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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
2 February 2016 (7.00 - 9.05 pm)**

Present:

COUNCILLORS

Conservative Group	Jason Frost (Chairman), Joshua Chapman, Ray Best and Wendy Brice-Thompson
Residents' Group	Barry Mugglestone and Reg Whitney
East Havering Residents' Group	Darren Wise (Vice-Chair) and Linda Hawthorn
UKIP	John Glanville
Independent Residents Group	David Durant

All decisions were taken with no votes against.

76 CHAIRMAN'S ANNOUNCEMENTS

The Chairman gave details of arrangements in the event of fire or other event that may require the evacuation of the meeting room.

77 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

Apologies were received from Councillor John Crowder (Councillor Ray Best substituting), Councillor Frederick Thompson (Councillor Wendy Brice-Thompson substituting) and Councillor John Mylod (Councillor Reg Whitney substituting).

78 DISCLOSURE OF INTERESTS

There were no disclosures of interest.

79 **MINUTES**

The minutes of the meeting of the Sub-Committee held on 5 January 2016 were agreed as a correct record and signed by the Chairman.

80 **MAIN ROAD/UPPER BRENTWOOD ROAD - ACCESSIBILITY & SAFETY IMPROVEMENTS FOR WALKING AND CYCLING**

The report before Members set out responses to a consultation on the proposals to improve the levels of comfort, accessibility and safety for people walking and cycling through the junction of Main Road and Upper Brentwood Road, plus some parking management changes.

The report detailed that as part of the on-going highway investment programme funded through the Transport for London Local Implementation Plan (LIP), the Council periodically undertook corridor studies to examine where changes might be made to traffic management arrangements for all classes of traffic (including people walking, people cycling, bus services and for motor traffic, including freight).

In accordance with the public participation arrangements the Committee was addressed by two members of the public, one of whom spoke against the parking management changes proposed, the other who spoke in favour of the scheme.

The resident, speaking against the pay-and-display proposals for Farnes Drive and Upper Brentwood Road, informed the Committee that the pay and display provision: was not required as there were no parking issues; would have a detrimental affect on local shops; was not required as the need for parking in the area would reduce with the closure of a local ATM. The speaker stated that there was no evidence the provision was needed and there was no public support for this element of the scheme. The speaker also stated that a similar proposal for the implementation of pay-and-display in the area had been rejected by the Committee last year and nothing had changed to warrant a reversal of this decision.

A resident speaking on behalf of the Havering Cyclists, a group affiliated to the London Cycling Campaign and Sustrans, spoke in favour of the scheme and the safety improvements that it would bring for cyclists.

During the debate Officers confirmed that the provision of the pay and display parking was not a dependency for the wider scheme. Officers confirmed that the extent of the “at any time” parking restrictions could be reduced in line with a request made by Councillor Thompson during the course of the public consultation.

In response to a question by members officers provided further detail and clarification on the proposed road layout including the number of traffic lanes that would remain.

A Member expressed disagreement with the pay-and-display parking proposals but agreed with the remainder of the scheme noting that the road was suitable for a designated cycle lane.

Another Member questioned the need for pay-and-display parking and more parking restrictions on Upper Brentwood Road. Members recognised that the parking requirement would be reduced with the closure of the local bank.

Members discussed the yellow box at the junction asking whether it was needed or could be removed. Officers recognised that there was a driver behaviour issue at the junction. Officers advised that the yellow box was required and its removal would undermine traffic flow through the junction creating greater potential for the junction to be blocked.

A Member sought clarification as to whether or not the pay-and-display was required. In response the Committee was informed that the proposal was incidental to the scheme and staff would be guided by the decision of the Committee.

The Committee considered the extent of the double yellow lines for Upper Brentwood Road and concluded that the lines should extend from house number 614 to 622 and on the south western side of the junction, that the line be for the length of the existing single yellow line only which ended outside 587.

