



HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm	Tuesday 16 November 2021	Town Hall, Main Road, Romford
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Members 8: Quorum 4

COUNCILLORS:

Conservative Group (4)

Christine Vickery (Vice-Chair)
John Crowder
Michael White
Sally Miller (BCAc)

Residents' Group (1)

Paul Middleton

Upminster & Cranham Residents' Group (1)

Christopher Wilkins

Independent Residents' Group (1)

David Durant

North Havering Residents Group (1)

Brian Eagling (Chairman)

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

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

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

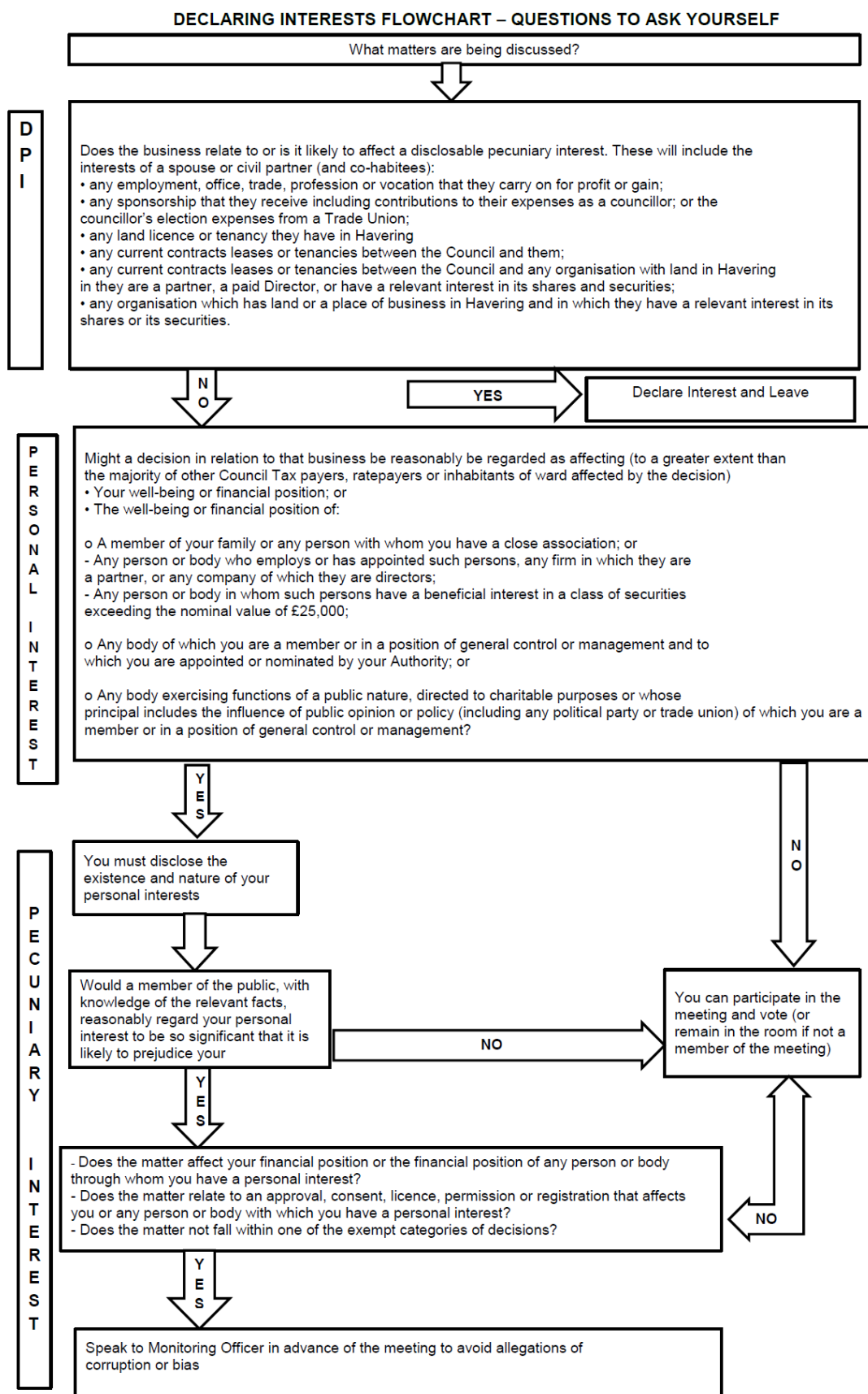
Reporting means:-

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

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

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

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



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

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

The Chairman will also announce the following:

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

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

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

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

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

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

4 MINUTES (Pages 1 - 2)

To approve as a correct record the minutes of the meeting of the Committee held on 24 August 2021, and to authorise the Chairman to sign them.

5 BEAM PARK DEVELOPMENT AREA PARKING REVIEW (Pages 3 - 12)

Report attached

- 6 EXPERIMENTAL SCHEME TO INTRODUCE ADDITIONAL PAY AND DISPLAY BAYS IN HORNCURCH TOWN CENTRE - FAIRKYNES AVENUE, MAVIS GROVE AND FENTIMAN WAY - REQUEST TO MAKE PERMANENT** (Pages 13 - 22)

Report attached

- 7 LOWLANDS GARDENS SCH795 - REQUEST TO INFORMALLY CONSULT ON A POSSIBLE RESIDENT PARKING SCHEME** (Pages 23 - 30)

Report attached

- 8 MAWNEY ROAD / WHITE HART LANE JUNCTION - PROPOSED ALTERATION TO EXISTING TRAFFIC CALMING MEASURES - OUTCOME OF PUBLIC CONSULTATION** (Pages 31 - 54)

Report attached

- 9 CROW LANE AREA - REQUEST TO FORMALLY ADVERTISE PARKING AND SAFETY REVIEW PROPOSALS. (REFERENCE: QT036)** (Pages 55 - 72)

Report attached

- 10 SOUTH STREET / EASTERN ROAD TRAFFIC SIGNALS - CYCLE CROSSING FACILITIES (REFERENCE QR032)** (Pages 73 - 84)

Report attached

Andrew Beesley
Head of Democratic Services

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
24 August 2021 (7.00 - 7.15 pm)**

Present:

COUNCILLORS

Conservative Group	Christine Vickery (Vice-Chair), John Crowder, +Christine Smith and Michael White
Residents' Group	Paul Middleton
Upminster & Cranham Havering Residents' Group	Christopher Wilkins
North Havering Residents Group	Brian Eagling (Chairman)

Apologies were received for the absence of Councillors David Durant and Sally Millar.

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

8 DISCLOSURE OF INTERESTS

There were no disclosures of interest.

9 MINUTES

The minutes of the meeting held on 8 June 2021 were agreed as a correct record and signed by the Chairman.

**10 BRYANT AVENUE (PROPOSED PARKING MEASURES) - REQUEST TO
FORMALLY ADVERTISE TRAFFIC MANAGEMENT ORDER**

The report before the Committee detailed the outcome of a review of parking in Bryant Avenue due to the level of complaints received by the Council regarding perceived commuter parking.

The Committee considered the report and **RESOLVED** to recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that;

- (a) the proposals to introduce payment parking and voucher parking facilities, operational Monday – Saturday 8.30am-6.30pm inclusive, in Bryant Avenue as shown in the report proceed to formal advertisement and consultation;
- (b) the proposals to introduce ‘at any time’ waiting restrictions with an ‘at any time’ loading ban and a loading facility, in Bryant Avenue as shown in the report proceed to formal advertisement and consultation;
- (c) if at the close of the formal consultation period, no objections are received to the proposals at 1(a/b) above, then the scheme proceed to full implementation.
- (d) in line with the concerns originally raised about commuter parking problems recommend Highways Advisory Committee approve progression to formal consultation where member of the public would have the opportunity to respond officially.

Members noted that the estimated cost of implementation was £0.008m and this would be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on the 14th of November 2011.

Chairman



HIGHWAYS ADVISORY COMMITTEE 16 November 2021

Subject Heading:	Beam Park Development Area Parking Review.
CMT Lead:	Nicolina Cooper
Report Author and contact details:	Iain Hardy Engineer – Traffic Scheme Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial Summary	The estimated cost is £0.116m

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

Rainham and Wennington Ward

This report outlines the proposals to review the parking arrangements in and around the Beam Park development site and adjoining area around the proposed Beam Park railway station and provides recommendations on a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee agrees in principle to reviewing the parking arrangements in the area around the new developments and proposed Beam Park railway station in 3 phases. This is due to the phasing of ongoing regeneration and development in the area which is creating parking stress in the surrounding residential streets and recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that :

- a. the parking review in the Beam Park area is undertaken in 3 phases in line with the development works, as shown on the phasing plan in Appendix A;
 - b. the residents of the area be consulted by way of a questionnaire which is attached to this report in Appendix B;
 - c. the result of each phase of consultation be reported back to the Highways Advisory Committee, so that a further course of action can be agreed
2. It be noted that the estimated cost of this scheme as set out in this report is £116,000, which can be met from the S106 contribution from the Beam Park development, to review the parking restrictions in the area.

REPORT DETAIL

1.0 Background

- 1.1 The Beam Park regeneration programme incorporates cross boundary hybrid planning application for the redevelopment of the site to include residential (50% affordable); two primary schools and nursery (Use Class D1); railway station; supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and management space (Use Classes A1, A2, A3, A4, B1, D1 and D2); energy centres; open space with localised flood lighting; public realm with hard and soft landscaping; children's play space; flood compensation areas; car and cycle parking; highway works and site preparation/ enabling works.
- 1.2 In line with the requirements of the S106 agreement funding has been agreed to design a parking scheme for the Beam Park area that has been divided into 3 phases, a plan of which is appended to this report as Appendix A.
 - a) Phase 1 would be to introduce controls for the development which is already in place and where residents have begun moving into the properties. There are private parking bays but the council would introduce permit and loading restrictions in the bays owned by the council, alongside at any time waiting restrictions to prevent erroneous parking especially during school drop off and pick up times. Details of the proposed design are appended to this report as Appendix B and the proposed traffic signs to support the controls are shown on Appendix C and the proposed questionnaire is detailed on Appendix D.
 - b) Phase 2 would introduce parking controls in existing residential streets on the north side of the A1306 around Orchard Village, which is excluded from the parking review. Whilst the council has adopted most of the roads in Orchard Village, some of them remain private as do all of the parking bays, the implementation of parking controls will therefore be dealt with separately by the landowners in consultation with officers and details of the proposals will be presented to HAC at a future date for review. If agreed these works are likely to progress in early 2022.

- c) Phase 3 would introduce parking controls in existing residential streets on the north side of the A1306 to the east of Orchard Village area. Currently development works are in progress in this area and although agreed informally, funding is still being finalised by way of S106 agreement. Details of the proposals will be presented to HAC at a future date for review and if agreed these works are likely to progress in spring of 2022.

- 1.3 To ensure the roads immediately in the vicinity of the proposed Beam Park Station (Phase 1) remain clear for free flow of traffic, it is proposed to introduce resident parking in the lay-by areas and to restrict the remainder of the carriageway with 'At any time' waiting restriction. Further to this, as a provision for the shops, there will be a number of Cashless/ Pay and Display parking bays.
- 1.4 Within Phases 2 & 3, the option will be given to residents of a shorter term restriction, to deal with any possible commuter parking.

2.0 Officer Comments

- 2.1 The sale and occupation of an increasing number of newly developed properties coupled with the opening of a new primary school is causing an increase in parking stress in the area. Officers are also mindful of planning for the proposed Beam Park Station.
- 2.2 In addition neighbouring borough Barking and Dagenham has already introduced parking controls which has resulted in additional parking displacement on Havering's roads.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

As part of the Beam Park development, the council require that the developer contributes to CPZ in the wider area – this is covered in the S106. The contributions are for consultation (£30k), implementation and initial nil cost for permits for existing residents (£86k). The £86k is only payable if the CPZ designed scheme has been confirmed and resolved to implement. The funding for CPZ is to be obtained within 4 years of the start date on site and no later than 1st March 2023.

The estimated cost of £0.116m for implementation will be met by the S106 Contribution for P1242.17 reference A:43503: U:47233 – 1.0 Countryside Beam Park Controlled Parking Zone S106 Contribution granted planning consent on 27-10-2017. The funding will need to be spent by 1st March 2023, 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 Highways Traffic and Parking 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 Public Realm Capital 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 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 proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

Equalities implications and risks:

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 proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.

