



**Havering**  
LONDON BOROUGH

## Notice of Non-Key Executive Decision

<b>Subject Heading:</b>	A1306 New Road between Lambs Lane and Sandy Lane - Collision Reduction Scheme – Proposed Safety Improvements (Reference: QX008)
<b>Decision Maker:</b>	Imran Kazalbash Director of Environment
<b>Cabinet Member:</b>	Councillor Barry Mugglestone
<b>ELT Lead:</b>	Neil Stubbings Director of Environment
<b>Report Author and Contact Details:</b>	Velup Siva, Senior Engineer 01708 433142 <a href="mailto:velup.siva@havering.gov.uk">velup.siva@havering.gov.uk</a>
<b>Policy Context:</b>	Havering Local Implementation Plan 2024/25 Delivery Plan
<b>Financial Summary:</b>	The proposed safety measures outlined in this report have been allocated a budget of £0.040m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for A1306 New Road by Wennington Road.
<b>Relevant Overview &amp; Scrutiny Sub Committee:</b>	Places
<b>Is this decision exempt from being called-in?</b>	Yes-Non Key

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

People - Supporting our residents to stay safe and well	[X]
Place - A great place to live, work and enjoy	[X]
Resources - Enabling a resident-focused and resilient Council	[X]

## Non-key Executive Decision

### Part A – Report seeking decision

#### **DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION**

This Executive Decision seeks approval for the installation of:

- a centre island
- rumble strips
- 40mph vehicle activated signs
- double yellow lines
- tree branches removal
- signage works and road markings

all as shown on the attached plans in Appendix 2.

The proposed safety measures outlined in this report have been allocated a budget of £0.040m. The funding has been secured via a successful application made to Transport for London's (TfL) Local Implementation Plan (LIP) for A1306 New Road by Wennington Road and is ring-fenced for the works.

#### **AUTHORITY UNDER WHICH DECISION IS MADE**

Council's Constitution

Part 3

3.3.5. Director of Places/Environment Delegated Powers

1.1 To exercise the Council's powers and duties arising under the Road Traffic Regulation Act 1984, New Roads and Street works Act 1991 and Traffic Management Act 2004.

1.2 Other than in those matters delegated to the Leader or Cabinet Member to exercise all powers and duties in respect of maintaining and improving highways, providing facilities, and interference with highways arising under Parts IV, V, VII, IX and XIV of the Highways Act 1980.

#### **STATEMENT OF THE REASONS FOR THE DECISION**

##### **1. Background**

###### **1.1. Scheme Background**

Council Officers have undertaken a number of feasibility studies to investigate whether the implementation of engineering measures would reduce borough wide casualties at locations where it has been found that there are higher than average personal injury collisions.

## **Non-key Executive Decision**

The proposed measures would help meet the Mayors Vision Zero goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network by working alongside TfL and London Boroughs.

A1306 New Road between Lambs Lane and Sandy Lane has been identified as one such location and a successful LIP funding allocation was awarded to the Borough for the financial year 24/25.

### **1.2. The Scope of this Report**

This report will:

- Study reported road collisions which have involved injury along the links and nodes for the most recent 60-month period for which data is available. In particular, the report will focus on those collisions that are found to be greater than the comparable average, are linked to speed related collisions and are likely to be effectively treated by introducing measures to eradicate those collisions.
- Identify site details.
- Recommend appropriate measures to reduce collisions along the route, justifying recommendations in terms of the number of collisions to be saved and the nature of the measure in relation to the solution(s) to the identified problems.
- Provide a budget estimate for the works.

## **2. Preliminary Investigation**

### **2.1. Site Details**

- A1306 New Road between Lambs Lane and the Sandy Lane is located in the south of the borough in Rainham and connects Barking & Dagenham to Thurrock.
- There are pedestrian refuge and traffic islands along the route south of Wennington Road.
- The land use is predominantly industrial along the road.
- A hotel is located along A1306 New Road opposite the junction with Wennington Road.
- A car boot sale operates on Sundays along A1306 New Road opposite the junction with Wennington Road.
- The road is a single carriageway road with one traffic lane in each direction and is signposted as a 40mph speed limit.
- There are a number of three arm uncontrolled junctions along the route.

