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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
10 February 2015 (7.30 - 9.00 pm)**

Present:

COUNCILLORS

Conservative Group	Ray Best (Vice-Chair), Frederick Thompson, John Crowder, Dilip Patel and Carol Smith
Residents' Group	Barry Mugglestone and +Stephanie Nunn
East Havering Residents' Group	Brian Eagling and Linda Hawthorn
UKIP	Ian de Wulverton (Chairman)
Independent Residents Group	David Durant

Apologies were received for the absence of Councillor John Mylod.

+Substitute members: Councillor Stephanie Nunn (for John Mylod).

Also present for part of the meeting was Councillor Alex Donald.

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

10 members of the public were present.

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

There were no declarations of interest

66 PROPOSED BROXHILL ROUNDABOUT - OUTCOME OF PUBLIC CONSULTATION

The report before Members detailed the outcome to a public consultation to convert the signalised junction of Broxhill Road, Noak Hill Road, Lower Bedfords Road and Straight Road to a kerbed roundabout.

The report informed the Committee that as part of the Transport for London Local Implementation Plan, funding had been provided to review the operation of the junction of Broxhill Road, Noak Hill Road, Lower Bedfords Road and Straight Road. In addition, funding under a S106 planning

obligation had been secured for highway improvements in the vicinity of the residential redevelopment of the former Whitworth Centre (planning reference P1558.11).

The junction currently forms a staggered crossroads which is controlled by automatic traffic signals. Noak Hill Road into Lower Bedfords Road is the major road through the junction with Straight Road and Broxhill Road being the minor arms. Pedestrians currently have controlled facilities (“green men”) over the entry to Straight Road, over the entry to Broxhill Road and via a 2-stage, staggered, crossing over Noak Hill Road between the side roads.

The traffic signals dates back to at least 1996 based on Transport for London’s records, with various signal timing adjustments and equipment upgrades over the life of the layout. The method of control is vehicle actuated with 5 stages with mixed pedestrian movements.

The junction was selected for review because of a history of complaints about motor traffic congestion, a relatively poor casualty record and because of locally committed and expected development in the Harold Hill area and especially the residential development of the former Whitworth Centre and the proposed Broxhill Park on the former Broxhill Centre.

The report informed the Committee that in the three years to July 2014, five casualty collisions were recorded. Two collisions were recorded as serious injury and three recorded as slight injury. All of the collisions involved vehicles colliding with other vehicles with four involving right turns.

As funding was now available through the TfL Local Implementation Plan (LIP) and from the Section106 contribution, officers had revisited the study and sought to develop an alternative layout which may deal with some of the issues from the original options.

The report detailed that a compact roundabout proposal was taken to public consultation with approximately 380 letters distributed, by the close of consultation, nine responses were received and comments as set out in Appendix I of the report.

Officers had further refined the layout of the roundabout and modelled the provision of two-traffic lanes on the two Noak Hill Road arms and agreed that additional capacity could be provided and incorporated in the scheme.

The report also detailed that the proposed shared-use cycle tracks were for both pedestrians and cyclists with the established principle that cyclists do not ride in a way in which pedestrians are put at risk. The proposed signage would be to the National standard.

Officers had also reviewed the pedestrian routes to the Sunset Drive Estate, which formed some of the discussions with the Sunset Drive Residents’

Association. Amendments were being considered which would be consulted on and be the subject of a further report if the scheme was taken forward.

In officer's view the traffic capacity improvements would improve traffic flow through the junction.

During a brief debate, members received clarification on elements of the design of the new roundabout; separation distance between the new roundabout and crossing points; signage in the vicinity of the new roundabout; and the non-operation of a former school in the vicinity of the roundabout.

A member raised concerns over the "point" of the triangular island between the roundabout and the slip road and its impact on drivers travelling southwest, leaving the roundabout. In response officers explained that the arrangement was specifically aimed at keeping the road narrow to keep traffic speeds down. Officers clarified that the road would widen beyond that point to allow drivers to overtake stopped buses on Lower Bedfords Road.