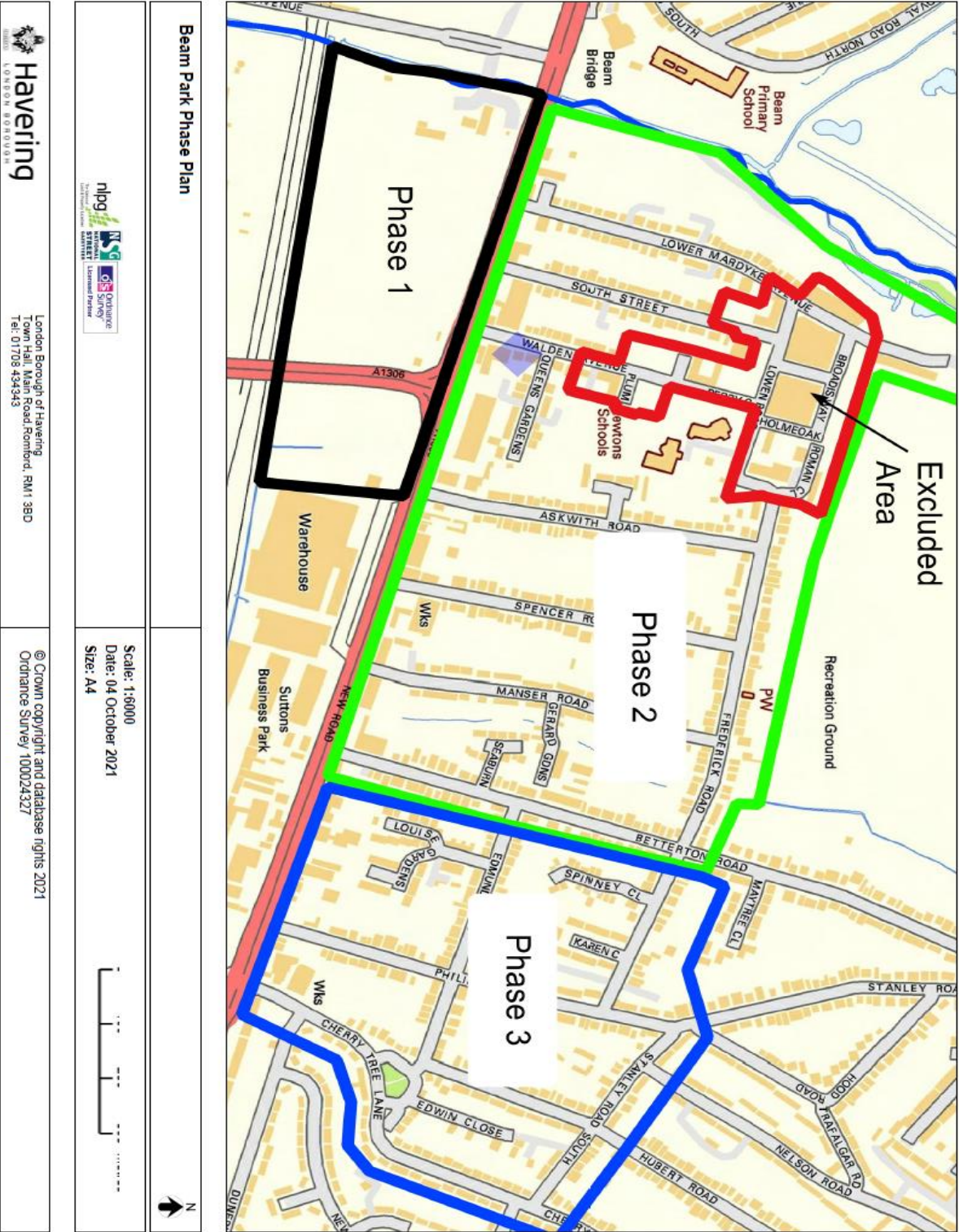
The recommendation is for proposals to be designed and formally advertised to introduce a Residents Parking Scheme in the Lister Avenue Area, operational from Monday to Friday 10am to 2pm inclusive.

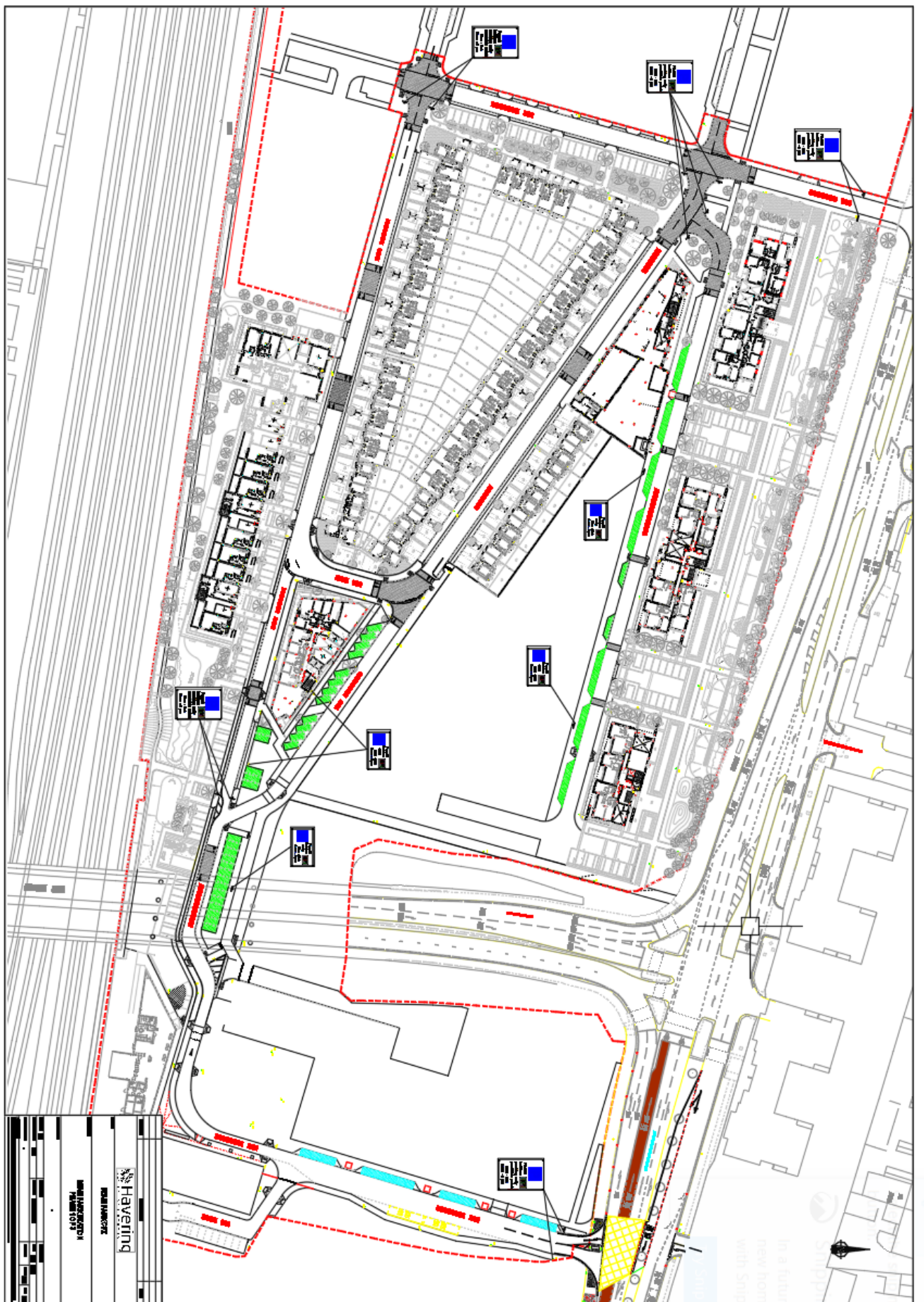
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

BACKGROUND PAPERS

The S106 Contribution for planning application reference P1242.17 reference A:43503: U:47233 – 1.0 Countryside Beam Park Controlled Parking Zone S106 Contribution granted planning consent on 27-10-2017.

APPENDICES

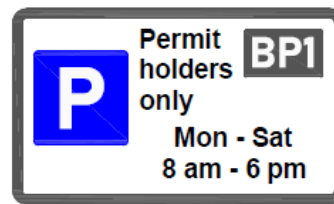




Appendix C (Phase 1 Proposed Signs Design)



This (repeater sign) to be erect at existing lamp column.



This sign to be erect at entry point.

Appendix D (Proposed Questionnaire)



PARKING REVIEW QUESTIONNAIRE Beam Park development area (phase 1)

Highways, Traffic & Parking
London Borough of Havering
Town Hall
Main Road
Romford
RM1 3BB

Name:

Email: schemes@havering.gov.uk

Address:

All responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by **XX November 2021**

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council

☐ Yes

☐ No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having a parking restriction placed upon it to limit long term non-residential parking?

☐ Yes

☐ No

3. If Yes - over what days of the week would you like any restrictions to operate?

☐ Mon-Fri

☐ Mon-Sat

☐ 7 Days a week

4. If Yes - over what hours of the day would you like any restrictions to operate?

☐ 8am to 6.30pm

☐ 8am to 8pm

5. If yes - what type of restriction would you prefer?

☐ Yellow Lines

☐ Residents Parking

For your information:

Yellow lines would prevent residents from parking on the lines in the same way as they would non-residents.

Residents Parking scheme will permit residents and their visitor to park in the allocated areas, during the hours of restriction, with a valid permit for the zone.

Please turn over

Comments Section (please limit to 100 words)

DECLARATION

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post, that you complete your full name and address along with this declaration and return the form to the postal or email address found overleaf.

Name:.....

Address:.....

Signature:.....

Date:.....



HIGHWAYS ADVISORY COMMITTEE

16 November 2021

Subject Heading:	Experimental Scheme to Introduce Additional Pay and Display Bays in Hornchurch Town Centre – Fairkytes Avenue, Mavis Grove and Fentiman Way – Request to make permanent
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	Diane Bourne Interim Schemes Manager Schemes@havering.gov.uk
Policy context:	Havering Local Development Framework (2008)
Financial Summary:	The estimated cost of implementation is £0.0125m funded from cost centre , C30010 Parking – Capital Funds

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

Saint Andrews Ward:

This report is requesting the Highways Advisory Committee (HAC):

- a) considers and approves the Officers recommendations in relation to the feedback received from the feedback forms undertaken at Ward Councillors request in September 2021 in relation to making the experimental Pay and Display bays in Hornchurch permanent.
- b) agrees to making these experimental Pay and Display bays in Hornchurch permanent along with the implementation of the 'At Any Time Waiting Restrictions'.

RECOMMENDATIONS

- 1 That the Highways Advisory Committee having considered this report and the representations made, recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that;
 - a) the experimental scheme which introduced additional Pay and Display parking bays and 'At Any Time' Waiting restrictions in Fairkytes Avenue, Mavis Grove and Fentiman Way (as shown on the plans in Appendix A,B and C) proceed to formal advertisement and making of the permanent traffic order.

REPORT DETAIL

2 Background

- 2.1 This experimental scheme, introduced in August 2020 was designed to increase short stay parking provisions in and around Hornchurch town centre in an attempt to increase footfall into the shopping area and in turn help our local businesses recover from the Covid-19 pandemic after being flagged for special urgency under the parking exit strategy executive decision. Parking availability has been a key consideration in supporting the high street recovery and the additional parking bays with an hours free on street parking encouraged shoppers to visit and shop in the area.
- 2.2 Following the completion of an approved design of these additional pay and display bays, a safety audit was undertaken by an external company. The results of this audit were considered and actioned accordingly in the design.
- 2.3 The experimental proposals introduced twenty nine new pay and display / cashless parking spaces which were installed in early August 2020:
 - a) Twelve of the twenty nine parking spaces along with 'at any time' waiting restrictions (Appendix A), were introduced in Fentiman Way
 - b) fourteen parking spaces along with 'at any time' waiting restrictions (Appendix B), were introduced in Fairkytes Avenue and
 - c) three additional parking spaces were introduced in Mavis Grove (Appendix C).

- 2.4 The experimental pay and display bays are in roads just outside the main shopping area and therefore they are within walking distance for shoppers in order to support the local shops and businesses.
- 2.5 In July 2021 Ward Councillors were asked for their support of this experimental scheme to be made permanent and they requested for feedback from affected residents and businesses. As this was an experimental scheme a consultation prior to this scheme being installed was not necessary although a local engagement did take place via leaflets and Council communications.
- 2.6 A feedback questionnaire was sent to local residents and businesses in Fairkytes Avenue, Mavis Grove, Fentiman Way and also Grey Towers Avenue (due to displacement from Fairkytes Avenue) at the request of the Ward Councillors in September 2021.
- 2.7 The results of this feedback is shown in Appendix D, there was a low response rate, in Fairkytes Avenue residents/businesses are more in favour of the bays being made permanent, Fentiman Way had an extremely low response rate and Mavis Grove an no one particular option came out stronger than the other. The low response to the feedback suggests the majority of residents and businesses asked to respond have no concerns or issues with the scheme becoming permanent.
- 2.8 All three of the Saint Andrews Ward Councillors have been made aware of the approval being sought to make this experimental scheme permanent and all three Ward Councillors have confirmed their support for the scheme.
- 2.9 Officers therefore recommend making these pay and display bays permanent in order to assist footfall to Hornchurch town centre especially as these on-street bays currently provide an hours free parking.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member making this scheme from experimental to permanent and accept the recommendations made by Officers of the above scheme.

The cost of implementation was estimated at £0.0125m which has already included resident/business engagement, signing, lining and advertising of the experimental traffic order. To make permanent as described above and shown on the attached plans would mean an amendment and advertisement of a traffic order, no other costs would be necessary and would be met from the C30010, Parking – Capital Funds budget which at the time of this report has sufficient available budget and was included within the cost estimate.

This is a standard project for Highways, Traffic and Parking (HTP) and there is no expectation that the works cannot be contained within the cost estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Public Realm budget.

Legal Implications and risks:

The Council has allowed the mandatory 6-months objections period to lapse before seeking a decision on whether or not the experimental order is made permanent and this decision is being taken within 18-months of the order coming into force. Section 9 RTRA 1984 (3) provides that an experimental order shall not continue in force for longer than 18 months.

In making a decision to discontinue the experimental scheme the Council has considered the effectiveness of the scheme in a live setting and taken account of all public representations received during the statutory objection period.

The Council's powers to make an order creating charging for parking on the highway is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984")

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Section 6 of Part 1 RTRA 1984. Schedule 1 of the RTRA 1984 lists those matters as to which Orders can be made under Section 6. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

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

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

In considering any 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:

This scheme can be delivered within the standard resourcing within Highways, Traffic and Parking, and has no specific impact on staffing/HR issues.

