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**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
6 September 2016 (7.30 - 8.15 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Frederick Thompson (Vice-Chair), Dilip Patel, +Wendy Brice-Thompson and +Robby Misir
<b>Residents' Group</b>	Barry Mugglestone and John Mylod
<b>East Havering Residents' Group</b>	Darren Wise (Chairman) and Brian Eagling
<b>UKIP</b>	John Glanville
<b>Independent Residents Group</b>	David Durant
<b>Labour Group</b>	Denis O'Flynn

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

+Substitute members: Councillor Wendy Brice-Thompson (for Joshua Chapman) and Councillor Robby Misir (for John Crowder).

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

There were four members of the public present for the meeting.

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

**28 MINUTES**

The minutes of the meeting of the Committee held on 2 August 2016 were agreed as a correct record and signed by the Chairman.

**29 PROPOSALS TO PROHIBIT RIGHT TURN FROM BIRKBECK ROAD INTO A124 RUSH GREEN ROAD, ROMFORD**

A Member was of the view that the proposal would place further pressure on the traffic signals at the junction of Rush Green Road and Dagenham Road.

A Member also stated that the issue of people using the estate to cut through to avoid the signals had been going on for some time and was in support of the proposal.

It was clarified to the Committee that the proposal was to stop vehicles making a right turn traffic from Birkbeck Road into A124 Rush Green Road, Romford, the Committee considered the report and without debate **RESOLVED to** recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following traffic movements be implemented:

a) **Birkbeck Road / Rush Green Road junction, Romford**

Prohibit all vehicles proceeding southbound in Birkbeck Road from turning right on reaching its junction with A124 Rush Green Road

b) **Permit cyclists to enter and exit Rush Green Road/Birkbeck Road junction**

Prohibit all vehicles, except pedal cycles, from proceeding in that length of Birkbeck Road, which extends between the western kerb-line of West Road and the north-western kerb-line of A124 Rush Green Road in a direction other than from generally north to south.

c) **Modification of kerb build-out at junction**

Modify the existing kerb build-out on the western side of the junction of A124 Rush Green Road with Birkbeck Road to allow cycle access into Birkbeck Road by providing appropriate dropped kerbs and traffic signs so that the build-out becomes a shared-use cycle track.

That it be noted the cost of carrying out the works which was mainly associated with advertisement of the traffic orders and staff time was £2,500. This would be met from the Council's 2016/17 Revenue Budget for Minor Safety Improvements for Borough Roads.

The vote for the proposal was carried by 10 votes in favour with 1 vote against.

30 **BUS STOP ACCESSIBILITY - BEVAN WAY**

The report before the Committee detailed responses to a consultation for the provision of a fully accessible bus stop on Bevan Way and sought a recommendation that the proposals be implemented.

The Committee noted that the proposals for accessibility improvements had been developed for various bus stops along Bevan Way as detailed in the table.

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QP006-OF-B3  BS36324 Alma Avenue	Outside property No12	Bus Stop flag to be relocated 43.50 metres south  21 metres 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  Area left for property number 22 & 24 to obtain a vehicle crossover if required
QP006-OF-B4  BS36323 Alma Avenue	Opposite property No 26 & 28	Bus stop flag to be relocated 53.80 metres north  21 metres 24 hour bus stop clearway  140mm kerb and associated footway works provided at bus boarding area  Five trees to be removed for new footway  Uncontrolled crossing point at the boundary of 6 & 8

The Committee noted that two responses had been received with their comments outlined in the report and that ward councillors had been consulted on the proposals in advance of the public consultation and all three councillors had supported proceeding with consultation.

In accordance with the public speaking arrangements the Committee was addressed by a resident who was opposed to the proposed scheme.

The resident stated that he was speaking on behalf of numbers 4, 6, 8, 12 and 14 Bevan Way. The Committee was informed that all these residents were against the loss of trees associated with the scheme which would impact on outlook, screening, noise and air quality. He was of the opinion that the existing bus stop could be made accessible without the loss of the trees.

During the debate a number of Members of the committee spoke against the removal of the trees. Another Member felt the southbound stop could stay where it was with the provision of better dropped kerbs to help users access the stop.

Another Member taking account of the speaker's comments suggested that officers undertake a fresh review of the proposals.

Further to the brief discussion, a motion to reject the proposal was tabled for officers to consider alternative designs that would retain the trees.

The Committee **RESOLVED** to recommend that the matter be rejected for consideration of alternative options to those proposed.

31 **BUS STOP ACCESSIBILITY - DAGENHAM ROAD**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Dagenham Road outlined on drawings QP006-OF-B7&8-A and QP006-OF-B9&10-A be implemented

That it be noted that the estimated cost of £15,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocations for Bus Stop Accessibility.

