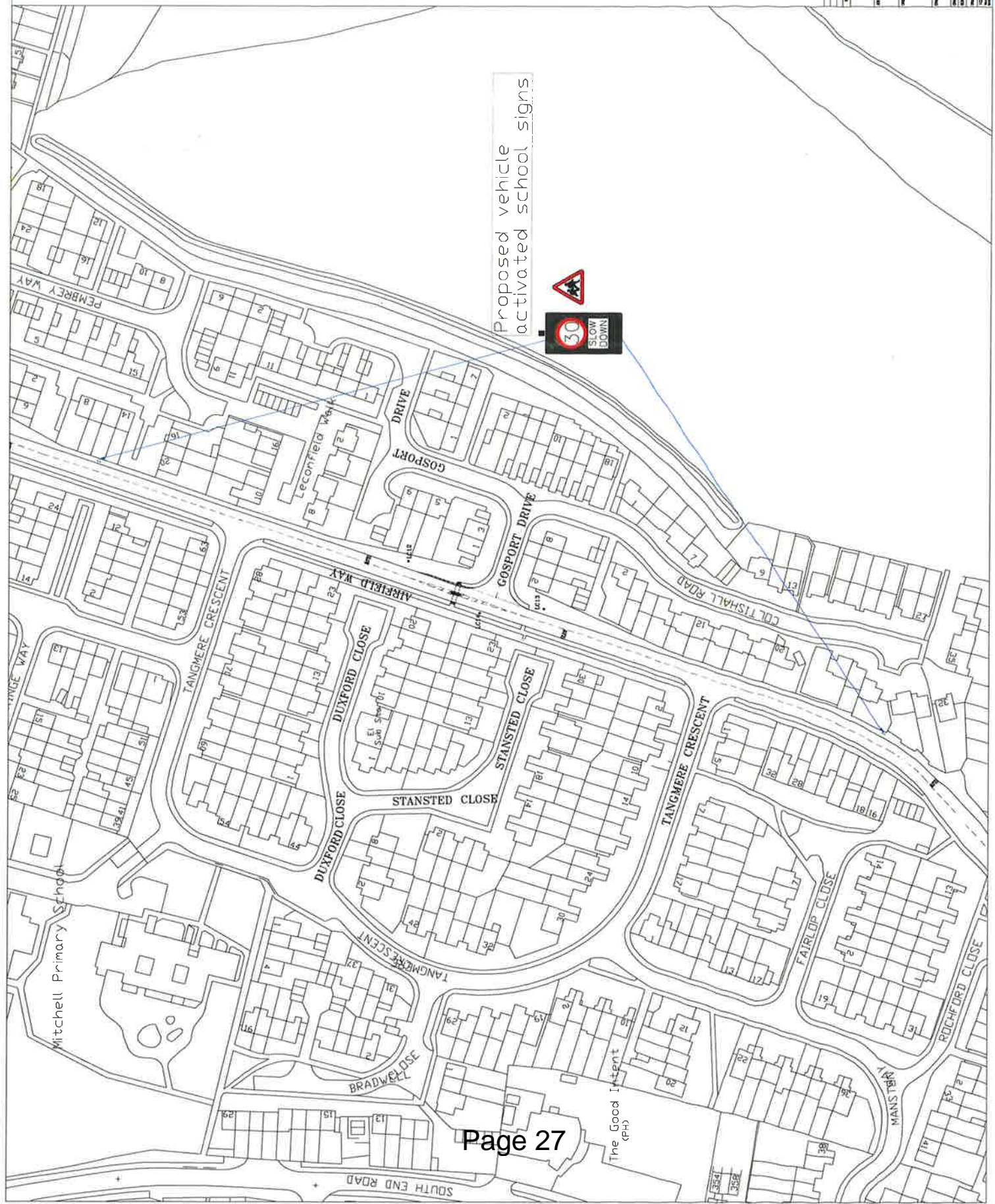
Romford

RM1 3BD

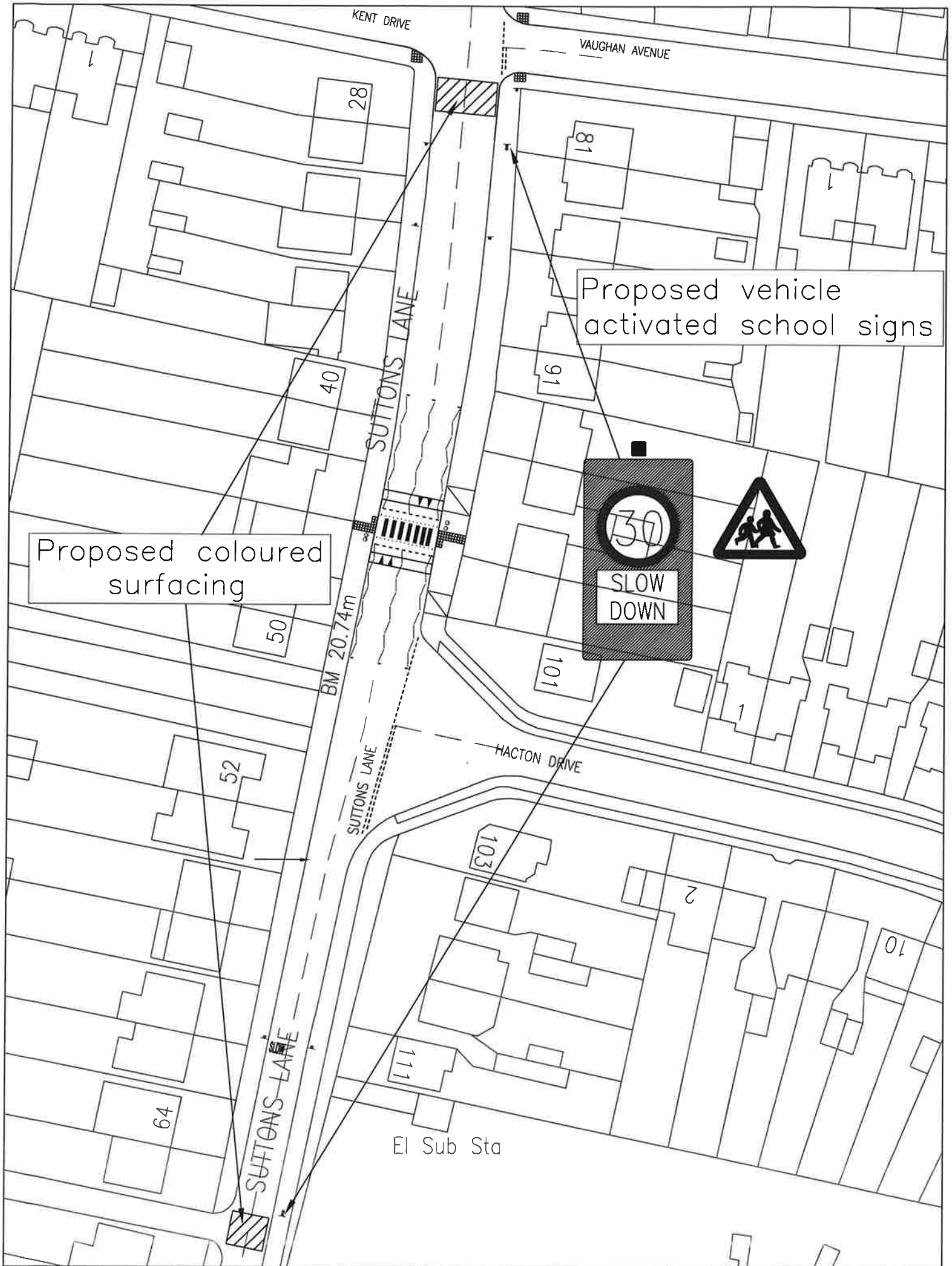
You have the right to complain to the Information Commissioner's Office at