Equalities implications and risks

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

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

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

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

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

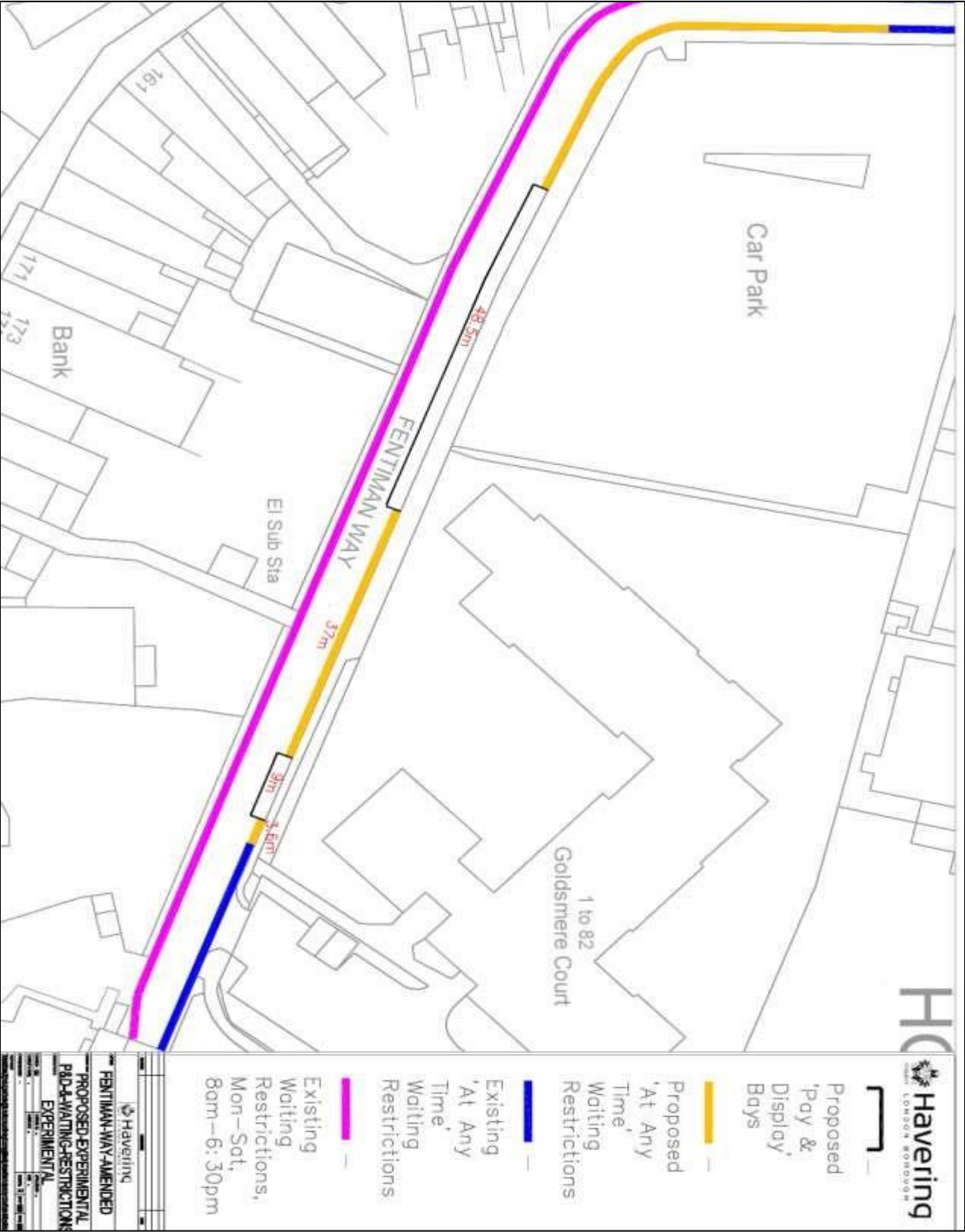
There is a provision for disabled people within this pay and display scheme. There will be some physical and visual impact from the signing and lining works.

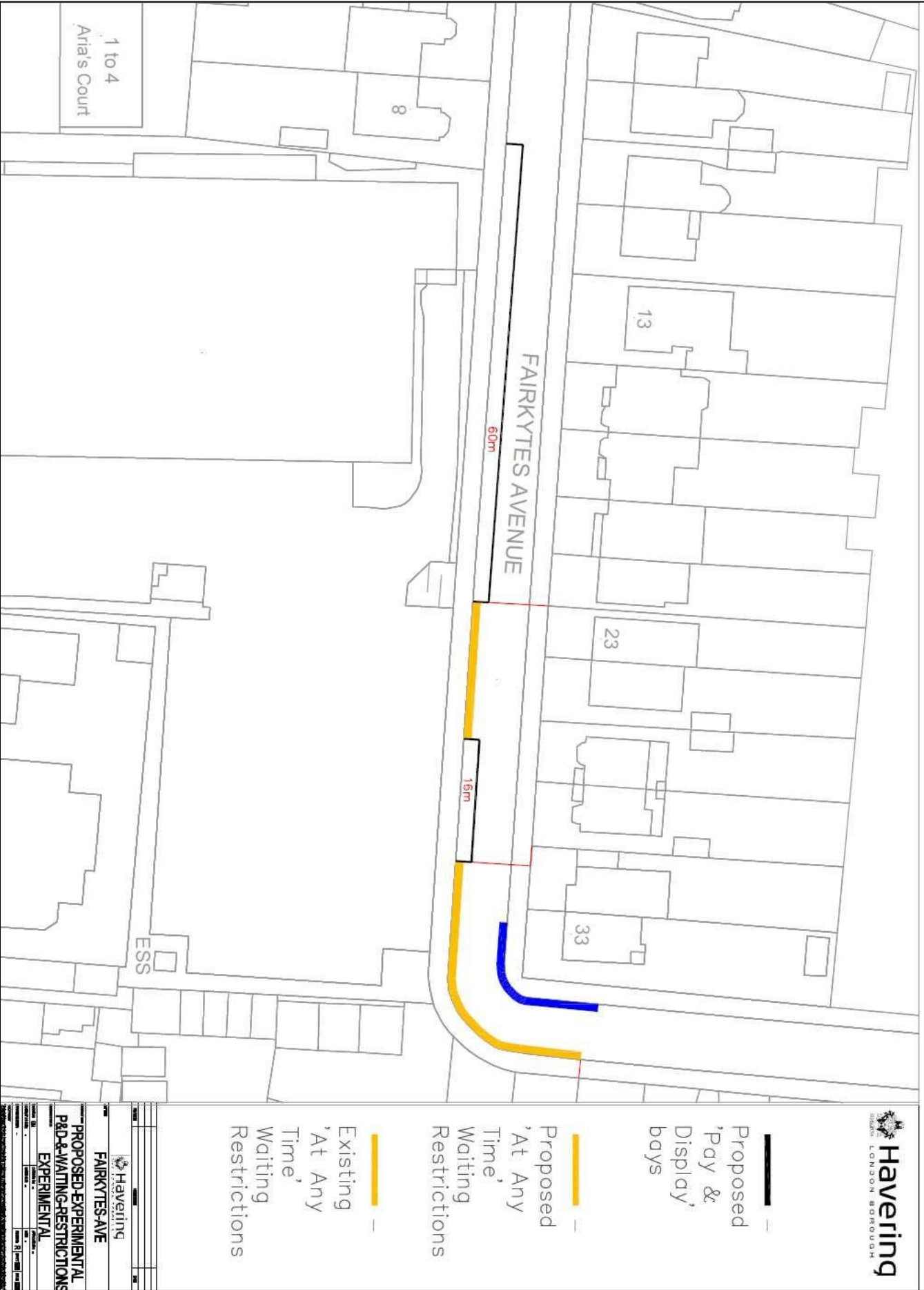
BACKGROUND PAPERS

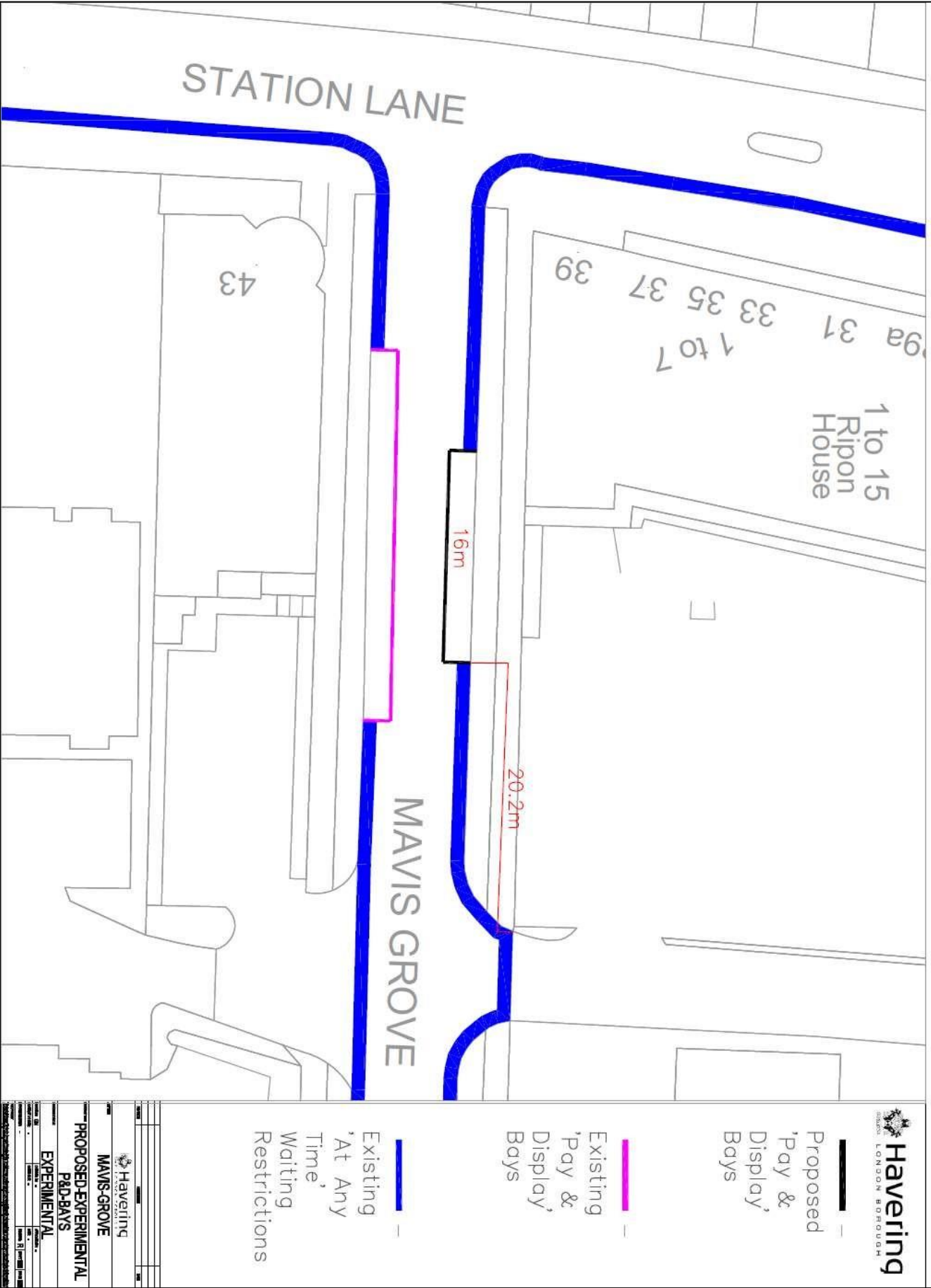
NONE

APPENDICES

Appendix A – Fentiman Way







Appendix D – Feedback Results

Hornchurch Experimental Pay & Display Bays Feedback

Page 21

Road Name	No of Addresses	% Returns	Returns	Q1. In your view, are you in favour of the experimental payment parking bays in Fairkytes Avenue becoming permanent?		Q1. In your view, are you in favour of the experimental payment parking bays in Fentiman Way becoming permanent?		Q1. In your view, are you in favour of the experimental payment parking bays in Mavis Grove becoming permanent?			
				Yes	No	Yes	No	Yes	No		
Fairkytes Avenue	53	28%	15	10	5						
Grey Towers Avenue (Fairkytes)	45	9%	4	1	3						
Fentiman Way	83	1%	1				1				
Mavis Grove	68	13%	9					4	5		
Mill Park (Mavis Grove)	2	50%	1					1			
Station Lane (Mavis Grove)	46	2%	1						1		
Total	297		31	11	8	0	1	5	6		

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HIGHWAYS ADVISORY COMMITTEE

16 November 2021

Subject Heading:	Lowlands Gardens SCH795 – Request to informally consult on a possible resident parking scheme.
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	Iain Hardy Technical Officer Schemes@havering.gov.uk
Policy context:	Minor Parking schemes
Financial Summary:	The estimated cost of implementation is £0.0020m this will be met by the Schemes, code A26910.

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

Brooklands Ward:

Lowlands Gardens is located close to the A118 London Road, Romford and is a small cul-de sac where parking pressure is extremely high. This report is therefore requesting agreement from the Highways Advisory Committee (HAC) to informally consult residents of the properties in and that have access to Lowlands Gardens, following requests from Ward Councillors and residents for the introduction of a residents parking scheme.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that:
 - a) the residents of those properties in and with access to Lowlands Gardens, as shown on the plan in **Appendix B**, be informally consulted by way of the questionnaire in **Appendix A**, on the possible introduction of a residents parking scheme operational in Lowlands Gardens;
 - b) the responses received to the informal consultation be reported back to the Highways Advisory Committee, so that a further course of action can be agreed.
- 1.1 Members note that the estimated cost of implementation is £0.0020m, which will be met from the scheme budget A26910.