32 **BUS STOP ACCESSIBILITY - DAGNAM PARK DRIVE**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Dagnam Park Drive shown on drawing QP006-OF-B16&17A be implemented;

That it be noted that the estimated cost of £7,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

33 **BUS STOP ACCESSIBILITY - HUBBARDS CHASE**

The Committee received clarification that the proposal opposite 2B would not require the removal of the footway parking bay outside 2B and that residents had been advised to contact Transport for London about bus drivers idling at the bus stop

A Member also sought clarification as to whether the bus stop clearways could be part timed to give more parking options. The Committee noted that where bus routes operated from 5 to 6 am and beyond 11pm, 24 hours clearways were best as there was no way the Council reasonably would enforce when the services started in the morning and it would also require that residents had to move the cars.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Hubbards Chase shown on drawing QP006-OF-B26-A and QP006-OF-B27-A be implemented.

That it be noted that the estimated cost of £7,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocations for Bus Stop Accessibility.

34 **BUS STOP ACCESSIBILITY - OCKENDON ROAD**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Ockendon Road shown on drawing QP006-OF-B30&B31-A be implemented.

That it be noted that the estimated cost of £7,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocations for Bus Stop Accessibility.

35 **BUS STOP ACCESSIBILITY - PARKSTONE AVENUE**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Parkstone Avenue detailed on drawings QP006-OF-B32&B33-A, QP006-OF-B34&B35-A and QP006-OF-B36-A be implemented

That it be noted that the estimated cost of £18,000 for implementation (all sites) will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

36 **BUS STOP ACCESSIBILITY - UPMINSTER ROAD SOUTH**

Following clarification to the Committee that the adjacent access to the substation had been taken into account the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Upminster Road South be implemented;

That it be noted that the estimated cost of £6,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocations for Bus Stop Accessibility.

**37 TPC866 CHIPPENHAM RAOD - REQUEST TO REMOVE THE FOOTWAY PARKING BAY & REPLACE IT WITH 'AT ANY TIME' RESTRICTIONS**

Following clarification that the proposal was to remove the existing parking bay in order to install a dropped kerb, the Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed removal of the free parking bay outside No.108 Chippenham Road and the reinstatement of 'at any time' waiting restrictions be implemented.

Members noted that the estimated cost for the proposals in Chippenham Road was £1000 and would be met from the 2016/17 Minor Parking Schemes budget.

**38 TPC888 CHANDLERS WAY - REQUEST TO JOIN UP THE 'AT ANY TIME' WAITING RESTRICTIONS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed extension of 'at any time' waiting restrictions in Chandlers Way, as shown on the plan at Appendix A, be implemented as advertised.

Members noted that the estimated cost for the proposals in Chandlers Way was £1000 and would be met from the 2016/17 Minor Parking Schemes budget.

**39 TPC852 AYLOFFS WALK - 'AT ANY TIME' WAITING RESTRICTIONS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposed 'At Any Time' waiting restrictions be implemented and the effect of any implement proposals be monitored.

Members noted that the estimated cost for the proposals in Ayloffs Walk was £1500 and would be met from the 2016/17 Minor Traffic and Parking Schemes budget.

**40 TPC825 BALGORES LANE, PROPOSED PAY & DISPLAY PARKING BAYS AND 'AT ANY TIME' WAITING RESTRICTIONS**

A Member spoke in support of the scheme to help with parking provisions for local businesses and the Library, whilst preventing long-term non-residential parking. Another Member suggested that consideration be given to the erection of bollards to stop any vehicle advancing to the library building.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following measures be implemented as advertised:

- (a) the proposals to introduce Pay and Display parking bays on the south-western side of Balgores Lane, operational Monday to Saturday 8.30am to 6.30pm,
- (b) the proposed 'At Any Time' waiting restrictions as shown on the plan
- (c) that the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £4000, of which £3500 can be funded from the capital allocation and the remaining £500 will be met from the 2016/17 Minor Parking Schemes budget.

#### 41 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing 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 decision was noted against the request and 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	New Medical Centre, 264 Brentwood Road	Emerson Park & Squirrels Heath	Replace pedestrian refuge with zebra crossing; c1000 signature petition from New Medical Centre. Resubmission after rejection on 14th April 2015.	<b>REJECTED</b> <b>10 - 1 Abstention</b>
<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.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014). <b>Request has been put forward for consideration for the 2017/18 TfL LIP</b>
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. <b>Request has been put forward for consideration for the 2017/18 TfL LIP</b>

**London Borough of Havering**  
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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.	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. <b>Request has been put forward for consideration for the 2017/18 TfL LIP</b>
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. <b>Request has been put forward for consideration for the 2017/18 TfL LIP</b>

**London Borough of Havering**  
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Item Ref	Location	Ward	Description	Decision
B5 Page 3	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. <b>Request has been put forward for consideration for the 2017/18 TfL LIP</b>
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). <b>Request has been put forward for consideration for the 2017/18 TfL LIP</b>
B7	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	40mph would be an appropriate speed limit for a rural lane of this nature. <b>Request has been put forward for consideration for the 2017/18 TfL LIP</b>

**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>
B8	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. <b>Request has been put forward for consideration for the 2017/18 TfL LIP</b>