

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Town Hall, Main Road, Romford  
18 February 2014 (7.30 - 9.10 pm)**

**Present:**

**COUNCILLORS**

**Conservative Group** Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, Barry Oddy, Wendy Brice-Thompson and Lesley Kelly

**Residents' Group** Brian Eagling and John Wood

**Labour Group** Denis Breading

**Independent Residents Group**

**UKIP**

Apologies were received for the absence of Councillors Jeffrey Brace, Damian White, David Durant and Lawrence Webb.

+Councillors Lesley Kelly and Wendy Brice Thompson substituted for Councillors Brace and White respectively.

Councillor Linda Hawthorn and Michael Armstrong were also present for part of the meeting.

There were 20 members of the public present at the meeting.

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

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

**62 MINUTES**

The minutes of the meeting of the Committee held on 14 January 2014 were agreed as a correct record and signed by the Chairman subject to an amendment to the decision on TPC 392, wording to include Agreed to informal consultation on extent of proposal.

**63 BUS STOP ACCESSIBILITY SQUIRRELS HEATH LANE (DAVID LLOYD CENTRE) - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered the report and without debate, **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in the report and shown on drawing QM016-OF-58A be implemented:
2. That it be noted that the estimated cost of £700 for implementation would be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility.

**64 PARK LANE - PROPOSED HUMPED ZEBRA CROSSING. OUTCOME OF PUBLIC CONSULTATION**

The report before the committee detailed the outcome of a consultation on the provision of pedestrian facilities along Park Lane and humped zebra crossing with kerb build out.

The report informed the Committee that the traffic surveys showed that two-way traffic flow was up to 550 vehicles per hour during peak periods along Park Lane. That in the four-year period to June 2013, four personal injury accidents (PIAs) were recorded along Park Lane in the vicinity of Malvern Road and Clifton Road. Two involved school children and all were slight injuries. A speed survey detailed that vehicles on average, travelled above the speed limits along Park Lane.

The report proposed the provision of a humped zebra crossing along Junction Road as shown on drawing no. QM032/1. This proposal would provide pedestrian facility and improve road safety in the area.

A consultation letter describing the proposals was delivered to 60 local residents/occupiers in the area affected, emergency services, bus companies, local Members and cycling representatives. Six written responses from local Members, London Buses and residents were summarised in the appendix of the report.

The report explained that the proposed humped zebra crossing with kerb build out would provide a safer pedestrian crossing facility and minimise accidents along Park Lane in the vicinity of Malvern Road and Clifton Road. Raphael Independent School is situated in the vicinity of proposed zebra crossing. It was therefore recommended that the proposed safety improvements be implemented.

In accordance with the public participation arrangements the Committee was addressed by a local resident who objected to the proposed scheme but generally accepted that something needed to be done about speeding

vehicles in Park Lane. The objector felt the scheme would cause problems for traffic and stated she would not have bought her flat if she had known a zebra crossing was going in. The objector also raised concerns over the congregation of people in the alleyway between No 58 and 68 Park Lane that would result from the installation of the crossing.

During general debate, Members of the Committee considered the safety of the build out. A Member was of the view that the proposed scheme was an accident waiting to happen; that it was in the wrong place and would restrict the width of the road with the result that the road would be more dangerous.

The Committee **RESOLVED:**

Having considered the representations and information set out in the report to recommend to the Cabinet Member for Community Empowerment that the proposal be rejected.

By the following vote eight votes in favour with 1 against. Councillor Thompson voted against rejecting the scheme.

65 **BUS STOP ACCESSIBILITY ARDLEIGH GREEN ROAD, ADDITIONAL PROPOSALS. OUTCOME OF PUBLIC CONSULTATION**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops along Ardleigh Green Road.