REPORT DETAIL

2 Background

- 2.1 Requests have been received from a Ward Councillor, Residents and an Officer, to implement controlled parking in Lowlands Gardens, to deter commuter parking.
- 2.2 This item was advanced onto Calendar Brief in October 2019, to implement controlled parking in the road, to deter commuter parking.
- 2.3 The proposals are to informally consult the residents of Lowlands Gardens and the residents of London Road, that were part of the same development, and that have access from Lowlands Gardens, with an informal questionnaire, to gauge the residential following for a possible residents parking scheme. A copy of the proposed questionnaire is appended to this report as **Appendix A**, and a plan of the proposed consultation addresses is appended to this report as **Appendix B**.
- 2.4 The results of the informal questionnaire will have to be reported back to the Highways Advisory Committee, so a further course of action can be agreed.
- 2.5 This report is recommending to the Highways Advisory Committee, that they recommend to the Lead Member for Environment, in consultation with the Leader of the Council that residents of the properties in and that have access to Lowlands Gardens, be informally consulted on the possible introduction of a residents parking scheme and that any responses received to the consultation be reported back to this committee, so a further course of action can be agreed.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member to accept the recommendations made by officers and to proceed with the implementation process for the above scheme.

Should all proposals be implemented, Members note that the estimated cost of implementation is £0.0020m this will be met by from the Scheme budget A26910. .

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 Highways, Traffic and Parking (HTP) and there is no expectation that the works cannot be contained within the cost estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Public Realm budget.

Legal implications and risks:

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

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

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

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the 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 proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

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.

BACKGROUND PAPER

NONE

APPENDICES



**Street Management
Schemes**
London Borough of Havering
Town Hall
Main Road
Romford
RM1 3BB

PARKING REVIEW QUESTIONNAIRE
Lowlands Gardens

Email: schemes@havering.gov.uk

Name:

Address:

All responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by **XX November 2021**

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council
- ☐ Yes
☐ No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having a parking restriction placed upon it to limit long term non-residential parking?
- ☐ Yes
☐ No
3. If Yes - over what days of the week would you like any restrictions to operate?
- ☐ Mon-Fri
☐ Mon-Sat
☐ 7 Days a week
4. If Yes - over what hours of the day would you like any restrictions to operate?
- ☐ 8am to 6.30pm
☐ 8am to 8pm
5. If yes - what type of restriction would you prefer?
- ☐ Yellow Lines
☐ Residents Parking

For your information:

Yellow lines would prevent residents from parking on the lines in the same way as they would non-residents.

Residents Parking scheme will permit residents and their visitor to park in the allocated areas, during the hours of restriction, with a valid permit for the zone.

Please turn over

Comments Section (please limit to 100 words)

DECLARATION

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post, that you complete your full name and address along with this declaration and return the form to the postal or email address found overleaf.

Name:.....





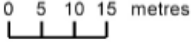

Address:.....

Signature:.....

Date:.....

Appendix B – consultation area



Lowlands Gardens consultation area	
  	Scale: 1:500 Date: 08 June 2021 
 Havering <small>LONDON BOROUGH</small>	London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343 © Crown copyright and database rights 2021 Ordnance Survey 100024327

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Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

16 November 2021

Subject Heading:

**MAWNEY ROAD / WHITE HART LANE
JUNCTION – PROPOSED ALTERATION
TO EXISTING TRAFFIC CALMING
MEASURES
(The Outcome of public consultation)**

CMT Lead:

Councillor Osman Dervish

Report Author and contact details:

**Velup Siva
Senior Engineer
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 £0.0575m for
implementation will be met by Highway
Investment Programme (C30000)**

**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 Council approved funding for Mawney Road / White Hart Lane Junction – Proposed alteration to existing traffic calming measures, following concerns raised about road traffic accidents which have taken place at the junction of Mawney Road and White Hart Lane Romford, resulting in damage to residential properties.

A feasibility study was undertaken to support the existing measures and reduce vehicle speeds, including upgrading speed cushions to speed table, guard rails, upgrading bend and chevron signs to reduce the incidents involving damage to the property. 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 **Mawneys** ward.

RECOMMENDATIONS

1. 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 additional measures as detailed below and shown on the Drawing No. QT034/1 be implemented as follows:
 - (a) Existing speed cushions outside property Nos. 391/392/394 Mawney Road and 3/5 White Hart Lane to be upgraded to speed tables.
 - (b) Guard rails at the Mawney road / White Hart Lane Junction
 - (c) Upgrading and relocating bend signs along Mawney road and White Hart Lane.
 - (d) Upgrading Chevron signs at the Mawney Road / White Hart Lane Junction.
2. It is noted that following the consultation results, three guard rail panels along White Hart Lane will be removed from the original proposals of eleven guard rail panels as shown Drawing No. QT034/1 to reduce the risk for cyclists along White Hart Lane Cycle lane.
3. It is noted that the estimated costs of £0.0575m, will be met from the Highways Investment Programme Budget.

REPORT DETAIL

1.0 Background

- 1.1 Concerns have been raised about road traffic accidents which have taken place at the junction of Mawney Road and White Hart Lane Romford, resulting in damage to residential properties.

- 1.2 Traffic calming features such as speed cushions were installed several years ago in both Mawney Road and White Hart Lane as part of an accident reduction programme but unfortunately, driver behaviour means collisions are still occurring as a result of speeding at the Mawney Road / White Hart Lane Junction.
- 1.3 In order to prevent any further road traffic collisions Havering council has reviewed the measures already in place to consider possible additional controls to support the existing measures and reduce vehicle speeds.
- 1.4 The Mayor's Vision Zero Strategy aims to eliminate deaths and serious injuries on London's road 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 Mawney Road / White Hart Lane – Proposed alteration to existing traffic calming measures would help to meet the above targets.

Investigations and site surveys

- 1.5 Following on from the installation of speed reducing traffic calming measures residents and councillors raised concerns about speeding vehicles and consequent collisions when turning right from Mawney Road at its junction with White Hart Lane.
- 1.6 Officers investigated available collision data and Transport for London (TfL) collision records showed that one personal injury collision had occurred at the junction with Mawney Road and White Hart Lane over the three-year period to 31 December 2019, as a result of a chase by the Police with a civilian motorist. The civilian motorist lost control of their vehicle and hit the wall, causing a slight injury to the driver as well as damaging the wall of the property at Number 405 Mawney Road. The council was also made aware of another similar collision, involving Police, which had recently occurred, causing damage to the wall again but details of this incident were not available at that time.
- 1.7 Officers undertook a site visit to identify possible causes of these collisions but no evidence of any physical damage to the carriageway was identified. However, it was noted that both of these collisions took place during Police pursuits and in each case the other vehicle was driven at speed on the bend, with the civilian driver losing control when turning right into Mawney Road from its junction with White Hart Lane, which resulted in them hitting the property wall on both occasions.

- 1.8 Following on from a resident's petition to reduce vehicle speeds in a bid to protect damage to their properties from reoccurring, consideration was given to alternative traffic calming measures such as a mini roundabout and crash barriers but these measures were rejected because they were considered unsuitable for this particular location and details are provided below:
- a) The implementation of a mini roundabout is not suitable due to sightline issues on the bend.
 - b) The implementation of Arco guard rail is only available in 30m lengths, however the length required this location to enable them to be effective in sustaining the impact of a vehicle collision is 40m which means that due to site constraints this option was not viable; and
 - c) The implementation of crash barriers cannot act as a speed reducing feature and would therefore not help to change driver behaviour. In addition, any collision could ultimately result in a fatality.
- 1.9 As an alternative it was proposed and agreed to install retroreflective hazard markers at the junction close to Number 405 Mawney Road to highlight the junction and kerb lines and these works were implemented in late 2020.
- 1.10 Further reports have now been made to the council from residents highlighting their concerns again as another speed chase has resulted in damage to the property at Number 405 and another vehicle which belonged to the resident at Number 407 Mawney Road.
- 1.11 The residents' concerns were also raised with the Romford Recorder which appeared in the Friday 2nd April edition, providing details indicating the bollards installed in Mawney Road were not serving their purpose and additional measures need to be provided.
- 1.12 Whilst officers have clarified on several occasions the bollards were not implemented to reduce speeds but to highlight the junction it is felt further measures could help to alter driver behaviour which in turn would reduce vehicle speeds. Whilst chicanes and speed humps have already been implemented in this area officers again considered the types of speed bumps and speed inhibitors available to support the measures already in place.
- 1.13 Speed bumps are usually made of plastic or rubber and clearly marked with paint. According to UK law, they can be as high as 100mm, so that a car has to slow down to 5mph to navigate one without damage. Because they need such a significant speed reduction, they're most often used in car parks, private roads and in some residential areas.
- 1.14 Speed humps are large bumps that span the entire width of the road with small gap for drainage. They look more like a feature of the road itself than speed bumps do, as they're covered in asphalt or tarmac. They also have a maximum height of 100mm, but they're usually not as tall as speed bumps. They're often used in residential areas but they're not suitable for bus routes.
- 1.15 Speed cushions are essentially speed humps that have been broken up into discrete parts. They look like short rectangular humps in the road that come in

twos or threes, depending on the width of the road. Because they're broken up, emergency vehicles; with their wider axles; can pass over them without slowing down.

- 1.16 Speed tables are elongated road humps that taper up from road level to a flattened top over a longer distance. They can be used at a junction or to form a pedestrian crossing. And they're easier for heavier vehicles to get over and;
- 1.17 Chicanes are artificially constructed bends that make the road into a snake-like shape. Drivers have to reduce speed to navigate the curves.
- 1.18 In addition to traffic calming measures consideration has been given to a possible junction design alteration to enhance the efficient movement of all road users whilst increasing convenience, comfort and safety at the same time.
- 1.19 Officers considered these options and it was agreed in this instance the measures in the proposals described below were best suited to further reduce vehicle speeds as drivers turned right from White Hart Lane into Mawney Road.

Proposals

- 1.20 The following safety improvements, as shown on the Drawing No. QT034, were proposed at the Mawney Road / White Hart Lane Junction to reduce vehicle speeds and minimise collisions.
 - (b) Existing speed cushions outside property Nos. 391/392/394 Mawney Road and 3/5 White Hart Lane to be upgraded to speed tables.
 - (b) Guard rails at the Mawney road / White Hart Lane Junction
 - (c) Upgrading and relocating bend signs along Mawney road and White Hart Lane.
 - (d) Upgrading Chevron signs at the Mawney Road / White Hart Lane Junction.

2.0 Outcome of public consultation

- 2.1 Letters, describing the proposals were delivered to local residents / occupiers. Approximately, 170 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. Eleven written responses from Local Members, Cycling representative, Better streets for Havering and residents were received and the comments are summarised in the Appendix 1. The Local Members expressed support for the scheme. Of the eight written responses, seven are generally support the scheme and one object to the speed table outside the resident's property. Cycling representatives and Better streets for Havering support the scheme but they raised concerns about the provision of guardrails due to risk for cyclists. One objection received for the speed table outside the property due to increase noise; collisions caused by criminal and speeding in other locations along the roads. The resident did however support other part of the proposals and 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 recommendations

- 3.1 The collision analysis indicated that one personal injury collisions (PICs) was recorded at the Mawney Road / White Hart Lane Junction, causing a slight injury to the driver as well as damaging the wall of the property at Number 405 Mawney Road. The council was also made aware of another similar collision, involving Police, which had recently occurred, causing damage to the wall again but details of this incident were not available at that time.
- 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 Mawey Road / White Hart Lane Junction. Both members, residents and consultees are in favour of the proposals which should influence driver behaviour and reduce collisions. Officers' recommend that all suggested measures should be implemented.

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 £0.0575m for feasibility, consultation and implementation will be met by Highway Investment Programme Budget (C30000).

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 Public Realm 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 Public Realm 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. The Council also has a general power of highway improvement under Part V of the HA 1980 which includes the provision of, pillars, walls, barriers, rails, fences or posts for the use or protection of persons using a highway.

Before making an order relating to the construction of road humps 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 Council has powers to install traffic signs on its road network by virtue of powers granted under Part V of the Road Traffic Regulation Act 1984, with S65 granting powers and giving duties for the placing of traffic signs.

The form and conditions under which traffic signs may be installed are prescribed by the Traffic Signs Regulations & General Directions 2016 and road markings that indicate stopping controls are prescribed traffic signs for this purpose.

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

- (1) Cabinet Member briefing notes
- (2) Public consultation letter

APPENDICES

Appendix 1 – Summary of response

Appendix 2 - Summary of casualty targets, casualty reduction, traffic calming techniques and their effect.

