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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
5 January 2016 (7.00 - 8.40 pm)**

Present:

COUNCILLORS

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

Councillors Ron Ower and Melvin Wallace were present for parts of the meeting.

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

There were approximately eleven members of the public present for parts of the meeting.

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

69 MINUTES

The minutes of the meeting held on 8 December 2015 were agreed as a correct record and signed by the Chairman.

70 HILL GROVE - WAITING RESTRICTIONS

The report before Members set out the responses to the proposals to introduce Waiting Restrictions in Hill Grove.

The report informed the Committee that, following a number of complaints from residents regarding access issues within Hill Grove, the proposal was to install a single yellow line operational between 8:30am and 6:30pm Monday to Saturday inclusive, along the even side of Hill Grove, to deter commuter and obstructive parking.

At the close of a public consultation on 27 November, a total of 31 responses had been received; 29 respondents were in favour while 2 residents were against the proposals. A table that summarised these responses was appended to the report.

In officers' view, installing a waiting restriction along the even side of Hill Grove would ensure the road is accessible at all times most especially for council and emergency services vehicles.

In accordance with the public participation arrangements the Committee was addressed by two members of the public, one of whom spoke against the proposal and the other who spoke in favour of the scheme. A resident speaking against the scheme stated that he had lived in the area for over six years and accepted there was an issue with commuter parking and obstruction of residents' driveways. The resident also agreed that the proposal would assist emergency and council refuse vehicles to drive through the road. The resident was of the opinion that the proposal would lead to the loss of about half the parking spaces in the road. The resident also stated that a better solution was the provision of parking bays at the top of the road and the introduction of permits to residents.

A resident who had lived in the area for over two years spoke in favour of the proposals stating that parking in the area had got worse following the introduction of parking restrictions on Mashiters Walk and that majority of the residents of Hill Grove supported the scheme. It was suggested that most of the commuters who parked in the road were bus drivers, Police Officers and people who worked in the Town Centre. It was mentioned that the obstructive parking had affected the collection of refuse in the area for eight consecutive weeks. The Committee was informed that the indiscriminate parking by commuters had also caused damage to cars and the inability of residents to access their driveways.

During the debate a Member was of the opinion that the implementation of the proposal would have a knock on effect in the area displacing commuter parking to other streets. The Member questioned the need for an all-day parking restriction.

Another Member argued that the introduction of parking permits was not the solution to the issues in the area. The Member suggested that if commuter parking was the issue, a one hour parking restriction would resolve the matter.

A Member sought clarification on the space along the flank wall of house number 121 with a view to the provision of parking bays. In response officers explained that the road was very narrow and could not parking bays; officers also clarified that the primary purpose of the proposal was to deter commuter parking.

Another Member stated that parking permits would not resolve the access issues in the road and gave their support to the scheme.

Another Member questioned whether the proposal would protect residents as commuters would still be able to park on the unrestricted side of the road.

In response officers confirmed that a wider review of parking in the area was being considered and that the proposed scheme would be monitored.

By a vote of 10 in favour to 0 against with 1 abstention the Committee **RESOLVED:**

To recommend to the Cabinet Member for Environment:

- a) the introduction of a waiting restriction on the even side of Hill Grove, operational between the hours of 8:30am and 6:30pm Monday to Saturday; and
- b) that the effect of the scheme be monitored.

To note that the estimated cost of the scheme was £500 and would be funded from the 2015/16 Minor Parking Schemes budget.

71 **COLLIER ROW AREA ACCIDENT REDUCTION PROGRAMME - PROPOSED 20 MPH ZONE AND SAFETY IMPROVEMENTS**

The report before the Committee detailed responses to a consultation to introduce safety improvements that included a 20mph zone, speed tables, zebra crossing with illuminated beacon posts, 'Gateway' measures with 20mph and 30mph roundel with red surfacing, road signs and road markings.

The report informed the Committee that the following safety improvements were proposed along Collier Row by Ramsden Drive, Collier Row Road between Melville Road and Hamden Hill Roudabout, Hampden Road by Clockhouse Lane, Chase Cross Road between Hamden Hill and Collier Row Lane to reduce vehicle speeds and minimise accidents.

The report informed the Committee that at the close of a public consultation, four written responses had been received: from a Member of the Committee, two cycling representatives and a resident and the comments were summarised in the report.

Officers' indicated that the proposed safety improvements would minimise accidents in the Collier Row Area which include part of Collier Row Road, Clockhouse Lane, Chase Cross Road and Collier Row Lane. It was therefore recommended that the proposed safety improvements be recommended for implementation.

