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**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
9 June 2015 (7.00 - 8.40 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Jason Frost (Chairman), Frederick Thompson, John Crowder, Dilip Patel and Joshua Chapman
<b>Residents' Group</b>	Barry Mugglestone and John Mylod
<b>East Havering Residents' Group UKIP</b>	Darren Wise (Vice-Chair) and Linda Hawthorn  John Glanville
<b>Independent Residents Group</b>	David Durant

Unless indicated all decisions were taken with no votes against.

Councillor Jason Frost declared a prejudicial interest in the Bus Stop accessibility improvements on Collier Row Lane (Northbound) shown on drawing QN008-OF-A11-A12-A of the report at Item 11 of the Agenda entitled 'Bus Stop Accessibility - Collier Row Lane – Outcome of public consultation'. Councillor Frost had made representations on behalf of residents during the course of the consultation process for this specific scheme. Councillor Frost left the chamber during the discussion of the scheme and took no part in the vote. In the absence of Councillor Frost Councillor Wise took the Chair.

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

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

**1 MINUTES**

The minutes of the meeting held on 12 May 2015 were agreed as a correct record and signed by the Chairman.

## 2 BUS STOP ACCESSIBILITY - COLLIER ROW LANE

The report before Members detailed responses for the provision of fully accessible bus stops along Collier Row Lane.

The proposals for accessibility improvements had been developed for various bus stops along Collier Row Lane as set out in the following table:

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QN008-OF-A08-A	Outside Tesco (southbound)	Existing bus stop clearway to be extended to zig zag markings
QN008-OF-A09-A10-A	Outside the Bell & Gate Public House (southbound)	31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A09-A10-A	Opposite the Bell & Gate Public House (northbound)	31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A11-A12-A	Outside 175 – 177 (northbound)	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A11-A12-A	Outside 162-168 (southbound)	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

The report detailed that at the close of public consultation on 27 April 2015, four responses had been received.

Two residents had objected to the proposals for the northbound stop outside 171 to 179 Collier Row Lane as shown on Drawing QN008-OF-A11-A12-A, raising the following issues:

- Clearway would make it difficult to access premises,
- Concern about buses pulling up close to premises,
- Loss of parking [2-wheel footway parking],
- Residents being penalised for living on a bus route,
- Failed to see point of scheme as few buses use stop,
- Poor driving/ behaviour from bus drivers,
- Footway not wide enough for bus stop,
- Volume of traffic makes it hard to pull onto driveway,

- Bus stop is in an unsafe location,
- Too many accidents and near misses,
- Scheme will flood property,
- Unhappy with red road across property,
- Impact on visitor parking,
- Impact on personal parking and security of vehicles if cannot be outside premises,
- Bus stop should be placed elsewhere.

The report detailed that Councillor Frost had raised concerns on behalf of residents at 171 to 179 Collier Row Lane about the effect of raising the footway and its effect on accessing their premises.

The Committee noted officer comment that staff were generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and the likely objections arising, but where accessibility or safety was considered better at an alternative location, such an alternative would be explored. The Committee had noted that this would require a fresh consultation process to be undertaken.

The report stated that the proposals for 171 to 179 did not seek to alter the vehicle crossings to the properties but to make adjustments to the footway which was currently used for the passenger waiting area.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke against the scheme. The resident raised concern about the northbound bus stop shown on Drawing (A09/A10-A – northbound), which is sited in close proximity to the driveway of his property. The primary concerns raised by the resident resulted from buses stopping at the stop for several minutes at a time which either completely blocked the resident's driveway or impeded line of site when exiting the driveway, particularly when making left hand turns. The speaker suggested that the bus stop should be moved further away from his driveway.

During the debate members considered the possibility of moving the bus stop; a Member suggested that the length of the zig-zags on the approach to the adjacent crossing should be reduced and the bus stop moved further north. Officers informed the committee that it was not appropriate to reduce the number of zig-zags on the approach to a crossing on grounds of safety arising from pedestrian visibility.

Members received confirmation that the bus stop is not a turnaround stop and as such there was no reason for buses to stay longer than necessary to allow passengers to board or alight

During the debate on the bus stop shown on drawing QN008-OF-A11-A12-A (Northbound) members received clarification on the whether the length of clearway proposed could be shortened to retain the existing footway parking

bay outside No.171 Collier Row Lane. Officers confirmed that the clearway could be reduced to ensure the retention of the parking bay.

Taking three separate votes the Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Collier Row Lane set out in the report and shown on the following drawings be implemented:
  - QN008-OF-A08-A
  - QN008-OF-A11-A12-A (Southbound)
2. Following a motion to defer to enable officers to review the possibility of relocating the bus stop to an alternative location the Committee **RESOLVED** to defer a decision on the bus stop accessibility improvements on Collier Row Lane set out in the report and shown on drawing QN008-OF-A09/A10-A – (northbound).

The vote was 10 in favour and 1 abstention. Councillor Patel abstained from voting.

3. Following a motion to reduce the length of bus stop clearway to ensure the retention of the existing footway parking bay outside No.171 Collier Row Lane the Committee **RESOLVED** to recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Collier Row Lane set out in the report and shown on the following drawing be implemented:
  - QN008-OF-A11-A12-A (Northbound)

The vote was 10 in favour. Councillor Frost left the chamber and took no part in the vote as he had made representations on behalf of residents during the course of the consultation process for this specific scheme.

