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**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
1 March 2016 (7.00 - 8.15 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Jason Frost (Chairman), John Crowder, Dilip Patel, Frederick Thompson and Wendy Brice-Thompson
<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
<b>Independent Residents Group</b>	David Durant

All decisions were taken with no votes against.

**93 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.

The Committee was also informed that Agenda Item 8 TPC510 – Petersfield Avenue – Pay and Display Parking Bays had been withdrawn in order for Ward Councillors and Officers to give further consideration to the detail of the proposed scheme.

**94 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

An apology was received from Councillor Joshua Chapman (Councillor Wendy Brice-Thompson substituting).

**95 DISCLOSURE OF INTERESTS**

There were no disclosures of interest.

96 **MINUTES**

The minutes of the meeting held on 2 February 2016 were agreed, subject to the an amendment to the title of Minute Number 85 to read Rainham and not Elm Park, as a correct record and signed by the Chairman.

97 **ANGEL WAY, ROMFORD - PROPOSED TRAFFIC IMPROVEMENTS**

The report before Members set out responses to a consultation on the proposals to improve traffic flow and upgrading the existing cycle facilities in Angel Way, Romford.

The report informed the Committee of the following measures to improve traffic in the area:

- Proposal for 'At Any time' Waiting and Loading restrictions - At present there were temporary 'At Any time' waiting and loading restrictions in Angel Way between High Street and the Trinity Methodist Church, Romford. These were mainly to keep the road clear from inconsiderate parking. Temporary restrictions were only valid for up to eighteen months. The temporary measures would soon expire and it was proposed to make the restrictions permanent.
- Proposal for freight loading bays in Angel Way, Romford - There were loading bays at the back of the shops in High Street, Romford between property nos. 18 to 46. However, there were no loading bays for businesses in Angel Way by the multi-storey car park. The lack of on-street loading facilities had been raised by local shopkeepers and businesses in Angel Way and High Street that received deliveries throughout the day. At present, delivery vehicles parked at various locations in the road, which obstructed the general flow of traffic.

The proposed loading bays would allow free parking for maximum 30 minutes with no return within 1 hour. The loading bays would operate from 06:00am to 09:00pm, Mondays to Saturdays inclusive; the same as other loading bays in the close vicinity.

- Proposal to upgrade the existing cycle route - Following the various developments in the Town Centre, it was considered necessary to view the direction of travel of the traffic in relation to upgrading the existing cycle route in the area.
- Proposal for a speed table; to raise the carriage level of Angel Way (between the High Street, Romford and the entrance to the car park of Trinity Methodist Church) to be level with the existing footway which will have a similar effect to a speed table.

At the close of consultation, 5 responses were received. The Metropolitan Police, Salvation Army and Havering branch of the London Cycle Campaign

were in support of the proposed measures. A resident of Leyland Court had objected to the proposals stating lack of parking for the residents of Leyland Court, and the Trinity Methodist Church had objected to making the temporary restrictions permanent, between High Street, Romford and the private car park owned by the Church.

The Committee was informed of representations made by the Cabinet Member for Environment asking for consideration to be given to a relaxation of the operational times of the parking restrictions. In response to Members questions officers confirmed that it was not currently financially viable to open the Angel Way multi-storey car park on Sundays, but that this would be kept under review.

During a brief debate, Members discussed the operational times of the traffic restrictions, use of the loading bays and received information on future development in the vicinity of Angel way which would effect future highway use. A member raised the possibility of a designated drop off area behind the Golden Lion public house. Officers confirmed that consideration could be given to such a proposal following completion of the new development.

The Committee noted that the proposed operational times for the loading bays of 06:00am to 09:00pm, Mondays to Saturdays are the standard times for other loading bays in the vicinity of Angel Way.

Following the debate it was **RESOLVED**;

To recommend to the Cabinet Member for Environment that the following measures be implemented:

1. Upgrading existing cycling facilities

Upgrade of the existing cycle facilities in Angel Way between the eastern boundary wall of the Trinity Methodist Church and High Street, Romford as detailed on drawing no. QO 008AW\_001 of the report.

2. Changes to vehicular movements in Angel Way, Romford between High Street and St. Edwards Way

Proposed vehicular movements in the entire length of Angel Way be agreed as shown on drawing no. AGW/01/01 of the report.

3. Construction of Speed table in Angel Way, Romford

Angel Way between the entrance to the multi-storey car park of Trinity Methodist Church and High Street, Romford and extending on both sides of the Multi-storey car park approximately 10 metres as shown on drawing no. QO 008AW\_001of the report

4. Construction of Freight loading bays: to be operative between 6.00

a.m. and 9.00 p.m. on Monday to Saturdays inclusive, where vehicles may wait for the purpose of loading or unloading for a maximum period of 30 minutes with a prohibition on vehicles returning within 1 hour.