Appendix 3 – Drawing No. QT034/1

Appendix 4 – Drawing No. QT034

Appendix 5 – Public consultation letter

APPENDIX 1 SUMMARY OF RESPONSE

RESPONSE REF:	COMMENTS	STAFF COMMENTS
QT034/1 (Mawneys Member 1)	I have now reviewed the proposals and I am very pleased with the design	-
QT034/2 (Mawneys Member 2)	I am happy with the design	-
QT034/3 (Mawneys Member 3)	I am happy for you to go ahead with the proposals	-
QT034/4 (Metropolitan Police)	<p>-I have no objections in principle to your proposals</p> <p>-The impact of traffic calming schemes on accident levels is generally related to both the speed reducing effect of the scheme and on any reduction in traffic levels as a consequence of it. Slower vehicle speeds not only reduce the occurrence of accidents, but also have a significant effect on their severity.</p> <p>- The spacing of the measures is critical to their effectiveness.</p> <p>- Vertical shifts in the carriageway have a greater impact on vehicle speeds than any other measures.</p> <p>- have any alternative proposals considered here?</p>	<p>-We only use 75mm high vertical deflection as opposed to maximum 100mm to minimise residents' complaints about noise and vibration.</p> <p>- This scheme only involves two speed tables. We are not proposing a series of speed tables.</p> <p>- We have considered various alternatives such as mini roundabout, crash barrier etc. and they are not suitable for this site.</p>
QT034/5 Better Street for Havering	<p>- We support the use of speed tables which will be more effective at slowing drivers before the bend, although the ramps should be sinusoidal in profile for the comfort of people cycling</p> <p>-We do not support the use of guardrail as it will add street clutter and create a safety risk to people cycling. Being on the outside of a bend on a cycle route, it creates a risk to people cycling being pinned against it by a vehicle. This is a long established risk factor for people cycling.</p>	<p>- Proposed ramps will be sinusoidal profile.</p> <p>- Due to the cycle lanes, we will be reducing three guardrail panels along White Hart Lane to minimise the risk for cyclists. However, we will install eight guardrail panels to minimise the occurrence of</p>

	<p>-We take no particular view on the signs being upgraded.</p> <p>-We would request that the cycle lanes be widened to a minimum of 1.5 metres as set out in LTN/1/20.</p>	<p>incidents that property wall being hit by vehicles.</p> <p>- We will consider wider cycle lanes at a later date.</p>
<p>QT034/6</p> <p>Havering cyclists</p>	<p>-Speed tables will be more effective at slowing drivers before the bend</p> <p>-Speed tables should have sinusoidal ramps</p> <p>-Guardrail will add street clutter and create safety risk to people cycling. It's on the outside of the bend and is risk of people getting pinned by an errant driver. It's also going to hit and will cost money to repair.</p> <p>-No particular views on the signs being upgraded.</p> <p>-May be the cycle lanes should be widened at the same time</p>	<p>- Proposed ramps will be sinusoidal profile.</p> <p>- Due to the cycle lanes, we will be reducing three guardrail panels along White Hart Lane to minimise the risk for cyclists. However, we will install eight guardrail panels to minimise the occurrence of incidents that property wall being hit by vehicles.</p> <p>- We will consider wider cycle lanes at a later date.</p>
<p>QT034/7</p> <p>(White Hart Lane resident)</p>	<p>Object to the upgrade of the speed humps to a speed table outside of my property for the following reasons.</p> <p>-There is already some noise caused by the speed cushions but mainly caused by vehicles scraping them, the marks are clearly visible from where this happens. At present HGVS and buses do not generate noise by going over them but a speed table would. Although buses stop between 1.15 to 4.30am, the Royal mail lorries run through the night and at some speed. CCTV evidence can support my statement. Should this proceed and my rights are affected then I would take legal action.</p> <p>-This part of the plan will have no benefit to the issues raised by 405 Mawney Road.</p> <p>-In the last seven year of living here there has only been one incident</p>	<p>-It is considered that the provision of speed tables at this location would reduce vehicle speeds and noise. It will also minimise collisions.</p> <p>Unfortunately, collisions are</p>

		<p>driving from White Hart Lane round to Mawney Road and that was caused by a Police chase. Criminals do not care about speed cushions or tables when they are trying to get away. The majority of incidents at 405 have been from police chases, drunk drivers or stolen cars. Not from average member of the public.</p> <p>-Has consideration been given to drivers speeding up after they go over the speed table as they have to slow down more on the approach? This may increase the number of accidents due to behavioural change in the drivers making up for lost time.</p> <p>-There are no other objections to any other part of the proposals as it does not have potential to impact mw or will improve 405 resident.</p>	<p>occurring at this location and the property wall being hit on several occasions. It is necessary to reduce vehicle speeds at this junction.</p> <p>We have considered the impact of the proposals. Due to the speed cushions along Mawney Road and White Hart Lane, it is considered that the speeding would not cause a significant problem given that the traffic calming measures along these roads have reduced collisions significantly except at this junction.</p>
QT034/8		How about turning the junction into a mini roundabout.	Mini roundabout is not suitable for this location due to visibility problem.
QT034/9 (Mawney Resident 1)	Road	<p>I am writing to discuss my views on the safety measures on the corner of Mawney Road and Whitehart Lane. My main thought is why has it taken so long before anything has been done!</p> <p>As the homeowner of 405 Mawney Road, I have had my home and my life hugely affected by four serious crashes at this junction. I feel annoyed and angry that my home has been destroyed from four car crashes that happened in the short space of 18 months. The repairs that we have to make, are going to cost us thousands of pounds. We are just lucky that our children were not in our back garden when a car crash landed there. We are so fortunate no one has been hurt or killed here. I do believe in the late 70's a crash did happen at the end of my garden and there was a fatality. This bend</p>	<p>Although there are few collisions occurred at this location over the years, TfL records showed that only one personal injury collision occurred at this junction over last five year period. We are currently addressing and are proposing measures to minimise these occurrence.</p>

		<p>needs to be made safe before this happens again.</p> <p>I've been made to feel unsafe in my own home. I feel sick every time I hear sirens, awaiting a crash. I no longer want to live here but I have no choice.</p>	
<p>QT034/10 (Mawney Resident 2)</p>	Road	<p>The junction of White Hart lane and Mawney Rd. has seen a number of incidents over the past few years and it is purely by luck that no one has been killed or seriously injured, not least the residents of 406 Mawney Rd. The most recent incidents have been caused by drivers who were either under the influence of drink/drugs or who were in stolen vehicles.</p> <p>Whilst traffic calming measures would work with sober or law abiding drivers the ones involved in these recent incidents are either oblivious to their speed in relation to the bend that they are approaching or else they are only intent with getting away from any pursuit as well as having an over-estimation of their driving abilities. Priority must be given to the protection of the residents of No.406 and the only feasible way to do this is to install "Armco" type barriers on the outside of the bend in order to prevent vehicles from crashing through what is left of the garden wall.</p> <p>I appreciate that there would be disruption to traffic whilst the work is carried out and this would require a 3-way traffic light system but the end would definitely justify this.</p> <p>The family at 406 deserve nothing less than a high level of protection and that work must be carried out as soon as possible with the absolute minimum of "chat" before someone does get killed.</p> <p>Winter is fast approaching so, please, get it done now.</p>	<p>Although there are few collisions occurred at this location over the years, TfL records showed that only one personal injury collision occurred at this junction over last five year period. We are currently addressing and are proposing measures to minimise these occurrence.</p> <p>Crash barriers are not suitable for this location.</p>
<p>QT034/11 (Walmer)</p>	Close	<p>Firstly I am appalled that it has taken so long to address this ongoing issue.</p>	<p>Proposed measures would improve the</p>

Resident)	<p>I live in Walmer Close, opposite this junction and walked past this corner daily with my children when taking them to school. One morning I walked past this junction approximately five minutes before a vehicle ploughed into the wall. It would have almost certainly killed me and the children, or anyone else passing, if the timing had been different.</p> <p>I am disappointed and disgusted that three or four more accidents occurred before you took the trouble to address this junction. It is a miracle nobody was killed.</p> <p>The posts (recently installed on that corner) do not seem robust enough to me and there are not enough of them. I think at least 5 or 6 more should be added. Maybe a camera could be put up before you approach the bend also to encourage speed reduction. The road markings and speed bumps are not enough.</p>	situation and minimise these incidents at this location.
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APPENDIX 2

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

1. PERCENTAGE OF CASUALTY REDUCTION

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

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

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

2. TFL 2020 CASUALTY TARGETS

The Government and Transport for London have set targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 40%; Child KSIs by 50%; pedestrian, cyclist KSI's by 50% and slight injuries by 25% from the baseline of the average number of casualties for 2005-09. The **Havering** Accident Reduction Programme, funded by Transport for London will help to meet these targets.

3. LONDON MAJOR'S VISION ZERO STRATEGY

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

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

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

(a) TRAFFIC CALMING TECHNIQUES

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

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

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

(b) SPEED REDUCTION

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

(c) ACCIDENT REDUCTION

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

(d) AIR QUALITY / HEALTH / POLLUTION

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

The Transport for London research suggest:

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

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

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

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Ref:QT034

Environment
Highways, Traffic and Parking
London Borough of Havering
Town Hall
Main Road
Romford RM1 3BB

The Resident or Occupier

Mawney Road (Part) and White Hart Lane (Part)

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

Dear Sir or Madam;

01st October 2021

MAWNEY ROAD / WHITE HART LANE JUNCTION

www.havering.gov.uk

PROPOSED ALTERATION TO EXISTING TRAFFIC CALMING MEASURES

The Council approved funding for the above scheme to improve road safety at the Mawney Road / White Hart Lane Junction. Concerns have been raised about road accidents at the Mawney Road / White Hart Lane Junction, resulting in damage to residential properties. A feasibility study has been carried out to identify possible alteration to traffic calming measures to improve current situation at this junction.

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:

- Existing speed cushions outside property Nos. 391/392/394 Mawney Road and 3/5 White Hart Lane to be upgraded to speed table as shown.
- Proposed guard rails as shown.
- Upgrading and relocating bend signs as shown.
- Upgrading Chevron signs as shown.

Large scale plan can be viewed 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 Interim Schemes Highways Service Unit Manager, Environment, Highways, Traffic & Parking, Town Hall, Main Road, Romford, RM1 3BB.

OR

By email to: schemes@havering.gov.uk

Comments should reach us by **Friday 22nd October 2021**.

Please note we are unable to answer individual points raised at this stage. 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 16th November 2021 at 7:00pm in Havering Town Hall, Main Road, Romford. For the duration of COVID-19 restrictions period, all Highways Advisory Committee meetings will be delivered through virtual zoom video meeting. This can be accessed using PC, Laptop and mobile phones. 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 10th November 2021 and at least two days prior to the meeting.

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

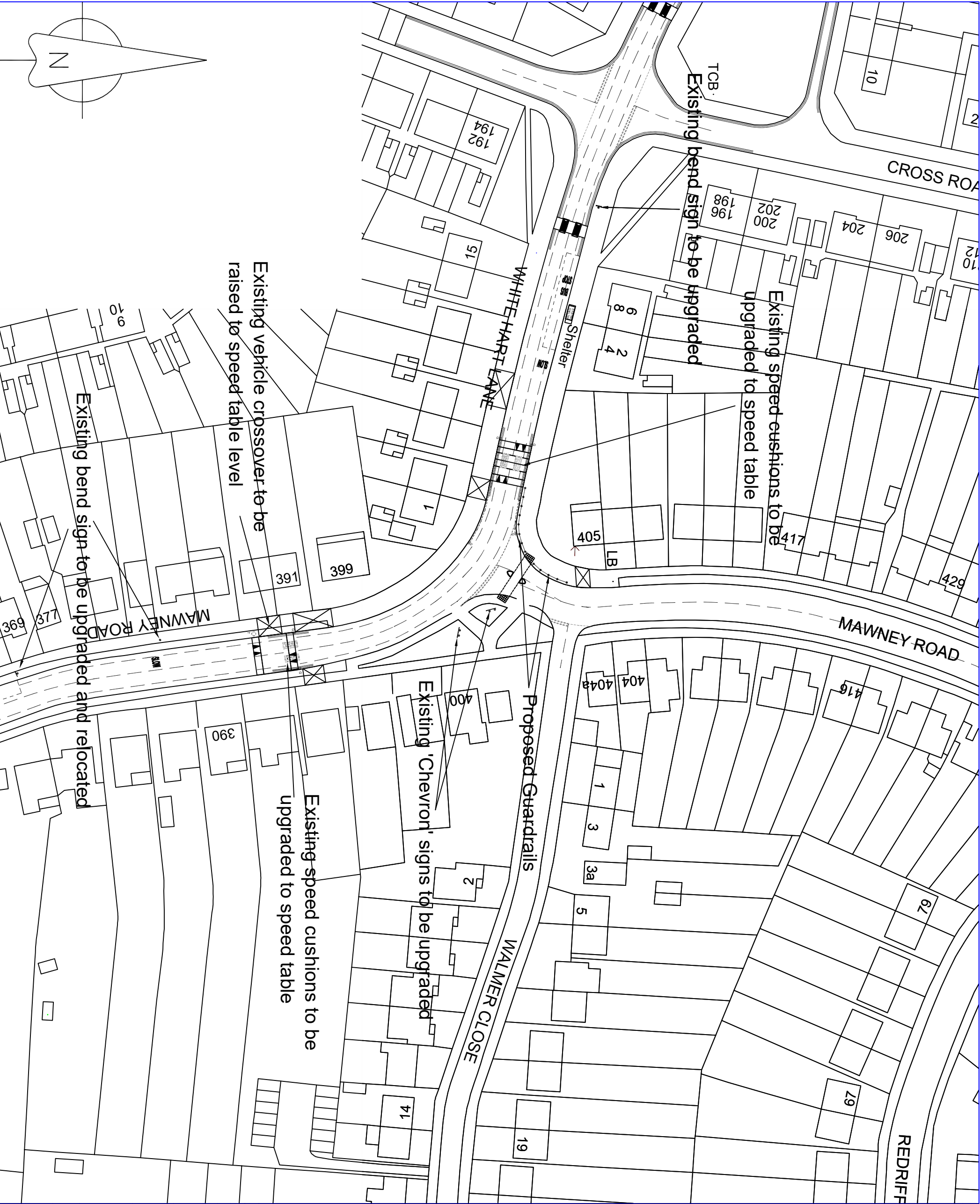
If you require any further information on the proposals, please contact Mr Siva, the Senior Engineer dealing with the scheme.

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

Yours faithfully,



Siva Velup
Senior Engineer
Highways, Traffic and Parking.