## **3 Collision Data and Analysis**

### **3.1 Collision Summary**

3.1.1 In the five-year period to 30<sup>th</sup> April 2024, nine personal injury accidents (PIAs) were recorded along A1306 New Road between Lambs Lane and A13 Roundabout. Of these nine PIAs, 1 (11%) were fatal; two (22%) occurred in wet conditions and one (11%) occurred during the hours of darkness.

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3.1.2 A summary of the severity of collisions can be seen below, (please note this table does not include the injuries that resulted from the accidents),

Severity	Accidents	Total as a percentage of all accidents (%)	Outer London Borough Average (%)	Variance
Fatal and serious	1	11.1	8.6	2.5
Slight	8	88.9	91.4	-2.5
<b>Total</b>	<b>9</b>	<b>100</b>		

3.1.3 A summary of the time of time of day of collisions can be seen below,

Time of Day	Accidents	Total (%)
00:00 - 01:59	0	0.0
02:00 - 06:59	1	11.1
07:00 - 09:59	1	11.1
10:00 - 15:59	6	66.7
16:00 - 18:59	0	0.0
19:00 - 21:59	1	11.1
22:00 - 23:59	0	0.0
<b>Total</b>	<b>9</b>	<b>100</b>

3.1.4 A breakdown of the light conditions can be seen below,

Light Conditions	Accidents	Total (%)	Outer London Borough Average (%)	Variance
Light	8	88.9	88.9	-8.9
Dark	1	11.1	11.1	8.9
<b>Total</b>	<b>9</b>	<b>100</b>		

3.1.5 A breakdown of the road surface conditions can be seen below,

Road Surface Conditions	Accidents	Total (%)	Outer Borough Average (%)	Variance
Dry	6	66.7	82.6	-15.9
Flood (surface water over 3cm deep)	0	0		
Frost/Ice	0	0		
Mud	0	0		
Oil/Diesel	0	0		

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Snow	0	0		
Unknown (S/R)	1	11.1		
Wet/Damp	2	22.2	17.4	4.8
<b>TOTAL</b>	<b>9</b>	<b>100.0</b>		

3.1.6 A breakdown of Skidding, Jack-knifing and/or Overturning can be seen below

	<b>Accidents</b>	<b>Total (%)</b>
Skidded	1	11.1
Unknown (S/R)	8	88.9
<b>Total</b>	<b>9</b>	<b>100.0</b>

3.1.7 A breakdown of the type of manoeuvre involved in the collisions can be seen below

<b>Type of manoeuvre</b>	<b>Accidents</b>	<b>Total (%)</b>	<b>Outer London Borough Average (%)</b>	<b>Variance</b>
Changing lane to left	0	0		
Changing lane to right	0	0		
Going ahead left hand bend	0	0		
Going ahead other	5	55.6		
Going ahead right hand bend	0	0		
Moving off	1	11.1		
Overtaking moving vehicle on its offside	1	11.1		
Overtaking on nearside	0	0		
Overtaking stationary vehicle on its offside	0	0		
Parked	0	0		
Reversing	0	0		
Slowing or stopping	0	0		
Turning left	1	11.1		
Turning right	2	22.2	23.1	-0.9

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U turn	0	0		
Unknown	0	0		
Unknown (S/R)	4	44.4		
Waiting to go ahead but held up	1	11.1		
Waiting to turn left	0	0		
Waiting to turn right	0	0		

3.1.8 Details of Personal Injury Collisions can be seen in Table 1 below.

**Table 1 – Casualty Summary and Location Details**

Location	Fatal	Serious	Slight	Total Personal Injury Collisions (PIAs)
A1306 New Road between Lambs Lane and Wennington Road	1	0	0	1
A1306 New Road / Wennington Road Junction	0	0	3 (1-Dark) (1-Wet)	3
A1306 New Road between Wennington Road and Sandy Lane	0	0	2 (1-Wet)	2
A1306 New Road / Sandy Lane Roundabout	0	0	3	3
<b>Total</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>9</b>

## **4 Site Surveys**

4.1 Automatic Traffic Count surveys (ATCs) were carried out at locations along the route in order to ascertain the number of vehicles travelling along it as well as observed speeds.

