

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
15 November 2011 (7.30 - 11.15 pm)**

Present:

COUNCILLORS

Conservative Group	Billy Taylor (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, Lynden Thorpe and Wendy Brice-Thompson
Residents' Group	Brian Eagling and John Wood
Labour Group	Denis Breading
Independent Residents Group	David Durant

An apology for absence was received from Councillor Damian White.

Substitute Member: Councillor Wendy Brice-Thompson (for Damian White).

Councillors Mike Armstrong, Michael Deon-Burton, Andrew Curtin, Nic Dodin, Fred Osborne and Linda Trew were present for parts of the meeting.

There were ten members of the public present at the meeting.

All decisions were taken unanimously, with no votes against unless shown otherwise.

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

There were no declarations of interest.

48 MINUTES

The minutes of the meeting of the Committee held on 18 October 2011 were agreed as a correct record and signed by the Chairman.

49 PARK LANE AREA PARKING REVIEW

The Committee considered a report that detailed the views of those responding to a revised public consultation on an extension to the Romford

Controlled Parking Zone Sector 3, into Park Lane and Clifton Road. The Sector 3 area was presently bounded by Malvern Road, Globe Road, Brentwood Road, Victoria Road, South Street, Thurloe Gardens and Clydesdale Road. Any resident with a permit could park in the zone.

The following scheme was proposed:

- To bring Clifton Road and Park Lane into the current Sector 3 Controlled Parking Zone (north of Malvern Road);
- To provide 1 no. business permit bay in Park Lane, outside nos. 33 and 35.

The Permit bays and single yellow lines would be operational Monday to Saturday 8.30am to 6.30pm.

The report informed the Committee that there were 62 properties in Clifton Road and the scheme would provide parking for approximately 51 vehicles plus 3 existing disabled parking bays located outside registered properties.

By the close of consultation, thirty seven responses had been received which was a 27% response rate, 36 of these were from Clifton Road. No businesses replied. The comments were summarised in the report. Twenty six were in favour of the proposals although some still had reservations about the detail. Ten residents objected.

Many residents mentioned the problems caused by businesses, commuters, school parents and users of the local church and dance school parking in Clifton Road. It was claimed that existing CPZ residents have also been parking in Clifton Road for 'free'. Some respondents did raise the point of these parking problems shifting on to other streets should this scheme go ahead.

Several residents, whilst in favour of the scheme in principle, objected to the extent of the single yellow lines.

The single yellow lines would result in a net loss of available parking space. The affect this would have would only be borne out with time as, once the scheme was implemented, commuters, drivers from schools and other local amenities would be unable to park in Clifton Road, freeing up spaces for permit holders.

An elderly lady residing in Clifton Road depended heavily on non-resident family carers who spent 5 to 6 hours per day with her. They all objected because the carers permit was for a maximum of 2 hours and one visitor permit allowed parking for 4 hours only. This would therefore become expensive for the family.

Some objections related to the increase in length of the disabled bays but this proposal only brought the bay size up to standard. With the proposed

parking bays abutting the disabled bays at either end, the increased length allowed room for the disabled driver to manoeuvre.

In accordance with the public participation arrangements the Committee was addressed by two residents who expressed their views for and against the scheme respectively. The resident who spoke in favour of the scheme outlined various problems residents faced from non-resident parking causing problems to the extent that "free parking" in Clifton Road was being locally advertised. She also expressed residents' concern that the road gets blocked for deliveries and ambulances and residents' driveways get blocked by non-residents.

The resident who spoke against the scheme explained that she and other members of her family cared for an elderly relative and as she did not have a car, she would not obtain a permit. She objected to the 2 hour maximum stay for carers and the cost of the carer's permit.

Councillor Andrew Curtin spoke in favour of the scheme. He explained that he was strongly in favour of the scheme and that residents were also strongly in favour. He said that for Clifton Road, about half had responded and of those, about 73% agreed with the scheme. He urged approval of the proposed scheme.

