



Havering

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

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm	Tuesday 17 December 2019	Council Chamber - Town Hall
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Members 8: Quorum 4

COUNCILLORS:

**Conservative Group
(4)**

John Mylod (Vice-Chair)
John Crowder
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:

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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 - 2)

To approve as a correct record the minutes of the meeting of the Committee held on 30 July 2019, and to authorise the Chairman to sign them.

5 PROPOSED TRAFFIC CALMING MEASURES IN DURY FALLS ESTATE (Pages 3 - 12)

Report attached

6 HILLDENE AVENUE CASUALTY REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 13 - 34)

Report attached

7 PROPOSED TRAFFIC CALMING MEASURES IN MEAD SCHOOL AREA - AMERSHAM ROAD AND HARLESDEN ROAD (Pages 35 - 44)

Report attached

8 PROPOSED TRAFFIC CALMING MEASURES IN PERCY ROAD, LING CRESCENT AND HAINAULT ROAD (Pages 45 - 54)

Report attached

9 RAINHAM ROAD CASUALTY REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS (Pages 55 - 80)

Report attached

10 TPC816 - ST ANDREWS AVENUE AREA (Pages 81 - 100)

Report attached

11 TPC745 - GIDEA PARK REVIEW - STANLEY CLOSE (Pages 101 - 108)

Report attached

12 URGENT BUSINESS

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

Andrew Beesley
Head of Democratic Services

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
30 July 2019 (7.00 - 7.30 pm)**

Present:

COUNCILLORS

Conservative Group John Crowder and Christine Smith

Residents' Group Paul Middleton

**Upminster & Cranham
Havering Residents'
Group** +Linda Hawthorn

**Independent Residents
Group** David Durant

**North Havering
Residents Group** Brian Eagling (Chairman)

Apologies were received for the absence of Councillors John Mylod, Christopher Wilkins and Michael White.

+ Councillor Christine Smith substituted for Councillor White and + Councillor Linda Hawthorn substituted for Councillor Wilkins.

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

49 DISCLOSURE OF INTERESTS

No interest was disclosed at the meeting.

50 MINUTES

The minutes of the meeting of the Committee held on 2 July 2019 were agreed as a correct record and signed by the Chairman.

**51 SCH549 362-366 DAGNAM PARK DRIVE & 2 NORTH HILL DRIVE -
REQUEST TO FORMALLY ADVERTISE A RESIDENT PERMIT PARKING
AREA (PPA)**

Following a debate 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 (operational Monday to Saturday 8am – 8pm inclusive) in the access road leading to 362 – 366 Dagnam Park Drive and 2 North Hill Drive as shown on the plan in the report proceed to formal consultation;

Members noted:

- that permit eligibility to the new controlled parking zone be restricted to residents of nos. 362, 364 and 366 Dagnam Park Drive and no 2 North Hill Drive;
- that if at the close of consultation if no objections are received to the proposals, the scheme proceeds to full implementation.

That it be noted that the estimated cost of implementation was £0.001m and this would be met from the 2019/20 Capital Budget A3001.

Chairman

HIGHWAYS ADVISORY COMMITTEE

17 December 2019

Subject Heading:

Proposed traffic calming measures in Dury Falls Estate – Holme Road, Garden Avenue, Benets Road, Tiptree Close, Somerset Garden, Hedingham Road, Dury falls Close, Berkeley Drive, Dunster Crescent, Lee Garden Avenue Frimley Avenue, Berkeley Drive & Close, Dunster Crescent, Falkirk Close, Caernarvon Close, Carisbroke Close – Outcome of Public Consultation.

SLT Lead:

Dipti Patel
Assistant Director of Environment

Report Author and contact details:

Eugene Ochi
Senior Engineer
01708 434671
highways@havering.gov.uk

Policy context:

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

Financial summary:

The estimated cost of £0.025m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for Traffic Calming Measures in Dury Falls Estate Area for 2019/20(A3068).

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

Communities making Havering
Places making Havering
Opportunities making Havering

[x]
[x]
[]

SUMMARY

This report sets out the responses to a public consultation relating to proposed traffic calming measures in the area Dury Falls Estate in response to concerns raised by local residents and Ward Members about speeding vehicles and excessive traffic in the Area.

The proposals have been subject to consultation and specifically designed to meet the site conditions and address the aforementioned concerns. Plans showing the proposals are included in Appendix 1 of this report.

The scheme lies within **South Hornchurch** 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 safety improvements as detailed below and shown 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 drawing in Appendix.1
- 20 mph signage and markings to be laid within the zone.

That it be noted that the estimated cost of implementing the proposals is £0.025m 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)

REPORT DETAIL

1.0 Background

- 1.1 Dury Falls Estate by its geographical location lies near Wingletye Lane and Minster way, south east of Upminster Road A124. The Estate lies in close proximity to Emerson Park Academy, and Havering Sixth Form College and bounded on the south side by Network Rail line.

1.2

The estate roads, Garden Avenue, Benets Road, Tiptree Close, Somerset Gardens, Avenue, Frimley Avenue, Berkeley Drive, Berkeley Close, Dunster Crescent, Falkirk Close, Caermavon Close, Carisbroke Close Hedingham Road, Dury falls Close, Berkeley Drive, Dunster Crescent, Lee Garden Avenue, Caemarvon Close, Carisbroke Close are all residential and no shops along the roads. The roads are single carriageway and conveying two-way traffic. Many a number of the roads are short with no through access.

1.3

The speed limit of the Roads varies between 20mph and 30 mph. The Roads have street lighting along their entire length. The roads are used by local traffic and sometimes by students of Emerson Park Academy, and Havering Sixth Form College for parking, as there are no restrictions.

2 Public transport facilities

- 2.1 The nearest railway station to the estate is Upminster station. There is no bus services operated in the scheme area. Commuters reach the station by walking, cycling, public transport or are dropped at the station.

Excessive traffic flow and speeds through the scheme area.

3. Local residents and Ward members have expressed their concerns about speeding vehicles and excessive traffic through traffic in the estate. As a result, a bid for financial allocation was submitted to Transport for London under the Local Implementation Plan. The bid was approved for the measures to be implemented in 2018/19 financial year and subsequently, feasibility studies were carried out to deal with speeding in the area.

4. Traffic flow and speed survey data

A feasibility study including, speed data and a classified traffic surveys was carried out for a continuous period of 7 days in June 2019 at two selected locations in the scheme area. Below are tables showing the traffic flows, average speeds and 85% percentile speeds recorded. The recorded 85% percentile speed of 25.9mph and 27.3mph in the area could be noted to be moderate to high in a residential area.

Traffic census site 1:

Report ID	Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85%ile Speed	(24 Hour) 5 Day Ave
Site	Hedingham Road (west of caernarvon cl)	Eastbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	3043	21.4	25.9	441
Site	Hedingham Road (west of caernarvon cl)	Westbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	3234	21.0	25.9	464

Traffic census site 2:

Report ID	Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85%ile Speed	(24 Hour) 5 Day Ave	(12 Hour) 7 Day Ave	(24 Hour) 7 Day Ave	%age HGVs
Site	Benets Road (east of holme rd)	Eastbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	2794	22.2	27.3	405	296	399	0.04 %
Site	Benets Road (east of holme rd)	Westbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	2497	21.8	26.8	356	270	357	0.04 %

Tables show average weekly traffic flows and speed Dury Fall area zone.

Traffic Accident data

- 5 Traffic collision data for Dury Falls Estate was examined in details sourced for five years from June 2013 to May 2018. There were no accidents recorded in the area.

6. Proposals for traffic calming measures

Based on the slightly raised traffic mean speed in the area, and perceived safety concern, there is justification that limited intervention is needed to design traffic calming measures to reduce vehicle speeds and minimise potential traffic accidents in the area as a result of vehicle speed.

- 6.1 General: There are two types of traffic calming measures in practice i.e. vertical and horizontal deflections. Common types of vertical deflections are humps, speed cushions, speed tables, raised crossings (zebra or pelican crossings) whereas the horizontal deflections include build outs (i.e. chicanes) and pinch points. Speed cameras are only installed at specific sites where it can be demonstrated that there is track record of human casualty accidents, categorised under Killed or Seriously Injured (KSI) with speed being the contributory factor. Speed roundels are also used to highlight and remind motorists of the prevailing speed in an area.
- 6.2 Based on the feedback from the consultation it is recommended that the 20mph roundels are implemented with adequate signage.
- 6.3 When deciding the locations for installing any restrictions, consideration was given to the location of existing driveways, underground utility services and street furniture.

7. Outcome of the public consultation

- 7.1 647 letters were delivered by post to the residents of the Roads considered would be affected by the proposals. In addition, the proposals were publicly advertised in the local press and emergency services were also consulted.
- 7.2 Members of Upminster Ward were pre-consulted on the proposals.
- 7.3 At close of consultation 20 responses were received which represents a 3% of response rate. 16 respondents (including the Metropolitan Police and London Fire Bridge) were in favour of the proposed measures in the area, 4 respondents have objected to the proposals on the grounds that the measures would be ineffectual. The responses were analysed carefully and the results are included in appendix 2 of this report.
- 7.4 Some of the respondents have stated that parking restriction should be provided at the entrance to the estate to discourage indiscriminate parking and improve sightlines. Further, that existing two wheel on pavement parking should be extended to other areas in the estate to improve sightlines. Two respondents

suggested installing speed cameras instead of traffic calming measures will have greater effect on speed reduction.

8. Staff comments and conclusions

Officers acknowledge that the consultation rate was moderate but consider the recorded traffic data and traffic speeds to provide justification for the implementation of the proposed limited impact traffic calming measures as a means of improving road safety and highlighting the prevailing traffic speed in the area.

Based on the feedback from the consultation it is recommended that the 20mph roundels are implemented with adequate signage.

Furthermore, the Metropolitan Police have insufficient resources to enforce speed restrictions in the area. The policing and strategic priorities of the police have shifted to other areas other than highways safety.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council the implementation of the proposals is summarised as below:

The estimated cost for carrying out the works is £0.25m which includes the feasibility design and consultation of scheme. The funding for the works will be met by Transport for London for Traffic Calming Measures for Dury Falls Estate for 2018/19. In addition to the above, TfL have allowed all London Boroughs to carry over unused funds into the next financial year. Therefore, in the event of this scheme not completing within 2018/19, unused funding will be carried into 2019/20.

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 make an Order altering speed limits in highway maintainable at public expense is set out in Part VI of the HA 1980("1980"). Before an order is made, the Council should ensure that the statutory procedures set out in the Local

Authorities Traffic Orders (Procedures) (England & Wales) Regulations 1996 (SI1996/2489) (as amended) are complied with.

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 Regulation and General Directions 2016 govern road traffic signs and road markings.

Before an Order is made the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996(SI1996/2489) are complied with. The Traffic Signs Regulations & General Directions2016) govern the traffic signs and road markings.

Section122 RTRA 1984 proposes 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 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 are taken into account.

In considering any consultation responses, the Council must balance the concerns of any objection 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.

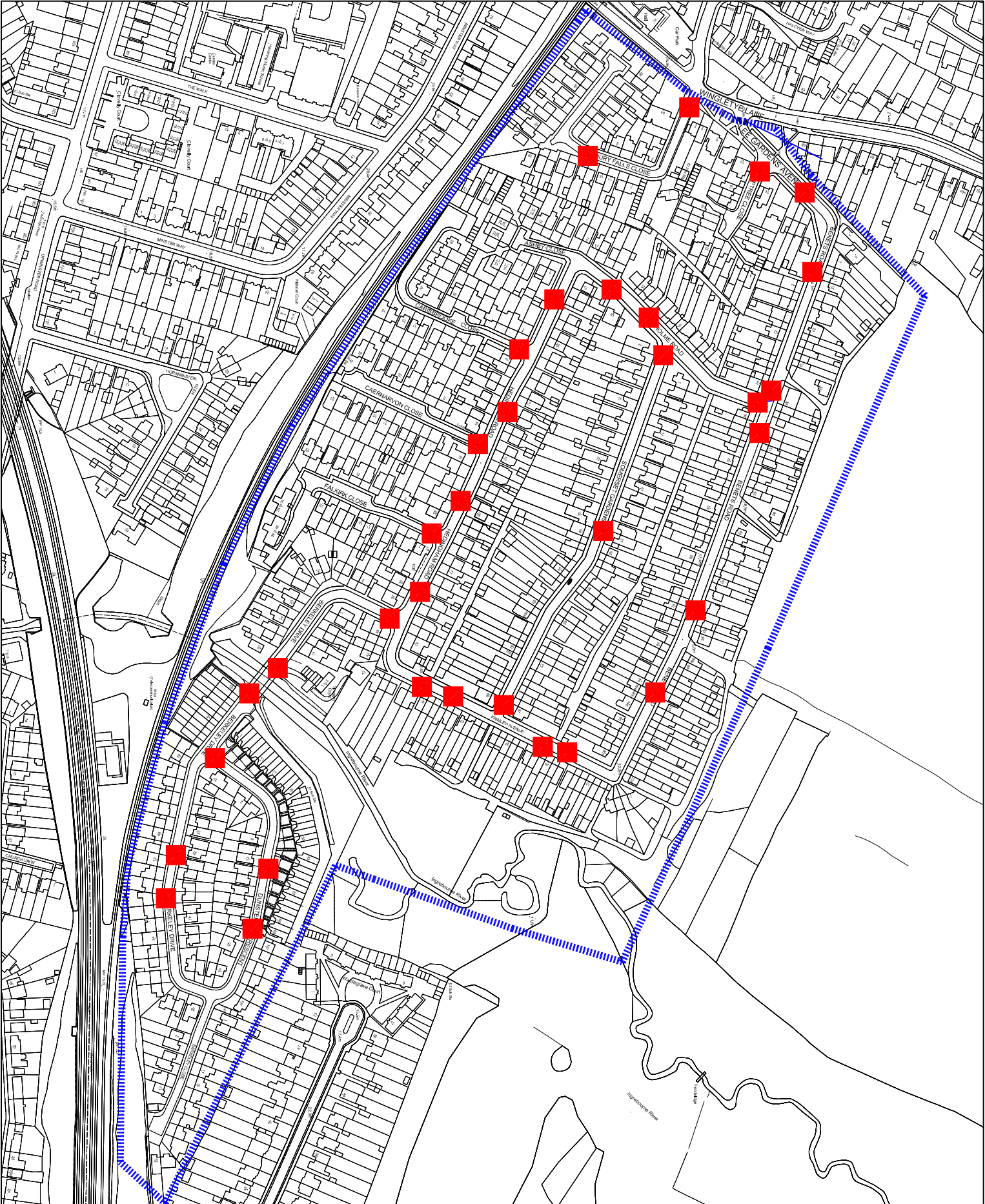
There will be some aesthetic impact arising from the road markings, traffic signs, etc but this would be mitigated with speed reduction and improving road safety for all road users.