A member speaking in support of the scheme suggested that the pedestrian paths on the triangular island be made more direct as he felt people would cut across the grass.

A member was concerned that aligning Straight Road with Broxhill Road would be an issue with the approach speed of traffic. The member stated that he preferred the oval roundabout from the original study.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the replacement of the traffic signal-controlled junction of Noak Hill Road, Broxhill Road, Lower Bedfords Road and Straight Road with a roundabout (and associated works) as set out in the report and shown on QN025/PC/02 Appendix I) be implemented.
2. That it be noted that the proposed zebra crossing element of QN025/PC/02 was subject to a further public consultation and public advertisement and a further report would be placed before the committee in the near future.
3. That it be noted that the estimated cost of £280,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for the Lower Bedfords Road/ Straight Road/ Lower Bedford Road/ Broxhill Road junction review (£180,000) and the S106 contribution for highway improvements linked to the planning consent for the redevelopment of the former Whitworth Centre granted under P1558.11, (£100,000).

The vote for the proposal was carried by 10 votes in favour with 1 abstention.

67 **PIKE LANE - PROPOSED 30 MPH SPEED LIMIT AND 7.5T WEIGHT LIMIT - OUTCOME OF PUBLIC CONSULTATION**

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

1. To recommend to the Cabinet Member for Environment that 30mph speed limit, 7.5T weight limit, 'Gateway' measures with red surfacing, 30pmh roundels and 30mph repeater signs along Pike Lane between St Mary's Lane and Ockendon Road as shown on QN029/1, QN029/2, QN029/3, QN029/4, QN029/5 and QN029/6 of the report be implemented.
2. That it be noted that the estimated cost of £15,000 for implementation would be met by the Greater London Authority through the 2014/15 Big Green Fund allocations

68 **UPMINSTER ROAD SOUTH HIGHWAY ENHANCEMENTS - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that sets out the responses to a consultation for various highway enhancement works in Upminster Road South.

The report informed the committee that officers had engaged with local businesses and ward councillors on an informal basis to ascertain what the local issues may be for the operation of the street. Issues raised included a lack of parking turnover, nowhere to load, and the position of the westbound bus stop in a location with a narrow footway.

In order to proceed with the scheme, funding had been agreed with Transport for London within the 2014/15 programme, the bulk of which was provided through the "Local Transport Schemes" element, supported by "Bus Stop Accessibility" and "Freight Loading Facilities".

During an informal consultation with ward councillors, a series of proposals had been developed as detailed in the report. The report outlined the following objectives for the proposals:

- Streetscene improvements with resurfaced footways, removal of redundant street furniture and planting of new street trees
- Rationalisation of parking and provision of controls to promote a turnover of parking spaces, plus improved parking for bicycles

- Provision of fully accessible bus stops to serve the shopping parades
- Provision of loading facilities
- Improvement of local vehicle flows

By the close of the public consultation, three responses were received as set out in Appendix I to the report with the following comments:

- 1.1 London Buses raised concern that the eastbound stop's bus shelter would affect views at Waverley Road. For the westbound stop, they also noted that although the eastbound stop was relocated 100 metres, it would be made fully accessible although a shelter could not be funded by them.
- 1.2 The London Cycling Campaign requested cycle parking outside the shops and supported the scheme.
- 1.3 A resident expressed concern that the scheme reduced parking and did not agree with the westbound bus stop relocation, questioned spending money on the scheme (including the relocation of the zebra crossing), was critical of the proposal to plant trees because of previous vandalism and suggested that business owners were not content.

During a brief debate, a member though in support of the scheme raised concern on the loss of parking spaces in favour of maintaining the eight zig zags for the zebra crossing.

A member sought clarification if 20 minutes was enough for the loading bay. In response, the Committee was informed that it was in line with the rest of the borough, 20 minutes was the maximum time for loading on waiting restrictions

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the highway enhancements for Upminster Road South set out in the report and shown on the following drawings be implemented;
 - QM012-OF1000A
2. That it be noted that the estimated cost of £100,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocations for Local Transport Schemes (£77,500), Bus Stop Accessibility (£20,000) and Freight Loading Facilities (£2,500).