www.ICO.org.uk



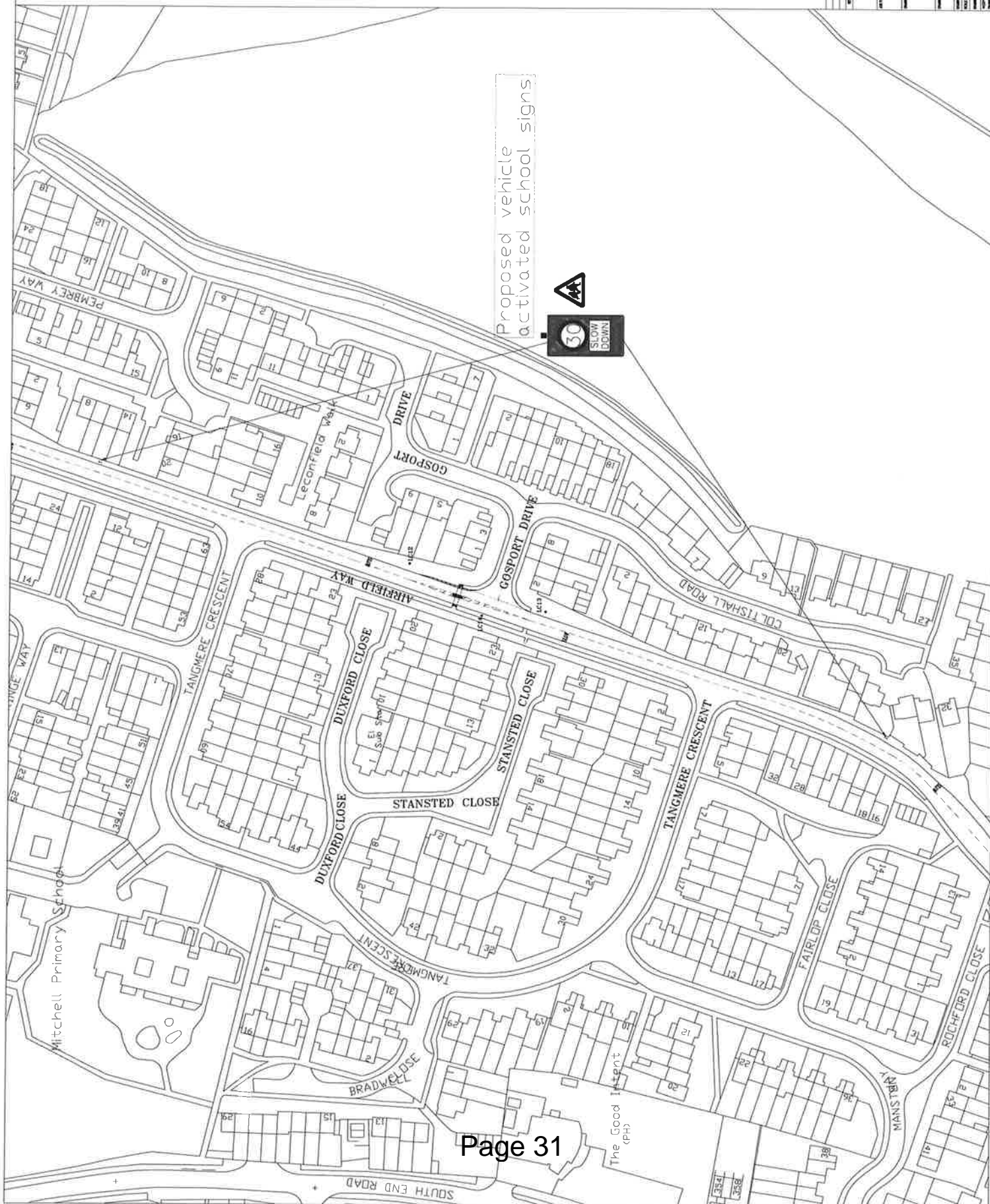


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 <p>Havering LONDON BOROUGH OF</p> <p>©COPYRIGHT This drawing belongs to the London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction of Ordnance Survey copyright and any text is prohibited or old permissions. London Borough of Havering 1000242327</p>	<p>JOB TITLE SUTTONS LANE COLLISIONS REDUCTION PROGRAMME</p>	<p>PURPOSE —</p>										
		<p>DRAWN BY VS</p>	<p>CHECKED BY VS</p>	<p>APPROVED BY MP</p>								
		<p>DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS</p>	<p>DATE 15 SEP 19</p>	<p>REV 01</p>	<p>DRAFT <input type="checkbox"/> ISSUE <input type="checkbox"/></p>							
		<p>ACAD REF: Sheet Size: A3 (420x297)</p>	<p>DRAWING No QS002/2</p>	<p>REVISION —</p>								
					<p>REVISION</p>	<p>AMENDMENT</p>						<p>DATE</p>

Proposed vehicle
activated school signs



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Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

21 January 2020

Subject Heading:	SCH361 - Grenfell Avenue Area – Results of formal consultation
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	Dean R Martin Technical Support Assistant Schemes@havering.gov.uk
Policy context:	Havering Local Implementation Plan 2018/19 Delivery Plan
Financial Summary:	The estimated cost of implementation is £0.004m and will be met from the LIP allocation 2018/2019 - A2904

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

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

SUMMARY

Hylands Ward

This report outlines the responses received to the formal consultation undertaken with the residents of Edison Avenue, Edison Close, Gordon Avenue, Grenfell Avenue and Wren Gardens and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment 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, (shown on the plan in **Appendix C – Formal Design**) be **abandoned**;
 - (b) the proposed ‘At Any Time’ waiting restrictions, proposed Pay & Display parking provision and proposed Loading Bay be implemented as advertised (as shown in **Appendix E – Design to be Implemented**).
2. Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs is £0.004m and will be met from the LIP 2018/2019 funding allocation – A2904 (funding carried over).

REPORT DETAIL

1.0 Background