In accordance with the public participation arrangements the Committee was addressed by a speaker representing two local shop keepers located at numbers Nos 104 and 106 Collier Row Road. The speaker stated that the location of the zebra crossing and placement of zig-zag signs would adversely impact businesses on the north side of the street by presenting access difficulties to forecourts; impeding deliveries; and restricting on street parking. The speaker also commented that the recently installed bicycle stand near the same businesses was in the wrong location. It was suggested that the crossing would be better suited elsewhere in the road.

During the debate a Member stated that he was of the opinion that the proposed zebra crossing was at the appropriate location to provide safety improvement for pedestrians.

A Member enquired if London Buses were consulted and had commented on the scheme as a whole. In response, the Committee was informed that no reply had been received from London Buses.

A Member sought clarification on the proximity of the zebra crossing to Ramsden Drive. Officers confirmed that the crossing could be located within five metres of the junction. Further the crossing had been placed along the pedestrian desire line for people walking from Ramsden Drive to the new supermarket on the south side of Collier Row Road and also to assist drivers turning left out of Ramsden Drive to get a good view of the crossing position.

Another Member stated that the crossing was about balancing the needs of pedestrians against the ability of parking by the shops. It was suggested that in terms of customers, there was plenty of research that suggested that over time, it was those shoppers who arrived on foot who tended to spend the most.

A Member enquired if the existing signalised crossing outside the Esso Petrol Station could be relocated to avoid the need for the installation of the proposed pedestrian crossing. In reply Officers confirmed that the Toucan crossing was placed at the current location specifically to assist people cycling to move between White Hart Lane and Collier Row Road and there was no funding to move it.

Following the debate it was **RESOLVED**;

To recommend to the Cabinet Member for Environment that the safety improvements as detailed below be implemented:

- (a) Collier Row Road by Ramsden Drive
 - Zebra crossing with illuminated posts
- (b) Collier Row Road between Melville Road and Hamden Hill Roundabout
 - 20mph zone

- Speed table with 20/30 mph roundels by Melville Road
 - Raised speed table with minor road marking changes at the existing Carter Drive pelican crossing
 - Raised speed table at the existing Hampden Hill Roundabout pelican crossing
 - 20mph roundels at various locations including along service road as shown
- (c) Hampden Road by Clockhouse Lane
- 'Gateway' measures with red surfacing and 20/30mph roundels
- (d) Chase Cross Road between Hampden Hill Roundabout and property
- Nos: 29/31 Chase Cross Road 20mph zone
- Speed table outside property Nos: 13 and 15
 - 'Gateway' measures with red surfacing and 20/30 mph roundels outside property Nos: 29 and 31
 - 20mph roundels as shown
- (e) Collier Row Lane between Hampden Hill Roundabout and Property
- Nos: 300/306 Collier Row Lane 20mph zone
- 'Gateway' measures with red surfacing and 20/30mph roundels
2. To note that the estimated costs of £79,000, would be met from the Transport for London (TfL) 2015/16 Local Implementation Plan allocation for Accident Reduction Programmes.

72 **UPMINSTER ROAD AND ST MARY'S LANE ACCIDENT REDUCTION PROGRAMME**

The Committee considered a report on proposed safety improvements in the Upminster Road and St Mary's Lane area. The improvements included a pedestrian refuge, 20mph zone, speed tables, speed table with pelican crossing, speed table with pedestrian refuges, 'Gateway' measures with 20mph and 30mph roundel with red surfacing, road signs and road markings.

Officers' confirmed that the proposed safety improvements would minimise accidents along Upminster Road and St Mary's Lane within the study area. The Committee was informed that Hornchurch High Street was the closest local example of a route with speed tables,

Following clarification that London Buses and the London Ambulance Service were consulted and did not comment on the proposals for the speed tables on the route, it was **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the safety improvements as detailed below be implemented:
 - (a) Upminster Road by Glanville Drive
Pedestrian refuge outside nos. 21 and 23
 - (b) St Mary's Lane between Bridge Avenue and Gridiron Place
 - Speed table by Bridge Avenue
 - Speed table between Highview Gardens and Boundary Road at the existing pedestrian refuge
 - Speed table outside 'The Sacred Heart of Mary RC School' entrance
 - Speed table by Cranbourne Gardens at the existing pedestrian refuge
 - Speed table by Champion Road at the existing pelican crossing
2. To note that as a result of public consultation, the following proposals would be omitted from the original proposals.
 - 20mph zone along St Mary's Lane between Bridge Avenue and Gridiron Place
 - 20mph and 30mph roundels along St Mary's Lane between Bridge Avenue and Gridiron Place
 - Speed table along Glanville Drive by Upminster Road
3. To noted that the estimated costs of £84,000, would be met from the TfL 2015/16 Local Implementation Plan allocation for Accident Reduction Programmes.

