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## MINUTES OF A MEETING OF THE HIGHWAYS ADVISORY COMMITTEE Council Chamber - Town Hall 4 July 2017 (7.30 - 8.05 pm)

**Present:**

### **COUNCILLORS**

<b>Conservative Group</b>	Frederick Thompson (Vice-Chair), John Crowder, Dilip Patel and +Wendy Brice-Thompson
<b>Residents' Group</b>	Barry Mugglestone and John Mylod
<b>East Havering Residents' Group</b>	Darren Wise and Brian Eagling (Chairman)
<b>UKIP</b>	John Glanville
<b>Independent Residents Group</b>	David Durant
<b>Labour Group</b>	Denis O'Flynn

An apology was received for the absence of Councillor Frost

+ Substitute Member: Councillor Wendy Brice-Thompson for Councillor Frost

Unless otherwise indicated all decisions were agreed with no vote against.

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

### 111 **MINUTES**

The minutes of the meeting of the Committee held on 6 June 2017 were agreed as a correct record and signed by the Chairman

### 112 **PROPOSALS TO CLOSE FERRY LANE AT ITS JUNCTION WITH LAMSON ROAD, RAINHAM**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following measures are implemented:

1. **Ferry Lane, south side of Rainham Station**

Ferry Lane, Rainham, proposed road closure situated 6.1 metres north-east of its junction with Lamson Road. The proposals are shown on drawing No. QP032-001.

2. Members noted that the estimated cost for implementation was £5,000 which would be met by the Council's Development Capital Programme. There was no time limit imposed on the funds.

**113 RURAL ROADS SPEED LIMIT CHANGES (VARIOUS LOCATIONS)  
ACCIDENT REDUCTION PROGRAMME - PROPOSED 30MPH AND  
40MPH SPEED LIMITS AND SAFETY IMPROVEMENTS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following safety improvements including 30mph and 40mph speed limits, rumble strips areas, vehicle activated sign and 30mph and 40mph roundel road markings as shown on the drawings Nos. QQ001-P1-1 to 6, QQ001-P2-1, QQ001-P3-1 to 2 and QQ001-P4-1 be implemented on the following roads with proposed speed limits as set out below:

<b>ROAD NAMES</b>	<b>PROPOSED SPEED LIMITS (MPH)</b>
Aveley Road	40
Berwick Pond Road	40
Bird Lane	30
Bramble Lane	40
Chequers Lane	40
Dennises Lane	40
East Hall Lane	30
Fen Lane	30
Folkes Lane	30
Gerpins Lane	40
Launders Lane	40
Little Gerpins Lane	40
Nags Head Lane	40
Park Farm Road	40
Pea Lane	30
St Mary's Lane	40
Stubbers Lane	40
Sunnings Lane	30
Tomkyns Lane	30
Upminster Road North	40
Warley Street	40
Warley Road	40
Warwick Lane	40

2. Members noted that the estimated costs of £80,000, would be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

#### 114 **LISTER AVENUE AREA PARKING REVIEW**

Further to comments by a Member of the Committee that the proposed time of the restrictions was satisfactory, the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following proposals be designed and publicly advertised.

- (a) the proposals to introduce a residents parking scheme, operational between 10am and 2pm Monday to Friday inclusive and the related 'At any time' waiting restrictions, as shown on the report in Appendix B, be implemented as advertised;
- (b) the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £8,000, which would be met by the Parking Strategy Investment (A2017).