PURPOSE

-

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London Borough of Havering 10002422

NOTES

JOB TITLE			
MAWNEY ROAD / WHITE HART LANE			
DRAWING TITLE			
PROPOSED ALTERATION TO EXISTING TRAFFIC CALMING MEASURES			
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	DB	
SCALE (AT A3)	DATE	DRAFT	
NTS	SEP 21	ISSUE	
DRAWING No	REVISION		
Q1034	-		

REVISION / AMENDMENT

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Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

16 November 2021

Subject Heading:

Crow Lane Area – Request to formally advertise parking and safety review proposals. (Reference:QT036)

CMT Lead:

Councillor Osman Dervish

Report Author and contact details:

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

Policy context:

Highways, Traffic & Parking Control

Financial summary:

The estimated cost of implementation is £0.013m and will be met from the Schemes Revenue budget (A26910)

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

A feasibility study was undertaken to identify parking and safety improvements including a proposals for a zebra crossing, disabled bays, 'At any time' No loading, No waiting 'At any time' and footway parking bays to improve parking and safety conditions along Crow Lane area. An informal public consultation with questionnaire has been carried out and this report details the findings of this consultation and recommends that the parking and safety improvements as detailed in the recommendation be approved for formal consultation and implementation.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that the parking and safety improvements as detailed below and shown on the relevant drawings proceed to formal consultation as follows:
 - (a) Creation of two Disabled bays along Jutsums Lane outside Jutsums Recreation Ground (Plan QT036/3)
 - (b) Implementation of 'At Any Time' Waiting Restrictions along Crow Lane outside Property Nos: 73/128 and Crow Metal (Plan QT036/3)
 - (c) Implementation of 'At Any time' Loading Restrictions at the Crow Lane / Jutsums Lane Junction (Plan QT036/3)
 - (d) Implementation of loading restrictions Monday – Saturday, 8.00am – 6.30 pm within control parking zone along Crow Lane area (Plan QT036/2)
 - (e) Creation of footway parking bays along Crow Lane west of Jutsums Lane (QT036/3)
 - (f) The conversion of one resident parking bay outside Property No. 73 Crow Lane to 'At any time' waiting restrictions (Plan QT036/3); and
 - (g) The implementation of bollards on the northern footway of Crow Lane, west of its junction with Jutsums Lane (Plan QT036/3).

and if at the close of consultation, no objections are received to the proposals outlined above, the scheme proceeds to full implementation.

2. It is noted that the recommendation to implement a zebra crossing in Crow Lane has been omitted from the original proposals as described in the questionnaire following the informal consultation. This is due to the fact that results of the informal consultation indicated alternative locations in the area would be more preferable. It is therefore recommended that this could be considered in 2022/23 financial year as part of Transport for London (TfL) bid for Crow Lane proposed bus accessibility scheme if funding is approved .
3. It is noted that the estimated cost of this scheme as set out in this report is £0.013m, which will be met by either the Schemes revenue budget (A26910) or the Transport for London's 2022/23 financial year bus accessibility possible allocation for Route 499 Crow Lane.

REPORT DETAIL

1.0 Background

- 1.1 Local Members, residents and businesses raised concerns about the parking and safety along Crow Lane. Part of Crow Lane is within Romford controlled parking zone. The parking and safety issues include obstructive lorry parking and a lack of pedestrian and disabled parking facilities.

- 1.2 A feasibility study has been carried out to identify parking and safety access issues in the Crow Lane area. The feasibility study looked at ways of improving the current situation and a series of proposals were identified and these were disabled bays. 'At any time' waiting restrictions, 'At any time' loading restrictions, footway parking bays and zebra crossing. Following completion of the study, the proposals were taken forward to an informal consultation in the form of questionnaire.
- 1.3 The proposals were put forward to improve current situation and these include parking restrictions and safety improvements.

Traffic Survey Results Summary

- 1.4 Traffic surveys showed that maximum hourly two-way traffic flows and pedestrian flows at the Crow Lane / Jutsums Lane Junction are as follows.

Hourly two-way traffic flows

Location	Eastbound/ Northbound	Westbound/ Southbound	Total
Crow Lane west of Jutsums Lane	105	320	425
Crow Lane east of Jutsums Lane	278	375	653
Jutsums Lane north of Crow Lane	205	323	528

Hourly two-way pedestrian flows

Location	Eastbound/ Northbound	Westbound/ Southbound	Total
Crow Lane west of Jutsums Lane	8	6	14
Crow Lane east of Jutsums Lane	0	4	4
Jutsums Lane north of Crow Lane	8	32	40

Proposals

- 1.5 To mitigate the concerns raised in relation to obstructive parking and the lack of pedestrian and disabled parking facilities, the following parking and safety improvements were proposed along Crow Lane and Jutsums Lane area to improve the current situation.
- (a) Disabled bays along Jutsums Lane outside Jutsums Recreation Ground (Plan QT036/1)
 - (b) 'At Any Time' Waiting Restrictions along Crow Lane outside Property Nos: 73/128 and Crow Metal (Plan QT036/1)
 - (c) 'At Any time' Loading Restrictions at the Crow Lane / Jutsums Lane Junction (Plan QT036/1)
 - (d) Loading restrictions Monday – Saturday, 8.00am – 6.30 pm within control parking zone along Crow Lane area (Plan QT036/2)

- (e) Footway parking bays along Crow Lane west of Jutsums Lane (QT036/1)
- (f) Zebra crossing along Crow Lane west of Jutsums Lane (QT036/1)
- (g) The conversion of one resident parking bay outside Property No. 73 Crow Lane to 'At any time' waiting restrictions (QT036/3) and
- (h) The implementation of bollards on the northern footway of Crow Lane, west of its junction with Jutsums Lane.

- 1.6 The aim of this review would be to look at parking and safety access issues in the Crow Lane area, while giving the opportunity for residents and businesses in the area to comment on the proposed zebra crossing, disabled bays, footway parking bays and waiting and loading restrictions being put in to operation.
- 1.7 Ward Councillors were sent copies of the letter and questionnaire and were asked for any comments or objections they may have. No comments were received for this informal consultation.

2.0 Outcome of Informal consultation

- 2.1 Letters, questionnaires and plan, describing the proposals in the form of questionnaire with yes/no answers were delivered to local residents / occupiers. 401 letters and questionnaires were delivered via post to the area affected by the proposals. Local Members were also consulted on the proposals. Twenty eight written responses from Local Members, residents and businesses were received and the comments are summarised in the Appendix 1. The response rate is 7% which is considered to be low.
- 2.2 The following questions were asked with yes or no answers in the questionnaire. A copy of questionnaire is attached in Appendix 2.

	QUESTIONS	YES	NO
1	In your view, is there currently a parking and safety problem in your road to justify action being taken by the Council?	19 (70%)	8 (30%)
2	Are you in favour of zebra crossing along Crow Lane just west of Jutsums Lane as shown?	21 (84%)	4 (16%)
3	Are you in favour of Disabled bays along Jutsums Lane outside Jutsums Recreation ground as shown?	22 (92%)	2 (8%)
4	Are you in favour of No loading 'At any time' along Crow Lane and the roads within controlled parking shown as shown?	17 (71%)	7 (29%)
5	Are you in favour of No loading 'At any time' at the Crow Lane / Jutsums Lane mini roundabout as shown in yellow?	18 (75%)	6 (25%)
6	Are you in favour of No waiting 'At any time' along Crow Lane as shown in green?	18 (75%)	6 (25%)
7	Are you in favour of footway parking bay along Crow Lane Opposite to Crow Metals as shown?	14 (61%)	9 (39%)
8	Are you in favour of bollards along Crow Lane as shown in red circle?	20 (83%)	4 (17%)

- 2.3 The detailed comments are provided in Appendix 1. A brief summary of comments are as follows:
- a) HGV lorries park on the footway;
 - b) Lorries parking damage footway;
 - c) Lorries cause pollution and congestion;
 - d) Visitors parking required;
 - e) Zebra crossing too close to the roundabout;
 - f) Zebra crossing should be in Jutsums Lane;
 - g) No loading ban within CPZ is unreasonable;
 - h) Introduce bollards is unreasonable;
 - i) Businesses may need to close; and
 - j) Disabled bays should be located outside Jutsums Recreation ground.

3.0 Officers' comments and recommendations

- 3.1 Pedestrians movements are very low along Crow Lane west of Jutsums Lane and Jutsums Lane north of Crow Lane. In addition various constraints such as vehicle crossovers, trees etc. Site observations also showed that the pedestrian desire lines along Jutsums Lane would be just north of Crow Lane.

Comments raised regarding the provision of a zebra crossing along Jutsums Lane outside the recreation ground entrance were considered but this location does not follow the pedestrian desire line.

- 3.2 It is therefore recommended that the proposed zebra crossing along Crow Lane, west of Jutsums Lane be dropped from the scheme and considered again in 2022/23 financial year as part of Transport for London (TfL) bid for Crow Lane proposed bus accessibility scheme if funding is approved.
- 3.3 The Council has a duty to ensure both carriageways and footways are maintained to standard and proposals to implement bollards were also consulted on to prevent erroneous footway parking and the use of smaller vehicles driving on the footway along Crow Lane.
- 3.4 Officers prepared a set of proposals which are considered appropriate for Crow Lane area to improve current parking arrangements. These measures should influence driver behaviour and reduce the risk of incidents for all road users and officers' recommend that as detailed below the request to implement the proposed measures should be approved for formal consultation and / or implementation.
- (i) Disabled bays along Jutsums Lane outside Jutsums Recreation Ground (Plan QT036/1)
 - (j) 'At Any Time' Waiting Restrictions along Crow Lane outside Property Nos: 73/128 and Crow Metal (Plan QT036/1)
 - (k) 'At Any time' Loading Restrictions at the Crow Lane / Jutsums Lane Junction (Plan QT036/1)
 - (l) Loading restrictions Monday – Saturday, 8.00am – 6.30 pm within control parking zone along Crow Lane area (Plan QT036/2)
 - (m) Footway parking bays along Crow Lane west of Jutsums Lane (QT036/1)
 - (n) Zebra crossing along Crow Lane west of Jutsums Lane (QT036/1)
 - (o) The conversion of one resident parking bay outside Property No. 73 Crow Lane to 'At any time' waiting restrictions (QT036/3) and

- (p) Bollards on the northern footway of Crow Lane, west of its junction with Jutsums Lane.

IMPLICATIONS AND RISKS

Financial implications:

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

The estimated cost of £0.013m for implementation will be met by the Council's allocation for Schemes Revenue budget (A26910). If the implementation take places after April 2022, it will be met by Transport for London's 2022/23 financial year bus accessibility allocation for Route 499 Crow Lane, subject to funding being available.

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 Public Realm 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 Public Realm Revenue budget.

Legal implications and risks:

The Council's power to make an Order regulating or controlling vehicular traffic on roads is set out in section 6 of Part 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:

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.

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.

The proposal to install Disabled bays, 'At Any Time' waiting restrictions and 'At any time' loading restrictions will be publicly advertised and subject to formal consultation.

Consultation responses will be carefully considered to inform the final proposals.

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

None.

APPENDICES

Appendix 1 – Summary of Response

Appendix 2 – Questionnaire

Appendix 3 – Plan No. QT036/1

Appendix 4 – Plan No. QT036/2

Appendix 5 – Plan No. QT036/3

SUMMARY OF RESPONSES

RESPONSE REF:	COMMENTS
QT036/1 Jutsums Lane	Zebra crossing is wrong place. It should be in Jutsums Lane
QT036/2 Fentiman Way	Parking should be free. You are charging too much for parking in Havering
QT036/3 Crow Lane	In my view, the proposed zebra crossing is too close to the roundabout. It will cause a problem for traffic negotiating roundabout
QT036/4 Beechfield Gardens	Large lorries, containing metals park in resident bays and damaging the pavement. Also car transporters keep parking and unloading their cars outside our houses. Crow Lane is now more residential, something needs to be done.
QT036/5 Crow Lane	We live in Beechfield Gardens. Due to HGV lorries parking in Crow Lane, it is dangerous to turn left as traffic travelling opposite way, overtaking parked HGV lorries, therefore traffic travelling opposite way is dangerous. Pavement in Crow Lane is dreadful damage due to lorries parking and it is dangerous for pedestrians.
QT036/6 Crow Lane	Slow traffic down along Crow Lane
QT036/7 Danes Road	No comments
QT036/8 Beechfield Gdns	No comments
QT036/9 Crow Lane	I do not agree no waiting and no loading. Agree with zebra crossing but it should be before the roundabout.
QT036/10 Crow Lane	Zebra crossing should be in Jutsums Lane as well for the safety of children, parents and elderly.
QT036/11 Crow Lane	There are parking problem in Crow Lane. Putting zebra crossing too close to the roundabout is dangerous.
QT036/12 Beechfield Gardens	We use Crow Lane / Jutsums Lane mini roundabout several times a day to get school and work. It is dangerous when you navigate the junction as there are frequently lorries parked in the road and blocking one lane. Zebra crossing is beneficial in Jutsums Lane as many parents with pushchairs struggle to get through traffic chaos.
QT036/13 Crow Lane	Proposed footway parking will create bottleneck on the busy road and narrow the footpath. Put double yellow line instead. We need enforcement action against Crow Metals who violating the law such as illegal parking, early opening, metal dust, folk-lift trucks on the footway and using busy road and reversing HGV lorries at the roundabout.
QT036/14 Crow Lane	No comments
QT036/15 Crow Lane	Crow Lane has a light industrial area. It never intended to be heavy industry to be introduced but with the site of scrap metal dealers with the massive carriers and trailers excessive noise and pollution. The lane have become more dangerous for everyone. It has become more dangerous by speeding traffic.
QT036/16 Crow Lane	The lorries from Crow Metal is starting at 8.00am, should be given earlier slot with the time limit. We need parking outside our house for visitors. Therefore no loading is not suitable.