Following the debate it was **RESOLVED**;

1. To recommends to the Cabinet Member for Environment that the changes to the junction of Main Road with Upper Brentwood Road be made as set out in the report and shown on the following drawings be implemented;

- QO016-CON-01A
- QO016-CON-02A
- QO016-CON-03A
- QO016-CON-04A
- QO016-CON-05A
- QO016-CON-06A

2. That with regard to the proposals relating to pay and display parking in Farnes Drive and Upper Brentwood Road; and the “at any time” waiting restrictions in Upper Brentwood Road, to recommend to the Cabinet Member that:

- the pay and display parking be rejected; and
- the “at any time” waiting restrictions in Upper Brentwood Road should be extended from house number 614 to 622 and on the

south western side of the junction, that the line be for the length of the existing single yellow line only which ended outside 587.

3. That it be noted that the estimated cost of £180,000 for implementation would be met by TFL through the 2015/16 (£80,000) and 2016/17 (£100,000) Local Implementation Plan allocation for the Main Road/ Upper Brentwood Road Junction.

Councillors Whitney and Best were absent during part of the presentation of the item and did not take part in the vote.

81 **BUS STOP ACCESSIBILITY - NORTH ROAD**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops on North Road.

The following accessibility improvements have been proposed for various bus stops along North Road as set out in the table:

Drawing Reference	Location	Description of proposals
QO001-OF-A196-A BS19875 Havering Green	Outside St Francis Hospice.	27 metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A197-A BS19874 Havering Green	The Green opposite St Francis Hospice.	Bus stop flag to be relocated 41.60 metres north 27 metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A198-A BS19877 Samantha Mews	Opposite 1 Rosherville Villas.	27 metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A199-A	Party wall of 3/4 Festival Cottages.	19 metre 24 hour bus stop clearway 140mm kerb and associated footway

BS19876 Dame Tipping School		works provided at bus boarding area
QO001-OF- A200-A BS19879 Liberty Cottages	Opposite 5 Liberty Cottages.	Bus stop flag to be relocated 29.90 metres northeast New uncontrolled crossing point 29 metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QO001-OF- A201-A BS19878 Liberty Cottages	Outside 12 Liberty Cottages	Bus stop flag to be relocated 50 metres northeast 29 metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

The report informed the Committee that at the close of consultation, five responses had been received as detailed in the report. London TravelWatch and London Buses had indicated support for the proposals. Two residents had objected to the proposals to relocate the northbound stop near the Green about 41.6 metres north stating that there was a limited number of bus movements and lack of northbound passengers waiting at the bus stops in the Village. It had been suggested that if the stop was to be relocated, it should be moved towards the south; towards The Green.

A resident had objected to the proposals outside Beverley Bungalow stating that the bus stop was in a blind spot for cars exiting the premises.

The Committee noted officers' comments that the current northbound stop near the Village Green was not accessible in its current location; between vehicle accesses.

The second site would require the removal of some of the parking laybys outside Fairlight Villas; equivalent to a parking space and would provide space to retain the bus shelter.

In response to the impact on the conservation area, officers' had stated that the current stop was also within the conservation area. In terms of visual intrusion, the clearway would be more intrusive than not having a clearway,

but without the restriction, the stop would not be fully accessible and would be at risk of becoming blocked by parked vehicles.

The Committee noted officers' comment that the southbound stop outside Beverley Bungalow had been in place for many years and the proposals sought to make it accessible.

In accordance with the public participation arrangements the Committee was addressed by two members of the public who both spoke against different elements of the scheme.

A resident spoke against the bus stop proposed to be relocated outside Fairlight Villas. The speaker accepted that the bus stop was currently not accessible but questioned the suitability of the proposals. The speaker informed the Committee that residents had suggested a viable alternative for the relocation of the bus stop which should be considered.

A second resident spoke against the proposals for the existing stop outside Beverley Bungalow. The resident was of the view that the stop should be moved north to where there was no properties and that the current stop was close to the one to the south outside St Francis Hospice.

A Member noted that roads in a conservation area should have better road markings. The Member indicated support for the stop to be moved where the residents were suggesting but for the shelter to remain in its current location. The Member raised concerns over the impact on parking near Beverley Bungalow because of difficulties with parking in the village.

Officers confirmed that TFL favoured having the shelter and flag in a single location.

