

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
12 August 2014 (7.30 - 9.25 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Ray Best (Vice-Chair), Frederick Thompson, John Crowder, Dilip Patel and Carol Smith
<b>Residents' Group</b>	June Alexander, Barry Mugglestone, John Mylod and Ron Ower
<b>UKIP</b>	Ian de Wulverton (Chairman)
<b>Independent Residents Group</b>	David Durant

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

Councillor De Wulverton declared a personal interest in item TPC373 Amersham Road – Extension to existing school keep clear. Councillor De Wulverton stated that he lived in close proximity to the area but confirmed that his personal interest was not prejudicial to his ability to determine the application.

6 members of the public were present.

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

**6 MINUTES**

The minutes of the meeting of the Committee held on 8 July 2014 were agreed as a correct record and signed by the Chairman.

**7 BUS STOP ACCESSIBILITY WHITE HART LANE - OUTCOME OF PUBLIC CONSULTATION**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements set out in the report and shown on the following drawings be implemented;

- QN008-OF-A17-A
- QN008-OF-A18-A
- QN008-OF-A19/A20-A
- QN008-OF-A21/A22-A
- QN008-OF-A23/A24-A

2. That it be noted that the estimated cost of £2,900 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

## 8 **BUS STOP ACCESSIBILITY SLEWINS LANE - OUTCOME OF PUBLIC CONSULTATION**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops along Slewins Lane.

The report informed the Committee that improvements to the bus stop environment such as raised kerbs, relayed footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities would help with making bus stops fully accessible to all people.

The introduction of bus stop clearways improves the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It is important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ kneeling buses are considerably reduced (if not removed) if the bus cannot position next to the kerb.

In accordance with the public participation arrangements the Committee was addressed by a local resident who detailed his view against Recommendation 2(a) as detailed in the report ("Option 1"). The resident spoke in favour of Recommendation 2(b) as detailed in the report ("Option 2"). He stated that Option 2 was more favourable than Option 1 for the following reasons: that it was safer for traffic flow; presented a preferable pedestrian crossing point; reduced overlooking of neighbouring properties.

Following a brief debate during which members received clarification on objections to the scheme, the Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements set out in the report and shown on the following drawings be implemented:
  - QN008-OF-A64-A
  - QN008-OF-A66-A
  - QN008-OF-A67&68-A

2. That the Committee having considered the representations made recommend to the Cabinet Member for Environment that the following bus stop accessibility options as set out in the report and shown on the following drawings be implemented:

(a) QN008-OF-A65/02-A (Option 2 – alternative location)

3. That it be noted that the estimated cost of £20,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocations for Bus Stop Accessibility.

## 9 **BUS STOP ACCESSIBILITY CHASE CROSS ROAD - OUTCOME OF PUBLIC CONSULTATION**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops along Chase Cross Road

The report detailed that improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities would help with making bus stops fully accessible to all people. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this would only be appropriate where carriageways are very wide.

The introduction of bus stop clearways also improved the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb.

The proposals for accessibility improvements along Chase Cross Road had been developed for various bus stops as set out in the report.

By the close of consultation on 9 July 2014, seven responses were received as set out in Appendix I of the report. One response included a petition of approximately 200 signatures in opposition to one of the proposals.

London Buses and the Metropolitan Police Traffic Unit raised no issues in relation to the proposals.

A resident raised concern about having to turning round the bus shelter on the stop to the flank of 1 Irons Way (Drawing QN008-OF-A01/02-A, towards Collier Row) because of the narrow footway.

Five respondents and the petition objected to the proposal to relocate the bus stop from outside 101/103 to outside the Baptist Church (Drawing QN008-OF-A01/02-A, towards Havering-atte-Bower and the Hill Rise Estate.

In Officer's view, the stop to the flank of 1 Irons Way, the footway was at least 2.3metres in width which was considered sufficient. The reoriented shelter would make it easier for people to walk past the bus stop where they were currently hemmed in by the shelter and a high fence. Members were informed that the decisions on works to shelters remain that of London Buses.

The current bus stop outside 101/103 cannot be made accessible, even for the front loading doors of a bus because of the adjacent vehicle crossings serving the residents on either side of the stop.

The location outside the Baptist Church was selected because it provided the longest section of footway within which a high kerb could be provided and also made the spacing between the preceding and next stops about equal.

Staff are content that the location was safe and as in any other case, drivers had a responsibility to react appropriately to road conditions and it might mean very short term congestion while a bus loads/unloads.