The report outlined the following proposals for accessibility improvements that had been developed for various existing bus stops along Ardleigh Green Road in addition to those considered by the Committee in December 2013;

<b>ARDLEIGH GREEN ROAD</b>		
<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QM016-OF202A	Opposite 225 to 229	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.  The southern school keep clear marking to be relocated south (towards Helen Road and reduced in length. Existing school keep clear restrictions to be amended from:  During term time, Monday to Friday

		8:15am - 9:15am & 3:00pm to 4:15pm To Monday to Friday 8:00am to 5:00pm
<b>OPTION 1</b> QM016-OF-205A (northbound stop only)	Outside 75 to 83	<b>Existing Location</b> 37 metre bus stop clearway.
<b>OPTION 2</b> QM016-OF-205/2A (northbound stop only)	Outside 69 to 73	<b>Bus stop to be relocated from outside property number 81-83 to outside property number 69-73</b> 33 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.

The proposals shown on drawing QM016-OF-205-2A (Option 2, outside 69 to 73) were as a result of comments received in response to the proposals shown on Drawing QM016-OF-205A (Option 1, outside 75 to 83) and at the request of the Chairman following representations from residents. These proposals were presented as alternatives.

With regard to the proposals shown on drawing QM016-OF-205A (Option 1, outside 75 to 83), approximately 10 letters were hand-delivered to those potentially affected by the scheme for comments.

With regard to the proposals shown on drawings QM016-OF-202A (opposite 225 to 229) and QM016-OF-205-2A (Option 2, outside 69 to 73), about 15 letters were hand-delivered to those potentially affected for comments. The adjustments to the School Keep Clear restrictions shown on drawing QM016-OF-202A were also publicly advertised.

The report informed the Committee that Ward councillors, HAC members and standard consultees (London Buses, Emergency services and interest groups) were also consulted.

At the close of the consultation, 10 responses were received which were summarised in Appendix I of the report. The responses were all concerned with the alternatives proposed on drawings QM016-OF-205A and QM016-OF-205-2A.

The proposed changes shown on drawings QM016-OF-202A (opposite 225 to 229) did not elicit any responses and so officers recommend that the works proceed as consulted.

The alternative proposals set out on drawings QM016-OF-205A and QM016-OF-205-2A attracted objections to changes to the bus stop in its existing location (addition of a bus stop clearway and the rotating of the bus shelter) and relocating the stop to a position opposite Ayloffs Walk (footway works, shelter, bus stop flag and clearway)

Staff requested that members considered the various matters raised by residents (and set out in Appendix I) in both the existing and proposed locations and recommend a treatment accordingly.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke against recommendation 2 of the report relating to the bus stop outside 75 to 83 Ardleigh Green Road. The bus stop being outside the speaker's property. The speaker informed the Committee of the current problems that she had accessing her drive way and how these difficulties would be exacerbated if the proposed scheme were to be approved. The speaker suggested that her life was being made hell by

the current bus stop location and that the proposed clearway would force her to park up the street and then walk back to open the gates to her drive way. The speaker stated that she had suffered from difficulties with the bus stop for years and had not been given the opportunity to comment when the bus stop was originally installed.

With the agreement of the Committee, Councillor Lynden Thorpe addressed the Committee speaking on behalf of residents concerned about recommendation 2. Councillor Thorpe stated that residents objected to the scheme because of highway safety at the junction with Ayloffs Walk. Councillor Thorpe suggested that the current layout should be retained and the proposals should be rejected.

During the general debate Members noted the concerns of the speaker in relation to accessibility to her driveway. A Member of the Committee was of the view that the current location was not ideal, but the alternative would be more problematic and would undermine highway safety.

In relation to recommendation 1 of the report the Committee **RESOLVED:**

To recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements as set out on drawing QM016-OF-202A be implemented.

The vote for recommendation 1 was unanimous.

The Committee noted the estimated cost of recommendation 1.

In relation to recommendation 2 of the report the Committee **RESOLVED:**

To recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements as set out on drawings QM016-OF-205A (Option 1) and QM016-OF-205-2A (Option 2) be rejected.

The vote to reject recommendation 2 was 8 in favour and 1 against. Councillor Wallace voted against rejecting recommendation 2.

66 **SQUADRONS APPROACH PROPOSED PART TIME WAITING RESTRICTONS - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered the report and without debate, **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that the part time waiting restrictions detailed

out in the report and shown on drawing QK051/HCP/01 be implemented

2. That it be noted that the estimated cost of £750 for implementation would be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Improved Access to Hornchurch Country Park.

