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**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
15 September 2015 (7.00 - 8.10 pm)**

**Present:**

**COUNCILLORS**

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

Apologies were received for the absence of Councillors Joshua Chapman and John Mylod.

+Substitute members: Councillor Wendy Brice-Thompson (for Joshua Chapman) and Councillor Ray Morgon (for John Mylod).

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

There were three members of the public present for parts of the meeting.

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

**32 MINUTES**

The minutes of the meeting held on 11 August 2015 were agreed as a correct record and signed by the Chairman.

**33 BUS STOP ACCESSIBILITY - FIRBANK ROAD AND CORNELL WAY  
(OUTCOME OF PUBLIC CONSULTATION)**

The Committee considered a report that outlined the responses to a consultation for the provision of fully accessible bus stops with some footway improvements along Firbank Road and Cornell Way.

The proposals for accessibility improvements had been developed for various bus stops along Firbank Road and Cornell Way as set out in the following table:

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QN008-OF-A225-A227-A  R0335 Charlotte Gardens	Party wall of 41 & 43 Cornell Way (eastbound)	Bus stop to be removed and amalgamated with next stop (itself proposed for relocation)
QN008-OF-A225-A227-A  R0906 Carter Drive	East of No 61 Cornell Way (eastbound)	Bus stop to be relocated 38.0m east to the flank wall of property No 50 Firbank Road (plus amalgamated with previous stop)  37metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A225-A227-A  BS34620 Charlotte Gardens	Opposite No 61	31metre 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area

The Committee noted that the proposals included works to the two Carter Drive side roads to tighten kerb radii and improve pedestrian dropped kerbs for local accessibility.

Members noted that at the close of consultation on 10 August four respondents had commented on the proposals.

The report detailed that London Buses and a resident supported the proposals. The resident supported the removal of the stop outside 41/43 Cornell Way, stating that the existing stop was an invasion of privacy.

The report detailed that two residents objected to the relocation of the bus stop from east of 61 Cornell Way to the flank wall of 50 Firbank Road, giving the following reasons:

- Impact on visibility from a stationary bus for drivers leaving Carter Drive (north),
- Proximity to crossroads with Carter Drive and impact on road safety due to impatient drivers overtaking buses,
- Need for traffic calming,
- Creation of disproportionate distance between stops,
- Impact on reversing off driveway,
- Overlooking of property and failure to consider development works,
- Concern about noise from relocated stop,
- Vandalism problems associated with relocation of bus stop.

In officers' view, there were currently two eastbound bus stops within 95 metres of each other (outside 41/43 Cornell Way and east of 61 Cornell Way). London Buses considered the two stops to be too close and so an amalgamation into a single stop would be appropriate. The current stop to the east of 61 Cornell Way was directly opposite the westbound stop adjacent to 154 Charlotte Gardens, officers were of the view that an amalgamated eastbound stop should be offset. The "tail to tail" arrangement as proposed was considered appropriate as it allowed drivers to overtake a stationed bus if it was safe.

The Committee noted that officers were not in agreement with the suggestion that the relocated stop would create safety issues at the junction with Carter Drive as the stopping position was in excess of 20 metres from the western kerb line of Carter Drive.

In accordance with the public participation arrangements the Committee was addressed by a member of the public who was against the scheme.

The resident speaking against the proposal to relocate the eastbound bus stop to the side of No.50 Firbank Road raised concerns over highway safety and overlooking of rear gardens. The resident questioned whether the length of bus stop clearway being proposed was required and whether the relocation of the bus stop would lead to an increased risk of collision between overtaking and oncoming traffic at the junction of Carter Drive.

During general debate a member noted that wherever the bus stop was positioned it would impact on someone. Members sought and received clarification on reasoning for the relocation of the bus stop. Officers clarified that the relocation was to ensure that the eastbound and westbound stops would be 'tail to tail' to allow drivers to overtake stationary buses with care.

A Member suggested that the eastbound stop be moved west, closer to the bridge to alleviate the concerns of the resident.