The Committee was asked to consider the various issues raised and balance them against the Council's general duty to make the highway network accessible. In terms of impacts, officers would suggest that the effect on the car spares business should carry most weight. There may be an alternative to the Baptist Church, but the Committee would note that objections are likely to be forthcoming with any proposal.

During the general debate Members discussed the representations received objecting to the relocation of the bus stop to outside the Baptist Church. Members raised concerns over the practicality of the relocation taking account of the impact on attendees of the Church and vehicular access to the Church.

A Member explained that he had spent time on site with residents looking at the proposal outside the Baptist Church. He felt the proposal was raised issues for drop offs/ pickups by the church particularly with the number of children that use the venue. The Member stated that if the scheme were to be implemented people would need to be dropped off and picked up on the opposite side of the road to the Church which raised safety concerns with crossing the road. The Member also raised concerns over the effect of the proposal on the operations of a local business. The Member felt that an alternative location needed to be looked at.

It was suggested that a better location for the bus stop would be outside No.123.

A Member stated that moving the stop towards the existing zebra crossing would be preferable for safety reasons.

The Committee **RESOLVED:**

To recommend to the Cabinet Member for Environment

1. That the bus stop accessibility improvements set out in the report and shown on the following drawings be implemented:
  - QN008-OF-A01/A02-A (bus stop towards Collier Row only)
  - QN008-OF-A03/A04-A
  - QN008-OF-A05-A
  - QN008-OF-A06-A
2. That in relation to the proposed relocation of the bus stop from outside 101/103 Chase Cross to outside the Baptist Church as shown on Drawing QN008-OF-A01/A02-A (stop towards Havering-atte-Bower/ Hill Rise Estate), the Committee having considered the representations recommend that
  - (b) The proposal be rejected and the Head of Streetcare investigates any other possibilities, notwithstanding the general lack of kerb space to create accessible stops.
3. That it be noted that the estimated cost of £24,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

**10 BUS STOP ACCESSIBILITY SQUIRRELS HEATH LANE - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that detailed responses to a consultation for the provision of fully accessible bus stops along Squirrels Heath Lane.

The report informed the Committee that improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities would help with making bus stops fully accessible to all people.

The introduction of bus stop clearways improves the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It is important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ kneeling buses are considerably reduced (if not removed) if the bus cannot be positioned next to the kerb.

The proposals for accessibility improvements had been developed for various bus stops along Squirrels Heath Lane as set out in the table.

Drawing Reference	Location	Description of proposals
QN008-OF-A60-A	Outside Squirrels Court	29metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A61-A	Opposite 27 to 41	43 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A62-A	Outside Snowdon Court	41 metre bus stop clearway.  Adjust Zig Zags of depart side of zebra crossing
QN008-OF-A63-A	Outside 82 to 88	31metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.  <i>Note: Space would be left should number 84 requests a formal vehicle crossing in the future.</i>

The report detailed that at the close of consultation on 9 July 2014, seven responses were received as set out in Appendix I to the report.

London Buses and the Metropolitan Police Traffic Unit did not raise any concerns with the proposals. Four residents raised the following concerns in connection with the existing bus stop outside Nos.82 to 88.

- Concerns about safety of bus stop position being on a bend,
- Difficulties residents have pulling off driveways because of visibility, especially where passengers are standing at the stop,
- Concerns that the footway is too narrow for passengers and passing pedestrians,
- Parking opposite residents mean that full road width is not available for drivers to overtake buses and residents to safety pull off their driveways,

- The bus stop should be removed completely or relocated (sites to the east and west of the current position being suggested).
- Concerns about the impact on vehicle access to residents' properties.

A resident supported the proposals for the existing stop outside Nos.82 to 88, but cited more general concerns with the increase in commuter parking in the local vicinity of the stop proposed for accessibility improvement and the stop opposite which was improved in the previous year.

In officers' view, the existing bus stop outside Nos.82 to 88 had been in place for many years and although residents had raised concerns about its position in response to the consultation, Staff were content that the layout was reasonable.

The report stated that if the Committee was minded that the stop should be relocated, officers would suggest that moving it towards Ardleigh Green Road (east) would be preferable as it would equalise the distance between the preceding and following stops. It should be noted that the footways to the east are no wider than the current location.

Officers were reluctant to the proposal for the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety was considered better at an alternative location, such an alternative would be explored.

In response to the concerns about access to properties, officers had adjusted the layout in order to accommodate access needs as shown on drawing QN008-OF-A63-B.

In response to the local parking issues, officers recommended that a consultation was taken forward to consider the extension of the existing part time restriction which ends near Hardley Crescent. It was proposed that this restriction be extended to a point just west of the David Lloyd Centre access which would leave the area either side of this bus stop and the one in the opposite direction clear and in order to assist residents in leaving their driveways.