69 **PARK LANE, RESIDENT PARKING PROVISION - TPC369 PARK LANE, PAY & DISPLAY - TPC514 CORBRIDGE MEWS, RESIDENT PARKING PROVISION- TPC348**

The Committee considered a report that outlined the responses received to the advertised proposals to extend the Romford Controlled Parking Zone (Sector 3) into Park Lane, Corbridge Mews and introduce a Pay & Display parking bay in Park Lane.

Following reports of commuter parking and high speed traffic flow at peak times, at its meeting in December 2013, the Committee agreed in principle to extend the Romford Controlled Parking Zone (Sector 3) further along Park Lane on the even numbered side from 72 to 150 and on the odd numbered side from No 45 to 61.

At the close of public consultation on the 31 October 2014, 29 responses were received, with ten respondents in favour of the proposals, eighteen respondents against the proposals and one neutral response. All comments received are summarised and appended as Appendix 4 of the report.

At its meeting in October 2014, the Committee agreed in principle to the proposals of Pay & Display parking bays in Park Lane (Romford).

The request was put forward to help with parking provision for local businesses, as it was now generally considered that the provision of Pay & Display parking bays was more user friendly and accessible to the public.

At the close of public consultation on the 5 December 2014, 13 responses were received. Three responses were in favour of the proposals with ten respondents against the proposals. All responses received were outlined in the report and attached as Appendix 5

Following reports of commuter parking in Corbridge Mews, a scheme to include the area in the Romford Controlled Parking Zone (Sector 3) was designed and publicly advertised on 10 October 2014,

At the close of public consultation on the 31 October 2014, one response (in favour) was received to the proposal.

The proposals were designed to ensure that traffic flow was maintained during traffic sensitive times and to ensure access for Emergency Services, and larger vehicles. The proposals would also prevent long term commuter parking.

The report outlined that the introduction of pay and display parking in popular local shopping areas had proved beneficial in promoting vitality in the local area and managing commuter parking. A number of Pay and Display schemes were operating successfully in other areas in the borough serving both businesses and local community.

In accordance with the public participation arrangements the Committee was addressed by two local residents who spoke in favour and against the proposals.

A resident speaking in favour of the scheme stated that the proposal was long over-due. The speaker raised issues including commuter parking, highway safety and damage to vehicles. The speaker recommended that Park Lane should be turned into a one way road. The speaker noted that some of the representations made against the scheme were from unaffected properties.

In response a resident speaking against the scheme questioned the restricted number of parking spaces available to local residents, noting that the current parking provision was insufficient. The speaker stated that elements of the scheme would result in the displacement of vehicles. The speaker conceded that Park Lane was being used as a through road and vehicles needed to be slowed down.

During a brief debate, a member questioned whether an all-day restriction was required as a one hour restriction would have the same effect.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) the extension of the Sector 3 resident parking scheme along Park Lane (Romford) as shown on the drawing at Appendix 1;
 - (b) the extension of the Sector 3 resident parking scheme along Corbridge Mews (Romford) as shown on the drawing at Appendix 2;
 - (c) the installation of a Pay and Display parking bay in Park Lane (Romford) as shown on the drawing at Appendix 3;
 - (d) that the effect of the scheme be monitored.
- 2) To note that the estimated cost of all three schemes in Park Lane and Corbridge Mews as set out in the report was £7,500 and would be funded from the capital allocation;

The vote for the proposal was carried by nine votes in favour with two abstentions. Councillor Thompson and Durant abstained from voting.

70 **TPC394 - COURT AVENUE - INCLUSION IN THE HWE SECTOR OF THE HAROLD WOOD CONTROLLED PARKING ZONE - COMMENTS TO ADVERTISED PROPOSALS**

The Committee considered a report that outlined the responses received to the informal and formal consultations of proposals to include Court Avenue in the Harold Wood Controlled Parking Zone (Sector HWE).