During deliberations the Committee raised the following issues:

A Member felt that the council should be reviewing the existing CPZ to provide additional parking spaces. He felt that some people agreed with the scheme but also had concerns and so these views should be discounted as they did not fully agree. He felt the scheme would actually reduce the available parking spaces and as such felt the scheme was the wrong solution.

The carer to contact the Cabinet member for Individuals to discuss her relative's circumstances as he felt there was a way of dealing with her issue.

The Committee voted 8 to 1 in favour of the scheme.

The Committee **RESOLVED** to:

1. Recommend to the Cabinet Member for Community Empowerment that the proposals be implemented as shown on the drawing.
 - (a) An extension to Sector 3 Controlled Parking Zone, Drawings QJ054.OF.102.C and 105.C.
2. That the estimated cost of implementing the residual elements of the scheme of £5,000 be met from the 2011/12 revenue allocation for Minor Parking Schemes.

50 UPMINSTER ACCIDENT REDUCTION PROGRAMME

The report before the Committee detailed the findings of the feasibility study and public consultation and set out recommendations for safety improvements.

In October 2010, Transport for London (TfL) approved funding for a number of Accident Reduction Programmes as part of the 2011/12 Havering Borough Spending Plan settlement. The St Mary's Lane and Corbets Tey Road Area – Accident Reduction Programme was one of the schemes approved by TfL. A feasibility study had been carried out to identify accident remedial measures in the area.

The Government and Transport for London had set draft targets for 2020 to reduce Killed or Serious injury accidents (KSI) by 33%; Child KSIs by 50% and pedestrian and cyclist KSIs by 50% from the baseline of the average number of casualties for 2004-08. The St Mary's Lane and Corbets Tey Road Area Accident Reduction Programme would help to meet these targets.

Traffic surveys showed that two-way traffic flows were up to 1600 vehicles per hour during peak periods along St Mary's Lane and Corbets Tey Road.

A speed survey was carried out and the results set out as follows.

Location	85th percentile Speed (mph)		Highest Speed (mph)	
	Northbound /Eastbound	Southbound /Westbound	Northbound /Eastbound	Southbound /Westbound
St Mary's Lane by Sacred Heart of Mary RC School	33	35	38	40
St Mary's Lane by Coopers Coborn School	33	38	39	43
St Mary's Lane by Jobbers Rest public House	32	32	37	40
Corbets Tey Road by The Approach	33	32	37	36
Corbets Tey Road by Longwood Close	34	34	41	41

The 85th percentile speed was the speed not exceeded by 85% of vehicles and was the measure of speed recommended by the Government for the design of traffic management schemes. The speed limits along part of St Mary's Lane and Corbets Tey Road were 30mph. The speed survey showed that the vehicle speeds were higher than the speed limit along these roads.

The report detailed that in the four-year period to December 2010, fifty and twenty three personal injury accidents (PIAs) were recorded along St Mary's Lane and Corbets Tey Road respectively. From the 50 PIAs in St Mary's Lane, six were speed related; twelve occurred during the hours of darkness and six involved pedestrians. The record outlined that of the 23 PIAs in Corbets Tey Road, two were speed related, seven occurred during the hours of darkness and four involved pedestrians.

The following safety improvements were proposed and shown on Drawing Nos QK002/U/1 to QK002/U/5 of the report.