4.2 The surveys were carried out between the 15<sup>th</sup> September and 21<sup>st</sup> September 2024.

4.3 The surveys recorded traffic for 24hrs a day over a seven-day period.

4.4 The surveys indicated that two-way traffic flows are around 1700 vehicles per hour during the AM and PM peak periods along A1306 New Road.

4.5 The results indicated that the 85<sup>th</sup> percentile speeds (the speed at which 85% of vehicles are travelling at or below) are 41mph in both directions which are just above the 40mph speed limit along A1306 New Road by Wennington Avenue.

4.6 The ATC results can be seen below on Table 2

**Table 2 - Automatic Traffic Count Survey Results**

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Location	85th %ile Speed (mph)		Highest Speed (mph)		Mean Speed (mph)	
	N-bound	S-bound	N-bound	S-bound	N-bound	S-bound
A1306 New Road north of Wennington Road	41	41	60	60	37	37
A1306 New Road south of Wennington Road	40	40	60	60	35	35

## **5 Proposals**

A series of proposals are set out in detail below along with the rationale behind them. In each case the proposals have been developed considering site conditions and considering the recorded Personal Injury Collisions that have occurred. The proposals are also shown in Appendix 2.

### **5.1 A1306 New Road between Lambs Lane and Sandy Lane**

The Speed Survey results indicate that the 85<sup>th</sup>% vehicle speeds are just above the 40mph speed limit in this stretch of A1306 New Road. Analysis of the collision records showed that nine PICs occurred in this location of which one resulted in fatal injury, two occurred in wet conditions and one occurred during the hours of darkness.

The above would indicate that speeds are compliant against the posted speed limit. Officers have also assessed whether a reduction in the speed limit would be proposed and would recommend that given the nature of the road in relation to the guidance on establishing speed limits this would not be suitable. Other forms of traffic calming were also considered but only those that would bring speeds slightly lower. Therefore, the introduction of road humps were not considered suitable. Analysis of site conditions, speed data and best practice guidance would suggest that measures to slightly lower speeds such as warning signage, traffic islands and rumble strips would be most appropriate to make the junction safer for all road users by slightly lowering speeds and also improving visibility.

With regard to the installation of double yellow lines adjacent to the Sunday market it is felt that these should act as a deterrent to vehicles parking in this location and therefore make the access and egress to the site safer by increasing visibility.

It is recommended to introduce the following measures to reduce collisions along this stretch of road.

- Install a centre island along the A1306 between Wennington Road and Sandy Lane.
- Install rumble strips along A1306 New Road north and south of Wennington Road.
- Install 40mph vehicle activated signs along A1306 New Road north and south of Wennington Road.

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- Install double yellow lines along A1306 New Road just north and south of Wennington Road, along Wennington Road and the hotel access road.
- Existing slippery hazard sign to be removed along A1306 New Road just south of Wennington Road.
- Existing ULEZ sign to be relocated to reduce clutter to avoid confusion.
- Existing tree branches to be pruned to improve direction sign visibility along A1306 New Road opposite to Wennington Road.

### **6. Outcome of formal public consultation**

- Letters, describing the proposals were delivered to local residents / businesses / occupiers. Approximately, 35 letters were delivered via post to an area affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals.
- Eight written responses were received from Havering residents, the Metropolitan Police, a local Member and the Cabinet Member. The comments are summarised in the Appendix 1. A brief summary of comments is as follows.
  - 38% respondents supported the scheme
  - 12% respondents opposed to the scheme.
  - 50% respondents requested additional measures

### **7. Officers' comments and conclusions**

- Of the eight written responses, three respondents supported the scheme while one respondent opposed the scheme. Four respondents have requested additional measures.
- The Metropolitan Police had no objections in principal to the scheme.
- One local Member supported the scheme. The remaining Members did not provide their preference.
- Cabinet Member for Environment expressed support for the scheme
- Four respondents suggested various measures which include speed cameras, traffic signals and extending double yellow lines. The council is not responsible for the introduction of speed cameras. It is considered that the traffic signals and extending the double yellow lines proposals are not necessary at this stage. It could be considered at a later date if deemed necessary and evidence supported this.
- Officers recommend that the proposals as detailed above should be implemented along A1306 New Road, Wennington Road and hotel access road as shown on the attached plans in Appendix 2.