**67 PROPOSED PAY & DISPLAY BAY - BALGORES CRESCENT - COMMENTS TO ADVERTISED PROPOSALS**

The report before the Committee detailed responses received to the advertised proposals to convert the existing free parking bay located in Balgores Crescent into a Pay & Display bay area.

The report informed the Committee that the proposals were advertised with a 2 hour maximum stay period, although officers recommend to the Committee that they should approve an increase of the maximum stay period to 3 hours, to fall in line with the harmonisation of the borough wide Pay and Display operational hours.

Residents of 27 addresses in the immediate area of the proposed scheme were advised by letter detailing the proposals. Eighteen statutory bodies were also consulted and site notices were placed in Balgores Crescent.

At the close of the public consultation, seven responses were received all objecting to the proposals to implement a Pay and Display scheme within the existing free bay.

In officers' view, the proposed design should be implemented as advertised to promote shorter term parking in the existing parking bays and introduce a more user friendly parking solution for local businesses and amenities.

In accordance with the public participation arrangements the Committee was addressed by a resident who objected to the proposed scheme. The speaker informed the Committee that the proposals would lead to further parking problems for residents, local businesses and visitors to the area.

During general debate, Members discussed whether the scheme would actually improve parking issues faced by residents, businesses and visitors. Members noted that there was generally a good availability of empty parking spaces in the area. A Member noted that parking restrictions in the area were working as there was a high turnover of vehicles with people parking for less than 2 hours. It was suggested that the parking provision should be reviewed again in 6 months time.

Following a motion to reject the scheme with a further review to be undertaken in 6 months time the Committee **RESOLVED** to recommend to the Cabinet Member for Community Empowerment that the scheme be rejected.

**68 TPC279 - BROOKLANDS PARKING REVIEW. COMMENTS TO ADVERTISED PROPOSALS**

The Committee considered a report that outlined the responses received to the informal consultation and subsequent advertised proposals for the creation of a new permit parking zone (R07), the introduction of waiting restrictions, a bus stop clearway, limited stay parking bays and Pay and Display parking provision in the Brooklands Ward.

The report informed the Committee that following the informal consultation, and based on the collected data, officers produced an appropriate design and conducted a formal consultation. The proposals were designed in consultation with the Ward Members and Stakeholders and were subsequently advertised. Residents in the immediate area of the proposed scheme were notified by letter and site notices also placed throughout the area.

In addition, key stakeholders were consulted such as London Buses, Emergency services and Ward Councillors.

By the close of consultation, 89 responses had been received a 20% response rate overall, 61% (54) were in favour of the proposal, with 34% (31) not in favour, and 5% (4) in favour of part of the scheme.

During the consultation, officers offered a further proposal shown on drawing reference Plan 2 to include free parking bays with a maximum stay of 3 hours and no return within 2 hours on both sides of the road, near to the junction of Rush Green Road. This would provide a parking facility for visitors to the area, including those of St Augustine's Church and local businesses. By the close of consultation, 11 responses had been received, 7 were in favour of the proposal, with 4 not in favour.

The report included officers' comment on the proposed scheme, which informed the Committee that the introduction of permit parking in Dagenham Road, Lilliput Road, East Road, Wolseley Road, West Road, Grosvenor Road, and Birkbeck Road would increase the available kerb space for resident in these roads. That the introduction of a Pay & Display parking area in Birkbeck Road at the junction of Dagenham Road would provide a facility for those visiting the businesses and shops.



The scheme would also improve accessibility to bus service with the introduction of a bus stop clearway on Dagenham Road between Birkbeck Road and Grosvenor Road, heading into Romford. The introduction of waiting restrictions on Dagenham Road was aimed to improve accessibility for resident to private forecourts, traffic flow and reduce congestion during busy periods.

That the introduction of free parking bays on Birkbeck Road with a maximum stay of 3 hours and no return within 2 hours on both sides of the road, near to the junction of Rush Green Road would provide a parking facility for visitors to the area, including those of St Augustine's Church and local businesses.

In accordance with the public participation arrangements the Committee was addressed by a resident in opposition to the scheme. The speaker suggested that the consultation was misleading; that to charge for residents parking permits was illegal; and that it would be immoral for parking enforcement to be undertaken in the area.