St Mary's Lane

- St Mary's Lane by Norfolk Road. (Drawing No:QK002/U/1)
 - Pedestrian refuge
 - Street lighting improvements
- St Mary's Lane by Sacred Heart of Mary RC School. (Drawing No:QK002/U/2)
 - Vehicle Activated sign
 - Buff coloured surfacing
 - Slow road marking
- St Mary's Lane between Aylett Road and Argyle Road (Drawing No:QK002/U/3)
 - Street lighting improvements
 - Slow road marking
- St Mary's Lane by Lichfield Terrace (Drawing No:QK002/U/4)
 - 'Giveaway' road sign and markings as shown

Corbets Tey Road

- Corbets Tey Road/Park Drive/Gaynes Park Road mini roundabout (Drawing No:QK002/U/5)
 - Larger dome construction
 - Pedestrian refuge as shown
 - Speed cushions as shown
 - Street lighting improvements

The report informed the Committee that these proposals would reduce vehicle speeds and minimise accidents in the area.

In accordance with the public participation arrangements the Committee was addressed by Councillor Dodin. He raised concern over the refuge on Upminster Road near Norfolk Road. He was of the opinion that it would be better outside 164 as it would better serve pedestrians crossing and a potential new Tesco store. In reply the Committee was informed that the design location was to provide some right turning separation and to coincide with a pedestrian injury. If the Committee took a different view, the proposal could be looked at again but consultation on a new location would have to be undertaken.

The Principal Engineer provided the Committee with the following breakdown of the scheme costs:

- Drawing QK002/U/1 - £15k (£9k refuge and £6k street lighting)
- Drawing QK002/U/2 - £8k (£4k VA sign and £4k surfacing/ markings)
- Drawing QK002/U/3 - £20k (mainly street lighting)
- Drawing QK002/U/4 - £500 for road marking
- Drawing QK002/U/5 - £33k (£2k for roundabout dome, £9k for refuge, £2k for speed cushions and £20k for street lighting)

In addition the following provisions were made:

- £5k toward sign maintenance within the rural part of St Mary's Lane,
- £4k for public consultation,
- £9k for staff costs (design and implementation)

The Committee was informed that around 50% of the physical works were street-lighting related and this included:

- Lanterns upgrade
- Replacing concrete columns
- Power connections
- Tree pruning
- Replacing damaged columns

During deliberations the Committee raised the following issues:

Members of the Committee were supportive of relocating the refuge as raised by Councillor Dodin.

A Member felt that the total scheme was not value for money. He felt that only the lighting elements and refuge near Norfolk Road should be implemented.

Another Member was of the view that as the funding was coming from TfL the council should proceed with the scheme.

The Principal Engineer responded that the scheme was prepared as a result of officers' investigation into casualties along the routes and represented their views and advice as a result.

Some Members raised concerns at the low level of responses received during consultation.

A Member proposed that the Committee proceed with the lighting works, reconsult on the refuge and that staff consider new proposals which reduce casualties in a more cost effective way.

A Member stated that officers had been working on the Council's policy to reduce casualties on the road network, hence these proposals.

Councillor Thorpe proposed a motion that the refuge on Upminster Road be reconsulted to be in region of no.164, Councillor Eagling seconded this motion which was unanimously agreed.

Councillor Kelly proposed a motion that the Committee recommend the lighting works for implementation and refuge move for consultation; this proposal was seconded by Councillor Brice-Thompson. The Committee voted in favour by 7 votes to 2 against.

The substantive motion being a combination of the two above was agreed by 7 votes to 2 against.

The Committee considered the report and **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that the following safety improvements be implemented as shown on the relevant drawings.

St Mary's Lane

(a) Pedestrian refuge and street lighting improvements along St Mary's Lane by Norfolk Road (Drawing No.QK002/U/1)

(b) Street lighting improvements and along St Mary's Lane between Aylett Road and Argyle Road (Drawing No.QK002/U/3)

(c) Reconsultation on the position of the pedestrian refuge in the vicinity of 164 Upminster Road to be reported back to a further meeting of Highways Advisory Committee.

Corbets Tey Road

(a) Street lighting improvements at the Corbets Tey Road / Gaynes Park Road / Park Drive mini roundabout (Drawing No.QK002/U/5)

2. That following the public consultation results, additional safety improvements including parking restrictions at the St Mary's Lane / Lichfield Terrace junction will be considered as a separate study. The public consultation results of these proposals would be reported to a future Highways Advisory Committee meeting.
3. That it be noted that the estimated cost of £100,000 can be met from the Transport for London's (TfL) 2011/12

financial year allocation to Havering for the Accident Reduction Programme.