- 1.1 This item was advanced onto Calendar Brief in January 2018 due to the level of complaints received by the Council regarding long term non-residential parking in the Grenfell Avenue Area.
- 1.2 The extent of the review area is identified on the plan in **Appendix A – Review Area**.
- 1.3 On Friday 23rd March 2018, 335 residents that were perceived to be affected by the proposals were sent letters and questionnaires, with a return date of 13th April 2018. The responses to the questionnaire are outlined in the table in **Appendix B – Informal Consultation Results**.

2.0 Results of informal consultation

- 2.1 From the 335 letters sent out to the area, 113 responses were received, a 34% return. Out of the 113 responses 79 answered YES to question 1, that they felt there was a problem in the road, 74 answered YES to question 2 that they were in favour of restrictions. In respect of the options of which days of the week should be restricted, 51 responses favoured Monday to Friday, while 23 responses favoured Monday to Saturday. In respect of the options of which hours of the day that were favoured, 35 responses favoured 10am to 2pm, while 37 responses favoured 8am to 6.30pm. In respect of what form of restriction was favoured, 52 responses favoured the Residents Parking Scheme option, while 21 responses favoured yellow line waiting restrictions. Given these results, it would seem the

most supported option would be a Residents Parking Scheme, operational from Monday to Friday 10am to 2pm.

- 2.2 Following the results of the consultation, officers met with Ward Councillors to discuss a way forward. All three Ward Councillors agreed that a formal consultation should take place to propose a Residents Parking Scheme operational Monday to Friday 10am-2pm inclusive.
- 2.3 From the responses received, it was clear that the majority of responses outlined that there was a parking problem in the area and that some form of action needed to be taken. The most popular option was a Residents Parking Scheme, operational Monday to Friday 10am to 2pm inclusive. The design of the scheme that was formally consulted on is set out in **Appendix C – Formal Design**, with an addition of Pay and Display Parking bays at the northern extremity of Grenfell Avenue, to make it easier for customers to use the parade of shops on Roneo Corner.

