

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
16 September 2014 (7.30 - 10.40 pm)**

Present:

COUNCILLORS

Conservative Group	Ray Best (Vice-Chair), Frederick Thompson, John Crowder, Carol Smith and +Viddy Persaud
Residents' Group	June Alexander, Barry Mugglestone, John Mylod and +Julie Wilkes
UKIP	Ian de Wulverton (Chairman)
Independent Residents Group	David Durant

Apologies were received for the absence of Councillors Dilip Patel and Ron Ower.

+Substitute members: Councillor Viddy Persaud (for Dilip Patel) and Councillor Julie Wilkes (for Ron Ower).

All decisions were taken with no votes against.

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

There were no declarations of interest.

20 MINUTES

The minutes of the meeting held on 12 August 2014 were agreed as a correct record and signed by the Chairman.

21 TPC419 TOWERS SCHOOL, OSBORNE ROAD- PROPOSED NEW AND AMENDMENTS TO SCHOOL KEEP CLEAR MARKINGS (COMMENTS TO ADVERTISED PROPOSALS)

This item was deferred at officer's request for further investigation. Residents would be re-consulted once the investigations had taken place.

22 **BROOKLANDS ACCIDENT REDUCTION PROGRAMME - CROW LANE PROPOSED SAFETY IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a consultation for the provision of an Accident Reduction Programme. The report also included details of the findings of the feasibility study, public consultation and recommended that safety improvements be approved.

The report identified safety improvements in the area including speed tables, speed cushions, pedestrian refuges with speed cushions, mini roundabout improvements including dome alteration, kerb build-out and approach speed cushions, road signs and road markings were proposed.

In accordance with the public participation arrangements the Committee was addressed by a local resident who was speaking on behalf of the London Cycling Campaign who had originally expressed doubts regarding the suitability of the scheme, however following consultation with officers and a slight re-design of the scheme the resident was now in favour of the proposed scheme.

Following a brief debate during which Members received clarification on accident rates in the area and the effectiveness of the speed cushions being proposed, the Committee **RESOLVED**:

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

(a) Crow Lane east of Warley Avenue (Outside property Nos. 352/354)
(Plan No:QN001/1) - Speed Table.

(b) Crow Lane / Alan Garden Junction (Plan No:QN001/1) - Speed Table

(c) Crow Lane in the vicinity of Property No.139 (Plan No:QN001/2) -
Speed Table

(d) Crow Lane / Jutsums Lane Mini Roundabout (Plan No:QN001/3) - Kerb
build-out with hazard markers
- Alteration to the dome section

(e) Crow Lane west of Bernard Road (Plan No:QN001/4)
- Speed Table

(f) Crow Lane / Sandgate Close (Plan No:QN001/5) - Alteration to existing
kerb build-out
- Dome section alteration

2. That, the Committee having considered the representations made in response to the public consultation process, recommend to the Cabinet Member for Community Empowerment that the pedestrian refuges with

speed cushions at the Crow Lane/Jutsums Lane mini roundabout; approach speed cushions at the Crow Lane/Sandgate Close mini roundabout and speed cushions along Crow Lane between Sandgate Close and Dagenham Road be omitted from the original proposals as shown on Appendix 2. A further report would be submitted to a future Committee meeting with amendments to these proposals.

3. That, it be noted that the estimated costs of £85,000, could be met from the Transport for London's (TfL) 2014/15 financial year allocation to Havering for Accident Reduction Programme.

23 **77-79 BUTTS GREEN ROAD - PROPOSED REMOVAL OF BUS STOP FOOTWAY BUILD-OUT (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee set out the comments received in response to a public consultation on a proposal to remove the footway build-out from the bus stop outside 77/79 Butts Green Road and sought a recommendation to the Cabinet Member for Environment that the build-out be retained to ensure that the bus stop remained accessible to all.

A Recommendation on this matter was deferred for a period of 6-months by the Committee at its meeting of 18 March 2014.

With its agreement Councillor Roger Ramsey addressed the Committee. Councillor Ramsey commented that the scheme had been in place for a period of six months and had in general been accepted by local residents and businesses. Councillor Ramsey recommended that the scheme be left in place.

During a brief debate Members discussed the effectiveness of the scheme and agreed that in its infancy there had been teething problems with vehicles striking the build-out and its directional arrow. A Member considered that undoing a scheme which complied with the Disability legislation was not a change that should be supported.

Following the debate it was **RESOLVED** that:

1. The Committee having considered the representations made recommend to the Cabinet Member for Environment that the current road layout be retained, complete with the footway built-out and that the corner kerb of the build-out and directional sign be repaired to enable officers to determine if the kerb or sign was still the subject of vehicle strikes.