During the general debate Members spoke in relation to recommendation 2 of the report deliberating on whether an all-day restriction was required to deal with the issue of commuter parking.

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements set out in the report and shown on the following drawings be implemented:
  - QN008-OF-A60-A

- QN008-OF-A61-A
- QN008-OF-A62-A
- QN008-OF-A63-B

Following a motion to have parking restrictions operational between 12:00 hours and 13:00 hours Monday to Friday the Committee considered the report and **RESOLVED**:

2. That the Head of Streetcare proceeds with the design and public consultation on proposals to implement a parking restriction from the junction Squirrels Heath Lane and Hardley Crescent to a point east of the access to the David Lloyd Sports Centre access operational between 12:00 hours and 13:00 hours Monday to Friday and that the outcome of the consultation be reported to a future committee meeting.
3. That it be noted that the estimated cost of £8,500 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

**11 MORAY WAY - PROPOSED CHANGES OF DISC PARKING BAY TO TIME LIMITED FREE PARKING BAY**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that:

1. The proposals to change the existing Disc Parking restrictions in the lay-by area outside the shops in Moray Way to a Free parking bay operational 8.30am – 6.30pm Mon – Sat inclusive, with a maximum stay period of 2 hours with no return to the bay within 1 hour be implemented as advertised.
2. The effect of the scheme be monitored
3. Members noted that the estimated cost of the scheme was £1,000 and would be funded from the 2014/15 Minor Parking Schemes budget.

**12 TPC395 DRAPERS ACADEMY, SETTLE ROAD - PROPOSED SCHOOL KEEP CLEAR MARKINGS. COMMENTS TO ADVERTISED PROPOSALS**

The Committee considered the report and without debate, **RESOLVED** to recommend to the Cabinet Member for Environment :

1. That the proposals to introduce three new School Keep Clear marking, as outlined on the appended plan where stopping



would be prohibited from 8:00am to 5:00pm Monday to Friday inclusive be implemented.

2. The effect of the scheme be monitored.

3. Members note that the estimated cost of this scheme as set out in the report was £1500 and would be funded from the 2014/15 Minor Parking Schemes budget.

**13 TPC373 AMERSHAM ROAD - EXTENSION TO EXISTING SCHOOL KEEP CLEAR. COMMENTS TO ADVERTISED PROPOSALS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that:

1. The proposals to extend the existing School Keep Clear marking in Amersham Road outside Mead School, as shown on the plan appended to the report be implemented.

2. The effect of the scheme be monitored.

3. Members note that the estimated cost of the scheme as set out in the report was £1000 and would be funded from the 2014/15 Minor Parking Schemes budget.

*As mentioned previously in the minutes Councillor de Wulverton declared a personal interest in TPC373 Amersham Road – Extension to existing school keep clear. Councillor De Wulverton stated that he lived in close proximity to the area but confirmed that his personal interest was not prejudicial to his ability to determine the application.*

**14 TPC396 HYLANDS SCHOOL, BENJAMIN CLOSE - PROPOSED SCHOOL KEEP CLEAR MARKINGS. COMMENTS TO ADVERTISED PROPOSALS**

The report before the committee detailed responses received to the advertised proposals to introduce a School Keep Clear marking in Benjamin Close, which had been agreed in principal by the Committee at its meeting in December 2013.

Further to the February 2014 meeting of the Committee that agreed in principal to design and consult on the proposals for a School Keep Clear marking in Benjamin Close, to prohibit stopping from 8:00am to 5:00pm Monday to Friday inclusive. Residents of the area and Hyland School who were perceived to be affected by the proposals were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

By the close of consultation, eight responses were received to the proposals. One response was against the proposals, while the remaining seven responses were in favour or did not register any objection, although some comments were made. The comments received were outlined in Appendix A of the report.

The introduction of the new School Keep Clear restrictions was considered important to the operation of the school site and for the safety of pedestrians and visitors particularly children.

The prohibition of stopping between 8 am and 5 pm on Monday to Friday inclusive was designed to cover the main period that schools are open and was the standard being used for the introduction and upgrading of any school keep clear marking in the borough. The wording of term time within any restriction was now considered to be ambiguous to use, as term times change from school to school and year to year

In accordance with the public participation arrangements the Committee was addressed by a local resident and Governor of Hylands School who objected to the proposed scheme as not going far enough to resolve the problem in the area. The speaker accepted that something needed to be done but questioned the adequacy of the scheme, he suggested that the zig zag markings needed to be extended beyond that was proposed to include all of Benjamin Close, that effective enforcement needed to be implemented to ensure compliance with the parking restrictions, that the proposal would have an adverse effect on residents of Benjamin Close.