The results of the informal questionnaire were set out in the table appended to the report as Appendix B.

A formal proposal was designed and advertised to include Court Avenue in the Harold Wood Controlled Parking Zone (Sector HWE) in which the residents parking provision would operate Monday to Saturday between 08:30am to 06:30pm along with the associated waiting restrictions times.

These proposals were designed and formally advertised on 31 October 2014, with the same 48 residents that were perceived to be affected by the proposals, being advised by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

The responses received to the formal consultation along with officer comments were set out in the table appended to the report as Appendix C.

The report informed the committee that 48 letters were sent to residents of Court Avenue and 17 responses were received, a 35% return.

Six respondents were in favour of the proposals, while nine respondents were against the proposals. Two responses did not specify if they were in support or against the proposals.

The proposals were designed to ensure that traffic flow was maintained during traffic sensitive times and to ensure access for Emergency Services, and larger vehicles. These proposals would also prevent long term commuter parking.

In accordance with the public participation arrangements the Committee was addressed by a local resident who acknowledged that parking was a real issue in the area, but raised concerns over the limitation of the proposals.

With its agreement Councillor Alex Donald addressed the Committee.

Councillor Donald acknowledged the problems posed by commuter parking stating that ward Councillors had first consulted local residents directly with residents having differing opinions on the measures needed to resolve the problems. He stated that ward Councillors worked with Officers during the formal consultation process to design an appropriate scheme. Councillor Donald acknowledged that the scheme would not please all local residents

but the effectiveness of the scheme could be monitored. He stated that he was in support of officer recommendations.

During a brief debate, a member recommended the introduction of a one hour restriction.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for the Environment that the following measures, as set out in the report and shown on the drawings in Appendix A, to be implemented:
 - a) That the proposals to include Court Avenue into the Harold Wood Controlled Parking Zone (Sector HWE) be implemented as advertised;
 - b) The effect of the scheme be monitored.
2. To note that the estimated cost of this scheme as set out in this report, including advertising costs is £2,500 and can be funded from the 2014/15 Minor Parking Schemes budget.

The vote for the proposal was carried by ten votes in favour to one against.

71 **TPC426 - LONDON ROAD AREA REVIEW, PROPOSED CHANGE OF DISC PARKING TO PAY AND DISPLAY - COMMENTS TO ADVERTISED PROPOSALS**

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

1. To recommends to the Cabinet Member for the Environment that:
 - a. the proposals to change the use of the existing Disc parking facility in London Road to paid for parking as shown on the drawing in Appendix B of the report be implemented as advertised;
 - b. The proposals to change the existing metre bay facilities in London Road to Paid for Parking as shown on the drawing in Appendix C of the report be implemented as advertised.
 - c. the proposals to change the use of the existing Disc parking facility in St Andrews Road to Paid for Parking as shown on the drawing in Appendix D of the report, be implemented as advertised;
 - d. the proposals to change the use of the existing Disc parking facility in Cotleigh Road Paid for Parking as shown on the drawing in Appendix E of the report, be implemented as advertised;

- e. the proposals to change the use of the existing Disc parking facility in Eastbury Road to Paid for Parking as shown on the drawing in Appendix F of the report be implemented as advertised;
 - f. the proposals to change the use of the existing Disc parking facility in Kensington Road to Paid for Parking as shown on the drawing in Appendix G of the report be implemented as advertised;
 - g. the proposals to change the use of the existing Disc parking facility in Knighton Road to Paid for Parking as shown on the drawing in Appendix H of the report be implemented as advertised;
 - h. the proposals to change the use of the existing Disc parking facility in Crowlands Avenue to Paid for Parking as shown on the drawing in Appendix I of the report be implemented as advertised;
 - i. the proposals to change the use of the existing Disc parking facility in Norfolk Road and Cromer Road to Paid for Parking as shown on the drawing in Appendix J of the report be implemented as advertised;
 - j. the proposals to change the use of the existing Disc parking facility in Lonsdale Road to Paid for Parking as shown on the drawing in Appendix K of the report be implemented as advertised.
 - k. the effect of any agreed proposals be monitored.
2. The estimated cost of the scheme in London Road and its side roads as set out in the report was £31,000, which would be funded from the capital allocation and the remaining £8,500 would be met from the 2014/15 Minor Parking Schemes budget.