#### 115 **TPC755 CRANHAM PARKING REVIEW**

Following an amendment to the recommendation to clarify that the proposals are for consultation and not implementation the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following measures precede to consultation:

Plan Cranham 1

1. 24 hour waiting restrictions both sides of the junction of Falkirk Close and Hedingham Rd for a distance of 10m, as shown on the plan in Appendix A Cranham 1;
2. 24 hour waiting restrictions both sides of the junction of Carisbrooke Close and Hedingham Rd, as shown on the plan in Appendix A Cranham 1;
3. 24 hour waiting restrictions outside No. 106 Benets Rd and at the side of 106 Benets Rd, as shown on the plan in Appendix A Cranham 1;
4. 24 hour waiting restrictions at the junction of Frimley Avenue and Somerset Gardens, as shown on the plan in Appendix A Cranham 1;

5. 24 hour waiting restrictions at the junction of Somerset Rd and Holme Rd, as shown on the plan in Appendix A Cranham 1;
6. 24 hour waiting restrictions at the junction of Holme Rd and Benets Rd, as shown on the plan in Appendix A Cranham 1;
7. 24 hour waiting restrictions at the junction of Hedingham Rd and Ashby Close as shown on the plan in Appendix A Cranham 1;
8. 24hour waiting restrictions at the junction of Hedingham Rd and Caernarvon Close, as shown on the plan in Appendix A Cranham 1;

**Plan Cranham 2**

9. change to operational time of waiting restriction in Waldergrave Gardens from 8am-9.30am Monday to Friday to 8am-6.30pm Monday to Saturday, as shown on the plan in Appendix A Cranham 2;
10. change to operational time of waiting restriction in Ashburnham Gardens, Waldegrave Gardens and Engayne Gardens from 8am-9.30am Monday to Saturday to 10am to 3pm Monday to Saturday, as shown on the plan in Appendix A Cranham 2;
11. 24 hour waiting restriction on the junction Engayne Gardens and Waldegrave Gardens, as shown on the plan in Appendix A Cranham 2;
12. 24 hour waiting restrictions on the junction of Hall Lane and Ashburnham Gardens, as shown on the plan in Appendix A Cranham 2;
13. 24 hour waiting restriction on the junction of Ashburnham Gardens and Engayne Gardens, as shown on the plan in Appendix A Cranham 2;
14. 24 hour waiting restriction on the west side of Hall Lane at the side of 1 to 54 Huskards as shown in appendix A Cranham 2.

**Plan Cranham 3**

15. 24 hour waiting restrictions outside No's 20 and 25 Kingfisher Rd and at the junction of Kingfisher Rd and Heron Way, as shown on the plan in Appendix A Cranham 3;
16. 24 hour waiting restrictions at the junction of Heron Rd and Nightingale Rd, as shown on the plan in Appendix A Cranham 3;
17. 24 hour waiting restrictions at the junction of Plover Gardens and Heron Way, as shown on the plan in Appendix A Cranham 3;
18. 24 hour waiting restrictions on Heron way outside No's 73 and 78, as shown on the plan in Appendix A Cranham 3;

19. 24 hour waiting restrictions on the junction of Heron Way and Swift Close, as shown on the plan in Appendix A Cranham 3;
20. 24 hour waiting restrictions outside No's 110 and 151 heron Way, as shown on the plan in Appendix A Cranham 3;
21. 24 hour waiting restrictions on the junction of Heron Way and Moor Lane, as shown on the plan in Appendix A Cranham 3;
22. 24 hour waiting restriction on the junction of Moor lane and Nathan Close, as shown on the plan in Appendix A Cranham 3;
23. 24 hour waiting restriction outside No's 58 and 60 Moor Lane, as shown on the plan in Appendix A Cranham 3;
24. 24 hour waiting restriction at the side of No's 43 and 2a Cranham Gardens and outside No's 12 to 6 Cranham Gardens, as shown on the plan in Appendix A Cranham 3;
25. 24 hour waiting restriction on the junction of Cranham Gardens and Park Avenue, as shown on the plan in Appendix A Cranham 3;
26. 24 hour waiting restriction at the junction of Front Lane and Ingerbourne Gardens, as shown on the plan in Appendix A Cranham 3;
27. 24 hour waiting restriction at the junction of Ingrebourne Gardens and Marlborough Gardens and Marlborough Gardens outside No. 12, as shown on the plan in Appendix A Cranham 3;
28. A parking facility outside the shops on Front Lane Monday to Friday 9am to 5pm no return one hour.