## **OTHER OPTIONS CONSIDERED AND REJECTED**

Do nothing. This option was ruled out as there is support from various stakeholders to reduce collisions in the area.

**Non-key Executive Decision**

**PRE-DECISION CONSULTATION**

A formal consultation was carried out in December 2024.

**NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER**

Name: Velup Siva

Designation: Senior Engineer

Signature: *V. Siva*

Date: 26/02/2025

## Part B - Assessment of implications and risks

### **LEGAL IMPLICATIONS AND RISKS**

Here officers seek approval for a scheme to construct raised pelican crossings and raised pedestrian refuges with associated works following public consultation.

The Council's power to implement traffic calming measures in highway maintainable at public expense is set out in Part V of the Highways Act 1980 ("HA 1980"). Before making an order under this provision the Council should ensure that any relevant statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 ("Regulations") are complied with.

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

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

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

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

### **FINANCIAL IMPLICATIONS AND RISKS**

Following the successful application made to transport for London's (TfL) Local implementation plan, £0.040m has been secured and ring fenced for installation of safety measures (a centre island, rumble strips, 40mph vehicle activated signs, double yellow lines, tree branches removal, signage works and road markings) for A1306 New Road, Wennington Road and Hotel access road.

The feasibility, consultation and design element of this project circa £0.006m has been completed, leaving the remaining £0.034m for the construction/implementation and contingency.

This is a standard project for Highways 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 but in the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

The costing breakdown is as follows:

## Non-key Executive Decision

Item/description	Total £m
<b>Expenditure</b>	
Feasibility, Consultation & Design	0.006
Construction/ Implementation	0.031
Contingency 10%	0.003
<b>Total Expenditure</b>	<b>0.040</b>
<b>Income</b>	
Transport for London (TfL)	-0.040
<b>Total Income</b>	<b>-0.040</b>
<b>Anticipated over /(under) spend</b>	<b>0.000</b>

### **HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)**

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 AND SOCIAL INCLUSION IMPLICATIONS AND RISKS**

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

- (i) The need to eliminate discrimination, harassment, victimisation, and any other conduct 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) The need to foster good relations between those who have protected characteristics and those who do not.

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

The Council is committed to all of the above in the provision, procurement, and commissioning of its services, and the employment of its workforce. Additionally, the Council is dedicated to enhancing the quality of life and wellbeing for all Havering residents with regard to socio-economic and health determinants.

An EHIA (Equality and Health Impact Assessment) has not been completed and is not required for this decision.

The Council seeks to ensure equality, inclusion, and dignity for all.

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There are not equalities and social inclusion implications and risks associated with this decision.

### **ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

The provision of the raised pelican crossings and speed tables may change the drivers driving pattern and promote more sustainable travel and therefore this may change emissions in line with the Climate Change Action Plan 2021.

### **BACKGROUND PAPERS**

None.

### **APPENDICES**

<b>Appendix 1</b>	<b>Summary of consultation response</b>
<b>Appendix 2</b>	<b>Plans</b>
<b>Appendix 3</b>	<b>Public consultation letter</b>

Non-key Executive Decision

**Part C – Record of decision**

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

**Decision**

Proposal agreed

**Details of decision maker**



Signed

Name: Imran Kazalbash, Director of Environment

Date: 26/02/25

Cabinet Portfolio held: Councillor Barry Mugglestone, Cabinet Member for Environment

**CMT Member title:** Imran Kazalbash, Director of Environment

Head of Service title: Mark Hodgson, Head of Highways, Traffic & Parking, Environment

**Lodging this notice**

The signed decision notice must be delivered to Committee Services, in the Town Hall.