3.0 Results of Formal Consultation

- 3.1 From 335 letters sent out, 18 responses were received, a 5.4% return. Out of the 18 responses 3 were in favour, 13 were against, 1 was partly in favour of the scheme and 1 did not specify either way.
- 3.2 A petition was also received during the consultation from a resident claiming to have undertaken a survey of parking space availability during the times of the restrictions under the proposed scheme for Edison Avenue/Gordon Avenue. Over the 8 days monitored it was claimed that there were over 15 spaces available at different times of the day on each day of the survey. The individual responses received to the consultation are outlined in the table in **Appendix D – Residents' Responses**.

4.0 Staff Comments

- 4.1 After reviewing the responses from the statutory consultation, it is clear that the majority of residents do not support the proposed Permit Parking Area. Taking account of resident's comments and the lack of support for the proposals officers agree that this part of the scheme should be abandoned.
- 4.2 Due to persistent problems faced by refuse vehicles accessing the roads in the review area, officers recommend that the proposed 'At Any Time' waiting restrictions should be implemented to ensure that vehicular access is maintained.

Following resident's objections to the proposed 'At Any Time' waiting restrictions on the junction of Edison Close and Edison Avenue with consequential loss of parking it is recommended that this element of the scheme is abandoned. Officers have taken account of the level of use of this junction and do not consider that restrictions are required or that failure to implement such would have any significant adverse safety implications on highway use.

- 4.3 All Ward Councillors have been contacted following the results of the formal consultation and agree with officers recommendations as set out in this report.

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 £0.004m which includes advertising costs and implementing the proposals as described above and shown on the attached plans will be met from the LIP allocation 2018/2019 - A2904. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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

Legal implications and risks:

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

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

Human Resources implications and risks:

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

Equalities implications and risks:

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

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

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

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

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

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

BACKGROUND PAPERS

Appendix A – Review Area

Appendix B – Informal Consultation Results

Appendix C – Formal Design

Appendix D – Residents' Responses

Appendix E – Design to be implemented

Appendix A – Review Area



nlpg    Ordnance Survey
The National
Land & Property Gazetteer
NATIONAL
STREET
GAZETTEER
Licensed Partner