BACKGROUND PAPERS

None.

Appendix 1

Drawings of Proposed Measures.



PURPOSE	-
COPYRIGHT	This drawing belongs to The London Borough of Havering. Material in which we are not named may be reproduced without further permission.
NOTES	Based upon Ordnance Survey Mapping with the exception of the location of the object's position. All dimensions are approximate. All measurements are taken from the centre of the road to the centre of the object. All measurements are taken from the centre of the road to the centre of the object. All measurements are taken from the centre of the road to the centre of the object.
KEY:	<div style="display: flex; align-items: center;"> 20mph zone </div> <div style="display: flex; align-items: center;"> 20mph Roundels </div>
<h1>Page 11</h1> <p>20mph Roundels markings</p>	
REVISION / AMENDMENT	DATE
JOB TITLE	DURY FALTS ESTATE 20MPH ZONE
DRAWING TITLE	PROPOSED TRAFFIC CALMING
DRAWN BY VS	CHECKED BY VS
SCALE (AT A3)	DATE
NTS	JUNE 19
DRAWING No	ISSUE
OS02AD/D/I	REVISION

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Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

17 December 2019

Subject Heading:

**HILLDENE AVENUE 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 – Hilldene Avenue (A3067).**

**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

Hilldene Avenue – 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, zebra crossing, pedestrian refuge, raised pelican crossing, road markings and road signs 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 **Heaton** and **Gooshays** 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) Hilldene Avenue outside property No: 36 Hilldene Avenue
 - Pedestrian refuge as shown drawing reference QS005/1.
 - (b) Hilldene Avenue / Chatteris Avenue / Edenhall Road Junctions
 - Zebra crossing
 - Mini roundabout at the Hilldene Avenue / Edenhall Road Junction as shown drawing reference QS005/1.
 - (c) Hilldene Avenue by Hilldene Close
 - Upgrading existing pelican crossing with speed table as shown on drawing reference QS005/2.
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 'Hilldene Avenue - 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 **Havering** 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 Hildene Avenue 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 vehicles per hour during peak periods along Hildene Avenue by Chatteris Avenue.

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

Location	85 th il Speed (mph)		Highest Speed (mph)	
	Eastbound	Westbound	Eastbound	Westbound
Hildene Avenue east of Chatteris Avenue (off peak)	35	37	45	50
Hildene Avenue east of Chatteris Avenue (Peak)	31	32	40	45
Hildene Avenue west of Hildene Close (Off peak)	38	35	45	50
Hildene Avenue west of Hildene Close (Peak)	30	29	45	45

The 85th percentile traffic speed (the speed at which 85% of vehicles are

travelling at or below) along Hildene Avenue 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, **thirty six** personal injury collisions (PICs) were recorded along Hildene Avenue. Of these thirty six PICs, five (14%) were serious; nine (25%) involved pedestrians; twelve (33%) involved children; three (8%) involved cyclists; two (6%) involved motorcyclists and nine (25%) occurred during the hours of darkness.

Details of PICs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Hildene Avenue / Straight Road Junction	0	1	8 (1-Ped)	9
Hildene Avenue between Straight Road and Charlbury Crescent	0	0	2 (1-Ped)	2
Hildene Avenue / Charlbury Crescent Junction	0	0	1 (1-Dark)	1
Hildene Avenue between Charlbury Crescent and Chatteris Avenue	0	1 (1-Ped)	0	1
Hildene Avenue / Chatteris Avenue Junction	0	0	2 (1-Dark)	2
Hildene Avenue / Edenhall Road Junction	0	1 (1-Dark)	3 (1-Dark)	4
Hildene Avenue / Newbury Road Junction	0	0	2 (1-Ped) (2-Dark)	2

Hilldene Avenue between Westdene Drive and Eastdene Drive	0	2 (2-Ped)	4 (1-Ped) (2-Dark)	6
Hilldene Avenue / Eastdene Drive Junction	0	0	1	1
Hilldene Avenue between Eastdene Drive and Chipenham Road	0	0	1	1
Hilldene Avenue between Chipenham Road and North Hill Drive	0	0	1	1
Hilldene Avenue / North Hill Drive Roundabout	0	0	6 (2-Ped) (1-Dark)	6
Total	0	5	31	36

Proposals

1.5 The following safety improvements were proposed along Hilldene Avenue to reduce vehicle speeds and minimise collisions.

- (a) Hilldene Avenue outside property No: 36 Hilldene Avenue (Plan No:QS005/1)
 - Pedestrian refuge as shown.
- (b) Hilldene Avenue / Chatteris Avenue / Edenhall Road Junctions (Plan No.QS005/1)
 - Zebra crossing as shown
 - Mini roundabout at the Hilldene Avenue / Edenhall Road Junction
- (c) Hilldene Avenue by Hilldene Close (Plan No:QS005/2)
 - Upgrading existing pelican crossing with speed table.

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 150 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. Four written responses from Local Members, cycling representative and residents were received and the comments are summarised in the Appendix 1. Two Members raised

general queries about the scheme. A resident and the cycling representative are in favour of the scheme.

- 2.2 The majority of respondents generally supported the scheme. Two residents raised concerns about particular locations of speed cushions and others requested further measures on the service road. Some indicated that speed cameras would be a better solution.
- 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 **thirty six** personal injury collisions (PICs) were recorded along Hilldene Avenue. Of these thirty six PICs, five were serious; nine involved pedestrians; twelve involved children; three involved cyclists; two involved motorcyclists and nine 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 Hilldene Avenues' 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 Hilldene Avenue.

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

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

BACKGROUND PAPERS

None.

**APPENDIX 1
SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QS005/1 (Member)	I have a couple of questions. - What height are you intending to use on the raised crossing for speed reduction? The reason I ask is that I see different heights being used across the borough - Will the zebra crossing be a raised crossing or a simple crossing	Staff advised the -75mm height at the raised crossing. In accordance with the current Road Hump Regulation, the maximum height of the hump is 100mm. We use 75mm height in the borough. - It is a simple zebra crossing with pedestrian refuge without a raised table.
QR005/2 (Local Member)	I do remember you sent us a similar proposal for Straight Road, which went for consultation. What is the update	Straight Road Casualty Reduction Scheme was rejected by the Council.
QS005/3 (Hilldene Avenue resident)	I am happy for the proposals made especially upgrading existing pelican crossing at Hilldene Close. Request for more speed humps.	Further measures could be considered at a later date if necessary.
QS005/4 (Havering Cycling Representative)	On behalf of Havering cyclists, I would like to support this scheme. If the scheme goes ahead, would it be possible to use non-slip paint for the road markings to minimise the risk to cyclists.	We will ask our contractor whether they can use the non-slip paint when we implement the scheme.

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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Page 27

Ref:QS005

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

The Resident or Occupier

Hilldene Avenue Area

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

Dear Sir or Madam;

27th September 2019

www.haverling.gov.uk

**HILLDENE AVENUE COLLISIONS REDUCTION PROGRAMME
PROPOSED SAFETY IMPROVMENTS**

In November 2018, Transport for London approved funding for a number of collision reduction schemes as part of Havering Borough Spending Plan settlement. Hilldene Avenue 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 Hilldene Avenue.

The study found that up to 1,200 vehicles per hour use Hilldene Avenue and speeds of up to 50 mph were regularly recorded. Analysis of available collision records has shown that there have been a total of thirty six personal injury collisions along Hilldene Avenue over a five year period. Of this 36, 5 were serious; 9 involved pedestrians; 12 involved children and 9 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:

- Hilldene Avenue outside property No: 36 Hilldene Avenue (Plan No:QS005/1)
 - Pedestrian refuge as shown.
- Hilldene Avenue / Chatteris Avenue / Edenhall Road Junctions (Plan No.QS005/1)
 - Zebra crossing as shown
 - Mini roundabout at the Hilldene Avenue / Edenhall Road Junction
- Hilldene Avenue by Hilldene Close (Plan No:QS005/2)
 - Upgrading existing pelican crossing with speed table.

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 Project Leader, Environment, Street Management, Town Hall, Main Road, Romford, RM1 3BB.

OR

By email to: highways@havering.gov.uk

Comments should reach us by **Friday 18th October 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 19th November 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 11th November 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 Siva
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