51 **HIGHWAY SCHEMES APPLICATIONS**

The report presented Members with all new highway schemes 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 would either make recommendations to the Head of StreetCare to progress the scheme or the Committee would reject the request.

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

The Committee's decisions were noted as follows against each request:

SECTION A - Highway scheme proposals with funding in place			
Item Ref	Scheme	Description	Decision
H1	Phillip Road, South Hornchurch	Provision of a speed hump (sleeping policeman) either approach to the junction with Edmund Road.	AGREED
SECTION B - Highway scheme proposals without funding available			
H2	Kings Gardens, Cranham	Request for speed humps or camera.	REJECTED
H3	Heath Drive, Gidea Park	Traffic calming to deal with speeding motorists	REJECTED
H4	Randall Drive, Hornchurch	Resident lives on the bend of this road, is concerned that traffic is reaching speeds of 60mph and that somebody will be killed.	REJECTED
H5	Ferguson Avenue and Belgrave Avenue, Ardleigh Green	Speeding and rat running traffic accessing A127 from Brentwood Road, recently made even worse by temporary traffic signals. Request to deal with problem	REJECTED

H6	Lynton Avenue, Collier Row	Traffic calming to deal with rat running motorists and motorcyclists	REJECTED
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52 SUSPENSION OF STANDING ORDERS

During the discussion of the reports, the Committee **RESOLVED** to suspend Committee Procedure Rule 8 in order to complete the consideration of the remaining business of the agenda

53 TRAFFIC AND PARKING SCHEMES REQUESTS

The report before the Committee detailed all Minor Traffic and Parking Scheme application 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 would either make recommendations to the Head of StreetCare to progress the scheme or the Committee would reject the request.

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

The Committee's decisions were noted as follows against each scheme:

Item Ref	Scheme	Description	Decision
SECTION A – Minor Traffic and Parking Scheme Requests			
TPC133	Woburn Avenue/Elm Park Avenue and Carfax Road/Woburn Avenue, Hornchurch	Request for junction protection at the junction of Woburn Avenue and Elm Park Avenue and at the junction of Carfax Road and Elm Park Avenue	Rejected
TPC134	Crowlands/Ainsley Avenue	Request for double yellow lines at the apex of the bend between Crowlands and Ainsley Avenues to ensure sightlines are maintained	Rejected
TPC135	South Lodge, South Drive, Gidea Park	Request from new owner of property to remove the current parking restrictions or allow on-street parking for residents	Rejected
TPC136	29 Hill Grove	Request for restrictions in Hill Grove due to increased number of vehicles parked in the road following the implementation of	Deferred for wider review of Sector 5