Scale: 1:2000
Date: 15 March 2018

0 50 100 150 metres



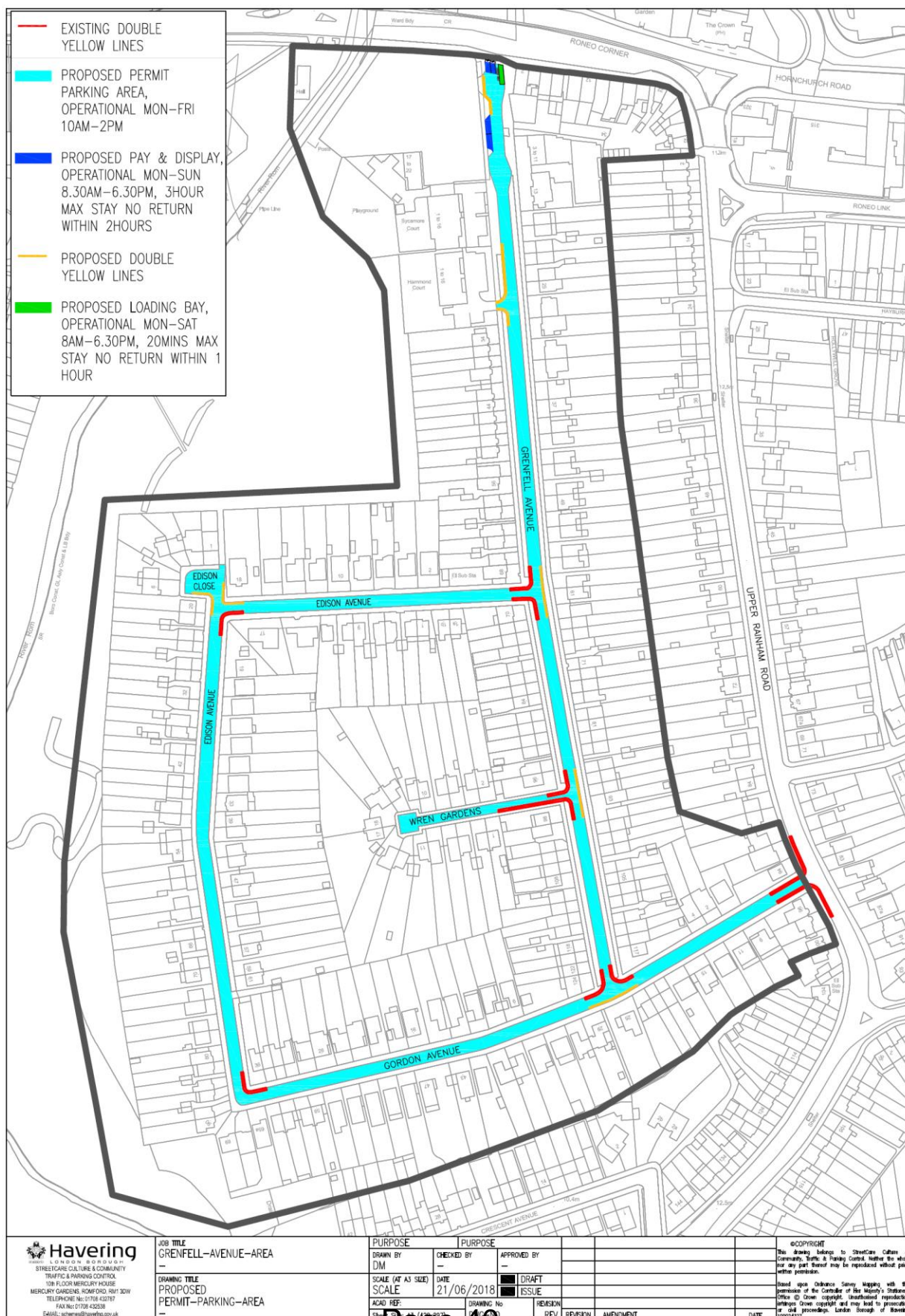
London Borough of Havering
Town Hall, Main Road
Romford, RM1 3BD
Tel: 01708 434343

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Ordnance Survey 100024327

Appendix B – Informal Consultation Responses

Road Name	Address	% Returns	Returns	1. In your view, is there currently a parking problem in your road to justify action being taken by the Council		2. In favour of your road having parking restriction placed upon it to limit long term		Days		Times		Restriction	
			total	Yes	No	Yes	No	Mon / Fri	Mon/ Sat	10am – 2pm	8-6:30	YL	Residential parking
Grenfell Avenue	145	39%	57	47	10	43	4	30	13	23	20	16	28
Gordon Avenue	49	18%	9	5	4	4	5	1	4	1	4	1	3
Edison Avenue	76	40%	31	19	12	18	1	15	3	10	6	4	13
Wren Gardens	18	72%	13	6	7	6	0	4	2	1	5	0	6
Roneo Corner	34	0%	0	0	0	0	0	0	0	0	0	0	0
Upper Rainham Road	6	33%	2	1	1	1	0	0	1	0	1	0	1
Edison Close	6	16%	1	1	0	1	0	1	0	0	1	0	1
Rush Green Road	1	0%	0	0	0	0	0	0	0	0	0	0	0
Total	335		113	79	34	74	5	51	23	35	37	21	52