The Committee considered and discounted the possibility of the bus stops being "swapped" in terms of orientation so the eastbound stop would be

positioned west of the bridge and the westbound stop would be positioned east of the bridge.

Following a motion that the scheme be taken forward with the proposed position of the eastbound stop being moved back as near as possible to the bridge, subject to officers double checking dimensions,

The Committee **RESOLVED**:

1. Subject to the eastbound stop being moved as close to the bridge as possible to recommend to the Cabinet Member for Environment that the bus stop accessibility and footway improvements on Firkbank Road and Cornell Way set out as detailed in the report and shown on drawing QN008-OF-A225-A227-A be implemented;
2. Noted that the estimated cost of £15,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

34 **BUS STOP ACCESSIBILITY - CHASE CROSS ROAD (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 outside 95/97 Chase Cross Road set out in the report and shown on drawing QO001-OF-A01-A be implemented;
2. The estimated cost of £12,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

35 **BUS STOP ACCESSIBILITY - STANLEY ROAD SOUTH, FREDERICK ROAD & LOWER MARDYKE AVENUE**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops along Stanley Road South, Frederick Road and Lower Mardyke Avenue and sought a recommendation that the proposals be implemented.

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

The proposals for accessibility improvements had been developed for various bus stops along stops along Stanley Road South, Frederick Road and Lower Mardyke Avenue as set out in the following table:

**STANLEY ROAD SOUTH**

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QO001-OF-A15-A  BS34978 Hubert Road	Flank wall of 95 Cherry Tree Lane	Bus stop flag to be relocated 4.10 metres north-west  27metres 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  'At Any Time' waiting restrictions at junction with Cherry Tree Lane.
QO001-OF-A16-A  BS34979 Philip Road	Outside 23	Bus stop flag to be relocated 2.00 metres south-east  31metres 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area

**FREDERICK ROAD**

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QO001-OF-A17-A  BS34980 Frederick Road	Outside 13-15	Bus stop to be relocated approximately 87.10 metres east by the flank wall of No 2 Karen Close  35 metres 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A18-A	Outside No 75	Creation of lay-by approximately 49.20 metres in length

NEW STOP		24 hour bus stop clearway  Creation of footway parking outside property numbers 120-128  140mm kerb and associated footway works provided at bus boarding area
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**LOWER MARDYKE AVNUE**

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QO001-OF-A182-A	Opposite No 53	Bus stop flag to be relocated 2 metres south-west
BS34982 Lower Mardyke Avenue		33 metres 24 hour 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 10 August three respondents had commented on the proposals.

London Buses had commented on the proposed relocation of bus stop flags (Drawings QO001-OF-A15-A and QO001-OF-A182-A) and supported the new stop outside 75 Frederick Road (Drawing QO001-OF-A18-B), citing requests from local people for the additional stop.

A resident commented on the proposals outside 23 Stanley Road South (Drawing QO001-OF-A16A), requesting that waiting restrictions be provided at the junction of Stanley Road South and Philip Road to aid bus movements.

A resident objected to the new stop proposed outside 75 Frederick Road (Drawing QO001-OF-A18-B), suggesting that a new stop was not needed and raised issues about the loss of on-street parking, street litter/rubbish and noise.

The report informed the Committee that the issues raised by London Buses would be resolved with an on-site agreement, should the proposals be recommended for implementation.

The Committee noted that the current spacing between stops was about 870 metres which was substantial in bus stop spacing terms. The addition of

the new stop would enable more people to be within a reasonable walk of a bus stop.

During general debate, a Member sought clarification about the impact of the proposed stop outside 75 Frederick Road on parking. Officers clarified where potential parking spaces would be lost and presented the committee with alternative, less favourable, locations for the bus stop.

A Member suggested that as buses would only stop for a short time at the proposed stop outside 75 Frederick Road, the scheme should be considered without a layby and a shorter clearway. Officers clarified that this was acceptable.