Angel Way, the south-westernmost south-east to north-west arm

- (a) the north-east side, from a point 21.2 metres north-west of the north-western kerb-line of High Street, Romford extending north-westward for a distance of 12.4 metres.
  - (b) the south-west side, from a point 6.4 metres south-east of the south-eastern boundary wall of Trinity Methodist Church car park extending south-eastward for a distance of 12.5 metres.
5. Implementation of waiting and loading restrictions: Waiting & Loading Restrictions operative 'At Any time' in Angel Way; the whole street, excluding the lengths which were marked, signed and designated as parking places (inclusive of disabled parking bays) or loading places as shown on drawing no. AGW/01/01 of the report.
  6. That it be noted that the estimated cost for implementation was £49,000 which would be met by Transport for London through the 2015/16 Local Implementation Plan allocations for improving cycle facilities in Romford package.

## **98 TAXI RANK REVIEW - HILLDENE SHOPPING CENTRE**

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 detailed in the report and shown on the following drawing Q013/08/01.A Hilldene Shopping Centre be implemented;
2. That it be noted that the estimated cost of £8,500 for implementation would be met by Transport for London through the 2016/17 Taxi Rank Provision Review.

## **99 SNOWDON COURT S106 - PEDESTRIAN IMPROVEMENTS ON SQUIRRELS HEATH LANE, GIDEA PARK & HORNCHURCH**

The report before the Committee detailed responses to a consultation for improvements to the highway for pedestrians on Squirrels Heath Lane.

The Committee noted that the following improvements were proposed:

- Pedestrian refuge - east of Dreywood Court (including road widening),
- Hardley Crescent junction reduction,

- Elvet Avenue junction reduction,
- Northumberland Avenue junction reduction,
- Westmoreland Avenue junction reduction,
- Pedestrian refuge at the mini roundabout (including removal of pedestrian guardrail around the roundabout).
- Double yellow line restrictions at the above locations except near the roundabout.

The proposal intended that all arms of the roundabout would have a form of pedestrian crossing in order to encourage pedestrians to cross where appropriate.

A Member sought clarification as to whether the refuge island on Squirrels Heath Lane, by the mini-roundabout, could be set back as it presented a hazard in its current position. Officers confirmed that the new refuge island was being set further back than the existing island.

A Member asked if the new refuge would an issue for cyclists if vehicles attempted to pass near the refuge. Officers explained that in general it meant that cyclist had to 'take the lane' but cyclists on Squirrels Heath Lane were presently coping with such conditions.

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

1. To recommend to the Cabinet Member for Environment that the proposals for the Squirrels Heath Lane set out in the report and shown on the following drawings be implemented as advertised.
  - Proposed Pedestrian Refuge at Brentwood Road and Junction Reduction - QO027/01.B
    - Refuge at mini roundabout
    - Junction reductions at Westmoreland Avenue, Elvet Avenue and Northumberland Avenue
  - Proposed Pedestrian Refuge at Dreywood Court and Junction Reduction - QO027/02.B
    - Refuge outside Dreywood Court and junction reduction at Hardley Crescent
    - Double yellow lines at Dreywood Court
2. That it be noted the scheme would be phased. The Pedestrian refuges, Hardley Crescent and Westmoreland Avenue would form Phase I and Elvet Avenue and Northumberland Avenue would form Phase II. Phase II would be entirely dependent on the final cost of Phase I and may not be completed at all or only in part. The double yellow line restrictions would be installed regardless, as the cost was insignificant.
3. That it be noted that the estimated costs, including contingencies, for implementation of Phase I was £45,500 and Phase II was £18,300.

The works undertaken would be met from the S106 contribution of £49,128.44 connected with Planning Consent Reference P0086.11. Therefore, final costs were subject to change but would not exceed the S106 Contribution of £49,128.

100 **TPC510 PETERSFIELD AVENUE - PAY AND DISPLAY PARKING BAYS & 'AT ANY TIME' WAITING RESTRICTIONS**

As earlier stated; the item had been withdrawn in order for Ward Councillors and Officers to give further consideration to the detail of the proposed scheme.

101 **TPC508 WHITCHURCH ROAD - PROPOSED PAY & DISPLAY PARKING BAYS**

The report before the Committee detailed responses to a consultation to introduce Pay & Display parking bays in Whitchurch Road.

The Committee noted that the Pay & Display parking bays were designed to help with parking provisions for local businesses, while preventing long term non-residential parking and ensuring a turnover of parking spaces.