Appendix C – Formal Design

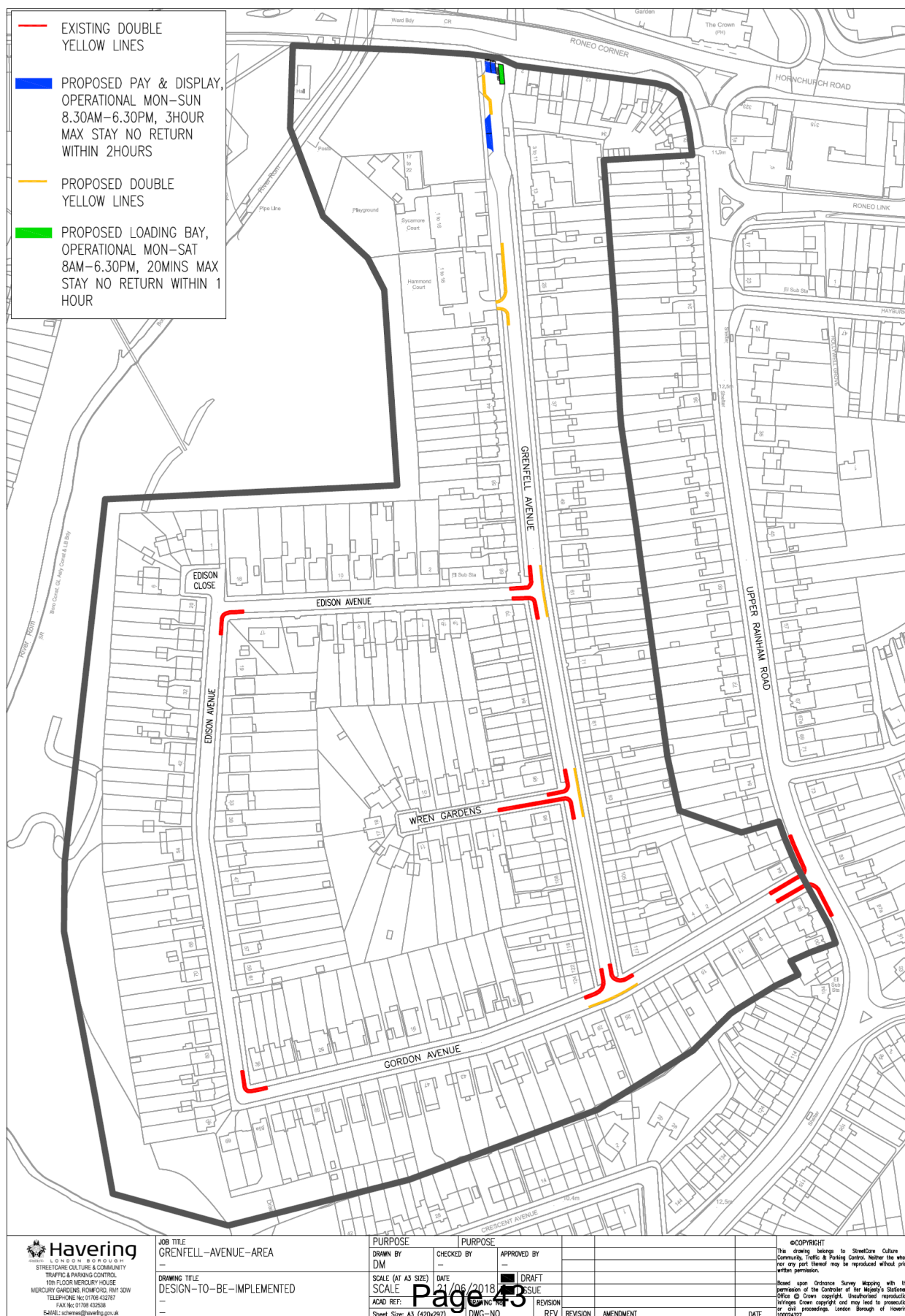


Appendix D – Residents’ Responses

<u>Respondent</u>	<u>Summary of comments</u>
Resident of Edison Close	The resident is against the proposals to install Double Yellow Lines in Edison Close and states that if the proposals are implemented then it would leave very limited parking for residents and visitors.
Resident of Grenfell Avenue	The resident is in favour of the scheme and also requests Double Yellow Lines outside their garage due to on occasions not being able to get their car out due to inconsiderate parking.
Resident of Wren Gardens	The resident is against the proposals and states that the permit parking proposal will have no benefit and will be an inconvenience. The resident goes onto say that residents and visitors should be able to park without having to pay.
Resident of Edison Avenue	The resident is against the proposals and says that they do not wish for this to be introduced.
Resident of Edison Close	The resident strongly objects to the introduction of yellow lines in Edison Close, and says that the introduction of the yellow lines would leave very limited parking for tenants, let alone space for visitors.
Resident of Gordon Avenue	The resident strongly objects to the proposals to introduce a permit parking area and subsequently the footway bays removed, then this will make the situation worse as vehicles will be parked fully in the carriageway.
Resident of Grenfell Avenue	The resident is against the proposals and states that by introducing the proposed double yellow lines, there will be even less parking for residents. However, the resident has said that they don’t mind having the resident permit only but only for a 1 hour restriction. They go onto say that it appears to be another excuse to generate more income.
Resident of Grenfell Avenue	The resident objects to the proposals and says that they do not want to pay for permits to park outside their own house. They go onto say they understand the reason this is being proposed because there is a number of selfish residents that complain about the amount of staff from queens hospital.
Resident of Edison Avenue	The resident is against the proposals on the grounds that, there is no need for it in Edison Avenue, the cost of permits and devaluation of properties.
Resident of Grenfell Avenue	The resident is fully in favour of the proposals and would welcome the permit parking, double yellow lines and pay & display which would alleviate all the parking problems being caused.
