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**e:** [schemes@haverling.gov.uk](mailto:schemes@haverling.gov.uk)

**Date:** 2<sup>nd</sup> October 2026

**[www.haverling.gov.uk](http://www.haverling.gov.uk)**

**Ref:** C44350/HD

Dear Resident/Occupier

**Heath Drive, Parkway, Gidea Avenue, Brook Road and surrounding roads.**

**Statutory consultation on the proposed 20mph zone and associated traffic management measures.**

Earlier this year, Havering Council consulted you on a proposal to introduce a 20mph zone and associated traffic calming measures in the residential area between the A12 and Main Road, extending from Parkway across to Heath Drive.

The objectives of the scheme are to help reduce the amount of through-traffic and encourage drivers to lower their speed in this area and help improve the environment for residents.

**Thank you to everyone who took the time to respond to the consultation.**

The consultation generated a range of views. These included support for measures to address vehicle speeds, the level of through-traffic and HGV movements, together with concerns about the number, type and location of the physical traffic-calming features originally proposed.

Officers have considered the issues raised and discussed the consultation findings with Councillors. The proposals have consequently been revised to provide a more targeted package of measures. The Council is now undertaking the statutory consultation required before a decision is made on whether to make the relevant Traffic Regulation Order and proceed with the proposed measures.

**What has changed?**

The revised proposals retain the objective of creating a lower-speed residential environment while reducing the extent of physical traffic calming features and focusing measures on locations most affected by traffic speeds, high levels of through-traffic or pedestrian movement.

The proposed 20mph speed limit would apply on the roads shown in yellow on the enclosed plans. Physical traffic-calming measures would be concentrated on Heath Drive and Brook Road, together with targeted crossing and entry features at the locations identified on the plans.

The proposed package comprises:

- a 20mph speed limit on the residential roads within the proposed zone;
- a targeted arrangement of full-width road humps on Heath Drive and Brook Road;

- raised crossing facilities adjacent to pedestrian accesses to Raphael Park on Parkway to provide safer access to the park which can help towards the reduction of vehicle speeds, particularly adjacent to the children's playground;
- raised section of road at the entrance to Heath Drive from Main Road, known as a raised entry treatment, designed to encourage drivers to slow down as they enter the residential area;
- advance warning signs on Main Road and the A12 to notify drivers of speed humps and the unsuitability of the route for HGVs due to raised treatments and road humps;
- changes to existing signing and road markings where required to reflect the proposed 20mph speed limit; and
- limited lengths of double yellow lines at specified junctions to protect visibility and maintain access.

### **Why is the Council proposing these changes?**

The original proposals were developed following concerns raised regarding traffic using residential streets as through routes, high vehicle speeds, and the use of residential roads by larger vehicles.

The Council has considered these objectives alongside the feedback received during the previous consultation. The revised design seeks to provide a more proportionate and targeted package of measures, while retaining features considered necessary to support a 20mph environment and encourage drivers not to speed.

### **Why are physical traffic calming measures proposed?**

A 20mph speed limit on its own would not address all the objectives of the scheme. The targeted road humps are proposed to reduce vehicle speeds and make the route less attractive to cut-through traffic and HGVs.

Following the earlier consultation, the number of physical measures, have been reduced and focused on Heath Drive and Brook Road, where they are needed to achieve these objectives.

### **Monitoring the scheme**

If implemented, the Council will monitor the scheme after it has been in operation for an appropriate period. This will include reviewing vehicle speeds and traffic flows to assess how the scheme is operating against its objectives. The findings will inform whether any further investigation or action is appropriate.

### **Have your say**

If you wish to object to the proposed measures, you can submit your objection by email to [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk) or by post to the address at the top of this letter.

Please state the grounds for your objection, quote reference "C44350/HD", and ensure that it is received no later than Friday 23<sup>rd</sup> October 2026.

Full details of the proposals, including the statutory notice, plans and supporting documents, are available via the following link.

[https://havering.statmap.co.uk/tro/map.html?login=tro\\_public&order=313](https://havering.statmap.co.uk/tro/map.html?login=tro_public&order=313)

## What happens next?

After the statutory consultation closes, officers will consider any objections received, together with the feedback from the earlier consultation and the available traffic evidence.

The officer's assessment and recommendations, together with responses to any objections received, will be included in a report for consideration through the Council's relevant decision-making process. A decision will then be made on whether the proposals should proceed as advertised, proceed with modifications where appropriate, or not proceed.

We are unable to provide a detailed individual response to every representation during the consultation period. However, the material issues raised will be recorded and considered as part of the decision-making process.

If you require further information about the consultation, please contact the Schemes Team using the email address at the top of this letter.

Yours faithfully,

**The Schemes Team**  
Traffic and Parking  
Havering Council

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