**For use by Committee Administration**

This notice was lodged with me on \_\_\_\_\_

Signed \_\_\_\_\_

**APPENDIX 1  
SUMMARY OF CONSULTATION RESPONSE**

<b>RESPONSE REF:</b>	<b>COMMENTS</b>	<b>COUNCIL COMMENTS</b>
QX008/1 (Cabinet Member)	Very supportive of the suggestions. I agree with keeping the 40MPH speed limit and introduce rumble strips. Also the Yellow lines and the items regarding signage etc.	-
QX008/2 (Local Member)	I can confirm that we are happy for this to go out to consultation and hopefully be implemented in the new future	-
QX008/3 (Metropolitan Police)	I have no objections in principal at this stage.	-
QX008/4 (Havering Resident 1)	Is there any reason apart from keeping the flow of traffic on A1306 going why have traffic lights at the junction to Wennington Road always been refused? I would also like to mention that driving out of Premier Inn Willow Farm is also very dangerous.	At present, traffic signals at A1306 New Road / Wennington Road Junction are not necessary. It could be considered at a later date if necessary.
QX008/5 (Havering Resident 2)	I cannot believe you are not putting up speed cameras on this road 9 personal injury accidents 1 person killed surely this warrants a speed camera on each side of the road to slow speeding motorists. There is also the issue with the boot sale every Sunday morning with the road being blocked due to people parking on every available piece of ground and leaving rubbish everywhere it's like the Wild West on a Sunday morning putting down yellow lines will not stop this it just won't work	The Council is not responsible for the introduction of speed cameras. The speed cameras are installed by TfL. It is considered that double yellow lines proposal would improve the congestion problem in the area.
QX008/6 (Havering Resident 3)	None of the proposed will stop speeding in cars, lorries etc. as it is an unsighted bend coming from Sandy Lane to Wennington Road. With the additional problem of 'Boy Racers' congregating just prior to Sandy Lane, they use this section for racing each other and the police have not managed to get them to move on from here. During the	Surveys showed that majority of drivers are travelling within the 40mph speed limit. Any speeding should be reported to Police.