Resident of Wren Gardens	The resident strongly objects to the proposed permit parking and say they rejected the idea of permit parking at the first initial consultation stage. They go onto say that the installation of the yellow lines on the junction of Wren Gardens and Grenfell Avenue have improved the parking situation in this location and would be a good idea for the yellow lines to be installed

	opposite the junction to improve access for larger vehicles to access and egress the road.
Resident of Grenfell Avenue	The resident opposes to the proposals and says that there is currently no parking problem in the area and that restrictions of 10am-2pm are not necessary. The resident also says that they do not wish to have to purchase a residents permit to park in their road. However, the resident is in agreement that there is a problem at all junctions and therefore double yellow lines should be introduced.
Resident of Edison Avenue	The resident is against the proposals and says that if the proposals are installed then vehicles would park in between theirs and their neighbours dropped kerb, which is not big enough for a vehicle to park and would therefore obstruct their dropped kerb.
Resident of Grenfell Avenue	The resident is against the proposals and says that the chosen time of 10am-2pm is not necessary and a better time would be a 1 hour restriction. They also say that they disagree with the fact that they will have to pay for permits to park in their own road.
Resident of Wren Gardens	The resident is in favour of the additional double yellow lines opposite junctions to improve access, however, object to the remainder of the proposal of residents permit scheme.
Resident of Grenfell Avenue	The resident is against the proposals and says they are fundamentally flawed. The resident goes onto say that they feel that this proposal is yet another money making venture.
Resident of Wren Gardens	The resident does not specify whether they are in favour or not and say that the existing Double Yellow Lines need to be extended on the Grenfell/Gordon Avenue junction as this is a dangerous junction.
Resident of Edison Avenue	The resident is against the proposals and says that there is no need for Double Yellow Lines on the junction of Edison Avenue/Edison Close as there is no problem with parking on the junction. Also, the resident is concerned with the limited parking for residents in Edison Close if proposals do go ahead.

Appendix E – Design to be implemented



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