A resident speaking in favour of the proposed scheme stated that local residents were unable to park in the area as hospital workers and hospital visitors were competing with residents for parking spaces. The speaker noted instances of aggressive and intimidating parking behaviour, including blocking residents drive ways.

With the agreement of the Committee, the Chairman read out a letter of representation from Councillor Robert Benham.

Councillor Benham stated that he was in favour of the proposed scheme as a result of the new development on the Oldchurch Hospital site that had created a myriad of parking problems for the residents of Rush Green. Councillor Benham was of the opinion that the proposal would help to create a clear path along Dagenham Road.

During general debate, Members acknowledged the need for something to be done in area to assist local residents

The Committee **RESOVLED:**

To recommend to the Cabinet Member for Community Empowerment that the proposals shown on drawings reference plan 1 and plan 2 attached to the report be implemented:

1. as advertised with the permit element operational between 8am and 6.30pm Monday to Saturday and the effects of implementation be monitored for a period of 6 months, and report back to the Committee with any further recommendations.

2. That it be noted that the estimate cost of £11,000 for implementation would be met from the 2013/14 Minor Parking Schemes budget.

**69 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

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 considered and agreed in principle the schedule that detailed the applications received by the service en bloc.

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

Item Ref	Location	Description	Decision
<b>SECTION A - Highway scheme proposals with funding in place</b>			
H1	Repton Avenue (by Main Road). Road Currently closed with a gate.	Experimental road closure came into force in 1999 and no decision was taken to make permanent or remove.	AGREED
H2	The Ridgeway (by Lodge Avenue). Road currently closed with a gate	No record of Traffic Order can be found for road being closed	AGREED
H3	Crow Lane, Romford	Add Crow Lane into casualty reduction programme under "Brooklands Package" for 2014/15 LIP	AGREED
<b>SECTION B - Highway scheme proposals without funding available</b>			
H4	White Hart Lane, near Crownfield School	Request for 30mph VA sign	REJECTED

H5	Catherine Road, Romford	Request for 20mph speed limit	REJECTED
H6	Rainham Road, Dunningford Close Junction, Elm Park	Request to signalise junction and/ or widen right turn pocket from Rainham Road into Dunningford Close	REJECTED
H7	Western Road, Romford	Provision of traffic calming associated with pelican crossing outside shopping centre, possibly two stage speed table layout. Concerns about pedestrian safety at crossing	REJECTED
H8	Front Lane, near Kings Gardens/ Brookmans Close	Request for zebra crossing as residents finding it difficult to cross the busy road, especially children walking to Hall Mead School. Local concern following incident where 12-year old hit crossing the road	AGREED 8-1
H9	Rainham Road, by Blacksmiths Lane, South Hornchurch	Replace zebra crossing with signalised crossing	REJECTED 8-1
H10	Ingrebourne Gardens, Cranham	Request for traffic calming	REJECTED 8-1 abstention
H11	Redden Court Road	Restriction on the use of the road by buses and HGVs using street as a "U" turn from A127 Southend Arterial	REJECTED 8-1

## 70 TRAFFIC AND PARKING SCHEMES REQUEST

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

<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>			
<b>Highways Advisory Committee, 18 February 2014</b>			
<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
<b>TPC394</b>	Court Avenue	Parking restrictions 10.30-11.30am and residents parking bays in Court Avenue, Harold Wood to this to prevent commuters parking all day. Vehicles also overhang residents' crossovers which impairs their vision when driving into the road from their driveways.	AGREED
<b>TPC395</b>	Drapers Academy School in Settle Road Harold Hill	Request from Drapers Academy School to have yellow zig zag markings outside the school entrance.	AGREED
<b>TPC396</b>	Hylands Primary School, Benjamin Close, Hornchurch	Request for "School Keep Clear" markings outside school entrance	AGREED
<b>TPC397</b>	Gidea Avenue/Gidea Close, Gidea Park	Parking in the parking bays to be restricted to a maximum of a 4 hour stay no return within 1 hour Monday to Friday	AGREED

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

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**Chairman**