A Member questioned whether a shelter without side screens could be installed to reduce the need for pavement space. Officers confirmed that the narrow footway would bring the shelter roof too close to the road edge.

A Member noted that cars were being parked along the footway which had no road markings and questioned whether the relocation of the bus stop would result in a loss of parking. Officers confirmed that vehicles shouldn't be parked in this location in any event.

A Member asked if the bus stop proposed for Fairlight Villas could be relocated on land further in from the road forming a village green. Officers advised the Committee that this land was not highway land.

A Member proposed a re-consultation on alternative locations for the bus stop proposed at Fairlight Villas which had general approval.

The Committee agreed that the proposals shown on QO001-OF-A197A should be re-consulted on which would include the residents' alternative suggestion.

Following the debate it was **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on North Road set out in the report and shown on the following drawings be implemented;
 - QO001-OF-A196-A
 - QO001-OF-A198-A
 - QO001-OF-A199-A
 - QO001-OF-A200&201-A
2. To note that the estimated cost of £28,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

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

82 **WESTERN ROAD - PROPOSED CONTROLLED PEDESTRIAN CROSSING AND TRAFFIC CALMING FEATURES**

The report before Members set out responses to a consultation for the implantation of traffic calming features with the construction of three speed tables and a new zebra crossing on Western Road, forming part of a wider public realm and pedestrian improvement scheme for Western Road.

The report informed the Committee that following the approval for the construction of the Romford Leisure Centre Development (RLD), it was identified that there would be a significant increase in demand for pedestrians wishing to cross Western Road between the RLD and The Liberty car park.

In order to improve pedestrian safety and cope with expected new pedestrian movements, it was proposed to provide level crossing points and traffic calming in the form of 3 speed tables located at the entrance and exit to the Liberty Shopping Centre car park and the junction of Western Road with Grimshaw Way.

The proposal also included improvement to the footways of Western Road between Mercury Gardens and the pedestrian entrance to The Liberty Shopping Centre. These public realm improvements would complement the RLD and recognise the likely increase in footfall.

The proposal would also provide for fully accessible bus stops on Western Road; a section of high kerb and associated footway adjustments so that passengers could board and alight buses in as near as a step-free and safe way as possible.

Following a consultation, three responses had been received. One respondent was in favour but felt that more should be done for cyclists as part of the scheme and that pedestrians be given more priority at the Liberty car park entrance. Another resident expressed issues with the bus stop layout which was outside the control of the Council.

The third respondent was received from Sovereign House in favour of the proposal to widen the footway by utilising the unused space fronting its premises. Officers were currently liaising with the landlord and were confident of the acquisition of the area which was approximately 150sq.m. via the use of section 228 of the Highway Act 1990.

The Committee noted officers' comment on cycling in the area which suggested that unless there was a radical redesign of the Mercury Gardens/Western Road junction and Mercury Gardens itself, any protected cycling facilities on Western Road would exist as an isolated feature. The scheme sought to provide more priority for pedestrians but Western Road would still be a busy access to the Liberty car park and for bus services in and out of the town centre.

Staff expressed the need to work closely with the contractors on the RLD and as such it was likely that the controlled pedestrian crossing facility element of the scheme would not be installed and fully operational until completion of the RLD.

During the debate a Member suggested that officers consider cutting back the island just before vehicles make a right turn to proceed into the Liberty Car Park. In response officers confirmed to the Committee that they could look at the possibility of tapering the island.

A Member made an observation that the bus stop outside the Leisure Centre site should be reduced for easy manoeuvre of stationary buses. It was clarified to the Committee that there was enough space for vehicles to overtake stationary buses and the intention was to provide a wide footway outside the centre.

Following a brief discussion, it was **RESOLVED**

1. To recommend to the Cabinet Member for Environment that the proposed changes to Western Road be implemented including the tapering of the traffic island;
2. That it be noted that the estimated cost of £650,000 for implementation would be met by Transport for London through the 2015/16 (£300,000) and 2016/17 (£350,000) Local Implementation Plan allocation for Romford Public Realm Improvements.