**Highways Advisory Committee, 15
November 2011**

		restrictions in Cedric Avenue	
TPC137	Mavis Grove/Mill Park Avenue, Hornchurch	Request of implementation of Pay and Display in Mavis Grove, adjacent to Zizzi's restaurant and opposite number 9 Mavis Grove. In addition, to introduce a part-time 10.30am until 11.30am restriction in Mill Park Avenue with DYs and a free bay close to it's junction with Ravenscourt Road	Rejected
TPC138	Ashvale Gardens (opposite James Oglethorpe School)	Request to introduce part-time restrictions at pick-up and drop off times on carriageway opposite the school site and in the turning head	Rejected
TPC139	Beaumont Close, Gidea Park	Request for junction protection at the junction of Beaumont Close and Upper Brentwood Road to deter obstructive parking close to the junction	Rejected
TPC140	Ayr Green, Rise Park	Request for junction protection at the junction of Ayr Green and Ayr Way to deter obstructive parking close to the junction	Rejected
TPC141	Laburnham Gardens, Cranham	Request for junction protection at the junction of Laburnham Gardens and Moor Lane to deter obstructive parking close to the junction	Rejected
TPC142	Lonsdale Avenue, Romford	Request for residents parking scheme due to increased long term commuter parking in the area	Authority given to consult with Questionnaire, in Lessington Ave, Derby Ave, Kimberly Ave, Ainsley Ave
TPC143	Brights Avenue, Rainham	Request for junction protection at the junction of Brights Avenue and Arterial Avenue to deter obstructive parking close to the junction	Rejected
TPC144	Witham Road, Gidea Park	Request for restrictions on one side of the road up to the access route for the flats opposite No. 2 to deter obstructive parking for a resident who has a disability and has difficulty accessing and egressing their driveway	Rejected
TPC145	7 Eastern Road	Request to extend double yellow line across dropped kerb and garage access to the business premises	Rejected
TPC146	Wiltshire Avenue, Hornchurch	Request for junction protection at the junction of Denbigh Close and Wiltshire Avenue and DYs restrictions to the apex of the bend outside 53 Wiltshire Avenue	Rejected
TPC147	Venette Close, Rainham	Request to extend single yellow line past 1 Venette Close to deter obstructive parking	Rejected

**Highways Advisory Committee, 15
November 2011**

TCP148	North Romford Street,	Request for residents parking scheme for residents of North Street adjacent to The Avenue	Rejected
TCP149	Chase Cross Road, Collier Row	Request for restrictions near the junction with Havering Road to be implemented from the bus stand back to the zebra crossing	Rejected
TCP150	Bus Stop Clearways	Request to amend plates across borough to show 'local buses' only in bus stop clearways	Agreed
TCP151	Lynwood Drive, Collier Row	Request to extend double yellow lines from junction with Clockhouse Lane to cover the access and egress of Lynwood Medical Centre deterring obstructive parking	Agreed
TCP152	Etton Close, Hornchurch	Request to implement 'At any time' restrictions in the Close and at its junction to deter obstructive parking, particularly for those residents with vehicle crossovers	Rejected
TCP153	Masefield Crescent, Harold Hill	Request to implement junction protection at the junction of Masefield Crescent and Byron Way; 8.30am till 6.30pm restriction to the junction with Byron Way and the boundary of No 46 Masefield Crescent to deter obstructive parking; implement Pay and Display at shopping areas on junction with Straight Road	Rejected
TCP154	Appleton Way, Hornchurch	Request to implement pay and display in free parking areas to rear of retailers and restaurants	Agreed
SECTION B – Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			
TPC70	Mashiters Walk, Romford	Request for single yellow line restriction between 10am and 11am following increase in commuter parking as a result of the restrictions recently implemented in the Lake Rise/Rosemary Avenue Area	Noted
TPC93	Engayne Gardens, Upminster	Request to remove or convert to residents' parking bays a free parking bay on the corner of Engayne and Ashburnham Gardens	Noted
TPC120	Ruskin Avenue, Spenser Crescent, Masefield Drive and Hall Lane, Upminster	Request for junction protection at junction of Ruskin Avenue with Masefield Drive, Spenser Crescent with Masefield Drive, Spenser Crescent with Hall Lane and Masefield Drive with Hall Lane plus double yellow lines at the apex of bends in Masefield Drive to deter obstructive parking by users of Upminster Hall Playing Fields	Noted
TPC124	Beaul Road Romford	Request for junction protection marking on the Beaul Road at its	Noted

**Highways Advisory Committee, 15
November 2011**

		junction with Pettits Lane	
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	Noted
TPC132	Howard Road Upminster	Request to increase the limited waiting time to prevent parking/obstruction to residents drive	Noted IH had been to see the resident of no.4 and a proposal will be put to next months meeting to install a free bay outside nos.6 and 8.

Chairman