72 **TPC462 PROPOSED SCHOOL KEEP CLEAR MARKINGS AND CONVERSION OF EXISTING OPERATIONAL HOURS - HERON FLIGHT AVENUE**

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

1. To recommend to the Cabinet Member for Environment that
 - a) the existing 8:15am to 9:15am and 3:00pm to 4:15pm Monday to Friday waiting restrictions within Heron Flight Avenue, in the entrance road to St Albans School, be converted to school keep clear markings operational between 8:00am and 5:00pm Monday to Friday as shown on the drawing in Appendix A of the report and
 - b) 'At Any Time' waiting restrictions at the junction of Heron Flight Avenue as shown on the drawing in Appendix A of the report be implemented as advertised.

- c) The effects of the scheme be monitored once implemented for a period of six months.
2. 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.

73 HIGHWAYS SCHEMES APPLICATIONS - WORKS PROGRAMME

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

The Committee's decisions were noted as against each request and appended to the minutes.

74 TRAFFIC AND PARKING SCHEMES REQUEST

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

The Committee's decisions were noted as against each request and appended to the minutes.

Chairman

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London Borough of Havering
Engineering Services, Highways - Streetcare

Item Ref	Location	Ward	Description	Decision
SECTION				
Page 1 H1	Hubbards Close	Emerson Park	Experimental road closure at junction with A127 Southend Arterial Road	10-1 abstention

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**London Borough of Havering
Traffic & Parking Control - StreetCare
Minor Traffic & Parking Schemes Applications Schedule**

Item Ref	Location	Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC616	Upper Brentwood Road (near Farnes Drive)	Convert the currently unrestricted layby areas to the side of the bank in Farnes Drive and fronting ther shops in Upper Brentwood Road to Pay and Display or Paid for Parking.	10-1 Abstention
TPC617	Oakland's Avenue	Request to change the free parking bay in Oaklands Avenue, along side the flank wall of No.38 Mashiters Walk, to a paid for parking bay	10-1 Abstention
TPC618	Rosemary Avenue (all) Woodlands Road Lake Rise Wayside Close Sorrel Walk Sydenham Close Brockton Close	Review whole area for possible residents parking scheme	10-1 Abstention

TPC619	Branfil Road Gaynes Road Champion Road Highview Gardens Crambourne Gardens Carlton Close Howard Road St Lawrence Road Aylett Road Garbutt Road	Review whole area for possible residents parking scheme	10-1 Abstention
TPC620	Geoffrey Avenue, Halidon Rise, Thurso Close, Elgin Avenue, Harold Court Road, Church Road	Review whole road for possible residents parking scheme	10-1 Abstention
TPC621	Appleton Way Victor Gardens Dorrington Gdns Bruce Avenue eastern end Abbs Cross Gardens Sandown Avenue The Avenue Woodfield Way Mill Park Avenue	Review whole road for possible residents parking scheme	10-1 Abstention

TPC622	Fairholme Avenue	Request to install a double yellow line in Fairholme Avenue, between the Pay and Display parking bay and the common boundary of Nos.2 and 4.	10-1 Abstention
TPC623	Coronation Drive, Maylands Avenue, Arbour Way, Calbourne Avenue, Spring Gardens	To extend the existing waiting restrictions in Coronation Drive to South End Road, including double yellow lines at the junctions of Arbour Way and Calbourne Avenue on to the roundabout at the junctions of the Broadway/Maylands Avenue and Broadway/Rosewood Avenue and on all four arms of the South End Road/Coronation Drive/Maybank Avenue junction incorporating the previously agreed Bus Stop provisions, reviewing all the roads for a possible residents parking scheme.	10-1 Abstention
TPC624	Fairholme Avenue	Review whole road for possible residents parking scheme	10-1 Abstention

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