83 BUS STOP ACCESSIBILITY - CLAY TYE 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 Clay Tye Road set out in the report and shown on the following drawings be implemented;
 - QO001-OF-A151-A
 - QO001-OF-A152-A
 - QO001-OF-A153-A
 - QO001-OF-A154-A
 - QO001-OF-A155-A
2. That it be noted that the estimated cost of £20,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

84 BUS STOP ACCESSIBILITY - BEVAN WAY AND CENTRAL DRIVE

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility, junction changes and environmental improvements in Bevan Way and Central Drive set out in the report and shown on drawing QO001-OF-A204 & A205-A be implemented
2. To note that the estimated cost of £180,000 for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan special allocation for Bevan Way and Central Drive.

85 BUS STOP ACCESSIBILITY - BROADWAY ELM PARK

The report before the Committee detailed responses to a consultation for the provision of a fully accessible bus stop on Broadway and improvements to an uncontrolled pedestrian crossing point at the western end of Upminster Road South.

The Committee noted that five responses were received with comments outlined in the report.

London Travelwatch and London Buses had expressed support for the proposal while the Metropolitan Police had no comments.

A Member of the Committee made suggestions during the consultation that the footway works at the western end of Upminster Road South would need

care because of the impact on the church wall and that the clearway be reduced to benefit Broadway Cars.

Broadway Cars in its response raised the following issues:

- that the restriction on loading/ unloading would have an adverse impact on the safety of loading and unloading outside the office and requested that a facility to enable this be provided,
- that the proposals at the junction of Broadway and Upminster Road South will restrict the turning of large vehicles which will cause congestion and with bus changeovers will cause a restriction on the operation of their business.

London Buses had indicated that it did not wish to remove the current northbound stop as it would create a gap in services. Officers' had therefore looked to improve the stop in its current location.

The Committee noted that the proposal included the retention of the current restrictions of 39 metre clearway. The general restriction in Broadway was a waiting restriction in operation Monday to Saturday, 8.30am to 6.30pm (single yellow line). The existing clearway prohibits stopping by vehicles other than buses and taxis (Hackney carriages). This was not a facility open to the private hire vehicles operated by Broadway Cars.

Officers' expressed the view that the footway widening at the junction of Upminster Road South and Broadway was considered necessary as pedestrians crossing from south to north would not see drivers approaching from their right and nor would drivers see them as they approach the junction from the east. The dropped kerbs were required as the current layout was not accessible to all.

Officers' were aware of the condition of the wall to the St Helen & St Giles Churchyard and control measures would be put in place for construction works.

A Member stated that the widening of the footway was a good idea, but stated that there was a need for the realignment to be a curve rather than a build-out as the latter could pose a safety risk. The member stated that the clearway was very long and caused issues for a local mini-cab operator. The Member expressed his support for the footway widening at Upminster Road South, but wanted to ensure protection of a historic church wall.

Officers informed the committee that the historic church wall would be protected with a method statement for the works agreed in advance with the contractor. Officers confirmed that the footway widening would be a gentle curve and not a build out. Officers advised that the entire length of clearway was needed to accommodate two busses and any reduction in the length of the clearway would reduce accessibility to the stop. .

A Member requested a bus shelter for the stop on the opposite side of the road, in response officers confirmed that a formal request would need to be sent to TfL for a shelter at the stop. Officers agreed to make the request.

A Member was of the view that the road was being narrowed and questioned what would happen if buses stopped opposite each other on alternate sides of the road. In response Officers confirmed that vehicles passing on one side of the road would need to yield. Officers confirmed that the road was around 10 metres wide but a wider footway was required to raise the kerb at the bus stop, whilst maintaining accessible gradients.

Following further questions by members officers confirmed that the proposed clear way was approximately 2 meters longer than the recommended 37 meters minimum recommended standard.

A Member proposed a reduction in the length of the clearway to 37 meters.