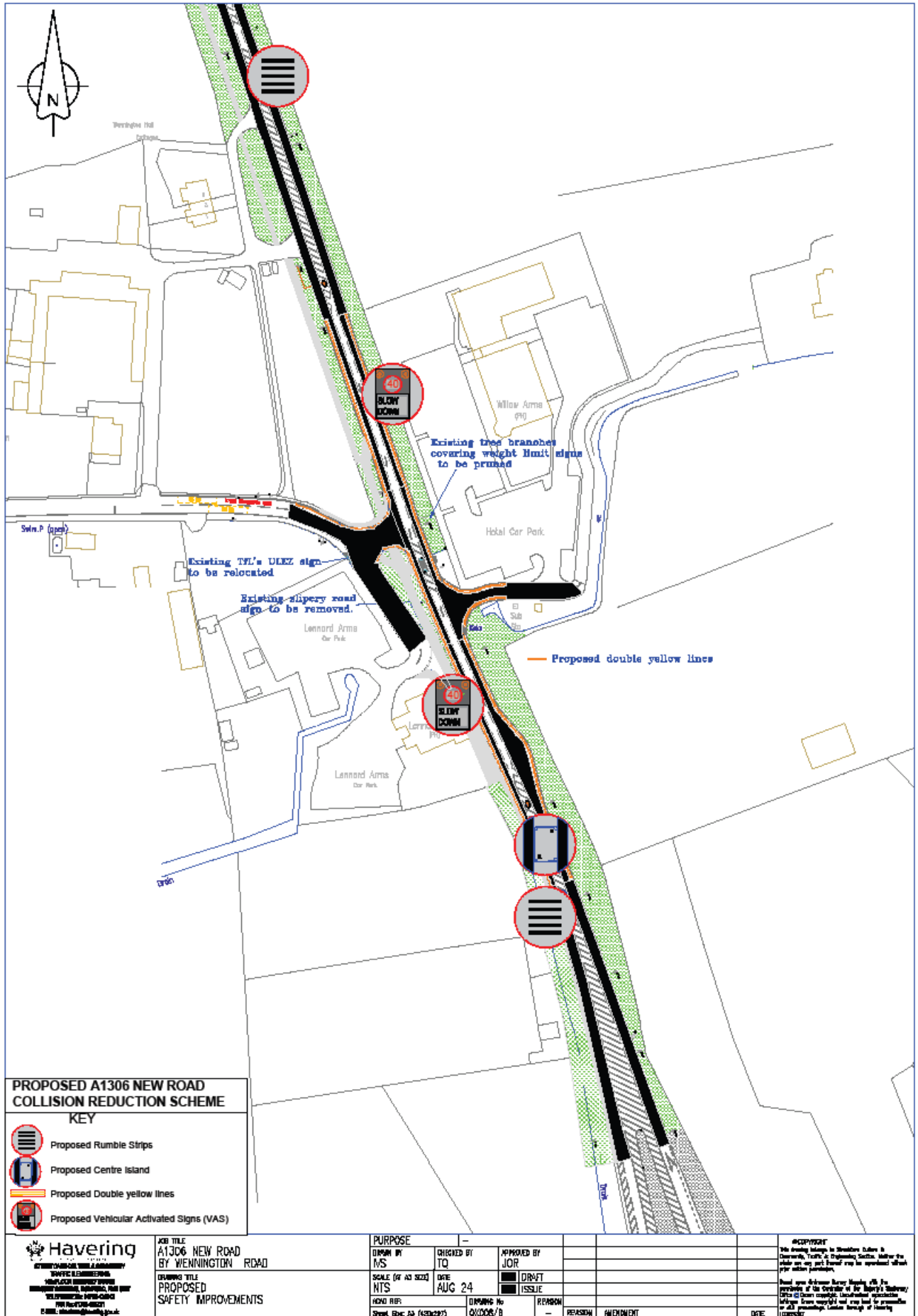
**Non-key Executive Decision**

	<p>warmer weather the noise from these cars at all hours of the night disturbs the local from sitting in their gardens in peace.</p> <p>Traffic lights at the junction of Wennington Road and A1306 would not only give some safety to traffic trying to exit Wennington Road but would also make it easier for the 372 bus to exit and enter Wennington Road, also for the fire engines when having to exit at this point.</p> <p>The double yellow lines proposed at the junction of Wennington Road and A1306, these should be extended along Wennington Road to the Fire Station on both sides of the road, this would then stop the drivers who are going to the boot sale on Willow Farm from parking irresponsibly and blocking the road which in turn impedes the buses from entering or exiting, which has happened recently causing the buses to divert along the A1306 towards Albion roundabout, also they impede the fire engines from exiting/entering at this point.</p>	<p>At present, traffic signals at A1306 New Road / Wennington Road Junction are not necessary. It could be considered at a later date if necessary.</p> <p>Extending the double yellow lines in Wennington Road could be considered at a later date.</p>
QX008/7 (Better Street for Havering)	<p>We do not support the proposals as the consultation information fails to explain how the proposed measures will address the matters of speeding and casualties, the latter of which are not broken down into any level of causation.</p>	<p>The Council believe that proposed measures would improve the situation in the area.</p>
QX002/8 (Havering Resident 4)	<ol style="list-style-type: none"><li>1. The only way to reduce speeding is to install speed cameras. This has been suggested for years by the local residents.</li><li>2. Traffic lights are the only way to make exiting Wennington Road onto A1306 any safer.</li></ol>	<p>The Council is not responsible for the introduction of speed cameras. The speed cameras are installed by TfL. At present, traffic signals at A1306 New Road / Wennington Road Junction are not necessary. It could be considered at a later date if necessary.</p>