The vote for the resolution was carried by 10 to 0 with 1 abstention.

Councillor Durant abstained from voting.

24 **BUS STOP ACCESSIBILITY - WINGLETYE LANE (OUTCOME OF PUBLIC CONSULTATION)**

The Committee considered a report that set out the responses to a consultation for the provision of fully accessible bus stops along Wingletye Lane.

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 could 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 were very wide.

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

By the close of consultation, 8 responses had been received as set out in Appendix I of the report.

London Buses had raised no concerns generally, but had requested a site meeting with officers to review the stop proposed for outside 68 to 71 Wingletye Lane.

With its agreement Councillor Roger Ramsey addressed the Committee.

Councillor Ramsey commented that several residents had objected to the siting of the bus stop outside of 215-221 Wingletye Lane as the site was on a bend in the road and opposite another bus stop.

During a brief debate Members discussed the proposed siting of the bus stops and their impact on traffic movements.

The Committee **RESOLVED**:

- 1) That having considered the representations made recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Wingletye Lane set out in the report and shown on the following drawings (contained within Appendix I) were implemented;
 - QN008-OF-A49-A
 - QN008-OF-A50-A
 - QN008-OF-A51-A

- QN008-OF-A52-A
- QN008-OF-A53&54-A
- QN008-OF-A55&56-A (existing south-bound stop)
- QN008-OF-A57-A
- QN008-OF-A58-A

- 2) Following a motion that in relation to the proposed bus stop outside 215 to 221 as shown on Drawing QN008-OF-A55&56-A (north-bound stop), the Committee having considered the representations made, **RESOLVED** that the proposal was deferred and the Head of Streetcare investigate any other possibilities, noting the general geometry of Wingletye Lane in that location.

That it be noted that the estimated cost of £46,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

The vote for the resolution to defer recommendation two was carried by 9 votes to 0 with 2 abstentions.

Councillors Alexander and Wilkes abstained from voting.

25 **BUS STOP ACCESSIBILITY - SOUTH END ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before Members set out the responses to a consultation for the provision of fully accessible bus stops along South End Road.

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 can 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 were very wide.

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

In accordance with the public participation arrangements the Committee was addressed by a local resident who commented that the proposed layby should be positioned between 304-306 South End Road and not just outside 306 as this was preventing the installation of a dropped kerb to the property.

During a brief debate members discussed the proposed layby and its possible inclusion within a proposed development in Albyns Close.

Following the debate It was **RESOLVED** that:

The Committee having considered the representations made recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on South End Road set out in the report and shown on the following drawings (contained within Appendix I) were implemented;

- QN008-OF-A42&43A
- QN008-OF-A45-A
- QN008-OF-A46-A
- QN008-OF-A47&48A

That in relation to the existing bus stop outside 300 to 314 as shown on Drawing QN008-OF-A44-A, the Committee having considered the representations made **RESOLVED**:

That the proposal be rejected and the Head of StreetCare investigates and consults on relocating the bus stop.

That it be noted that the estimated cost of £30,000 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

26 **BUS STOP ACCESSIBILITY - MAWNEY ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee set out the responses to a consultation for the provision of fully accessible bus stops along Mawney Road.

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 could 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 were very wide.

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

By the close of the consultation, 7 responses had been received as set out in Appendix I of the report. In addition, a 19 signature petition had been received objecting to one of the proposals.

London Buses had raised no concerns with the proposals.

In accordance with the public participation arrangements the Committee was addressed by a local resident who commented that a dropped kerb had recently been installed outside of 361 Mawney Road that would prohibit the installation of a bus layby.

It was **RESOLVED:**

1. That the Committee having considered the representations made recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Mawney Road set out in the report and shown on the following drawings (contained within Appendix I) were implemented;
 - QN008-OF-A26-A
 - QN008-OF-A27-A
 - QN008-OF-A28-A
 - QN008-OF-A29-A
 - QN008-OF-A30-A
 - QN008-OF-A31-A
 - QN008-OF-A32-A
 - QN008-OF-A33-A
 - QN008-OF-A34-A
 - QN008-OF-A35-A
2. That in relation to the proposed relocation of the bus stop from outside No.365 to the common boundary of nos. 361 & 363 as shown on Drawing QN008-OF-A25-A, the Committee having considered the representations agreed that the proposal be rejected and the Head of Streetcare investigates any other possibilities, notwithstanding that an alternative arrangement was unlikely.
3. That it be noted that the estimated cost of £42,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