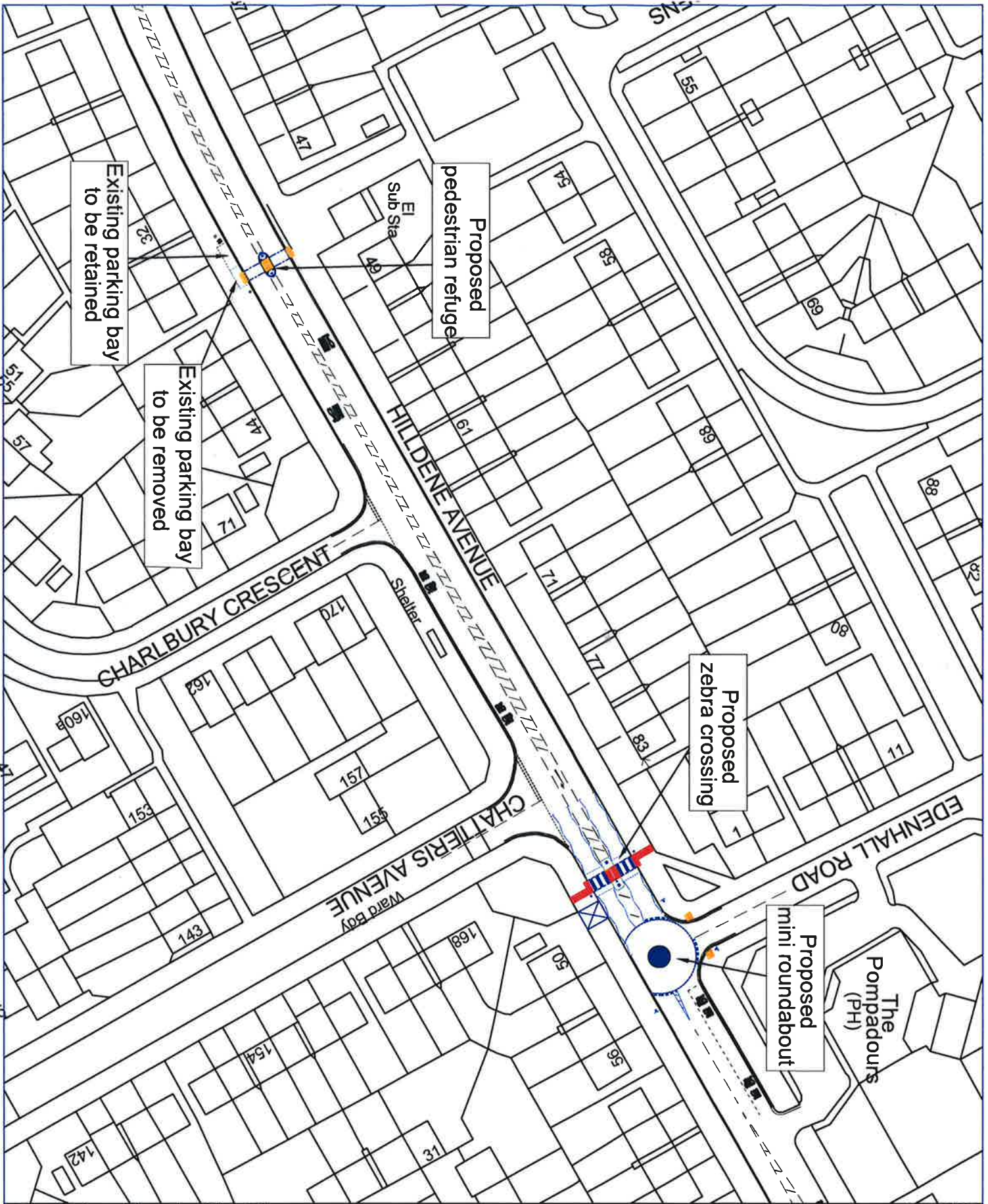
Main Road

Romford

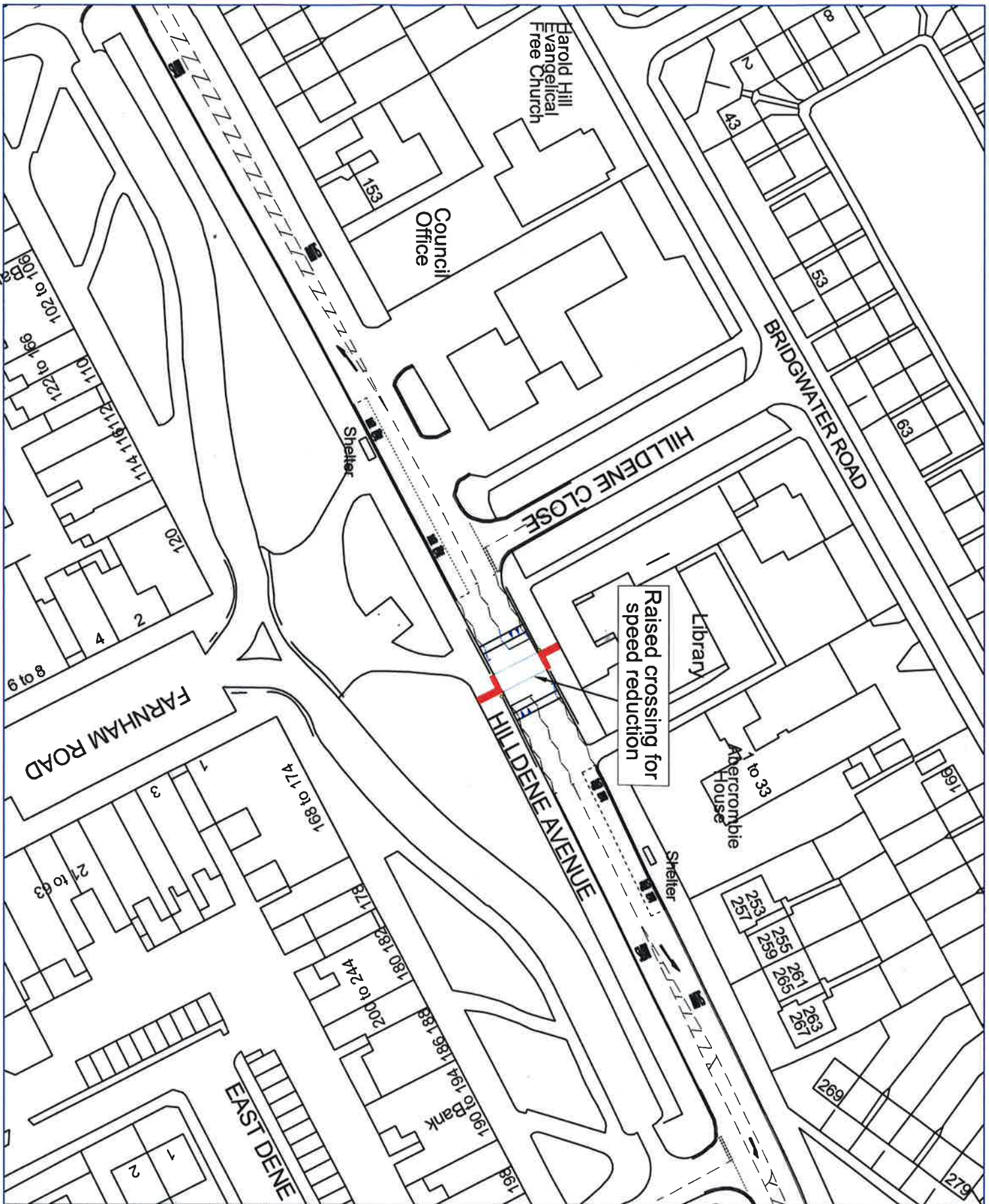
RM1 3BD

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

www.ICO.org.uk



PURPOSE To improve the safety of Hilldene Avenue by the introduction of a pedestrian refuge, zebra crossing, mini roundabout and the removal of existing parking bays.							
NOTES This drawing is for information only and should not be used for construction purposes. It is subject to change without notice.							
REVISION <table border="1"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td>1</td> <td>Issue for comment</td> <td></td> </tr> </table>		NO.	DESCRIPTION	DATE	1	Issue for comment	
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JOB TITLE HILLDENE AVENUE COLLISION REDUCTION PROGRAMME							
DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS							
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	REVISION <input type="checkbox"/>						



PURPOSE To provide a detailed plan of the proposed safety improvements to Hildene Avenue, Havering, London Borough of Havering.	
NOTES 1. The proposed safety improvements are shown in red on the plan. 2. The proposed safety improvements are shown in red on the plan. 3. The proposed safety improvements are shown in red on the plan.	
REVISION NO. 1 DATE 19/04/19 BY VS	DATE 19/04/19
JOB TITLE HILDENE AVENUE COLLISION REDUCTION PROGRAMME	
PROPOSED SAFETY IMPROVEMENTS	
DRAWN BY VS	CHECKED BY VS
SCALE (if any) 1:1000	DATE 19/04/19
DRAWING NO. 05005/2	ISSUE 1

HIGHWAYS ADVISORY COMMITTEE

17 December 2019

Subject Heading:

Proposed traffic calming measures in Mead School Area - Amersham Road and Harlesden Road – Outcome of Public Consultation.

SLT Lead:

Dipti Patel
Assistant Director of Environment

Report Author and contact details:

Eugene Ochi
Senior Engineer
01708 434671
highways@havering.gov.uk

Policy context:

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

Financial summary:

The estimated cost of £0.040m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for Traffic Calming Measures in Mead School Area for 2019/20(A3068).

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 public consultation relating to proposed traffic calming measures in Mead School Area in response to concerns raised by local residents and Ward Members about speeding vehicles and excessive traffic in the area.

The proposals have been subject to consultation and specifically designed to meet the site conditions and address the aforementioned concerns. Plans showing the proposals are included in Appendix 1 of this report.

The scheme lies 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 the safety improvements as detailed below shown on the relevant 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 drawing in Appendix 1.
 - (b) Raised speed tables with tactile paving on Amersham Road near the entrance to Mead primary School as shown on drawing in Appendix 1.
 - (c) 20mph speed zone signage on all the roads within the scheme area.
2. That it be noted that the estimated cost of implementing the proposals is £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.

REPORT DETAIL

1.0 Background

- 1.1 Mead School area scheme comprised of Amersham Road, Amersham Drive, Amersham Close, Harlesden Close, Waltham Close, and Harlesden walk. The roads are predominantly residential in nature.

- 1.2 Amersham Lane is a single carriageway and it conveys two-way traffic along its entire length. Mead school is located on Amersham Road near its junction with Petersfield Avenue. There are two other schools within the area and these generate a significant amount of school traffic in the area. As a result of expansion of Mead school, parking and traffic activities within the vicinity of the school have increased markedly which have raised safety issues for the pupils.
- 1.3 The speed limit in the Roads varies between 25 mph to 30 mph. The Roads have street lighting along their entire length. The roads are used by local residents, and also for school run traffic.
- 1.4 In early March 2019, Amersham Road from Petersfield Avenue to Amersham drive had replacement of footway concrete paving. A scheme for one-way working and road narrowing scheme was approved in Amersham Road to reduce congestion. The scheme was not implemented.

2 Public transport facilities

- 2.1 There is no immediate railway station within the area of Mead school. There are buses operating along Petersfield Avenue. Commuters reach the station by walking, cycling, and public transport or are dropped at the station.

4. Traffic flow and speed survey data

A feasibility study including, speed data and a classified traffic surveys was carried out for a continuous period of 7 days commencing 15 June 2019 to 21st Jun 2019 at two selected locations within the vicinity of the scheme area. Below are tables showing the traffic flows, average speeds and 85% percentile speeds recorded.

Traffic census site 1:

Report ID	Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85%ile Speed
Site	Amersham Road (north of amersham dr)	Northbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	1539	19.6	25.1
Site	Amersham Road (north of amersham dr)	Southbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	1961	20.1	25.3

Traffic census site 2:

Report ID	Site	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85%ile Speed
Site	Amersham Road (north of st neots rd)	Northbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	747	16.8	21.0
Site	Amersham Road (north of st neots rd)	Southbound	Sat 15 Jun 2019	Fri 21 Jun 2019	30mph	892	17.7	21.3

Tables show average weekly traffic flows and speeds through the proposed area (Mead School area scheme)

Traffic Accident data

5. Traffic collision data for Amersham Road was examined in details sourced for three years from June 2016 to May 2018. There were no accidents recorded within this period.

6. Proposals for traffic calming measures

Based on the fact that there are no traffic accidents in the proposed area, and 85th percentile speed not very high, however, in view of safety concerns near Mead School, there is a clear justification to implement limited vertical deflection measures and speed limit roundels, to alert the motorists of the prevailing speed in the proposed area.

- 6.1 General: There are two types of traffic calming measures in practice i.e. vertical and horizontal deflections. Common types of vertical deflections are humps, speed cushions, speed tables, raised crossings (zebra or pelican crossings) whereas the horizontal deflections include build outs (i.e. chicanes) and pinch points. Speed cameras are only installed at specific sites where it can be demonstrated that there is track record of human casualty accidents, categorised under Killed or Seriously Injured (KSI) with speed being the contributory factor.
- 6.2 When deciding the locations for installing speed hump near Mead school entrance, consideration was given to the location of existing driveways, underground utility services and street furniture.

7. Outcome of the public consultation

- 7.1 234 letters were delivered by post to the residents of the scheme area and Mead School that were considered would be affected by the proposals. In addition, the proposals were publicly advertised in the local press and emergency services were also consulted.

7.2 Members of Harold Wood ward were pre-consulted on the proposals.

7.3 At close of consultation 4 responses were received which represents a 1.7% of response rate. 3 respondents (including the Metropolitan Police & London Fire Brigade) were in favour of the proposed measures in the area, 1 respondent objected to the scheme and said there were no speed problems in the area. Mead school authorities consulted were in support of the proposed scheme. The responses were analysed carefully and the results are included in appendix 2 of this report.

8. Staff comments and conclusions

Officers acknowledge that the consultation rate was moderate, recorded traffic data and traffic speeds were also low, but safety concerns near Mead School provide clear justification for the implementation of limited traffic calming measures as a means of improving road safety.

Based on the feedback from the consultation it is recommended that speed table with tactile are implemented. This will be located near the school entrance which will reduce speed and act as a crossing point for all pupils. In addition, the implementation of 20mph speed limit roundels (as set out in the report) at other locations in the area are implemented which will highlight prevailing speed to all road users in the area.

Furthermore, the Metropolitan Police have insufficient resources to enforce speed restrictions in the area. The policing and strategic priorities of the police have shifted to other areas other than highways safety.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment in consultation with the Leader of the Council the implementation of the proposals is summarised as above:

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 make an Order altering speed limits in highway maintainable at public expense is set out in Part VI of the HA 1980. Before an order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedures) (England & Wales) Regulations 1996 (SI1996/2489) (as amended) are complied with.

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 Act 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.

Before an Order is made the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI1996/2489) are complied with. The Traffic Signs Regulations & General Directions 2016 govern the traffic signs and road markings.

Section 122 RTRA 1984 proposes 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 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 are taken into account.

In considering any consultation responses, the Council must balance the concerns of any objection 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.

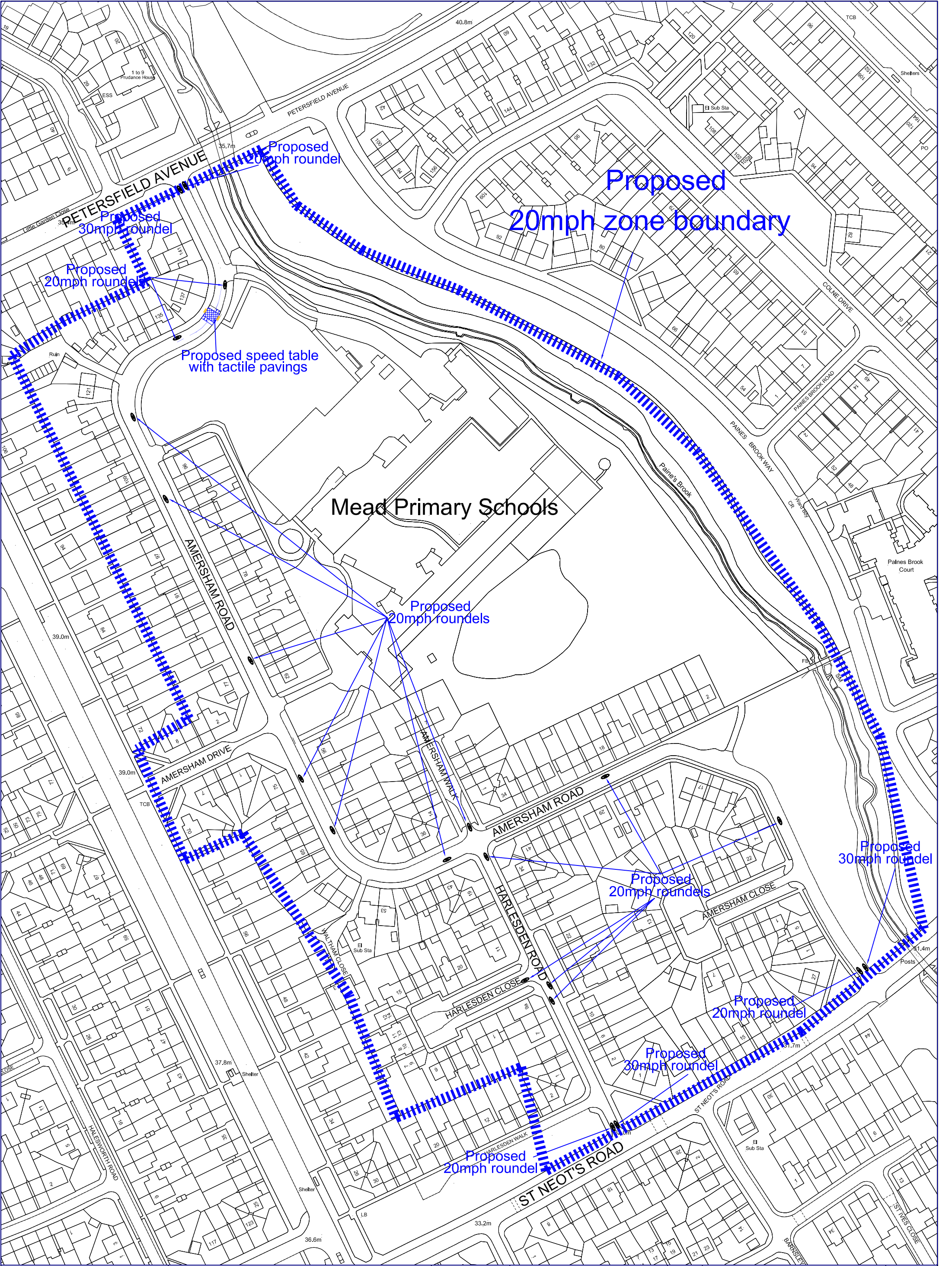
There will be some aesthetic impact arising from the road markings, traffic signs, keep left bollards etc but this would be mitigated with improving road safety for all road users.