Following proposed motion to accept the scheme with the amendment to remove the proposed layby and install as short a clearway as possible outside 75 Frederick Road.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Stanley Road South, Frederick Road and Lower Mardyke Avenue set out in the report and shown on the following drawings be implemented;
  - QO001-OF-A15A
  - QO001-OF-A16A
  - QO001-OF-A17A – (without a layby and a shorter clearway proposed stop outside 75 Frederick Road)
  - QO001-OF-A18B
  - QO001-OF-A182A
2. Noted that the estimated cost of £26,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

36 **BROXHILL ROUNDABOUT - PROPOSED PROVISION OF PEDESTRIAN CROSSING FACILITIES (OUTCOME OF PUBLIC CONSULTATION)**

Following consideration of the proposal to install two controlled pedestrian crossing facilities on Straight Road and Lower Bedfords Road to form part of the Broxhill roundabout project, the Committee noted from the report the lack of support for the proposed zebra crossing facilities at the junction. In officers' view, it was not considered necessary to provide the crossing facilities.

The Committee **RESOLVED** to recommend to the Cabinet Member for Environment option 1(b) that the scheme be rejected.

**37 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing 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 are appended to the minutes.

**38 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 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 are appended to the minutes.

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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>				
A1	Queens Park Road	Harold Wood	Provide cycle bypasses to gated road closure	AGREED
<b>SECTION B - Highway scheme proposals without funding available</b>				
Page 1	Percy Road & Linley Crescent	Mawney	Closure of one end of Percy Road to prevent rat-running by inappropriate non-residential traffic, including HGVs. 51 signature petition.	MOVED TO C
B2	Lower Bedfords Road, near Helmsdale Road	Havering Park & Pettits	140 signature petition requesting a zebra crossing to assist with access to 499 bus stop.	REJECTED

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

Item Ref	Location	Ward	Description	Decision
B3	Ardleigh Green Road, bend near Ardleigh Close	Squirrels Heath	Request for speed reduction measures on the northbound approach to bend following vehicles crashing into residents' walls	REJECTED
B4	Sunnings Lane	Upminster	Closure of street to through vehicular traffic near houses to deal with speeding and inappropriate use of street.	MOVED TO C

**SECTION C - Highway scheme proposals on hold for future discussion (for Noting)**

C1	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)
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**London Borough of Havering**  
**Engineering Services, Highways - Streetcare**  
**Highway Schemes Applications Schedule**

Item Ref	Location	Ward	Description	Decision
C2	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.
Page 3 C3	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.
C4	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.

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

Item Ref	Location	Ward	Description	Decision
C5 Page 4	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.
C6	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.

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

<b>Item Ref</b>	<b>Location</b>	<b>Ward</b>	<b>Description</b>	<b>Decision</b>
C7	Faircross Avenue	Havering Park & Mawney	Restrictions to prevent passage by HGV drivers who ignore 7.5 tonne weight limit.	Feasible, but not funded. Wider area would need to be considered drivers likely to divert to parallel and adjacent streets, hence cost estimate.

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

Item Ref	Location	Comments/Description	Decision
<b>SECTION A - Parking Scheme Requests</b>			
TPC769	Cedar Avenue	Request to extend the DYL outside Branfil School up to the dropped kerb of number 16 to prevent obstructive parking to the residents of that address.	AGREED
TPC770	High Street Romford, Angel Way & Logan Mews	Review of parking with the aim of introducing additional loading bays and short term parking areas	AGREED
TPC771	Elm Park Avenue	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC772	The Drive Harold Wood	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	REJECTED
TPC773	Wingletye Lane in service road in turning head	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC774	The Avenue - Romford opp Sainsburys	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC775	Balgores Crescent	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC776	Helen Road Ardleigh Green	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED

TPC777	Willow Street near Mawney Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC778	Southend Road opposite Ford Lane	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	REJECTED
TPC779	Hubert Road off Rainham Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	REJECTED
<b>SECTION B - Parking Scheme Requests on hold for future discussion or funding issues</b>			