QT036/17 Crow Lane	Parking bays should be left outside 104 & 106. Disable bays should be sited outside park entrance. There is no need for footway parking bays instead put yellow lines. Crossing needed due to lorries nuisance parking. Parking creates bottleneck at the roundabout.	
QT036/18 Beechfield Gardens	The drivers speed along Crow Lane. Lorries are parking end of our road. It is not acceptable and not safe.	
QT036/19 Crow Lane	Large lorries are causing congestion.	
QT036/20 Crow Lane	No comments	
QT036/21 Crow Lane	Lorries park on the footway, causing danger to school children and parents on the way to school and damage to footway. These ideas are overdue and I hope they will be carried out soon.	
QT036/22 Crow Lane	No comments	
QT036/23 Jutsums Lane	A pedestrian crossing facility is also needed along Jutsums Lane and Crow Lane to assists kid because Jutsums Lane is dangerous to cross. The disabled bays should be near the park entrance. The streets around here is very dangerous to kids.	
QT036/24 Crow Lane	I am not sure Questions 4-8 relate to us. Not enough is done to reduce speed of the cars and motorbikes and cause noise pollution.	
QT036/25 Crow Lane	Zebra crossing is needed any users of the park. Introduction on top of the junction will add to the traffic. Yellow lines needed outside 128, 188A and 288 Crow Lane. Proposal to introduce a no loading ban within CPZ is unreasonable to businesses that have been here since WW2. To introduce bollards to an industrial site that unload 1 vehicle per month for 15mins and not to other businesses is unreasonable.	
QT036/26 Crow Lane	Crow Lane for many year been an industrial/light industrial road with the surrounding area with a lorry activity. My main concern has always been speed and has caused many fatal accidents. Although Crow Lane has heavy input of lorries but it has never been an accident involving a lorry.	
QT036/27 Crow Lane	Road too fast lorries	
QT036/28 Crow Lane	I am writing to inform you of the disruption this will cause to my business. In order for these works to take place, this will completely block up the gates to the yard in which business is situated on. This will not only cause me not be able to receive my deliveries, but will create a spiral effect within my business. If I cannot receive my deliveries due to the lorries not being able to get into yard, this will then mean the income that these generate will be stopped which will then mean I will have to lay off my workers as I will not be making enough money to pay their wages. This will then mean I will have to shut my business.	

QUESTIONNAIRE



**Street Management
Highways, Traffic and Parking
London Borough of Havering**
Town Hall
Main Road
Romford
RM1 3BB

**PARKING AND SAFETY REVIEW
QUESTIONNAIRE
Crow Lane area**

Email: schemes@haverling.gov.uk

Name:

Date:

Address:

All responses received will provide the council with the appropriate information to determine whether we take a parking and safety scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by 1st October 2021.

1. In your view, is there currently a parking and safety problem in your road to justify action being taken by the Council
- ☐ Yes
☐ No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of zebra crossing along Crow Lane just west of Jutsums Lane as shown?
☐ Yes
☐ No
3. Are you in favour of Disabled bays along Jutsums Lane outside Jutsums Recreation ground as shown?
☐ Yes
☐ No
4. Are you in favour of No loading 'At any time' along Crow Lane and the roads within controlled parking zone as shown?
☐ Yes
☐ No
5. Are you in favour of No loading 'At any time' at the Crow Lane / Jutsums Lane mini roundabout as shown in yellow?
☐ Yes
☐ No

6. Are you in favour of No waiting 'At any time' along Crow Lane as shown in green? ☐ Yes
☐ No
7. Are you in favour of footway parking bay along Crow Lane Opposite to Crow Metals as shown? ☐ Yes
☐ No
8. Are you in favour of bollards along Crow Lane as shown in red circle? ☐ Yes
☐ No

Please turn over

For your information:

Please find attached copies of plan showing the proposals

Comments Section (please limit to 100 words)

DECLARATION

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post, that you complete your full name and address along with this declaration and return the form to the postal or email address found overleaf.

Name:.....

Address:.....

Signature:.....Date:.....

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Proposed Disabled bay

Proposed No waiting
at any time

Existing footway parking

Page 69

Proposed 'No loading' within controlled zone

Proposed footway parking

REVISION	AMENDMENT	DATE

 **Havering**
LONDON BOROUGH

JOB TITLE
CROW LANE AND JUTSUMS LANE

DRAWING TITLE			
PROPOSED NO LOADING WITHIN CONTROLLED PARKING ZONE			
DRAWN BY	CHECKED BY	APPROVED BY	
VS	VS	DB	
SCALE (AT A3)	DATE		DRAFT
NIS	OCT-21		ISSUE
DRAWING No	REVISION		
QTO036/2	REV		

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NOTES

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Proposed Disabled bay

Proposed No loading
at any time

Proposed No waiting
at any time

Existing waiting restrictions

Existing footway parking

Proposed bollards

Page 71

Proposed 'No loading'
within controlled zone

Proposed footway parking

REVISION	AMENDMENT	DATE



Haverling
LONDON BOROUGH

JOB TITLE
CROW LANE AND JUTSUMS LANE

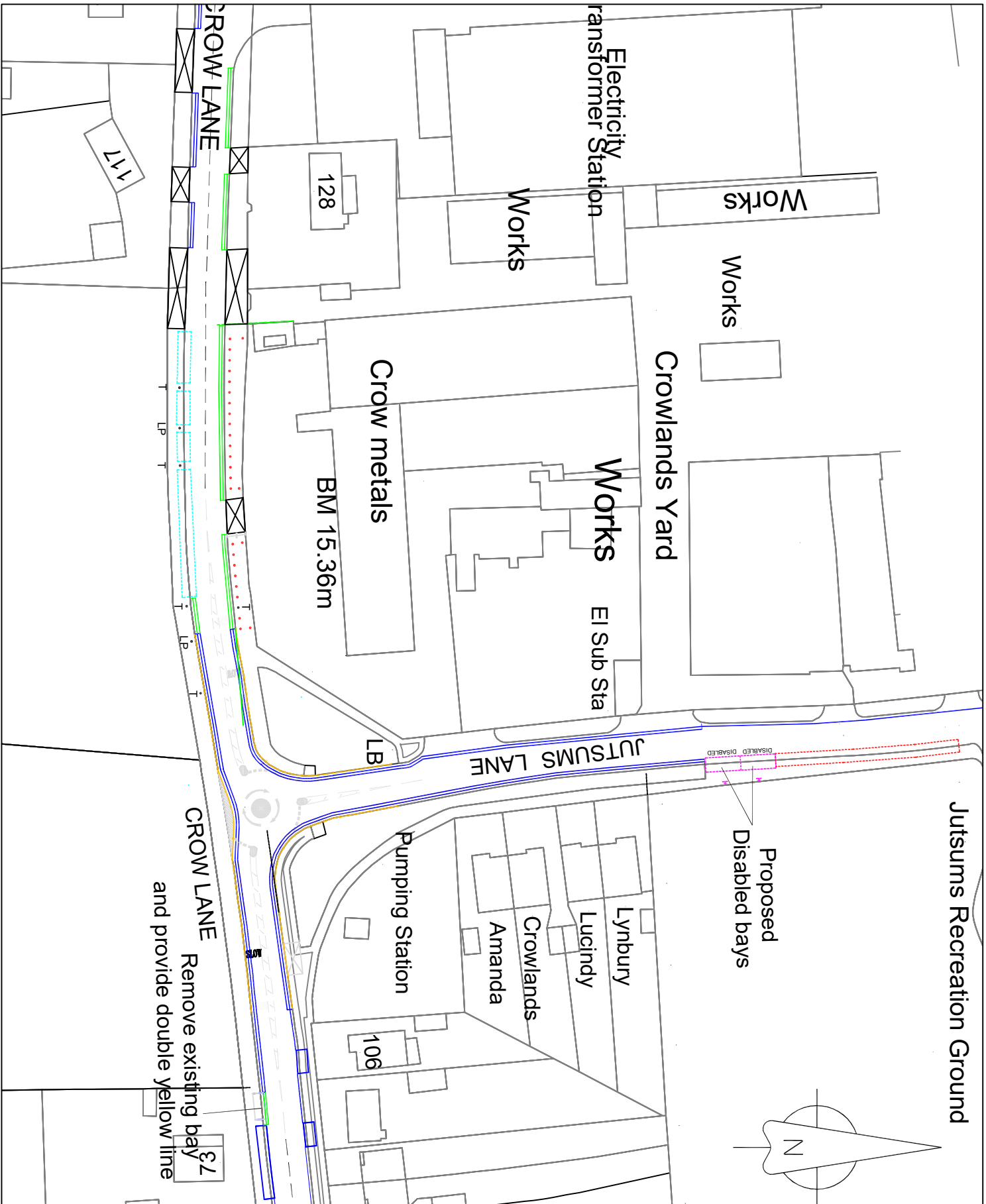
DRAWING TITLE
RICARDO RAYC

DISABLED BAIS,
NO WAITING 'AT ANY TIME' AND
NO LOADING 'AT ANY TIME'

DRAWN BY VS	CHECKED BY VS	APPROVED BY DB
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SCALE (A1 A3)	DATE	URF-1
NTS	OCT-21	ISSUE

Q1036/3	REVISION
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Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

16 November 2021

Subject Heading:

**SOUTH STREET / EASTERN ROAD
TRAFFIC SIGNALS – CYCLE
CROSSING FACILITIES
(REFERENCE QR032)**

CMT Lead:

Councillor Osman Dervish

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
2021/22 Delivery Plan**

Financial summary:

**The estimated cost of £0.200m for
implementation will be met by S106
Contribution for Old Church Hospital
(C29390).**

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

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

[x]
[x]
[x]
[x]

SUMMARY

- 1.1 In line with Transport for London's (TfL's) actions for local authorities with high levels of transport use such as Havering, the Mayor's Transport Strategy (MTS) sets out objectives including healthy streets and provision of a good transport experience as key parts of the MTS policy framework. The projects that support the MTS and shape London's social and economic development to encourage active travel and make provisions for both walking and cycling.
- 1.2 The council recognises there are additional measures that could be implemented to improve the transport connections in Havering to improve road safety to reduce casualties of all road users including cyclists on both TLRN and borough roads, especially along the cycle routes.
- 1.3 South Street / Eastern Road traffic signal re-design would provide safer crossing facilities, particularly for cyclists as east-west and north-south cycle routes pass through these traffic signals. At present, there are no controlled crossing facilities for cyclists at this junction. A feasibility study was undertaken to identify safety improvements including a contra flow cycle lane along Havana Close and South Street, two way cycle lane along Eastern Road and cycle crossing facilities at the South Street / Eastern Road traffic signal Junction.
- 1.4 Havering is bidding for, and when funds are received, investing significant levels of its' LIP funds along with Section 106 funding on physical infrastructure measures to encourage modal shift. A substantial element of LIP and S106 funding are also spent on measures focused on securing behaviour change and presenting alternative travel choices for journeys.
- 1.5 This report details the proposals and is seeking approval to consult in Havana Close and South Street / Eastern Road Traffic Signal Junction. The results of the informal consultation will be reported back to the Highways Advisory Committee (HAC) in a future report along with a recommended way forward. The scheme is within **Romford Town** ward.

RECOMMENDATIONS

- 2.0 That the Highways Advisory Committee having considered this report recommends to the Cabinet Member for Environment, in consultation with the Leader of the Council that Officers proceed with the informal consultation of the following cycle crossing facilities as detailed below and shown on the attached drawing No BRJ10378-0100-000-PO GA.

(a) Havana Close

The proposal is to introduce a 1.5m wide advisory contra flow cycle lane which will provide a safer link to South Street from Exchange Street. The proposals also include traffic island to assist cycle lane.

(b) South Street

The proposal is to provide a segregated cycle facility which will enable cyclists to travel south east along South Street.

(c) Eastern Road

The proposal is to provide a segregated two-way cycle facility along Eastern Road which will link to cycle Route 12.

(d) South Street / Eastern Road Traffic Signal Junction

The traffic signals are to be re-designed to cater cycle crossing facilities.

- 2.1 That the results of informal consultation will be reported back to the Highways Advisory Committee (HAC) in a future report seeking a recommendation on the implementation of the scheme.
- 2.2 It is noted that the design, consultation and implementation costs of the scheme will be met through S106 Contribution (C29390) which is likely to be in the region of £0.20m.

REPORT DETAIL

3.0 Background

- 3.1 Romford is Havering's largest town and an important Metropolitan Centre in terms of its place within Greater London. The town's retail, leisure and commercial offer have catchments far beyond the Borough boundary into both Essex and East London and it has a growing population generated by significant residential development.
- 3.2 The maintenance and improvement of transport links to Romford is important for its growth. In terms of providing for motor traffic, there is little scope for the expansion of road capacity and so it is necessary to look out how the highway network may be used more efficiently to move people. Key to this will be giving people genuine alternatives to the private motor car for short trips of 2-3 miles (3.2 – 4.8km) or less which equates to a journey time of around 10-15 minutes, door to door.
- 3.3 The bicycle is one option as part of a package of transport modes which can provide for these journeys and so it is vital that people be empowered and enabled to cycle. For Romford (and indeed Havering more widely), cycling has a relatively small modal share, despite many journeys being potentially cycled. Many of the barriers faced in terms of experienced safety and accessibility are also common to those walking to and around the area.