27 **BUS STOP ACCESSIBILITY - ABBS CROSS LANE (OUTCOME OF PUBLIC CONSULTATION)**

1. The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Abbs Cross Lane set out in the report and shown on the following drawings (contained within Appendix I) were implemented;
 - QN008-OF-A36-A
 - QN008-OF-A37-A
 - QN008-OF-A38-A
 - QN008-OF-A39-A
 - QN008-OF-A40-A
2. That it be noted that the estimated cost of £18,000 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

28 **TPC 425 KYME ROAD - PROPOSED CONVERSION OF DISC PARKING TO PAY & DISPLAY AND WAITING RESTRICTIONS (COMMENTS TO ADVERTISED PROPOSALS)**

The report before Members outlined the responses received to the advertised proposals for Kyme Road, where it was proposed to convert an existing Disc Parking bay to Pay and Display, remove a Disc Parking bay and introduce 'At any time' waiting restrictions at the junction of Kyme Road.

During a brief debate members questioned the proposed capital expenditure attached to the scheme as it was felt that the parking bays were under-utilised.

Following the debate it was **RESOLVED** to recommend to the Cabinet Member for the Environment that:

- a. The proposals to convert the existing Disc Parking Bay on the north-eastern side of Kyme Road, remove the existing disc parking bay on the south-western side of Kyme Road and introduce 'At any time' waiting restrictions at the junction of Kyme Road and Brentwood Road, extending into Kyme Road, on the south-western side to cover the area of the existing Disc Parking Bay, be implemented as advertised and as set out in Appendix A to the report.
- b. The effect of the scheme be monitored.

- c. Note that the estimated cost of the scheme as set out in the report was £4500 and could be funded from the 2014/15 Minor Parking Schemes budget.

The vote for the resolution was carried by 10 votes to 0 with 1 abstention.

Councillor Thompson abstained from voting.

29 **TPC 347 HEATH PARK ROAD AND MANOR AVENUE - PROPOSED CHANGE OF DISC PARKING TO PAY AND DISPLAY (COMMENTS TO ADVERTISED PROPOSALS)**

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

- a. the proposals to change the use of the existing Disc Parking facility in Heath Park Road to Pay and Display parking as shown on **Appendix A**, of the report be implemented as advertised;
- b. the proposals to change the use of existing Disc parking bays in Manor Avenue to Pay & Display parking bays as shown in **Appendix B**, of the report be rejected and brought back to the Committee as a limited waiting bay proposal;
- c. Members noted that the estimated cost of the scheme in Heath Park Road as set out in the report was £5,000. £3,500 could be funded from the capital allocation and the remaining £1,500 would be met from the 2014/15 Minor Parking Schemes budget;
- d. Members also noted that the estimated cost of the scheme in Manor Avenue as set out in the report was £5,000. £3,500 can be funded from the capital allocation and the remaining £1,500 would be met from the 2014/15 Minor Parking Schemes budget.
- e. The effect of any agreed scheme/s be monitored.

30 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The report presented Members with all the new 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 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:

Item Ref	Location	Description	Decision
SECTION B - Highway scheme proposals without funding available			
H1	Redden Court/ Harold Wood area	Stop rat runs around Redden Court/Harold Wood and introduce 20 mph zones	REJECTION
H2	Finucane Gardens, near junction with Penrith Crescent	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	DEFERRED TO SECTION C 10-1
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)			
H3	Westland Avenue, Hornchurch	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	NOTED

31 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:

Item Ref	Location	Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC478	Romleigh Park Estate	Request to review parking within the Romleigh Park Estate. Informal consultation with the potential for residents parking.	AGREED

TPC479	Brooklands Ward, Romford	Request to extend the existing Controlled Parking Zone (CPZ) in the Brooklands Ward to include Spring Gardens, Jubilee Avenue, Jubilee Close, Derby Avenue, Lonsdale Avenue, Kimberly Avenue, Ainsley Avenue, Marina Gdns, Richards Avenue, Recreation Avenue and Lessington Avenue	AGREED
TPC477	Rise Park Parade Shops	Request to review parking in Rise Park Parade for possible Pay & Display facilities.	AGREED
TPC480	Brookdale Avenue / Close.	Request for all day parking restrictions in Brookdale Avenue and surrounding roads. To prevent commuter parking all day.	AGREED 10-1 ABSTENTION
TPC481	Mavis Grove, Hornchurch	Request to review parking in Mavis Grove from residents of Draper Court. Double yellow lines on Draper Court side of road to enable elderly residents to cross the road safely.	AGREED 10-1 TO PROVIDE DOUBLE YELLOW 10-1 ABSTENTION CONSULT ON PAY&DISPLAY
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			
TPC487	Station Parade & Tadworth Parade, Elm Park	Request to implement loading bay facilities in Station Parade and Tadworth Parade.	AGREED

32 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.

Chairman