73 **BRENTWOOD ROAD/THE DRILL - 'PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS, CHANGES TO SCHOOL KEEP CLEAR AND LOADING BAY**

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

1. To recommend to the Cabinet Member for Environment that the proposed 'At Any Time' waiting restrictions in Brentwood Road be implemented as advertised.
 - a. That the operational hours of the School Keep Clear marking in Brentwood Road, be changed to operate Monday to Friday 8am to 5pm inclusive.
 - b. That the proposals to implement a loading bay restriction operational Monday to Saturday 8am to 6pm with a 30 minute stay with no return within 1 hour in the lay-by area fronting the Tesco site, be implemented as advertised.
 - c. That the effect of the agreed proposals be monitored

2. To note that the estimated cost for the proposals in Brentwood Road, was £1000 and would be met from the 2015/16 Minor Parking Schemes budget.

74 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

There was no new scheme for the Committee to consider this month.

The Committee's noted the appended schedule.

75 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.

Chairman

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

5 January 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
SECTION A - Highway scheme proposals without funding available							
None this month							
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)							
B1	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)	None.	c£80k	Resident
B2	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.	None	£18k	Cllr Wilkes

London Borough of Havering
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Highway Schemes Applications Schedule

5 January 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
Page 2 B3	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.	None	N/A	Resident
B4	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.	None	£30k+	Cllr P Crowder

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

5 January 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
Page 3 85	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.	None	£8k	Cllr Hawthorn

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Parking Schemes Applications Schedule - Highways Advisory Committee

Traffic & Parking Control – StreetCare – 5 January 2016

Item Ref	Location	Comments/Description	Decision
TPC807	158 - 162 Mawney Road	These are the last three properties in Mawney Road, south of the Eastern Avenue, that were not include in the Sector 2B residents parking scheme for the area	AGREED
TPC808	92A -100 Briscoe Road, Rainham	Request for At Any time Waiting restrictions in Brisco Road, opposite the bus stop, from the common boundary of 92A/94 to the common boundary of 98/100. These proposals are to improve road safety and sight lines, which will assist in reducing disruption to council and emergency services.	REJECTED
TPC809	84 - 100 Upminster Road South, Rainham	Request from residents to be included in the residents parking scheme for Melville and Cowper Road	AGREED
TPC810	83-99 Hainault Road, Romford	Request for At Any time Waiting restrictions to the front of the business site in Hainault road, to improve access for large delivery vehicles.	REJECTED
TPC811	Marshalls Road, Romford	Request to remove the current residents footway parking bays and install them fully on the highway, to improve pedestrian access.	AGREED
TPC812	The Junction of Rush Green Road and Dagenham Road	The proposals are to introduce an 'At any time' Waiting and Loading bay around the junction of Rush Green Road and Dagenham Road. To prevent obstructive parking at all times, which will ensure better traffic flow	AGREED
TPC813	Melksham's Camborne Way, Alverstoke, Holt Way area	Request to review this area for a possible residents parking scheme	AGREED
TPC814	Wednesbury Road/ St Neots Road Area	Request to review this area for a possible residents parking scheme	AGREED
TPC815	Orchis Way	Request to introduce double yellow line at its junction with Petersfield Avenue and at the entrance to the garages at the southern end of the road to ensure access.	AGREED
TPC816	Rosewood, Langdale, Ullswater, St. Andrews, Winderwere , Coniston Way, Ennerdale, Langdale, Easdale, Derwent Way, Ambleside area	Request to review this area for a possible residents parking scheme. This item was agreed with the inclusion of Coronation Drive and that the review was only to be undertaken within the extents of any area within these roads that is agreed with Ward Members.	AGREED
TPC817	Willow Street	To change the previously agreed proposals to changing the existing Disc parking bay outside 75A to a dual use residents that was approved in July 2015, to changing the Disc parking bay to a free limited waiting bay, operational 8:30am to 6:30pm Monday to Saturday with a maximum stay 3 and no return to the bay within 2 hours	AGREED
TPC818	Reginald Road and Woodlands Road	Request to look at the provision of more residents parking spaces	AGREED

Any other business

Viking Way Car Park	Request by staff of Rainham Library to include this car park in the staff permit scheme	AGREED
Redriff Road	Request from the church to introduce an area of double yellow line fronting the church to ease pick up and drop off to the church hall	AGREED
Moray Way	Request to introduce a loading bay in the middle of the layby outside Premier Stores	AGREED