BACKGROUND PAPERS

None.

Appendix 1

Drawings of Proposed Measures.



<div>Havering LONDON BOROUGH</div> <div>© COPYRIGHT This drawing belongs to The London Borough of Havering. Neither the whole nor any part thereof may be reproduced without prior written permission.</div> <div>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</div>	JOB TITLE MEAD SCHOOL 20MPH ZONE		PURPOSE -			
	DRAWING TITLE PROPOSED TRAFFIC CALMING		DRAWN BY VS	CHECKED BY VS	APPROVED BY MP	
			DATE MAY 19	<div><div></div> DRAFT</div> <div><div></div> ISSUE</div>		
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HIGHWAYS ADVISORY COMMITTEE

17 December 2019

Subject Heading:

Proposed traffic calming measures in Percy Road, Linley Crescent and Hainault Road – Outcome of Public Consultation.

SLT Lead:

Dipti Patel
Assistant Director of Environment

Report Author and contact details:

Eugene Ochi
Senior Engineer
01708 434671
highways@havering.gov.uk

Policy context:

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

Financial summary:

The estimated cost of £0.035m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for Traffic Calming Measures in Percy Road Area for 2019/20(A3068).

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 public consultation relating to proposed traffic calming measures in Percy Road which have been posed following concerns raised by local residents and ward members about speeding vehicles and excessive traffic in the area of Percy Road.

The proposals incorporated various measures for traffic calming including the creation of a width restriction in Percy Road. Each measure has been specifically designed to help address the aforementioned concerns. Plans showing the proposals are included in Appendix 1 of this report.

The scheme lies within **Mawneys** 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 safety improvements as detailed below and shown on the relevant drawings be implemented as follows:

- a) a maximum 20mph speed zone incorporating Percy Road, Langley Road 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

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

REPORT DETAIL

1.0 Background

- 1.1 A request to close one end of Percy Road to prevent the street being used by inappropriate non-residential traffic was referred to Highways Advisory Committee on 15th September 2015, following the submission of a petition signed by 51 residents. The committee agreed to add the request for funding.
- 1.2 A traffic survey was undertaken in the area in early 2017, and the data led to discussions between local Ward Councillors, and the Cabinet member for Environment following Street Management Engineers were asked to look at the feasibility of a width restriction on Percy Road and implementation of 20mph zone.

Details of Percy Road and Linley Crescent

- 1.3 Percy Road and Linley Crescent have carriageways 6m wide and footways of 3.2meters and 2.3meters respectively. Both road have areas of footway parking where drivers can park with 2-wheels on the footway. Both roads are subject to a 30mph national urban speed limit.

Hainault Road

- 1.4 Hainault Road has a carriageway of 7.5meters width and footways of 2.4meters and 2.8meters.

The road is already traffic calmed with round topped road humps. Both sides of the road are heavily parked.

2 Public transport facilities

- 2.1 There is no public transport running through the study area. The nearest train station is in Romford Town centre. Commuters reach the station in Romford by walking, cycling, and public transport or by car.

Increased traffic flow and speeds through the study area.

- 3. Local residents of the area and Ward members have expressed their concerns about speeding and excessive traffic rat runs through the area. As a result, a bid for financial allocation was submitted to Transport for London under the Local Implementation Plan. The bid was approved for the proposed measures to be implemented in 2018/19 financial year and subsequently, feasibility studies were carried out to deal with speeding and traffic rat runs in the area.
- 4. Traffic flow and speed survey data analysis.
 - 4.1 In terms of driver speed, there is good compliance with the existing 30mph speed limit within the three roads (Percy Road, Linley Crescent, and Hainault Road).

- 4.2 Hainault Road had an average speed of around 19mph and 85th percentile speed of approximately 22mph. The other two roads had comparable result. Linley Crescent had an average speed of 19mph and 85th percentile speed of approximately 25mph. Percy Road had a slightly higher 85th percentile speed of 27mph and average speed of approximately 22mph.
- 4.3 In terms of traffic flow, Percy Road has a significantly higher volume of traffic with an average daily flow 1,500 vehicles per day. Hainault Road, north of Percy Road had a flow of 1,195 vehicles per day and 897 vehicles per day south of Percy Road. Linley Crescent had a significantly lower flow at 264 vehicles per day.
- 4.4 Peak traffic flow within the study area varied between 16.4% of daily flow in Hainault Road, north of Percy Road; and 20.8% of daily flow in Hainault Road, south of Percy Road.
- 4.5 There are no particular issues with OGV2(large lorries) using the streets, although the OGV1 class comprises some 12% of traffic in Hainault Road and 7% to 9% in the other two roads.
- 4.6 An assessment was conducted in the three roads to determine the percentage of traffic movement by local residents against the percentages by through traffic . The assessment concluded that the majority of the traffic in the three study roads consisted of through-traffic.

6 Traffic Accident data

- 6.1 Officers used the following data sources to look at accidents in the area; injury collision data, collected by the police and managed by Transport for London; automatic traffic counts; placed within the area which logs speed and vehicle type; TRICS transport planning data to give an indication of the number of motorised trips likely to be generated by residents in the area and, finally, through traffic development.
- 6.2 Officers reviewed the casualty data for the three roads and in the 5 years to December 2018, one collision involving a car and a taxi was recorded at the Junction of Percy Road with Linley Crescent (west). Three passengers and the driver of the taxi were slightly injured. The driver of the car was assessed and found to be drink driving.

7. Outcome of the public consultation

- 7.1 349 letters were delivered by post to the residents who were considered would be affected by the proposals. In addition, the proposals were publicly advertised in the local press and emergency services were also consulted.
- 7.2 Members of Mawneys Ward were pre-consulted on the proposals.

- 7.3 At close of consultation 16 responses were received which represents a 4.5% of response rate. 15 respondents (including the Metropolitan Police and London fire Brigade) were in favour of the proposed measures in the area, whereas 1 respondent only objected to the proposed measures to be implemented as inadequate. The responses were analysed carefully and the results are included in appendix 2 of this report.
- 7.4 A number of respondents raised concern that traffic could divert to Hainault Road if there is a width restriction on Percy Road. There are also concerned that introducing traffic calming measures will lead to traffic slowing down and developing excessive congestion on Manway Road.

8. Staff comments and conclusions

Officers acknowledge that the consultation rate was moderate but consider the recorded traffic data and traffic speeds to provide clear justification for the implementation of the proposed traffic calming measures as a means of improving road safety.

Based on the feedback from the consultation it is recommended that width restriction in Percy Road including 20mph roundel markings and signage are implemented.

Furthermore, the Metropolitan Police have insufficient resources to enforce speed restrictions in the area. The policing and strategic priorities of the police have shifted to other areas other than highways safety.

IMPLICATIONS AND RISKS

Financial implications and risks:

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 would then 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 Highways, Traffic and Parking therefore there is a low risk of works exceeding costs estimates, however to mitigate any eventuality 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 make an Order altering speed limits in highway maintainable at public expense is set out in Part VI of the HA 1980. Before an order is made, the Council should ensure that the statutory procedures set out in the Local Authorities

Traffic Orders (Procedures) (England & Wales) Regulations 1996 (SI1996/2489) (as amended) are complied with.

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. These include:

'For prescribing rules as precedence to be observed as between vehicles proceeding in the same direction, in opposite directions or when crossing.'

The implementation of a width restriction to vehicular traffic slowly proceeding at the crossing point is compliant with the Council's powers under the RTRA 1984.

Before an Order is made the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996(SI1996/2489) are complied with. The Traffic Signs Regulations & General Directions2016) govern the traffic signs and road markings.

Section122 RTRA 1984 proposes 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 are taken into account.

In considering any consultation responses, the Council must balance the concerns of any objection 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.

There will be some aesthetic impact arising from the road markings, traffic signs, keep left bollards etc but this would be mitigated with improving road safety for all road users.

BACKGROUND PAPERS

None.

Appendix 1

Drawings of Proposed Measures

Drawing Nos. QR.....

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Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

17 December 2019

Subject Heading:

**RAINHAM ROAD CASUALTY
REDUCTION PROGRAMME –
PROPOSED SAFETY IMPROVEMENTS
(The Outcome of public consultation)**

CMT Lead:

Dipti Patel

Report Author and contact details:

**Velup Siva
Senior Engineer
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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 – Rainham Road (A3067).**

**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

Rainham Road – 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, pedestrian refuges, pedestrian refuge with minor carriageway widening, vehicle activated signs, road markings and road signs 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 **Elm Park** and **South Hornchurch** 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) 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 as shown.
 - 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.
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 'Rainham Road - 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 Rainham Road Casualty Reduction Scheme was develop to help to meet the above targets.

Traffic Survey Results Summary

- 1.4 Traffic surveys showed that two-way traffic flows are up to 1700 vehicles per hour during peak periods along Rainham Road north of Anstead Drive.

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

Location	85%il Speed (mph)		Highest Speed (mph)	
	Eastbound/ Northbound	Westbound/ Southbound	Eastbound/ Northbound	Westbound/ Southbound
Rainham Road between Nelson Road and Hubert Road (off peak)	38	37	50	50
Rainham Road between Nelson Road and Hubert Road (Peak)	30	30	40	40

Rainham Road north of Anstead Drive (Off peak)	40	35	50	45
Rainham Road north of Anstead Drive (Peak)	31	30	40	40

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along Rainham Road 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, **sixty three** personal injury collisions (PICs) were recorded along Rainham Road between Newtons Corner and Dovers Corner. Of these sixty three PICs, eight (13%) were serious; nine (14%) involved pedestrians; ten (16%) involved children; five (8%) involved cyclists; nine (14%) involved motorcyclists; five (8%) were speed related and twenty one (33%) occurred during the hours of darkness.

Details of PICs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
Rainham Road / Dagenham Road Roundabout (Newtons corner)	0	1	1 (1-Ped)	2
Rainham Road between Newtons Corner and Stanley Road North	0	0	1	1
Rainham Road / Stanley Road North Junction	0	0	3 (1-Ped)	3
Rainham Road between Stanley Road North and Fyfield Road	0	1 (1-Dark)	0	1

Rainham Road / Fyfield Road Junction	0	0	7 (2-Ped) (2-Dark) (3-speed)	7
Rainham Road between Fyfield Road and Harlow Road	0	0	2 (1-Ped)	2
Rainham Road / Harlow Road Junction	0	0	2 (1-Ped)	2
Rainham Road / Blacksmiths Lane Junction	0	0	2 (1-Dark)	2
Rainham Road between Blacksmiths Lane and Hubert Road	0	0	1 (1-Dark)	1
Rainham Road between Hubert Road and Cherry Tree Lane	0	1 (1-Dark)	3 (2-Dark) (1-speed)	4
Rainham Road / South End Road / Cherry Tree Lane Traffic Signal Junction	0	2 (2-Ped) (2-Dark)	11 (4-Dark)	13
Rainham Road / Cherry Walk Junction	0	0	1	1
Rainham Road between Stanhope Road and Victory Road	0	0	1	1
Rainham Road / Victory Road Junction	0	1	0	1
Rainham Road / Anstead Drive Junction	0	0	1	1
Rainham Road / Knightswood Road Junction	0	1	0	1

Rainham Road / Dominion Way North Junction	0	0	2 (1-Ped) (1-Dark)	2
Rainham Road / Dominion Way South Junction	0	0	4 (1-Dark) (1-speed)	4
Rainham Road between Dominion Way and Dovers Corner	0	1 (1-Dark)	1 (1-Dark)	2
Rainham Road / A1306 New Road Roundabout (Dovers Corner)	0	0	12 (3-Dark)	12
Total	0	8	55	63

Proposals

1.5 The following safety improvements were proposed along Rainham Road to reduce vehicle speeds and minimise collisions.

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

2.0 Outcome of public consultation

2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 350 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. Seven written

responses from Local Members and residents were received and the comments are summarised in the Appendix 1. The Local Members expressed support for the scheme. Three residents are in favour of the scheme. One resident raised concerns about the parking bays along Rainham Road by Dunningford Close. One resident objected to the mini roundabout proposal at the Rainham Road / Fyfield Road junction. Details of the comments are shown in the Appendix 1.

