

# Public Document Pack

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
13 October 2015 (7.00 - 8.45 pm)**

**Present:**

**COUNCILLORS**

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

Apologies for absence were received for the absence of Councillors Frederick Thompson and David Durant.

+Substitute member: Councillor Robby Misir (for Frederick Thompson).

Unless otherwise indicated all decisions were taken with no votes against.

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

**39 MINUTES**

The minutes of the meeting held on 15 September 2015 were agreed as a correct record and signed by the Chairman.

**40 PROPOSALS TO INSTALL A BUS GATE IN OLDCHURCH RISE, ROMFORD - OUTCOME OF PUBLIC CONSULTATION**

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

To recommend to the Cabinet Member for Environment that the installation of a bus gate and an enforcement camera were agreed as follows:

1. Implementation of a bus gate located at a distance of 85 metres in Oldchurch Rise from the southern kerb line of Oldchurch Road. The gate would permit use in both directions by the following classes of traffic ie public transport buses, cycles and emergency service

vehicles. The proposals were shown in drawing no. QO019-01, attached in appendix 1 of the report.

2. It was noted that the estimated cost for implementation was £22,000 of which £12,000 would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for improving the reliability of public transport package and a £10,000 contribution provided by the Barking, Havering and Redbridge University Hospital NHS Trust.

Councillor Mylod was absent during the presentation of the item and did not take part in the vote.

41 **TAXI RANK REVIEW - MAWNEY & HACTON WARDS (OUTCOME OF PUBLIC CONSULTATION)**

The report before Members set out the responses to consultations for the creation, extension or alteration of taxi ranks in Romford, Hornchurch and Upminster.

Two schemes were considered by the Committee.

One in Collier Row Road, Collier Row and one in Upminster Road, Upminster.

During a brief debate Members discussed the possibility of taxis ranking at night and creating noise and disturbance at the Upminster Road site.

Members also discussed the possible loss of parking bays at the Collier Row site and suggested that the rank might have been better sited in Melville Road. In response officers replied that TfL's Public Carriage Office were interested in a town centre site as passengers were more likely to be elderly or disabled people who could not easily get to locations further away from the shopping area.

Officers suggested that pay and display parking could be investigated for the Melville Road area which could offset the loss of parking spaces.

Having considered the report and representations it was **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 attached to the report were implemented.

Collier Row Road, Collier Row  
QN017/09/01.A

Upminster Road, Upminster  
QN017/10/01.B

2. Noted that the estimated cost of £1,000 for implementation would be met by Transport for London through the Taxi Rank Provision Review.

42 **AVON ROAD BY SEVERN DRIVE - PROPOSED ZEBRA CROSSING ZIGZAG MARKING EXTENSION - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered the report and the representations and without debate **RESOLVED** to;

1. Recommend to the Cabinet Member for environment that the implementation of a zigzag marking extension at the existing zebra crossing along Avon Road by Severn Drive as set out in the report and shown on drawing number QO033 be implemented.
2. Noted that the estimated cost of £1,000 for implementation would be met from the Council's Revenue Budget for Minor Safety Schemes.

43 **BUS STOP ACCESSIBILITY - BRENTWOOD ROAD BY FRANCES BARDSLEY ACADEMY (OUTCOME OF PUBLIC CONSULTATION)**

The report before Members set out the responses to a consultation for the provision of fully accessible bus stops on Brentwood Road near the Frances Bardsley Academy and sought a recommendation that the proposals be implemented.

During the debate Members sought clarification on a number of issues including ownership of the footway outside the school and whether it could be widened onto the school site, possible visibility issues for children accessing the proposed arrangements and possibility of installing signalised crossing.

In response officers clarified that the school was unlikely to extend the footway as the Chairman of the Governing Body had cited concerns regarding the proposed arrangements.

Members also noted that zebra crossings were flexible and where there were lots of pedestrians, they could take priority, whereas signals let groups cross and many pupils wouldn't wait for the next green man signal to cross and would cross the road at their earliest convenience which could prove dangerous.

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements near the Frances Bardsley Academy on Brentwood Road as set out in the report and shown on the following drawing (contained within Appendix I) were implemented;

- QO001-OF-A90&A91-A

2. 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.

The vote for the resolution to recommend for implementation of the scheme was carried by 9 votes to 1.

Councillor Chapman voted against the resolution for recommendation of the implementation of the scheme.

#### 44 **BUS STOP ACCESSIBILITY - ELM PARK AVENUE (OUTCOME OF RERUN PUBLIC CONSULTATION)**

The report before Members set out the responses to a consultation for the relocation of a bus stop from outside 347 Elm Park Avenue to outside 379-387 Elm Park Avenue, together with making the bus stop fully accessible in the proposed location and sought a recommendation that the proposal be implemented.

During a brief debate Members discussed the re-location of the bus stop and its close proximity to a busy junction and the possible congestion that this could cause.

Members also sought clarification of the Mayor of London accessibility target and in response officers advised that the target was 95% by the end of 2016/17.

Members commented that this particular site might be one that would have to remain in the 5% as there were very few alternatives to what was being proposed.

Following the debate a motion was put forward and seconded that the recommendations in the report be rejected.

It was **RESOLVED** that;

1. Recommends to the Cabinet Member for Environment that the bus stop currently outside 347-349 Elm Park Avenue remain in the same location with the addition of a 37 metre bus stop clearway and no footway works to be carried out. As shown in drawing number QN008-OF-A114/2-A.
2. Noted that the estimated cost of £1,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

**45 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.

**46 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**

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

Item Ref	Location	Ward	Description	Officer Advice
<b>SECTION A - Highway scheme proposals with funding in place</b>				
A1	Park End Road, outside Romford Library	Romford Town	Restriction of motor traffic, other than delivery vehicles	AGREED
<b>SECTION B - Highway scheme proposals without funding available</b>				
B1	Cedar Road	Brooklands	Provision of experimental road closure to motor traffic to remove inappropriate commercial traffic and speeding drivers.	MOVED TO C
<b>SECTION C - Highway scheme proposals on hold for future discussion (for Noting)</b>				

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

Item Ref	Location	Ward	Description	Officer Advice
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)
Page 2 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.
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.



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

Item Ref	Location	Ward	Description	Officer Advice
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.
Page 3 C5	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	Officer Advice
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.
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.
C8	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.	Feasible but not funded.

**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>Officer Advice</b>
C9	Sunnings Lane	Upminster	Closure of street to through vehicular traffic near houses to deal with speeding and inappropriate use of street.	A closure near the houses may require the construction of turning areas and therefore costs would be higher.

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

Item Ref	Location	Comments/Description	Decision
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**SECTION A - Parking Scheme Requests**

TPC778	Glades Close, off Francome Gardens	Request from resident for Heath Villas, Glades Close to be included in existing RO3 CPZ. This is a new gated development of 9 x 4 bed detached houses with a off road parking and a garage.	Rejected
TPC779	Park Lane	Request from the owner of CH Electrical, to change the use of the newly installed residents parking bay outside the business to a Loading bay.	Agreed

TPC780	Hacton Lane, the unnamed servie road fronting no. 2 Hacton Lane and Nos.20 to 50 Upminster Road	Request to restrict the junction with Hacton Lane and all for the northern side of the road to prevent obstructive parking.following the road widening, footway resurfacing and agreed waiting restrictions on the apexes of the bends in the road	Agreed
<b>SECTION B - Parking Scheme Requests on hold for future discussion or funding issues</b>			