

**London Borough of Havering
Engineering Services, Highways - Streetcare
Highway Schemes Applications Schedule**

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals with funding in place				
H1	Former Harold Wood Hospital, residential development	Harold Wood	20mph Zone (all new adoptable roads)	AGREED
H2	Former Whitworth Centre, residential development	Heaton	20mph Zone (all new adoptable roads)	AGREED
H3	Gooshays East, residential development	Gooshays	20mph Zone (all new adoptable roads)	AGREED
H4	Dunningford Close, residential development	Elm Park	20mph Zone (all new adoptable roads)	AGREED
H5	Torrence Close, residential development	Hylands	20mph Zone (all new adoptable roads)	AGREED
H6	Lambs Lane/ A1306 site, residential development	Rainham & Wennington	20mph Zone (all new adoptable roads)	AGREED
H7	Passive Close (off A1306), residential development	Rainham & Wennington	20mph Zone (all new adoptable roads)	AGREED
H8	Raven Close (off Crow Lane), residential development	Rainham & Wennington	20mph Zone (all new adoptable roads)	AGREED

H9	Mercury Gardens service area	Romford Town	Review of parking controls and arrangements to support redevelopment of Swan Walk, possibly 20mph speed limit or Zone introduced.	AGREED
H10	Harold Wood Station bus turnaround area	Harold Wood	Provide a buses only restriction for the station turnaround area as private vehicles dropping off are causing obstructions	AGREED
SECTION B - Highway scheme proposals without funding available				
H11	Fairview Avenue, Rainham	Rainham & Wennington	Measures to slow speed traffic (50mph+) as resident concerned about family and possibility of a fatality.	REJECTED
H12	Park Farm Road	Upminster	Pedestrian crossing between Bonnetts Wood and Parklands Car Park	REJECTED

H13	Manor Road, junction with Brentwood Road	Romford Town	Request for road humps to slow drivers entering Manor Road where residents are emerging from their driveways	REJECTED
H14	Ardleigh Green Road/ Squirrels Heath Lane junction	Squirrels Heath	Signalisation of junction to provide better crossing facilities for pedestrians, especially across the side roads	REJECTED
H15	Gubbins Lane	Harold Wood	Zebra crossing on top of bridge near station	MOVED TO SECTION C
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)				
H16	Broxhill Road, Havering- atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014)

H17	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.
H18	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians.

H19	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.
H20	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded - Casualty details to follow.
H21	Dagnam Park Drive, near Brookside School		In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph.	Feasible but not funded. Speed limit change alone unlikely to significantly reduce speed and traffic calming will be required, but such that is compatible with a bus and feeder route. Adjacent side roads may need similar treatment for local limit to be logical.