- 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 **sixty three** personal injury collisions (PICs) were recorded along Rainham Road between Newtons Corner and Dovers Corner. Of these sixty three PICs, eight (13%) were serious; nine (14%) involved pedestrians; ten (16%) involved children; five (8%) involved cyclists; nine (14%) involved motorcyclists; five (8%) were speed related and twenty one (33%) 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 Rainham Roads' 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 Rainham Road.

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 Rainham Road 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 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 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 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.

BACKGROUND PAPERS

None.

APPENDIX 1 **SUMMARY OF RESPONSE**

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QS004/1 (Elm Park Member 1)	I have no problems with this scheme as the only item that affects Elm Park ward is the two proposed vehicle activated school signs.	-
QR004/2 (Elm Park Member 2)	I have no problems with this scheme as the only item that affects Elm Park ward is the two proposed vehicle activated school signs.	-
QS004/3 (Oswald Close resident 1)	As a parent and a resident to this area I strongly agree on this improvement. The request for speed humps along Rainham Road by Oswald Close.	Further measures could be considered at a later date if necessary.
QS004/4 (Oswald Close resident 2)	As one of the many families with young children on the Dunningford Chase development, we welcome the proposed improvement. We would question if the improvement go far enough, and would suggest the consideration of a speed table in addition to the upgraded pedestrian refuge due to the speed at which some vehicles approach this area from the south, which is a blind bend.	Further measures could be considered at a later date if necessary.
QS004/5 (Rainham Road resident 1)	I am a resident of Rainham Road and have been for the past 43 years. I agree vehicles travel at extreme speeds at times and usually when the road is quiet but I feel that this could easily be controlled by a speed camera which would also provide some income for the Council. The small planned roundabout would further slowdown traffic during busy periods and cause further problems on surrounding roads and may result in a fatality. If you feel that it is necessary to reduce the flow of the traffic further then I feel the best solution is to add another zebra crossing or move the existing zebra crossing at the end of Blacksmiths Lane closer to Harlow Road.	The Transport for London is responsible for the selection, installation and maintenance of the speed cameras in London. The Council is not responsible for the installation of speed cameras. As Harlow Road and Blacksmiths Lane are located very close to each other, it is not necessary to relocate the zebra crossing.
QS004/6 (Dunningford Close resident)	I think that the plan to widen the pedestrian refuge and widen the carriageway is a bad idea. As it appears that the lamp column you are referring to is located near to parking bay which are used by residents of Dunningford Close and those who use the field opposite and	The lamp column will be moved towards the buildings, not along the kerb lines. All the parking bays will be kept with minor changes.

		thus moving the light will put in the parking bays that are in use so I think it should be left as it is.	
QS004/7 (Rainham Road resident 2)	Road	<p>We refer to the proposed mini roundabout with pedestrian refuge and minor carriageway widening at the junction of Rainham Road and Fyfield Road to which we strongly object.</p> <p>Entering and exiting my property will become more hazardous as a result of the changes particularly when existing from the right hand side of the property, when looking from the front of the house. There will be insufficient room to follow the road markings when turning right, to do so requires a 360 degree turn around the roundabout for which there is insufficient room, when heading toward the Cherry Tree cross road. Thus we will have to cut across the lanes of three lines of traffic coming from the left and right along Rainham Road and that which is turning left from Fyfield Road, given the new right of way from each direction.</p> <p>During the morning and evening rush hour traffic will be stopping and slowing to negotiate the roundabout this will undoubtedly increase queues, noise and exhaust pollution, Given that heavy lorries have been redirected from Dagenham to use Dagenham Road and Rainham Road to reach the A13 over the last few years the noise and pollution levels have already increased. The effect of the roundabout will only make matters worse. We are also concerned about the impact this development will have on the value of our property, which we see as detrimental. We are therefore seeking advice from local estate agents and values to make a determination on the effect of the proposed changes. If there should be a reduction of value we will be seeking compensation from the London Borough of Havering</p> <p>I thank you for your attention to this matter and await your recommendation to reduce the hazards to which we elude.</p>	<p>Staff considered that as this property has two entrance/exit points, accessing the property would not cause significant problems as a result of the mini roundabout proposal. If the resident has concerns about exiting from the east side entrance, they could use west side entrance to turn right into Rainham Road.</p> <p>The mini roundabout proposal would not cause significant changes to noise and pollution compared with the existing levels.</p> <p>The Highways team cannot comment on the property value and compensation.</p>

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 suggests:

(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**.

Minor carriageway
widening

Existing lamp column
to be relocated

Existing pedestrian refuge
to be upgraded to wider
refuge (1.85m wide)

RAINHAM ROAD

DUNNINGFORD CLOSE

CONISTON WAY

PURPOSE
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REVISION	AMENDMENT	DATE

NOTES

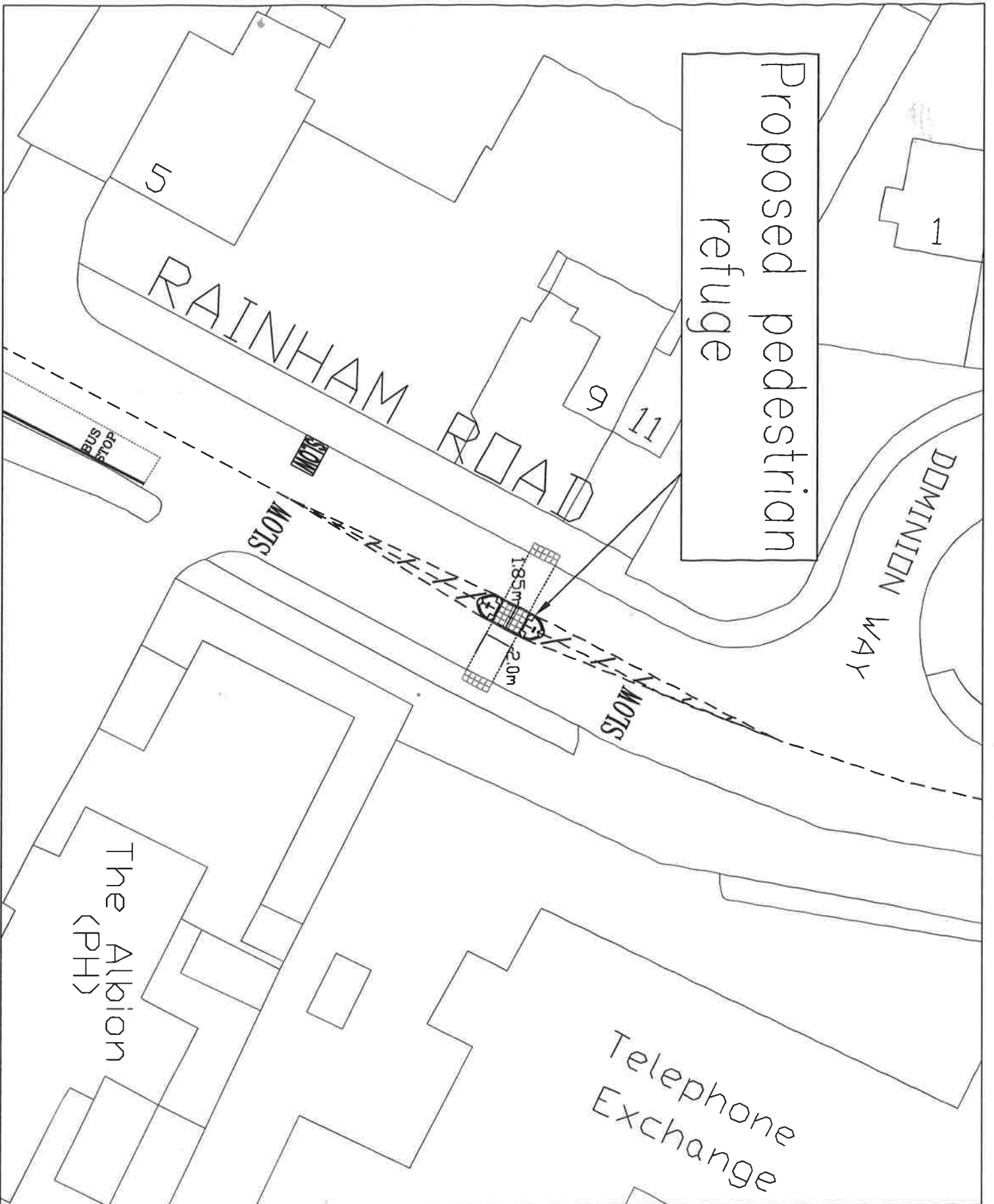
Q5004/2

Page 70



Existing speed table
to be relocated

Page 71



PURPOSE The drawing is to be used for the purpose of showing, within the site, any and all proposed works to be undertaken. It is not to be used for any other purpose without the written consent of the author.													
NOTES 1. All dimensions are to be taken from the centre of the road unless otherwise stated. 2. All dimensions are to be taken from the centre of the road unless otherwise stated. 3. All dimensions are to be taken from the centre of the road unless otherwise stated. 4. All dimensions are to be taken from the centre of the road unless otherwise stated.													
REVISION <table border="1"> <tr> <th>NO.</th> <th>REVISION</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>		NO.	REVISION	DATE									
NO.	REVISION	DATE											
JOB TITLE RAINHAM ROAD COLLISION REDUCTION PROGRAMME PROPOSED SAFETY IMPROVEMENTS													
DRAWING TITLE PROPOSED SAFETY IMPROVEMENTS													
DRAWN BY VS	CHECKED BY VS												
SCALE (if A3) NTS	DATE SEP 19												
DRAWING No Q5004/4	REVISION 1												

Ref:QS004

Environment
Engineering Services
London Borough of Havering
Town Hall
Main Road
Romford RM1 3BB**The Resident or Occupier**

Rainham Road Area

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

Dear Sir or Madam;

11th October 2019www.havering.gov.uk**RAINHAM ROAD COLLISIONS REDUCTION PROGRAMME**
PROPOSED SAFETY IMPROVEMENTS

In November 2018, Transport for London approved funding for a number of collision reduction schemes as part of Havering Borough Spending Plan settlement. Rainham Road 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 Rainham Road.

The study found that up to 1,700 vehicles per hour use Rainham Road and speeds of up to 50 mph were regularly recorded. Analysis of available collision records has shown that there have been a total of sixty three personal injury collisions along Rainham Road over a five year period. Of this 63, 8 were serious; 9 involved pedestrians; 21 involved children and 9 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:

- Rainham Road east of Dunningford Close (Plan No:QS004/1)
 - Replacing existing pedestrian refuge with wider Pedestrian refuge.
 - Minor carriageway widening as shown.
- Rainham Road opposite to property No.275 Rainham Road (Plan No.QS004/2)
 - 30mph vehicle activated sign
- Rainham Road / Fyfield Road Junction (Plan No:QS004/3)
 - Mini roundabout
 - Pedestrian refuge with minor carriageway widening as shown.
 - Relocation of speed table

- Rainham Road outside property Nos: 9 and 11 Rainham Road (Plan No. QS004/4)
 - Pedestrian refuge 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 Project Leader, Environment, Street Management, Town Hall, Main Road, Romford, RM1 3BB.