Following a consultation, all six responses received raised objections to the proposals. Due to the negative response to the consultation, a site visit was arranged by Streetcare officers, Ward Councillors and business owners.

At the meeting, officers were able gauge the business owners views and the reasons for the opinions that nature of their work would be detrimental to their businesses if the Pay & Display parking provisions were installed.

Members also noted that a 511 signature petition was received from several businesses within this shopping parade, which also reinforced the strong views the businesses and their customers had against the proposals.

Officers clarified that the scheme was proposed for Monday to Saturday, 8:30am to 6:30pm.

A Member requested that any further review of the area be undertaken in consultation with Ward Councillors.

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

To recommend to the Cabinet Member for Environment that:

- a. the proposals to introduce Pay & Display parking bays fronting the shops in Whitchurch be abandoned

102 **TPC792 MARGARET, LAWRENCE AND CLIVE ROADS AREA -  
RESIDENT PARKING SCHEME**

The report before Members set out responses to an informal parking consultation undertaken in the Margaret, Lawrence and Clive Road Area.

Following reports from local residents regarding inconsiderate and obstructive parking in the area, the Committee at its meeting in November 2015 recommended the implementation of 'At Any Time' waiting restrictions on junctions and apexes of the bends in the area. As a result of the introduction of the scheme, it was also agreed for an informal consultation to be undertaken as residents had commented on the reduction of parking space and commuter parking in the area.

The Committee noted that an informal consultation was undertaken between 18 December 2015 and 15 January 2016, to gauge the views of residents on the current parking situation in the area.

At the close of the consultation, from the 281 properties that were consulted, 100 responses were received. There were higher responses from the following four roads: - Catherine Road, Hamilton Road, Margaret Road & Margaret Close. Within the area, the general consensus were that there was a need for parking controls, with the majority of respondents electing for a resident parking scheme operational Monday to Friday 8am - 6.30pm.

The Committee noted that it was clear from the responses to the consultation that there was non-residential parking taking place in the area, this was due to the close proximity to Gidea Park Station and the ease of access to the Station via the alleyway at the end of Balmoral Road.

During a brief debate, a Member stated the responses to the consultation were not overwhelmingly in favour of the implementation of all day restrictions and a limited time restriction would be more appropriate.

A Member suggested that the proposal to consult should include the implementation of a one hour restriction.

Another member suggested the implementation of two one hour restrictions at different times of the day. Officers suggested that such a restriction would be difficult to enforce.

A member stated that clear signage would assist with the self-policing of the restriction.

Following a motion to extend the consultation to include proposals for the implementation of limited time restrictions (to include a one hour restriction and a two hour split restriction) it was **RESOLVED**:

- To recommend to the Cabinet Member for Environment that the proposals to introduce a residents parking scheme operational between Monday to Friday 8am and 6.30pm inclusive with the related

'At Any Time' waiting restrictions and the proposal to introduce limited time restrictions (to include a one hour restriction and a two hour split restriction) be publicly advertised with a further report on the responses received to the formal consultation be reported back to the Committee to agree a further course of action.

- That it be noted that the estimated cost for the current proposal for the detailed consultation in the Margaret, Lawrence and Clive Road area, was £5000, and this would be met from the 2016/17 Revenue budget for Minor Traffic and Parking.

103 **TPC748 KENILWORTH GARDENS - PROPOSED WAITING RESTRICTIONS**

The report before Members detailed responses to a formal consultation to extend the boundary of the Hornchurch Controlled Parking Zone to the end of Kenilworth Gardens.

The Committee noted that following reports of excessive commuter parking in the unrestricted area of Kenilworth Gardens, these proposals have been designed with the intention of preventing obstructive parking, improving traffic flow and limiting commuter parking.

The proposals were to extend the existing single yellow lines in Kenilworth Gardens, operational from Monday to Friday 10:30am to 11:30am, to cover the wider section of the road and to restrict the junctions of Belmont Road, Chiltern Gardens and the narrow section of Kenilworth Gardens fronting Nos. 137-149 with 'At Any time' waiting restrictions.

At the close of public consultation on 15 January 2016, 18 responses were received to the proposals, 14 responses being in favour, 2 responses were not in favour whilst 2 were partly in favour of the proposals.

In officers' view the proposals had been designed to ensure that commuter parking in the area was limited, prevent obstructive parking and improve traffic flow. The report also informed the Committee that with the majority of Kenilworth Gardens already restricted from Monday to Friday 10.30 am to 11.30am, the unrestricted area appears to be a magnet for long term non-residential parking.