**Non-key Executive Decision**

**Appendix 2**  
**Plans**

**Non-key Executive Decision**



**JOB TITLE**  
 A1306 NEW ROAD  
 BY WENNINGTON ROAD

**DRAWING TITLE**  
 PROPOSED  
 SAFETY IMPROVEMENTS

**PURPOSE**

**DRAWN BY**  
 MS

**CHECKED BY**  
 TQ

**APPROVED BY**  
 JOR

**SCALE (IF APPLICABLE)**  
 NTS

**DATE**  
 AUG 24

**REASON**  
 ISSUE

**REASON**  
 AMENDMENT

**DATE**

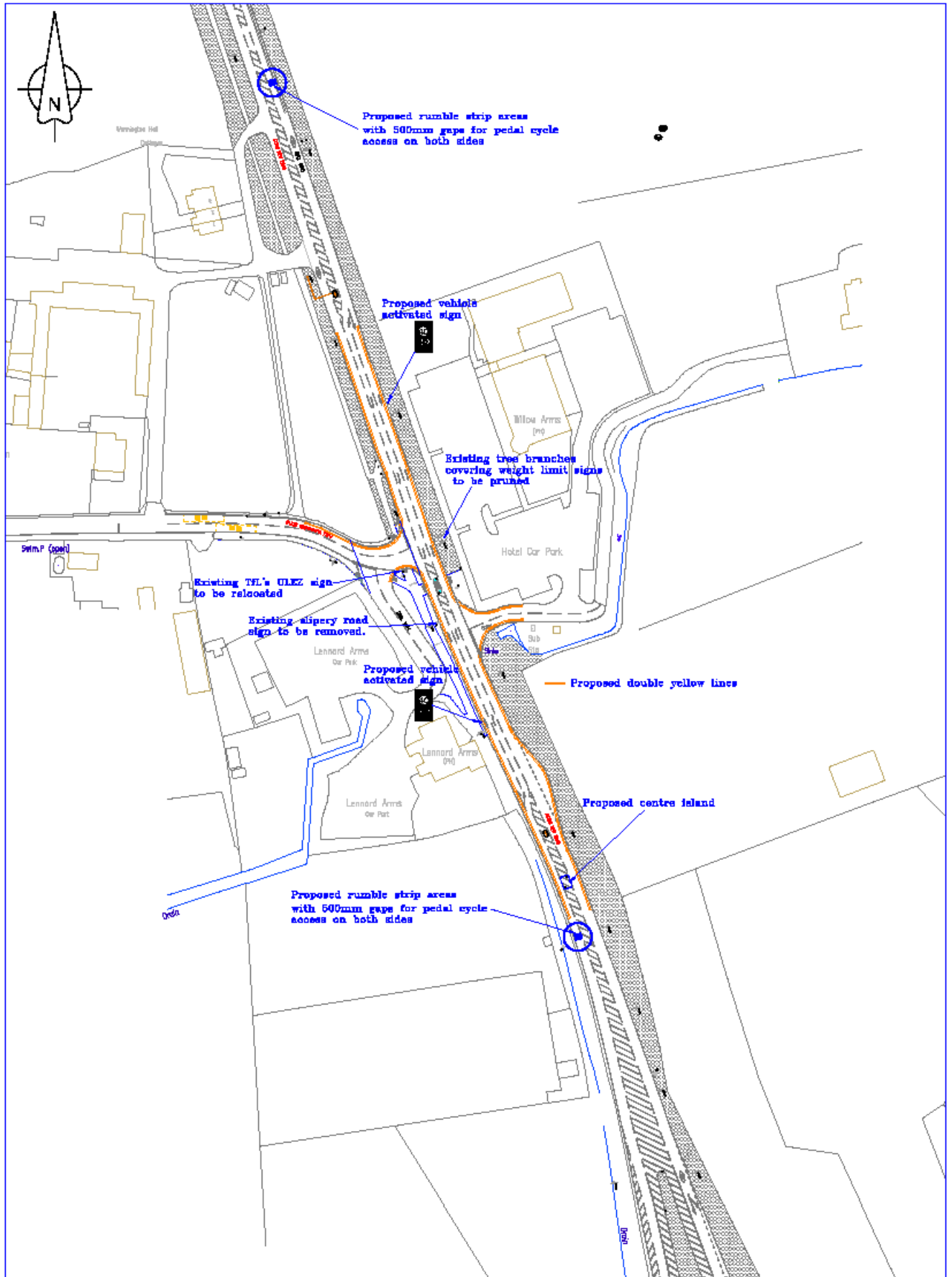
**NOTES**

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**Non-key Executive Decision**



<p><b>Havering</b>  <small>PLANNING AND DESIGN</small>          CONSULTING ENGINEERS AND ARCHITECTS          100-102 CHICHESTER ROAD          CHICHESTER PO19 1SE          TEL: 01243 770000          FAX: 01243 770001          EMAIL: enquiries@havering.co.uk</p>	JOB TITLE <b>A1306 NEW ROAD                  BY WENNINGTON ROAD</b>		PURPOSE -		APPROVED BY JOR		ACCEPTANCE The drawing is subject to the conditions of the contract. It is the responsibility of the client to ensure that the drawing is used for the intended purpose and that any necessary changes are made before construction.	
	DRAWING TITLE <b>PROPOSED                  SAFETY IMPROVEMENTS</b>		DRAWN BY IVS	CHECKED BY TQ	DATE AUG 24	DRAFT ISSUE		
	SCALE (IF AS SHOWN) NTS		ADDD REF:	DRAWING No QX008	REVISION -	REVISION AMENDMENT		DATE 15/08/24
	SHEET No: A3 (142x217)							