OR

By email to: highways@havering.gov.uk

Comments should reach us by **Friday 1st 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 19th November 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 11th November 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

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

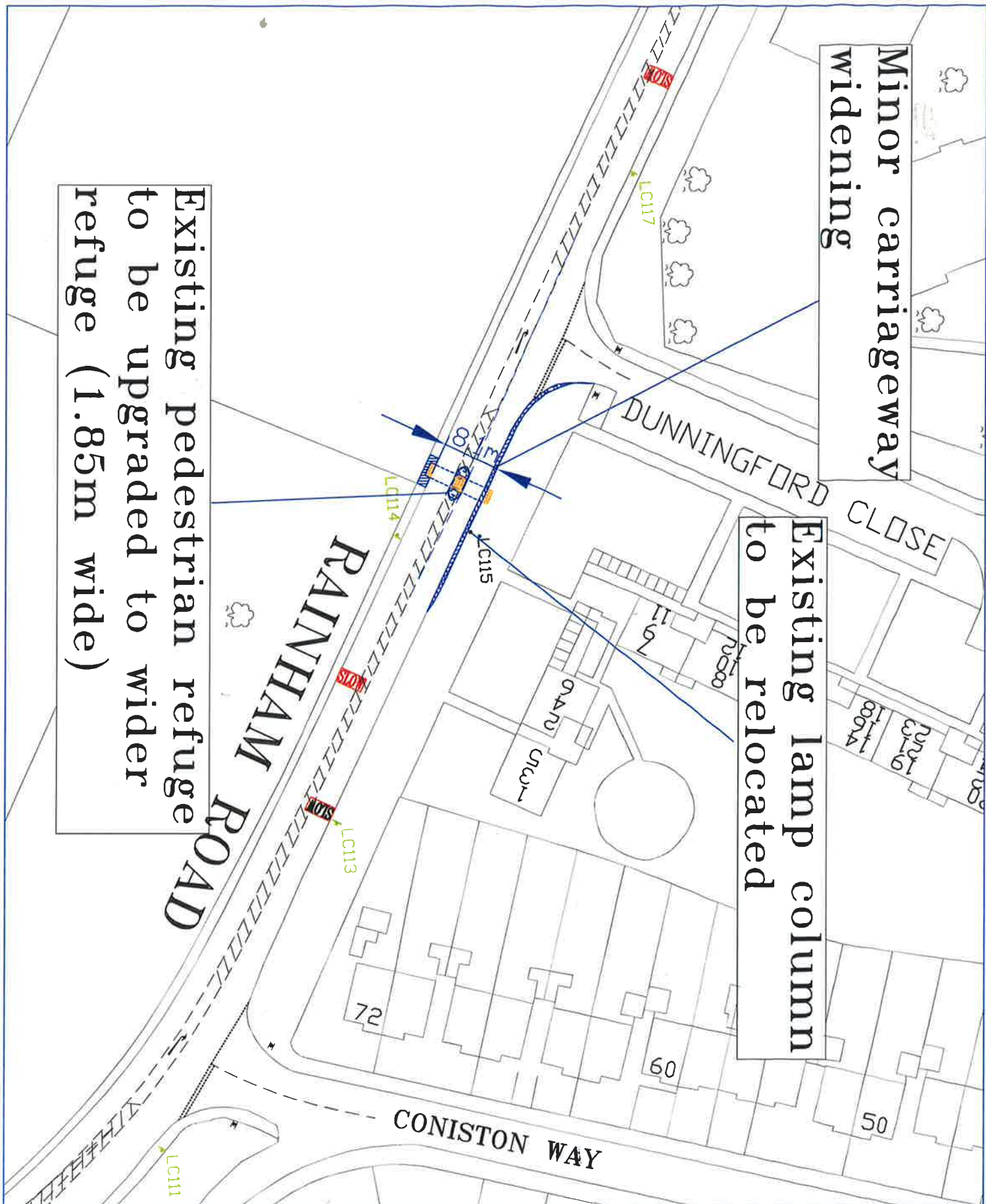
You have the right to complain to the Information Commissioner's Office at

www.ICO.org.uk

Minor carriageway widening

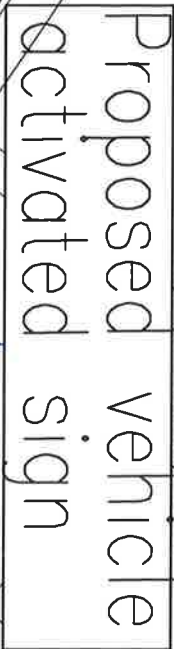
Existing lamp column to be relocated

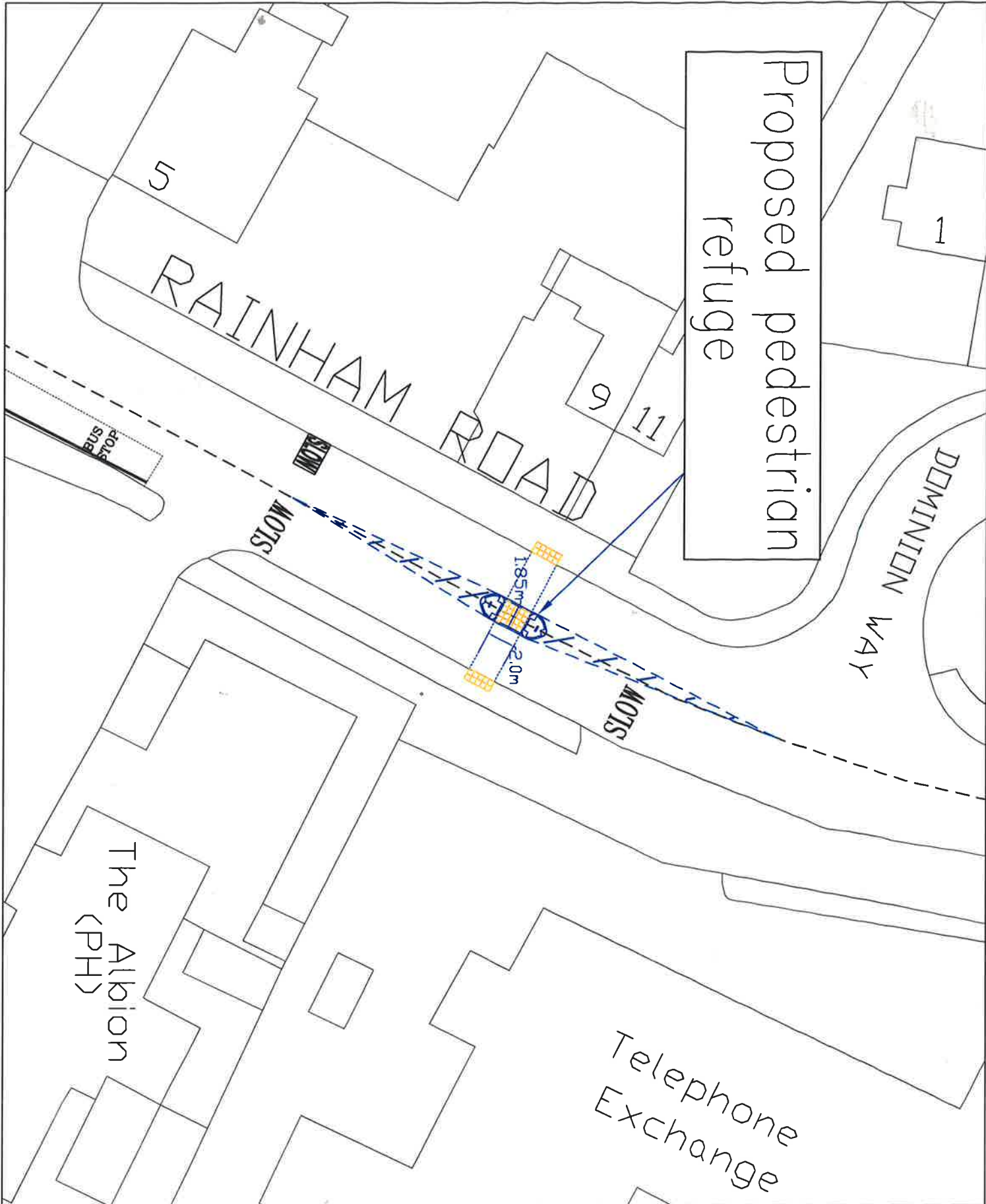
Existing pedestrian refuge to be upgraded to wider refuge (1.85m wide)



PURPOSE
-
REVISION
-
NOTES
The Designer warrants that the information provided in this drawing is true and correct to the best of his knowledge and belief at the time of completion of the drawing. The Designer does not warrant that the information provided in this drawing is true and correct for any other purpose or for any other use. The Designer does not warrant that the information provided in this drawing is true and correct for any other purpose or for any other use. The Designer does not warrant that the information provided in this drawing is true and correct for any other purpose or for any other use.

JOB TITLE		RAINHAM ROAD	
BY DUNNINGFORD CLOSE			
DRAWING TITLE		EXISTING PEDESTRIAN REFUGE TO BE UPGRADED	
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	MP	
SCALE (1:10)	DATE	DATE	
NTS	SEP 19		
DRAWING No	05004/1	REVISION	

[illegible]



PURPOSE

COPYRIGHT

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NOTES

JOB TITLE		RAINHAM ROAD	
COLLISION REDUCTION PROGRAMME		SAFETY IMPROVEMENTS	
DRAWING TITLE		PROPOSED	
DRAWING No		05004/4	
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	MP	
SCALE (A1 A3)	DATE	DRAFT	
NTS	SEP 19	ISSUE	
REVISION		REVISION	
05004/4			



HIGHWAYS ADVISORY COMMITTEE

17 December 2019

Subject Heading:	TPC816 St. Andrews Avenue area Statutory Consultation
CMT Lead:	Dipti Patel
Report Author and contact details:	Matt Jeary Engineering Technician Matthew.jeary@Havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of implementation is £0.010m 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

The Schemes section of Havering Council are committed to solving Parking issues within the Borough, and will maximise 'on-street' parking for Residents where possible, with the emphasis on safety and maintaining vehicular access.

This report outlines the responses received to the detailed parking consultations undertaken in the St. Andrews Avenue area and recommends a further course of action.

Ward

Elm Park Ward

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made, recommends to the **Cabinet Member for Environment and Community Safety** following consultation with the Leader of the Council that the proposals to introduce a new Residents Permit Parking Area 'Permit Parking Past this point' (operational Monday to Friday 08:30 to 18.30 hours inclusive) in St Andrews Avenue parking zone as shown on the plan in Appendix C be implemented as advertised.
2. Members note that:
 - a. all existing 'at any time' waiting restrictions (double yellow lines) within the St. Andrews Avenue parking zone will be retained for junction protection;
 - b. additional 'at any time' waiting restrictions (double yellow lines) will be implemented at junctions in the St. Andrews Avenue parking zone to assist traffic flow;
 - c. 'at any time' waiting restrictions (double yellow lines) will be implemented at the refuge island in Rosewood Avenue to assist traffic flow.
3. Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should a scheme be implemented is £0.010m and will be met from the LIP 2018/2019 funding allocation – A2904.

REPORT DETAIL

1.0 Background

- 1.1 Following reports from local residents regarding dangerous and / or inconsiderate parking at junctions which led to the introduction of 'At Any Time' waiting restrictions at junctions in early 2016, this Committee agreed that an informal consultation should be undertaken in January/February 2016 to identify and deal with parking related issues and gauge the views of local residents on the current parking situation in their road.
- 1.2 The 'St. Andrews Avenue Informal Consultation', complete with questionnaire (a copy of which is contained in Appendix B), was distributed to 349 residents on the 22nd January 2016 with a closing date of 19th February 2016 for receipt of representations. A plan showing the distribution area, agreed with local Ward Councillors, is contained in Appendix A. The distribution area covers all properties affected by the perceived problems.
- 1.3 At the close of the St. Andrews Avenue area Consultation on Friday 19th February 2016 of the 349 properties consulted a total of 69 completed responses were received with a further 10 incomplete responses received. The results of consultation, shown on the table in Appendix C, show a clear and positive response from the majority of the roads favouring the implementation of parking controls and for the Council to undertake further detailed design on a scheme.
- 1.4 It was noted that the roads within the proposed St. Andrews Avenue parking zone attracted some non-residential / commuter parking, due to the close proximity of Elm Park Station which is a 15 minute (approximate) walk away.
- 1.5 The results were presented to local ward Councillors on the 4th March 2016, and subsequently a meeting was held on 22nd March 2016 to discuss the results of the Consultation.
- 1.6 Following the meeting officers considered that detailed design and formal consultation for the implementation of a scheme should be progressed with the inclusion of the following:
 - a) Option of having split operational times of restrictions from 9.30am to 10.30am and 2.30pm to 4pm;
 - b) Inclusion of permit pricing information within consultation documentation;
 - c) Inclusion of area immediately to the front of the St. Alban RC church in Aldingham Gardens in the designed scheme / consultation.

- 1.7 Officers initially favoured that any implemented scheme should be operational Mon to Sat, 08.30 hours to 18:30 hours which would be consistent with the parking controls implemented in the adjacent area north of the train line.
- 1.8 Officers noted that some of the roads in the St. Andrews Avenue area have footway parking, to allow access for Emergency and Refuse Vehicles. Any implemented scheme will be designed to maximise available on-street parking while maintaining traffic flow.
- 1.9 Officers also noted that a majority of responses from Easdale Drive and Rosewood Avenue rejected the need for parking controls. However, to omit these roads from the proposals would increase the risk of future parking displacement in these roads should the scheme proceed. It should be noted that the sample of responses from Easdale Drive and Rosewood Avenue are too small to be taken as representative of the entire roads. There was only one respondent from Easdale Drive out of 24 properties, and only 5 respondents from 45 properties in Rosedale Avenue.
- 1.10 Following the informal consultation a report was presented to the Highways Advisory Committee on the 26th April 2016 with a recommendation to proceed to formal consultation.
- 1.11 A detailed consultation was undertaken in December 2016, and the results were distributed to Ward Councillors on 16th February 2017. A total of 383 properties were consulted with 79 responses received giving a 21% response rate. Out of the 79 responses 49 were in favour of having parking restrictions with 30 showing a preference for implementation of a 'Monday – Friday' restriction; 17 showed a preference for a 'Monday – Saturday' restriction. Of the 40 respondents that responded to the times of operational times, 22 respondents showed a preference for '8am to 6.30pm', 5 respondents showed a preference for '9.30am to 10.30am & 3pm to 4pm', 8 respondents showed a preference for '9.30am to 11am & 2.30pm to 4.30pm' and, 5 respondents showed a preference for '11am to 2pm'. The results of the consultation are contained in Appendix D.
- 1.12 The scheme was put on hold in the Councils programme of works and was reinitiated in August 2017. Due to the delays in bringing the scheme into operation it was considered appropriate to re-consult the Residents.
- 1.13 A further Consultation was undertaken on the 25th August 2017 and concluded on the 15th September 2017 the results of which are contained in Appendix E. Of the 395 properties consulted, there were 87 responses received giving a 22% response rate. Of the 87, responses received 70 (80%) said there was a Parking Problem, 55 (63%) said that the situation had deteriorated since the previous Consultation, and 66 (76%) said they would like a residents parking zone to be implemented.
- 1.14 Following detailed discussions with Ward Councillors and taking full consideration of the consultation responses officers considered that the St.