That it be noted that the estimated cost of £15,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

### **3 PROPOSED TOUCAN CROSSING AND ASSOCIATED WORKS - WATERLOO ROAD**

Following clarification that the toucan crossing would be linked to Exchange Street and that it was planned for it to be connected to the SCOOT system which allowed local and regional control of signals, the Committee considered the report and without debate **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the Toucan crossing on Waterloo Road, approximately 52 metres North of Union Road, together with associated works as set out in the report and shown on QM064/100/PC/0 be implemented.
2. That it be noted that land outside of the Council's control was required in order for the scheme to be constructed and that land would need to be acquired by the Council for highway purposes or similarly dedicated by the respective owners.
3. That it be noted that the estimated cost of £150,000 for implementation would be met by the S106 Contribution for Highway Works linked to P1638.09.

#### 4 **TAXI RANK REVIEW**

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

1. To recommend to the Cabinet Member for Environment that the proposals for the taxi ranks set out in the report and shown on the following drawings be implemented:
  - High Street, Romford  
QN017/01/01.A; QN017/01/02.A & QN017/01/03.A
  - Eastern Road, Romford  
QN017/04/01.B; QN017/04/02.B; QN017/04/03.A & QN017/04/04.B
  - High Street, Hornchurch  
QN017/03/01.A
  - High Street and Billet Lane, Hornchurch  
QM017/OF/101.B & QM017/OF/102.B
  - Upminster Road, Upminster  
QN017/10/01.A
2. That it be noted that the estimated cost of £9,380 for implementation (all sites) would be met by Transport for London through the Taxi Rank Provision Review.

#### 5 **BUS STOP ACCESSIBILITY - WENNINGTON ROAD**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Wennington Road set out in the report and shown drawing QN008-OF-A78-B be implemented

2. That it be noted that the estimated cost of £4,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

## 6 **BUS STOP ACCESSIBILITY - TEES DRIVE**

Following confirmation from officers that the proposed clearway and bus stopping position was not too close to the junction to pose safety concerns the Committee considered the report and without debate **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Tees Drive set out in the report and shown on the following drawings be implemented:
  - QN008-OF-A237-A
  - QN008-OF-A238-A
  - QN008-OF-A239-A
2. That it be noted that the estimated cost of £3,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

## 7 **BUS STOP ACCESSIBILITY - UPMINSTER ROAD NORTH AND LOOP**

Following confirmation by Officers that the proposal shown on Drawing QN008-OF-A223.2-A (Option 2), would include the provision of a bus shelter and that works would be undertaken to tighten the junction at Berwick Road owing to the position of the clearway and bus stopping position being closer to the junction with Cardinal Way than would normally be preferred the Committee considered the report and without further debate **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Upminster Road North, Lake Avenue, Thorn Lane, Briscoe Road & Berwick Road set out in the report and shown on the following drawings (contained within Appendix I) be implemented:
  - QN008-OF-A213&A214-A
  - QN008-OF-A215-A
  - QN008-OF-A216-A
  - QN008-OF-A217&A218-A
  - QN008-OF-A219&A220-A
  - QN008-OF-A221-A
  - QN008-OF-A222-A
  - QN008-OF-A223.2-A (Option 2)

2. That it be noted that the estimated cost of £44,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility (£36,000) and the S106 for Highway Works (including Bus Stop Accessibility) linked to P1140.09 (£8,000).

## **8 BUS STOP ACCESSIBILITY - ST MARY'S LANE**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on St. Mary's Lane set out in the report and shown on the following drawings be implemented:
  - QN008-OF-A156-A157-A (clearways operating throughout the week)
  - QN008-OF-A158-A159-A (clearways operating Monday to Saturday)
  - QN008-OF-A160-A161-A (clearways operating Monday to Saturday)
  - QN008-OF-A162-A163-A (clearways operating Monday to Saturday)
2. That it be noted that the estimated cost of £23,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

## **9 HIGHWAYS SCHEMES APPLICATION - 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.

10 **URGENT BUSINESS**

Following members concerns over the quality of the lining of roads in borough roads, it was agreed that officers would present a schedule at the next committee meeting detailing the programme of works for the relining (white lines) of road markings on the boroughs roads.

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**Chairman**



**London Borough of Havering**  
**Engineering Services, Highways - Streetcare**  
**Highway Schemes Applications Schedule**

Item Ref	Location	Ward	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	Broxhill Road, adjacent to the main entrance to the Sunset Drive Mobile Home Park	Heaton	Provision of a signalised pedestrian crossing to assist residents to cross from Sunset Drive to the east side of Broxhill Road because of difficulties residents have with speed and volume of traffic, many having impaired mobility.	<b>Rejected</b>
H2	Bird Lane, adjacent to A127 Southend Arterial Road	Cranham	Ban of left turns from A127 into Bird Lane to prevent rat-running at peak times or when A127 is congested	<b>Agreed to move to Section C 9-1-1</b>
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>				

**London Borough of Havering**  
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**Highway Schemes Applications Schedule**

Item Ref	Location	Ward	Description	Decision
	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014)
Page 2	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.
	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians.

**London Borough of Havering**  
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Item Ref	Location	Ward	Description	Decision
	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.
Page 3	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded. In the 3- years to July 2014, 2 injury collisions were recorded in the local vicinity. 21/5/12 5 cars involved, 1 slight injury. Junction with Sunnings Lane caused by U-turning driver. 2/9/13 1 car, 1 motorcycle, serious injury to motorcyclist. 50m east of Sunnings Lane caused by U-turning driver failed to see motorcyclist overtaking.

**London Borough of Havering**  
**Engineering Services, Highways - Streetcare**  
**Highway Schemes Applications Schedule**

Item Ref	Location	Ward	Description	Decision
Page 4	Dagnam Park Drive, near Brookside School		In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph.	Feasible but not funded. Speed limit change alone unlikely to significantly reduce speed and traffic calming will be required, but such that is compatible with a bus and feeder route. Adjacent side roads may need similar treatment for local limit to be logical.