Following the debate it was **RESOLVED**;

1. To recommend to the Cabinet Member for Environment that the bus stop and pedestrian accessibility improvements in Broadway set out in the report and on drawing QO001-OF-A261&261.1-A be implemented with a reduction in the bus clearway to 37 meters; agreement on a method statement to ensure the protection of the historic church wall;
2. That it be noted that the estimated cost of £8,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

86 **KING GEORGE CLOSE - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS**

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

1. To recommend to the Cabinet Member for Environment that:
 - a) the proposed 'At Any Time' waiting restrictions in King George Close be implemented as advertised.
 - b) the effect of the scheme be monitored.
2. To note that the estimated cost for the proposals was £900, would be met from the 2015/16 Minor Parking Schemes budget.

87 **TPC590 ST NICHOLAS AVENUE - PROPOSED PAY & DISPLAY PARKING BAYS**

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

1. To recommend to the Cabinet Member for Environment that:
 - (a) the proposals to introduce a Pay and Display parking bay on the north-eastern side of St Nicholas Avenue, fronting Nos.4 to 9 Elm Parade operational Monday to Saturday 8.30am to 6.30pm; shown on the plan appended to the report be implemented as advertised; and
 - (b) the proposed 'At Any Time' waiting restrictions proposed for St Nicholas Avenue and Elm Park Avenue, be implemented as advertised;
 - (c) the effects of any implemented proposals be monitored.
2. To note that the estimated cost of the scheme was £4000, of which £3500 would be funded from the capital allocation and the remaining £500 be met from the 2015/16 Minor Parking Schemes budget.

88 TPC595 - BERTHER ROAD PROPOSED WAITING RESTRICTIONS

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

1. To recommend to the Cabinet Member for Environment that the proposals outlined on the plan appended to the report be formally consulted on and a further report on the responses received be submitted to this Committee to agree a further course of action.
2. To note that the estimated cost for the proposals in Berther Road as set out in the report was £1500, which would be met from the 2015/16 Minor Parking Schemes budget.

89 TPC693 CRAIGDALE ROAD - AMENDMENT OF RESIDENT PARKING BAY

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

1. To recommend to the Cabinet Member for Environment that:
 - (a) the proposal to convert the existing waiting restriction, fronting the former vehicular access to the site at Nos.12 to 16 Craigdale Road into a resident only parking bay be implemented as advertised
 - (b) the effects of any implemented proposals be monitored.

2. That it be noted that the estimated cost of the scheme was £600, which would be funded from 2015/16 Minor Parking Schemes Budget.

90 **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.

91 **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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92 **URGENT BUSINESS**

A Member raised an issue that was reported by local resident relating to illegal parking along London Road. The Committee noted that Officers would investigate the issue.

Chairman

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

Item Ref	Location	Ward	Description	Decision
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.	NOTED
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.	NOTED

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

Item Ref	Location	Ward	Description	Decision
B3 Page 2	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	NOTED
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	NOTED

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

Item Ref	Location	Ward	Description	Decision
B5 Page 3	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	NOTED

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London Borough of Havering				
Traffic & Parking Control - StreetCare				
Parking Schemes Applications Schedule				
Item Ref	Location	Comments/Description	Ward	Decision
SECTION A - Parking Scheme Requests				
TPC822	o/s 27-43 Eastern Road	Request to convert the existing disabled and loading bays to Pay and Display bays.	Romford Town	AGREED
TPC823	Leather Lane	Request from the Waste Team to review the parking restrictions in the road as trade waste cannot be accessd	St Andrews	AGREED
TPC824	South Street	Tempoary waiting restrictions were installed to deal with the works on Orchard Village, but the Order elapsed and the restictions have had to be removed. This request is to reinstate 'At any time' Waiting restrictions in this area.	South Hornchurch	AGREED

TPC825	Balgores Lane	Introduce Pay and Display parking bays in the layby outside the Library and double yellow lines across the library car park entrance and the entrance to the school playing field	Squirrels Heath	AGREED
TPC826	Gubbins Lane	The introduction of 'At any time' waiting restrictions on the railway bridge, between Oak Road and Station Road, including the two Traffic Island and the buses only section at the Gubbins Lane and Station Road junction	Harold Wood	AGREED
SECTION B - Parking Scheme Requests on hold for future discussion or funding issues				