- 3.4 In “The Mayor’s Vision for Cycling in London” (2013), it is recognised that Outer London cycling has significant potential. This is especially the case for short journeys, to access railway stations, schools and local services and in achieving a shift away from motor cars; “In Outer London, distances may be too great for many to make the entire commute to central London by bike. So we will particularly target shorter journeys now made by car, and journeys to railway stations”
- 3.5 More people cycling will also benefit motorists – especially in Outer London – by taking cars off the roads. Like a car, a bike is personal, on-demand and door-to-door, so it has significant potential to attract drivers to whom public transport does not appeal or is not a viable option. TfL’s London Travel Demand Survey supports this view, showing that car-drivers take public transport much less than other people, but cycle just as much as non-drivers do.
- 3.6 Cycling on London’s main roads has risen by 173 per cent since 2001. We intend to double cycling over the next 10 years. To support this growth, major investment is needed. Analysis shows that more than half of the potentially cycle trips in the Capital are in Outer London. These total around 2.4 million a day, most of which are made by car.
- 3.7 In Havering, London Cycle Network – Route 12 runs from Harold Park to the boundary with Barking and Dagenham and includes shared-use unsegregated cycle tracks on both sides of the A12 Colchester Road and on-carriageway advisory cycle lanes on Main Road and London Road. Through the Town Centre, the route is on-carriageway via Lodge Avenue, Carlton Road, Eastern Road (both sections), Exchange Street and St Andrew’s Road. The section between Eastern Road and Exchange Street doesn’t link up. St. Edwards Way is also signed as LCN12.
- 3.8 Romford to Rainham cycle route is generally on-carriageway and provided using signage with some access points for cycling through locations closed to through motor traffic. The route is not specifically signed “Romford to Rainham” as other local destinations are signed (such as Elm Park Station). Within 2 miles of Romford, the route follows Victoria Road, George Street, Brentwood Road, Douglas Road, Clydesdale Road, Park Lane and into Albany Road to continue south to Harrow Lodge Park. Where the route crosses from Victoria Road into George Street, cycles are exempt from a banned right turn. Heading into Romford from George Street, there are no facilities. To move between Park Lane and Albany Road, those cycling have to cross the A124 Hornchurch Road. This is assisted by the use of Advanced Stop Lines (ASLs).
- 3.9 Romford to Collier Row route is generally on-carriageway and provided using signage. Within 2 miles of Romford, the route starts at the junction of High Street and Angel Way and runs along Angel Way, through Trinity Methodist Church, into Linden Street (via the subway under the Ring Road – St Edward’s Way) and then Como Street, Mawney Road, White Hart Lane and

Collier Row Road. Where Mawney Road crosses the A12 Eastern Avenue (West) there are ASLs. The Mawney Road and White Hart Lane section of the route has advisory cycle lanes. Bedfords Park, Rise Park, Raphael Park & Cottons Park. Although not explicitly signed it is possible to cycle from Lower Bedfords Road to Carlton Road. The southern edge of Bedfords Park is just within 2 miles of Romford and it is possible to cross Lower Bedfords Road via Toucan crossing and cycle south through Rise Park to Rise Park Boulevard. It is then necessary to cross the A12 Eastern Avenue (East) via an uncontrolled 2-stage staggered crossing to access Park Boulevard. The route then goes through Raphael Park to Main Road and crosses into Cottons Park via another Toucan crossing. The route ends at Carlton Road near its junction with Eastern Road.

- 3.10 The Mayor's Vision Zero Strategy aims to eliminate deaths and serious injuries on London's road 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 South Street / Eastern Road Cycle Crossing Facilities Scheme was developed to help to meet the above targets.

Traffic Survey Results Summary

- 3.11 Traffic surveys showed that two-way traffic flows are up to 300 vehicles per hour during peak periods along South Street just south of Eastern Road. At the South Street / Eastern Road traffic signal junction, only two movements are possible. One is northbound straight ahead movement along South Street and other is left turning movement from Eastern Road to South Street.

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

Location	85%ile Speed (mph)		Highest Speed (mph)	
	Northbound	Southbound	Northbound	Southbound
South Street between Western Road and Eastern Road	17	N/A	30	N/A

South Street between Railway bridge and Victoria Road	19	18	30	30
---	----	----	----	----

The 85th percentile traffic speed (the speed at which 85% of vehicles are travelling at or below) along South Street exceeds the 20mph posted speed limit. Officers consider these speeds to be excessive and a contributory factor in collisions and risk exposure.

3.13 The modal split of the vehicles using the South Street / Eastern Road Traffic Signal Junction is as follows:

Cars	1.6%
Pedal Cycles	6.0%
Motor Cycles	4.7%
Buses/Coaches	83.4%
Light Goods Vehicle	3.3%
Medium/Heavy Goods	1.0%

It can be seen from the modal split that the second mode of travel through this junction is pedal cyclists.

Injury Collision Data

3.14 In the five-year period to 31st May 2021, **six** personal injury collisions (PICs) were recorded in the study area. Of these six PICs, three (50%) were serious; four (67%) involved pedestrians; three (50%) involved buses, one (17%) involved motorcyclists and two (33%) occurred during the hours of darkness.

Details of PICs are as follows:

Location	Fatal	Serious	Slight	Total PIAs
South Street / Eastern Road Traffic Signals Junction	0	1 (1-Ped)	1 (1-Ped)	2
South Street north of Havana Close	0	0	1	1
Havana Close / Exchange Street Junction	0	1	0	1
South Street by the Railway bridge	0	1 (1-Ped)	0	1

Eastern Road / Chandlers Way Junction	0	0	1 (1-Ped)	1
Total	0	3	3	6

Proposals

- 3.15 The following cycle crossing facilities were proposed in the area to assist cyclists and to minimise collisions.

(a) Havana Close

The proposal is to introduce a 1.5m wide advisory contra flow cycle lane which will provide a safer link to South Street from Exchange Street. The proposals also include traffic island to assist cycle lane.

(b) South Street

The proposal is to provide a segregated cycle facility which will enable cyclists to travel south east along South Street.

And

(c) Eastern Road

The proposal is to provide a segregated two-way cycle facility along Eastern Road which will link to cycle Route 12.

(d) South Street / Eastern Road Traffic Signal Junction

The traffic signals is to be re-designed to cater cycle crossing facilities.

4.0 Conclusion

- 4.1 Romford has had low mode share for cycling for many years because it has been seen as a marginal activity, rather than a distinct form of transport.
- 4.2 In order to make real and sustained transformational change, there is a need to address this issue at all levels and to produce a vision and plan which will need regular review and refinement. There will be a need to make decisions on how highway space is allocated and prioritised, especially when providing protection on the primary and secondary street network. There also needs to be decisions taken to remove through traffic on local streets which are currently being used as a de facto part of the secondary network, but without carrying bus traffic.
- 4.3 As stated in paragraphs 3.7, 3.8 and 3.9, the section between Eastern Road and Exchange Street doesn't link up. This scheme provides safer cycle crossing facilities through South Street / Eastern Road Traffic Signals Junction, South Street and Havana Close to connect east – west route and north – south route. On-street cycle parking facilities are available in the vicinity of Romford Station. While cycling is being considered as a transport issue, there are links to other areas with air quality and public health being key. It is therefore considered that the provision safer cycle crossing facilities

provided by this scheme would attract more cycling short trips by Havering Residents into Romford Town Centre and Romford Station.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the consultation, detailed design and implementation of the above scheme.

The estimated cost of £0.200m for feasibility, consultation, detailed design and implementation will be met by S106 Contribution (C29390).

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 Public Realm 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 Public Realm budget.

Legal implications and risks:

The Council's power to make an Order regulating or controlling vehicular traffic on roads is set out in section 6 of Part 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 Council has powers to install traffic signs on its road network by virtue of powers granted under Part V of the Road Traffic Regulation Act 1984, with S65 granting powers and giving duties for the placing of traffic signs.

The form and conditions under which traffic signs may be installed are prescribed by the Traffic Signs Regulations & General Directions 2016 and road markings that indicate stopping controls are prescribed traffic signs for this purpose.

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.

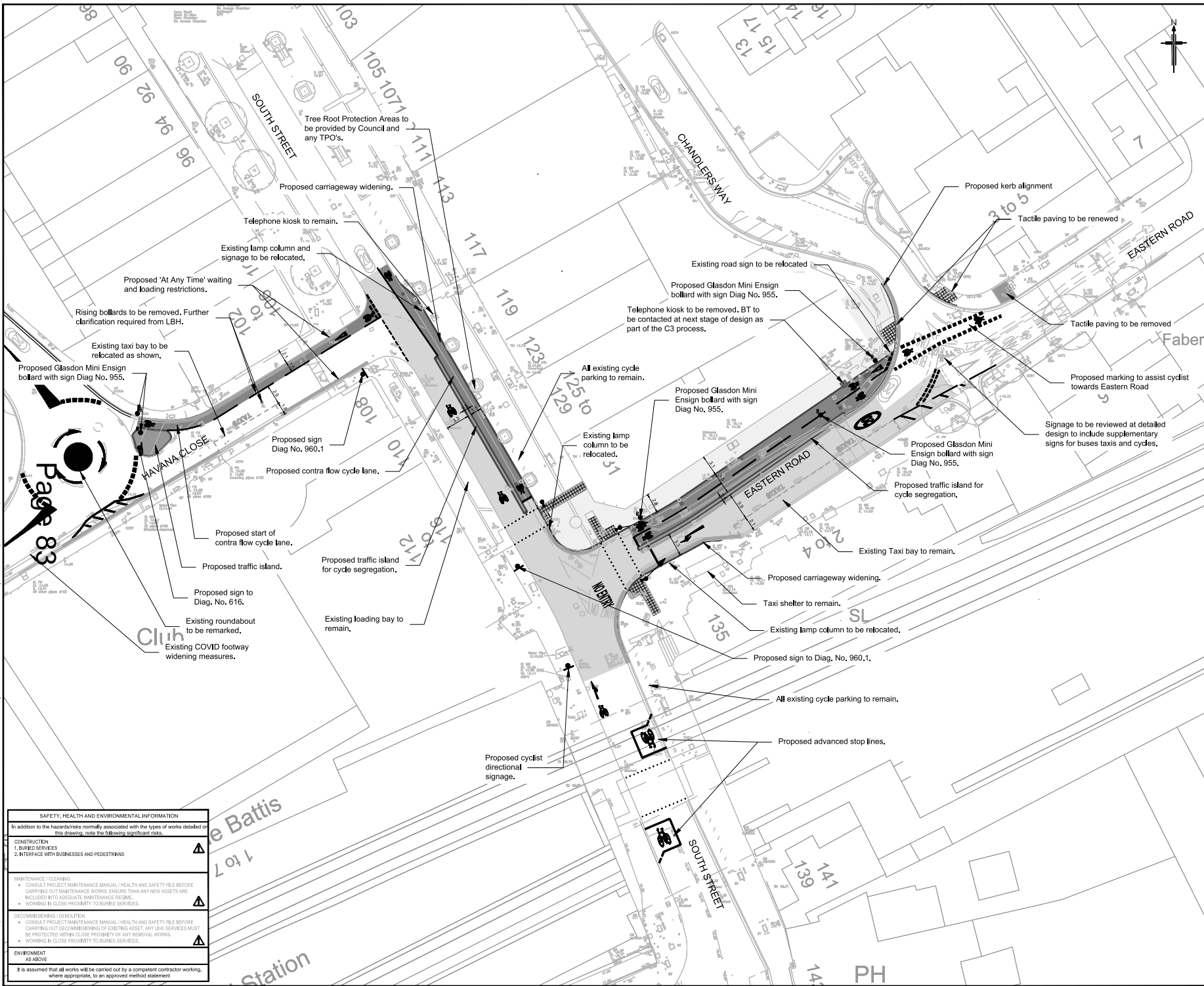
There would be some visual impact from the proposals; however, these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

Memo_03_LBH Scheme Information by Jacobs.


APPENDCES

APPENDIX 1 - BRJ10378-0100-000-PO GA Overall Plan by Jacobs.




- NOTES:**
1. All dimensions are in metres unless noted otherwise.
 2. Do not scale.
 3. This plan is in colour.
 4. Contractors working on a public highway are required to complete all notifications required by the highway authority in pursuant of the Traffic Management Act and requirements of the said authority.
 5. Location of traffic signals have been shown for information only. TIL will be undertaking the traffic signal design.
 6. All existing trees to remain unless specified otherwise.
 7. All existing signage to remain unless specified otherwise.
 8. Drainage, pavement and street lighting design will be undertaken at detailed design.
 9. Utilities dash checks have been carried out and the impacted utilities will be contacted at the next stage of design (detailed design) for any diversion requirements.

PO	20/05/2021	FEASIBILITY DESIGN	RP	RP	AK
REV	REV DATE	PURPOSE OF REVISION	DRAWN	CHKD	APPROV
Drawn:	SB		Date:	25/05/2021	
Design:	RP		Date:	25/05/2021	
Checked:	RP		Date:	25/05/2021	
Approved:	AK		Date:	25/05/2021	



integrated expertise



Havering
LONDON BOROUGH

Project
SOUTH STREET EASTERN ROAD CYCLE SCHEME

Drawing Title
SOUTH STREET, EASTERN ROAD CYCLE IMPROVEMENTS
GENERAL ARRANGEMENT
OVERALL PLAN

Drawing Status
FEASIBILITY DESIGN

Scale
1:250 @ A1
DO NOT SCALE

Ringway Jacobs No.
BRJ10378

Client No.
BRJ10378-0100-000

Drawing Number
BRJ10378-0100-000

Rev
P0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of works detailed on this drawing, note the following significant risks.	
CONSTRUCTION	⚠
1. BURIED SERVICES	
2. INTERFACE WITH BUSINESSES AND PEDESTRIANS	
MAINTENANCE / CLEANING	⚠
• CONSULT PROJECT MAINTENANCE MANUAL / HEALTH AND SAFETY FILE BEFORE CARRYING OUT MAINTENANCE WORKS. ENSURE THAT ANY NEW ASSETS ARE INCLUDED INTO APPROPRIATE MAINTENANCE REGIME.	
• WORKING IN CLOSE PROXIMITY TO BURIED SERVICES.	
DECOMMISSIONING / DEMOLITION	⚠
• CONSULT PROJECT MAINTENANCE MANUAL / HEALTH AND SAFETY FILE BEFORE CARRYING OUT DECOMMISSIONING OF EXISTING ASSET. ANY LIVE SERVICES MUST BE PROTECTED WITHIN CLOSE PROXIMITY OF ANY REMOVAL WORKS.	
• WORKING IN CLOSE PROXIMITY TO BURIED SERVICES.	
ENVIRONMENT	⚠
AS ABOVE	
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement	

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