Andrews Avenue parking zone should proceed to formal consultation as a 'Permit Holders Past this Point' Scheme operational Mon to Fri between 09:30 hours and 11:00 hours and 14:00 hours and 15:30 hours.

- 1.15 A 'Permit Holders Past This Point' scheme will offer residents and visitors the chance to park anywhere in the zone, including over their own driveways, increasing parking provision, as long as the Resident or Visitor displays a valid permit and does not cause an obstruction (maintaining adequate space for pedestrians and large vehicles).
- 1.16 The report was presented to the Highways Advisory Committee on the 2nd February 2018, and was resolved unanimously to proceed to a Statutory Consultation.
- 1.17 The Statutory Consultation was undertaken on the 25th May 2018 and concluded on the 15th June 2018. The extent of the consultation area is shown on the plan in Appendix F. At the close of consultation a total of seven responses were received of which one respondent requested results of the stage 2 re consultation and another was made via a Ward Councillor requesting a meeting with a resident regrading rear access to their property.
- 1.18 An Officer from the Schemes section met with the Ward Councillor on the 31st May 2018, but the Resident declined to attend an on-site meeting regarding the issue.
- 1.19 The five responses specific to the matters under consultation are set out in Appendix H.

2.0 Staff Comment

- 2.1 Following the Statutory Consultation and the representations received, the officers recommend that the scheme is implemented as advertised.
- 2.2 Ward Councillors were consulted on the 9th July 2018, and they responded on the 12th July 2018. The Ward Councillors gave their full support for implementation of scheme subject to the removal of those elements of the scheme from Aldingham Gardens as shown on the plan in Appendix G.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend that this scheme is progressed to be implemented following the Statutory Consultation, for the St. Andrews Avenue area, as laid out in 'Appendix G'.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders is £0.010m, and will be met from the LIP 2018/2019 funding allocation – A2904.

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

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 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 make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

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

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

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

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

Human Resources implications and risks:

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

Equalities implications and risks:

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.

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

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

The proposal to install a Residents Parking Scheme and 'At Any Time' waiting restrictions will be publicly advertised and are subject to formal consultation.

Consultation responses will be carefully considered prior to a further course of action being recommended.





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

BACKGROUND PAPERS

Appendix A

St. Andrews Avenue area informal consultation plan







St. Andrews Avenue Area	
	Scale: 1:5000 Date: 07 January 2016 Size: A4 
	London Borough of Havering Town Hall, Main Road, Romford, RM1 3BD Tel: 01708 434343 © Crown copyright and database rights 2015 Ordnance Survey 100024327

St. Andrews Avenue area Informal Consultation Results

ST. ANDREWS AVENUE																		
03/03/2016																		
Road Name	Address	% Returns	Returns total	Returns total	Problem?		Controls?		Reconsider?		OVERALL SUPPORT?		Parking Controls		% Reconsidered		% Support	
					Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
AMBLESIDE AVENUE	66	18%	12	0	11	1	12	0	0	0	12	0	100%	0%	0%	0%	100%	0%
CARNFORTH GARDENS	55	15%	8	0	6	2	6	2	0	1	6	2	75%	25%	0%	13%	75%	25%
DERWENT WAY	20	25%	5	0	5	0	5	0	0	0	5	0	100%	0%	0%	0%	100%	0%
EASDALE DRIVE	24	4%	1	0	1	0	0	1	0	0	0	1	0%	100%	0%	0%	0%	100%
LANGDALE GARDENS	20	10%	2	0	1	1	2	0	0	0	2	0	100%	0%	0%	0%	100%	0%
ROSEWOOD AVENUE	45	11%	5	0	0	5	0	5	1	1	1	4	0%	100%	20%	20%	20%	80%
SIVERDALE DRIVE	9	22%	2	0	2	0	1	1	0	1	1	1	50%	50%	0%	50%	50%	50%
ST ANDREWS AVENUE	99	21%	21	0	13	8	12	9	0	1	12	9	57%	43%	0%	5%	57%	43%
WINDERMERE AVENUE	54	24%	13	0	11	2	11	2	0	1	11	2	85%	15%	0%	8%	85%	15%
Total	392	18%	69	0	50	19	49	20	1	5	50	19	71%	29%	1%	7%	72%	28%
INCOMPLETE	10	3%	10	0	7	3	7	3	0	0	6	2						

St. Andrews Avenue revised area plan with road analysis



St. Andrews Avenue area stage 2 consultation boundary	
	<p>Scale: 1:2500 Date: 11 April 2016</p> 
 <p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p>	<p>© Crown copyright and database rights 2016 Ordnance Survey 100024327</p>

St. Andrews Avenue Detailed Consultation Results

ST ANDREW'S 'In-Principle' Parking Consultation																								
Road Name	Address	% Returns	Returns	Q1. In your view, is there currently a parking problem in your road to justify action being taken by the council?			Q2. In favour of parking		Q3. Over what days of the week would you like the restrictions to operate?		Q4. Over what hours of the day would you like any restrictions to operate?				Q1 %		Q2		Q3		Q4			
				Yes	No	Yes	No	Mon - Fri	Mon - Sat	8am to 6:30pm	09:30am to 10:30am and 3pm to 4pm	09:30am to 11:00am to 2:30pm to 4:30pm	11am to 2pm	Yes	No	Yes	No	Mon - Fri	Mon - Sat	8am to 6:30pm	09:30am to 10:30am and 3pm to 4pm	09:30am to 11:00am to 2:30pm to 4:30pm	11am to 2pm	
			total																					
Ambleside Avenue	60	25%	15	13	2	13	2	7	5	5	0	2	4	87%	13%	87%	13%	47%	13%	33%	0%	13%	27%	
Carnforth Gardens	54	19%	10	9	1	9	1	6	3	7	0	1	0	90%	10%	0%	0%	0%	0%	0%	0%	10%	0%	
Denwent Way	15	27%	4	4	0	4	0	3	0	4	0	0	0	100%	0%	100%	0%	75%	0%	100%	0%	0%	0%	
Easedale Drive	34	9%	3	1	2	1	2	1	0	1	0	0	0	33%	67%	33%	67%	33%	67%	33%	0%	0%	0%	
Langdale Gardens	19	5%	1	1	0	1	0	0	1	0	0	1	0	100%	0%	100%	0%	0%	0%	0%	0%	100%	0%	
St Andrews Avenue	89	24%	21	9	12	9	12	4	5	4	3	2	9	43%	57%	43%	57%	19%	57%	19%	14%	10%	0%	
Silverdale Drive	9	22%	2	1	1	1	1	0	1	1	0	0	0	50%	50%	50%	50%	0%	50%	50%	0%	0%	0%	
Rosewood Avenue	49	12%	6	2	4	2	4	0	2	1	0	0	0	33%	67%	33%	67%	0%	67%	17%	0%	0%	0%	
Windmere Avenue	54	31%	17	9	8	9	8	9	0	4	2	2	1	53%	47%	53%	47%	47%	53%	100%	6%	12%	6%	
Total	383	21%	79	49	30	49	30	30	17	22	5	8	5	62%	38%	62%	38%	38%	22%	28%	6%	10%	6%	
INCOMPLETE	21	5%	21	16	5	16	5	13	3	5	3	1	6											

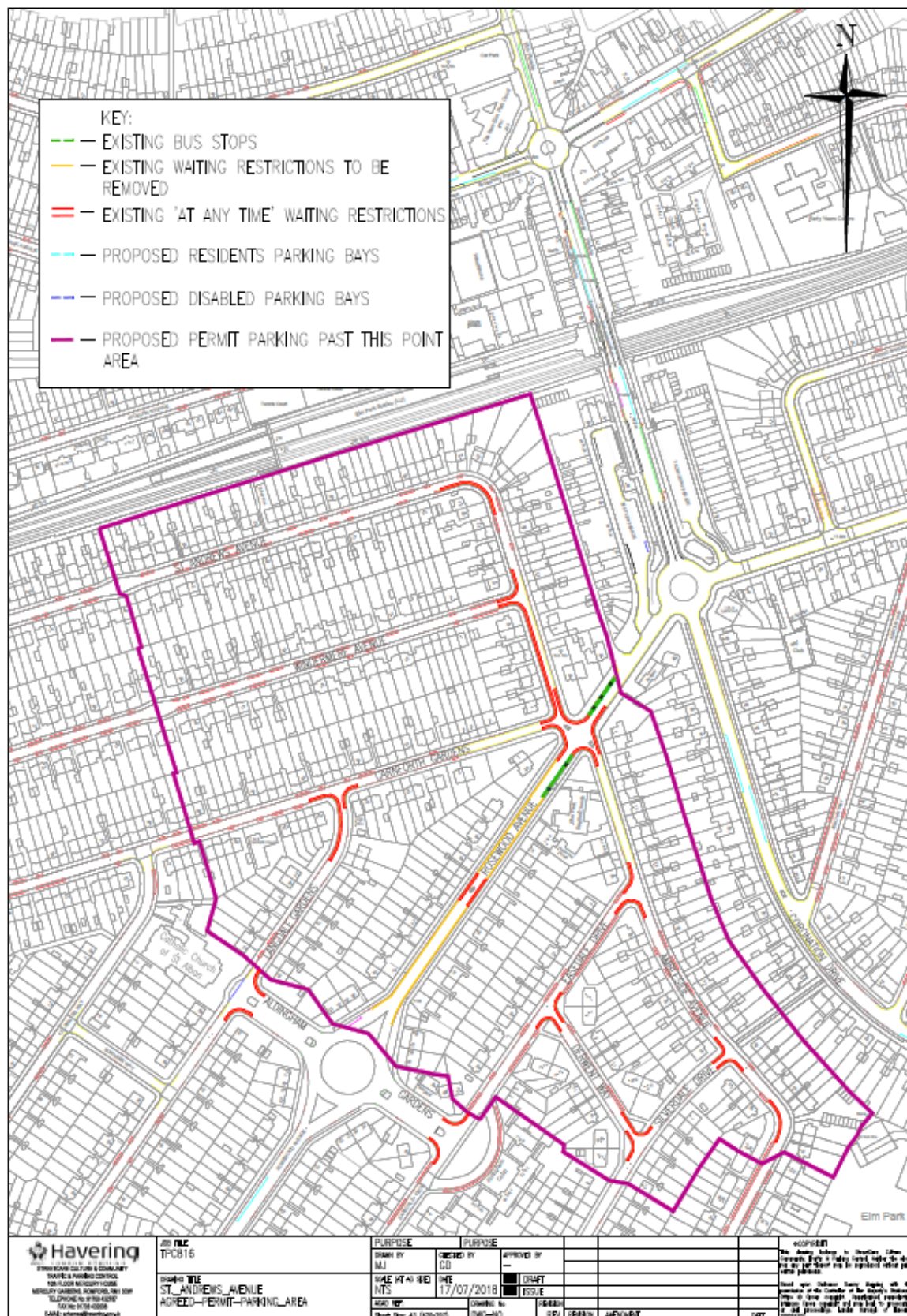
St. Andrews Avenue Re - Consultation Results

ST. ANDREWS AVENUE AREA - STAGE 2 RE-CONSULT									
Road Name	Q1 & Q2 Address	% Returns	Returns	Q2. Do you still have a Parking problem in your road?		Q3.Has the situation in your road deteriorated since the Stage 2 Consultation in December 2016?		Q4. Would you like us to proceed with the implementation of a Controlled Parking Zone?	
			total	Yes	No	Yes	No	Yes	No
AMBLESIDE AVENUE	68	28%	19	18	1	14	4	14	4
CARNFORTH GARDENS	56	20%	11	9	2	7	4	8	3
DERWENT WAY	20	25%	5	5	0	3	2	5	0
EASDALE DRIVE	24	8%	2	1	1	1	1	1	1
LANGDALE GARDENS	20	15%	3	3	0	3	0	3	0
ROSEWOOD AVENUE	45	13%	6	3	3	2	4	4	2
SILVERDALE DRIVE	9	0%	0	0	0	0	0	0	0
ST. ANDREWS AVENUE	99	28%	28	20	8	16	12	20	8
WINDERMERE AVENUE	54	24%	13	11	2	9	4	11	2
Total	395	22%	87	70	17	55	31	66	20
Duplicates			2						

St. Andrews Avenue Area Plan



St. Andrews Avenue Area Amended July 2018



Appendix H

St. Andrews Avenue Area Consultation Responses

	Summary of Comments	Staff Comments
Resident of St. Andrews Avenue	<p>1) i can't see any problem with the current parking in my street as when i leave for work my space becomes available for someone else to use and when i get home from work there are some spaces available and thats how it should be. Introducing parking restrictions will create more pollution as the cars that used to be able to park here will now have to drive further to find a parking space.</p> <p>2) My street will not have any less cars parking in it as people that have permits that don't actually live in my street will be parking in it to access elm park station.</p> <p>3) this is not my first experience of parking restrictions as i used to live in xxxxxxxx and once permits were introduced it was an easy revenue stream that seamed it increase annually.</p> <p>4) I have a question on why the restrictions are only proposed for half way down the street? was the whole street asked if they wanted restrictions in parking or is this another ploy as if the whole street was asked the answer would have been no.</p>	<p>1) The Schemes section believe that the measures that have been proposed will adequately ease traffic flow , remove the commuter issues, while importantly protecting sight lines for pedestrians and vehicles egressing their driveways.</p> <p>2) Any inter-commuting of the zone will be closely monitored, although the zone is not significantly large enough to cause any issues.</p> <p>3) It was agreed that Permit parking allows for residents to have the choice to purchase a permit rather than a Single Yellow Line restrictions which causes Residents to move their vehicles into adjacent areas. The permit prices are not set by the Schemes Section.</p> <p>4) The agreed area with Ward Councillors was extensively consulted and the results have been fully supported by the ward councillors.</p>