During general debate, Members considered the safety implications should parents be required to drop their children further away from the school entrance to walk unsupervised to the school premises. Members considered the consequences of traffic displacement should the restrictions be extended throughout the close. Members were of the view that effective enforcement was required to ensure the effectiveness of the parking restrictions.

The Committee **RESOLVED** to recommend to the Cabinet Member for Environment :

- a. That the proposals to introduce a new School Keep Clear marking, as outlined on the appended plan, where stopping would be prohibited from 8:00am to 5:00pm Monday to Friday inclusive, be implemented.
- b. The effect of the scheme be monitored.
- c. Members note that the estimated cost of this scheme as set out in this report was £1000 and would be funded from the 2014/15 Minor Parking Schemes budget.

The Committee voted 9 votes to two in favour of the proposal.

Councillors Ray Best and David Durant voted against the proposal.

The Committee was also of the opinion that a review of the access to the school was necessary with consideration being given to a school travel plan which officers would consider and report back to committee at a later date.

15 **TPC397 - GIDEA AVENUE AND GIDEA CLOSE - PROPOSED CONVERSION OF FREE PARKING BAYS TO TIME LIMITED PARKING BAYS - COMMENTS TO ADVERTISED PROPOSALS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment :

1. That the proposals to restrict the existing Free parking bays in Gidea Avenue and Gidea Close to time limited free parking bays operational between 8.00 a.m. and 6.30 p.m. on Mondays to Fridays inclusive, where vehicles may wait free of charge for a maximum period of 4 hours and where return to that same parking bay would be prohibited for 1 hour, be implemented as advertised and shown on the plan.
2. The effect of the scheme be monitored.
3. That the estimated cost of this scheme as set out in the report was £1000 and would be funded from the 2014/15 Minor Parking Schemes budget.

16 **TPC370 - ALLANDALE ROAD - PROPOSED CONVERSION OF VOUCHER BAY TO A RESIDENTS PARKING BAY**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for the Environment:

1. That the proposals to change the use of the existing voucher parking bays in Allandale Road to a residents' only parking bays for the sector RO3 area, be implemented as advertised.
2. The effect of the scheme be monitored.
3. That the estimated cost of the scheme as set out in the report was £1000 and would be funded from the 2014/15 Minor Parking Schemes budget.

17 **TPC324 MALVERN ROAD - PROPOSED CONVERSION OF VOUCHER BAY TO A RESIDENT PARKING BAY**

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

To recommend to the Cabinet Member for Environment that the following proposals set out on Appendix A of the report be implemented:

- That the proposals to change the use of the existing voucher parking bays in Malvern Road to a residents' only parking bays for the sector RO3 area be implemented.

## 18 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.

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

Item Ref	Location	Description	Decision
<b>SECTION A - Highway scheme proposals with funding in place</b>			
		None to report this month	
<b>SECTION B - Highway scheme proposals without funding available</b>			
H1	Westland Avenue, Hornchurch	Request for measures in street and local area to deal with drivers avoiding North Street/ High Street. Existing humps not considered effective against large vehicles/ company vehicles. Humps should be more aggressive, or area-wide speed cameras provided, or a 20mph speed limit.	<b>REJECTED</b>
H2	Appleton Way, Hornchurch	Request for speed humps. Resident concerned that cars are constantly exceeding the speed limit and it is a major thoroughfare for parents taking children to school.	<b>REJECTED</b>
H3	Mavis Grove, Hornchurch	Request to make street one way (no entry at Station Lane). Residents concerned about speeding traffic and feel one-way would mean pedestrians would only need to consider traffic coming from one-direction. Also issues with street lighting and parking	<b>REJECTED</b>

		on both sides of the street blocking views.	
H4	Broxhill Road, Havering-atte-Bower	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	<b>AGREED TO MOVE TO SECTION C</b>

**19 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.

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

<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Outcome</b>
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>			
<b>TPC476</b>	Spring Gardens Romford	Waiting restrictions to deter commuters parking obstructively. The restrictions to be on the test centre side, as the road bends which will improve access to the side road, in particular Spring Gardens for access to Barlycroft care home and the new development site.	<b>AGREED</b>

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<b>TPC477</b>	Station Parade & Tadworth Parade, Elm Park	Request to implement loading bay facilities in Station Parade and Tadworth Parade.	<b>DEFERRED</b>
<b>SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues</b>			
None outstanding			

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**Chairman**