#### Plan Cranham 4

29. 24 hour waiting restriction on the north side of Avon Rd, as shown on the plan in Appendix A Cranham 4;
30. 24 hour waiting restriction on Chelmer Rd outside No's 1-5, as shown on the plan in Appendix A Cranham 4;
31. 24 hour waiting restriction outside No 34 Chelmer Rd, as shown on the plan in Appendix A Cranham 4.

#### 116 **TPC991 - MELLOWES ROAD PARKING REVIEW**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that residents of Mellowes Road be formally consulted on a designed scheme to include the road in the Sector 3

Residents Parking Scheme, operational Monday to Saturday 8.30am to 6.30pm inclusive.

**117 BEECHFIELD GARDENS AND CROW LANE - BROOKLANDS SCH40**

The report before the Committee detailed responses to the informal consultation undertaken with the residents of the Beechfield Gardens and Crow Lane (between its junctions with Sandgate Close and Jutsums Lane) and recommends a further course of action

In accordance with the public speaking arrangements the Committee was addressed by a local resident who was speaking in favour of the scheme. The Committee was informed of the issues that local residents faced with obstructive and dangerous parking due to the close proximity of the road to Queens Hospital and the Royal Mail centre.

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that:

- a) the proposals to introduce a residents parking scheme, operational Monday to Friday 8am to 8pm inclusive, in Beechfield Gardens and Crow Lane (between Sandgate Close and Jutsums Lane), as detailed in the report on drawing Appendix E, be designed and publicly advertised.

Members noted that the estimated cost of the scheme was £3000 which would be funded from the 2017/18 Parking Strategy Investment budget (A2017).

**118 TPC864 - UPMINSTER BRIDGE**

The report before the Committee detailed responses received to the informal consultation undertaken with the residents of the Upminster Bridge Area and recommended a further course of action.

During a brief debate, a Member of the Committee requested that during the course of the public consultation residents be presented with a number of different options for restrictions. Officers clarified that consideration would be given to the restrictions preferred by local residents.

Another Member raised concerns over the consultation suggesting that a number of consultation responses had not been received by officers. Following a suggestion that there was a Council policy of introducing all day parking restrictions as a source of revenue officers confirmed that there was no such policy.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that:

- a) The proposals to introduce a residents parking scheme for the Upminster Bridge Area, operational Monday to Friday 8am to 6.30pm inclusive, (as detailed in Appendix E of the report) be designed and publicly advertised;
- b) The proposals to introduce 5 Pay & Display operational Mon to Fri 8am to 6.30pm inclusive (as detailed in Appendix E of the report) be designed and publicly advertised;

Members noted that the estimated cost of the scheme was £15,000 which would be funded from the 2017/18 Parking Strategy Investment.

#### 119 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing the highway scheme requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee had considered and agreed in principle the schedule that detailed the applications received by the service.

The Committee noted the request report and appended it to the minutes.

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**Chairman**

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

Item Ref	Location	Ward	Description	Officer Advice
<b>SECTION A - Highway scheme proposals without funding available</b>				
Nothing to report this month				
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>				
B1	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). <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>
B2	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>
B3	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.
B4	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	Feasible, would add to existing hump scheme. Funding would need to be provided.

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

Item Ref	Location	Ward	Description	Officer Advice
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.
B6	Squirrels Heath Road/ Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	Speed cameras a remote possibility as they now have to be funded by boroughs and are only considered where there are significant speed-related KSIs.
			Request for pedestrian crossing or refuge to assist residents of Cockabourne Court in accessing adjacent bus stops.	Feasible, but not funded. Formal crossing likely to be very lightly used, so refuge would be more appropriate. Road widening would be required.
A1	Junction of Alma Avenue & Standen Avenue	Hacton	Speed table across entire junction to match that of junction of Alma Avenue and Dawes Avenue. To reinforce 20mph speed limit.	Feasible, but not funded.