**APPENDIX 3**  
**Public consultation letter**



**Highways, Traffic and Parking Schemes**

London Borough of Havering  
Town Hall,  
Main Road  
Romford RM1 3BB

Ref: QX008

Please call: Mr Siva Velup  
Telephone: 01708 433142

Dear Resident/Occupier

**Email:** [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Date: 20<sup>th</sup> December 2024

**A1306 New Road by Wennington Road**  
**Collisions Reduction Scheme - Proposed safety improvements**

We would like to hear your views on a proposed safety improvement scheme for your road.

It follows a feasibility study that was carried out and found that up to 1,700 vehicles per hour use A1306 New Road with speeds of up to 60 mph regularly recorded Along A1306 New Road by Wennington Road. Further analysis of collision records showed that there have been a total of nine personal injury accidents (PIAs) recorded along A1306 New Road between Lambs Lane and Sandy Lane. Of these nine PIAs, 1 was fatal; two occurred in wet conditions and one occurred during the hours of darkness.

With funding being provided by the Mayor of London's Transport for London office (TfL), we can now look at a proposed scheme including the following.

- Install centre island along A1306 between Wennington Road and Sandy Lane.
- Install rumble strips along A1306 New Road north and south of Wennington Road.
- Install 40mph vehicle activated signs along A1306 New Road north and south of Wennington Road.
- Install double yellow lines along A1306 New Road just north and south of Wennington Road, Wennington Road and hotel access road.
- Existing slippery hazard sign to be removed along A1306 New Road just south of Wennington Road
- Existing ULEZ sign to be relocated to reduce clutter to avoid confusion.
- Existing tree branches to be pruned to improve direction sign visibility along A1306 New Road opposite to Wennington Road.

Large scale plans can also be seen on the Council website - <https://consultation.havering.gov.uk/highways>

Your comments on the proposals would be welcomed and should be sent in writing via email to [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk) to be received by **Friday 10 January 2025**.

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Please note I am unable to answer individual points raised at this stage, however your comments will be noted and taken into consideration when presenting the final report to the Council's Lead Member for Environment. Any issues will be addressed at that time.

All comments received are open to public inspection and the report will be made public.

If you need any more information, please contact me by e-mail, shown at the top of the letter.

Yours faithfully,

*V. Siva*

**Siva Velup**

Senior Engineer, Highways, Traffic and Parking.

**Non-key Executive Decision**

**LONDON BOROUGH OF HAVERING**

NOTICE IS HEREBY GIVEN that the Council of the London Borough of Havering proposes to make amendments to the following Orders as follows under the Road Traffic Regulation Act 1984 as amended

**THE LONDON BOROUGH OF HAVERING (WAITING, LOADING AND STOPPING RESTRICTIONS) (MAP BASED) (AMENDMENT No.\*) ORDER 202\***

**PTO1241**

- a) Introduce no waiting at any time restrictions
  - i) On A1306 New Road, both sides between the boundary of Willow Farm / Pitch & Putt Course and a point 45 metres south of Lennard Arms southern boundary
  - ii) On Wennington Road:
    - North side – 40 metres west from A1306 New Road
    - South side – 12 metres west from A1306 New Road
  - iii) On Willow Farm access road, both sides 20 metres east from A1306 New Road

Further information may also be obtained via <https://havering.traffweb.app/> or [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Any objections or other representations about any of the proposed Orders should be sent in writing to the Highways Traffic and Parking Group Manager Havering Town Hall, Main Road, Romford RM1 3BB until the expiration of a period of 21 days from the date on which this Notice is published. All objections must specify the grounds on which they are made.

Dated this 20<sup>th</sup> day of December 2024



**Non-key Executive Decision**