<p>Resident of Rosewood Avenue</p>	<ol style="list-style-type: none"> 1) Will not resolve any 'parking issues' as none exist, but will cause problem and will off elm park shops a lack of shop parking. 2) Existing Parking Restrictions work ok, no parking problem to solve , which makes introduction of a scheme just a scam to make money and fleece residents. 3) A smaller scheme proposal but last year on smaller scale. Changing the boundaries does not change the reasons for refusal. 4) If parking an issue than just ban it, don't charge for it, we pay enough in rate 	<ol style="list-style-type: none"> 1) This scheme has gone through an intense period of consultation, and the shops have adequate P&D facilities, especially with the introduction of Tadworth and Station Parades. 2) Overall the majority of the respondents were in favour of change in the parking and it would be prudent to introduce the option to park outside residents cars should they choose to pay for permits. 3) The boundary was increased to include Aldingham Gardens at the Ward Councillors' request due to inconsiderate parking and commuter issues 4) Parking is boroughwide problem and has to be addressed.
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<p>Resident of Ambleside Avenue</p>	<p>1) I'm not happy with the parking permit you are proposing to introduce in our area and I would like to object with your proposal. The area is not congested and I am happy with the amount of parking already available on our road. We have never had an issue with finding parking on our road.</p>	<p>1) This scheme has gone through an extensive period and to not take the area as a whole, there will be significant displacement into other areas.</p>
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<p>Resident of St. Andrews Avenue</p>	<ol style="list-style-type: none"> 1) I cannot see why there is a need to time limit the resident bays to such a narrow time slot and over two periods. It makes no advantage for resident to buy a permit as there is no guarantee that you will have access to parking over and above shoppers and commuters during the day. 2) This does nothing to solve the late night commuter parking problem. 3) Nothing will change at weekends, we will still have people parking and disappearing into London for weekend breaks , football , local and remote shopping. 4) Does not stop the local shop owners using the street as free parking, instead of paying for permits to park in the parking outside shops. <p>Resident would like to see the scheme extended from 0900 to 1730hrs, and to include Saturdays.</p>	<ol style="list-style-type: none"> 1) This scheme was agreed by Ward Councillors with their full support and by the Highways Advisory Committee after a prolonged Consultation period. 2) The hours of operation are to prevent the majority of commuter issues. A 24 hour restriction would not be supported by Residents or Ward Councillors. 3) The majority of the parking issues will be covered during the week which is where most Residents have highlighted an issue. 4) The spilt times will make it more complicated for Shop owners to park while maintaining adequate parking for visitors to residents.
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<p>Resident of St. Andrews Avenue</p>	<p>1) My wife works part time and is home Mondays and Tuesdays , I work from home most Fridays and regularly need to bring my company pool car home at various times of the day. My mother-in-law stays two nights a week to assist with childcare and we have always (4.5 years at the address) been able to park within 2-3 houses of our own property.</p> <p>Since the start of this survey and proposal I have noted many times, the number of empty marked bays down the length of St. Andrews Avenue and can honestly say that given the ease with which we can park in our road, close to the property, that we do not believe St. Andrews Avenue warrants parking restrictions and permits put in place. If you would like to supply them, I have pictures taken at approx. 8am and 5.15pm on a week day on a week day and show you the number of marked bays that are empty.</p> <p>In addition to the above we would also like to state that we believe the survey should be sent round again. Given the poor turnout of returned surveys given by the residents , we think that rather than show a solution is required , it actually shows that that the residents aren't concerned – like the GDPR regulations that have just come into force , 'silence does not constitute consent'. I can also advise that one of our neighbours who has sadly passed away agreed to the proposal just to be difficult – she didn't own a vehicle and this would not have affected her either way.</p> <p>Finally, we would like to state, that we find it absolutely ludicrous that should the proposal go ahead, residents should have to pay even more</p>	<p>1) This scheme has gone through an extensive period and to not take the area as a whole, there will be significant displacement into other areas. The majority of St. Andrews Avenue were and still are in favour of Parking Controls in the road. The survey has had three informal consultations and a statutory consultation and the schemes team have gone above the consultation requirements to introduce this scheme.</p>
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	<p>money to park on the streets they already pay Council and Vehicle tax for, at a time when most families are already feeling the 'financial pinch' – the first vehicle should be free of charge.</p> <p>We urge you to reconsider the proposal entirely for St. Andrews Avenue or at least as advised above, ask the residents again.</p>	
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HIGHWAYS ADVISORY COMMITTEE 17 December 2019

Subject Heading:	TPC745 – Gidea Park Review Pt3 Stanley Close - Informal Consultations and Results
CMT Lead:	Cllr Osman Dervish
Report Author and contact details:	Matt Jeary Special Projects Engineer schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £0.005m for implementation will be met by A2904 Controlled Parking Zone Reviews LIP 18-19 TFL

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

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

SUMMARY

This report outlines the results received to the informal consultations in the remainder of the Gidea Park review area.

Ward

Romford Town

RECOMMENDATIONS

1. That the Committee, having considered the report and any representations made, recommends to the Cabinet Member for Environment Regulatory Services and Community Safety 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) 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.
2. That Members note that the estimated cost of this scheme, as set out in this report, is £0.005m, which will be funded from the A2904 Controlled Parking Zone Reviews LIP 18-19 TFL

REPORT DETAIL

1.0 Background

- 1.1 Following approval by the Highways Advisory Committee with the support of Ward Councillors the third and final part of the Gidea Park review was undertaken between November 24th 2017 and 8th December 2018. The extent of the review area is shown on the plan in Appendix B and includes the eastern part of Carlton Road, the eastern part of Stanley Avenue, Stanley Close, and Woodfield Drive.
- 1.2 The results of this Consultation are contained in the table in Appendix C, which show a clear desire of respondents to leave the parking arrangements as is save for the residents of Stanley Close who show a clear desire for further consultation on parking proposals.
- 1.3 Officers consulted Ward Councillors on further consultation of residents in Stanley Close. It is proposed to introduce a new Residents Permit Area 'Permit Parking Past this Point' to maximise available parking for residents. Officers consulted with Ward Councillors on the operational times of the Residents Permit Area and in July 2018 consulted on the following (alternative) times of operation: - (a) Monday to Friday 8am – 10am; (b) Monday to Friday 8.30am – 6.30pm; and (c) Monday to Saturday 8.30am-6.30pm.

2.0 Responses received

- 2.1 The Consultation in Stanley Close started on the 15th June 2018, and concluded on the 6th July 2018. There were 21 correctly returned responses out of a total of 28 properties in Stanley Close making a response rate of 75%. Of those 21 correctly returned responses, 6 were in favour of having a Monday to Friday 8am – 10am restriction, 12 were in favour of a Monday-Friday 8.30am – 6.30pm restriction, 3 were in favour of a Monday-Saturday 8.30am-6.30pm.

3.0 Staff Comment

- 3.1 After analysing the results, it appears that the majority of the residents in Stanley Close are in favour of a Mon – Fri 8.30am – 6.30pm PPA restriction, and so would seem prudent to recommend this restriction to be implemented.
- 3.2 The Ward Councillors were informed of the results, but elected to support a Monday to Friday 8am – 10am restriction.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Lead Member the implementation of the above scheme. The estimated cost of implementing the proposals as described above and shown on the attached plan is £0.005m including advertising costs. This cost will be met from the A2904 Controlled Parking Zone Reviews LIP 18-19 TFL.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision 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 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 any 'overspend', the balance would need to be contained within the Environment.

Legal implications and risks:

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

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

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

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources

Equalities implications and risks:

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 is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

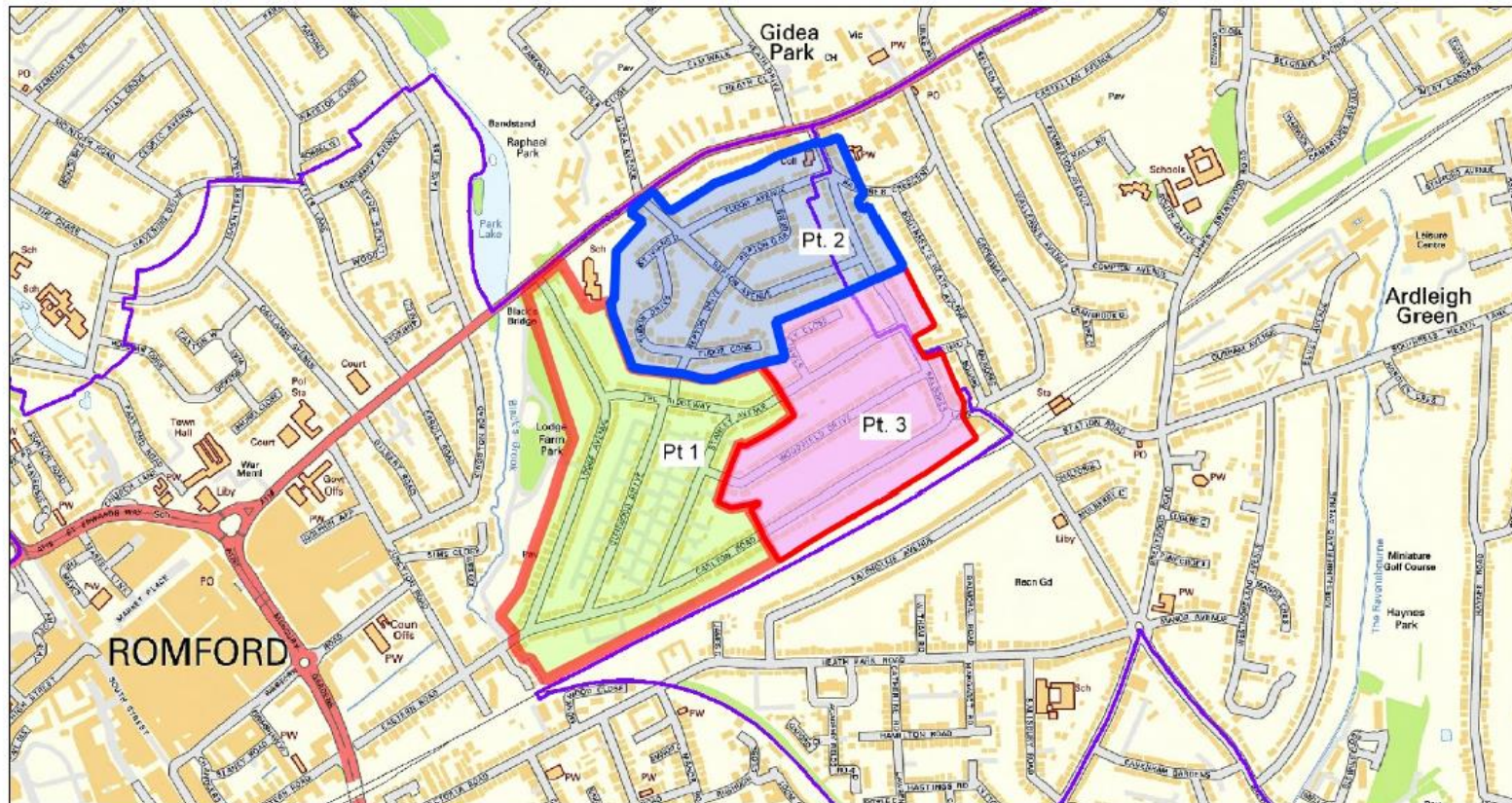
BACKGROUND PAPERS



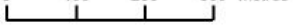

Appendix A



Stanley Close	
	Scale: 1:1250 Date: 03 October 2019 Size: A4 
	London Borough of Havering Town Hall, Main Road, Romford, RM1 3BD Tel: 01708 434343 © Crown copyright and database rights 2019 Ordnance Survey 100024327

Appendix B



Gidea Park Review agreed Consultation Area	
	Scale: 1:10000 Date: 27 October 2016 Size: A4 
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Road Name	Addressee	% Returns	Returns	Q1. In your view, is there currently a parking problem in your road to justify action being taken by the council?		Q2. In favour of parking		Q3. What preference would you like to see?		Q4. Over what days week would you like the restrictions to operate?		Q5. Over what hours of the day would you like any restrictions to operate?			Reconsider?	
				Yes	No	Yes	No	SYL	RP	Mon - Fri	Mon - Sat	8.30am -10am	12noon -1pm	8.30am - 8.30pm	Yes	No
BALGORES LANE	42	7%	3	1	2	1	1	2	0	1	1	0	0	2	0	2
CARLTON ROAD	113	13%	15	8	7	8	3	7	5	7	3	8	2	4	1	12
STANLEY AVENUE	57	23%	13	4	9	4	9	5	3	2	4	5	1	2	2	7
STANLEY CLOSE	28	25%	7	7	0	7	0	6	1	4	4	5	1	1	2	5
WOODFIELD DRIVE	111	11%	12	2	10	2	6	5	2	4	2	5	0	1	3	7
Total	361	14%	60	22	28	22	19	25	11	18	14	23	4	10	8	33

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