During a brief debate, a Member noted that the road was not busy and asked for clarification on whether there would be a loss of parking. Officers confirmed that the scheme would result in a loss of parking. Another member questioned the need for implementation of an all-day parking restriction. Members questioned the extent of the junction protection receiving clarification that 10 meters was the recommended minimum standard.



Following a motion to replace the proposed 'At Any Time' parking restriction with a limited restriction operational Monday to Friday 10:30am to 11:30am and limit all junction protection to 10 meters it was **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the proposals to extend the boundary of the Hornchurch Controlled Parking Zone in Kenilworth Gardens, single yellow line Monday to Friday 10.30 am to 11.30am waiting restrictions with associated 10 meter junction protection be implemented;
  - a. That the effect of any agreed proposals be monitored.
2. That it be noted that the estimated cost for the proposals in Kenilworth Gardens, was £1350, which would be met from the 2015/16 Minor Parking Schemes budget.

#### 104 **TPC743 EASTERN ROAD - PROPOSED WAITING RESTRICTIONS**

The report before the Committee detailed responses received to the formal consultation to introduce 'At Any Time' waiting restrictions in Eastern Road, which were designed to improving road safety, traffic flow and prevent obstructive parking.

The proposals were to extend the existing double yellow lines in Eastern Road, from its junction with Chandlers Way to the existing 'At Any Time' waiting restrictions at the junction of Mercury Gardens, excluding the loading and Disabled parking bays in the area. The proposals would replace the existing Monday to Saturday, 8:30am to 6:30pm waiting restrictions.

The proposals were subsequently designed and publicly advertised. At the close of public consultation on 6 November 2015, 24 responses had been received, 1 response in favour of the proposals and 23 responses against. Out of the 23 responses against the proposals 22 responses were in relation to the Romford Synagogue.

The Committee noted that having received many responses in relation to the Romford Synagogue; all expressing concerns at the potential impact the proposed scheme might have on the synagogue, a meeting was held between representatives of the Council and the Synagogue. It was decided that the proposed 'At Any Time' waiting restrictions should be reduced at the western boundary of 23 Eastern Road. The revised scheme was shown on the drawing in the report. It was agreed that the remainder of the north-western side of the road should be considered for Pay and Display parking provision to help visitors of the Synagogue and that this provision should be dealt with as a separate item.

During the debate members received confirmation that there were existing restrictions in the road and that the proposals were aimed at preventing obstructive parking and improve traffic flow.

A Member noted that the synagogue was now in support of the proposals following the meeting and revision of the scheme.

Following the debate it was **RESOLVED**;

To recommend to the Cabinet Member for Environment that the amended proposals to extend the existing double yellow lines in Eastern Road, from its junction with Chandlers Way to the existing 'At Any Time' waiting restrictions at the junction of Mercury Gardens, excluding the loading and Disabled parking bays in the area as shown on the plan in appendix B to be implemented

- That the effect of the proposals be monitored.
- That it be noted the estimated cost for the proposals in Eastern Road was £700, which would be met from the 2015/16 Minor Parking Schemes budget.

The vote was carried by 10 votes with 1 abstention.

#### **105 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.

#### **106 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.

**Highways Advisory Committee, 1 March  
2016**

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	Decision
<b>SECTION A - Highway scheme proposals without funding available</b>				
A1	St Mary's Lane	Upminster	Reduce speed limit from National to 40mph for non classified section from the junction with Warley Street to borough boundary	Moved to Section B 10-1
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>				
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	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	NOTED
B6	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	Feasible, but not funded. Scheme would require physical works to prevent left turns. [was agreed to hold on reserve list at June 2015 HAC)

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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>			
TPC827	Lamson Road	Request by a business to extend the double yellow lines across the whole F. H Brundle site, due to sight line issues and the area being a reported accident hot spot. A review of the area may be required.	AGREED
TPC828	Heaton Way	Request to extend the existing double yellow lines in Heaton Way	AGREED

TPC829	Juliette Mews	Request to introduce parking restrictions in the area	AGREED
TPC830	Gabriel Close	Request to consult with residents with a view to introduce junction protection and also introduce Double Yellow Lines to aid emergency vehicle access at the turning head of the close.	AGREED
TPC831	Woodbridge Close	Request to individually mark off the parking spaces within the parking areas in the close to maximise parking in the road	AGREED
TPC832	Lodge Lane junction with Collier Row Road	Request to to review the existing parking restrictions on the junction of Lodge Lane and Collier Row Road and the other junctions in this location.	AGREED

TPC833	Station Parade	Request to change the agreed hatched area at the end of Station Parade to a Double Yellow Line	AGREED
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**SECTION B - Parking Scheme Requests on hold for future discussion or funding issues**

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