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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
4 October 2016 (7.30 - 9.15 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson (Vice-Chair), Joshua Chapman, John Crowder and Dilip Patel
Residents' Group	Barry Mugglestone and +Stephanie Nunn
East Havering Residents' Group	Darren Wise (Chairman) and Brian Eagling
UKIP	+Phil Martin
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

Apologies were received for the absence of Councillors John Glanville and John Mylod.

+Substitute members: Councillor Phil Martin (for John Glanville) and Councillor Stephanie Nunn (for John Mylod).

Other Members present for parts of the meeting included Councillors Ron Ower, Melvin Wallace, Linda Trew, Robert Benham and Damian White.

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

There were 35 members of the public present for the meeting.

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

42 MINUTES

The minutes of the meeting of the Committee held on 6 September 2016 were agreed as a correct record and signed by the Chairman.

43 HORNCHURCH ROAD BETWEEN ALBANY ROAD & LYNDHURST ROAD ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS

A Member sought clarification on the issue raised by the Fire Service to the proposal to install speed table on Hornchurch Road as it would impact on attendance times. In response Officers informed the Committee that the alternative to traffic calming was speed cameras which the council would be unable to fund and maintain.

The Committee was informed that the proposed flat-top humps would be “bus friendly” and so should be compatible with the requirements of the Fire Service.

A Member asked if there was any indication that any of the ward councillors had responded to the consultation as the report only mentioned that local Members commented on the scheme.

A Member raised concerns over the policy of installing speed humps on main roads, questioning whether any reviews had been undertaken into the effectiveness of existing humps. The member stated that installing speed humps could have an adverse effect on safety in neighbouring roads (such as the concerns raised by the Fire Service).

Another Member was of the opinion that schemes involving the installation of speed humps had been effective in other parts of the borough.

Another Member stated that the proposals for Hornchurch Road were needed as part of the scheme was near a school which supported the scheme.

Having considered the proposal and the representation made by the Fire Service, it was **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements detailed in the report be implemented as follows:

- (a) Hornchurch Road between Albany Road and Cheviot Road
(Plan No:QP001-1)
 - Speed table as shown
 - Humped zebra crossing as shown
- (b) Hornchurch Road between Hyland Way and Harrow Drive
(Plan No:QP001-2)
 - Speed tables (2No.) as shown.
- (c) Hornchurch Road between Elmhurst Drive and Lyndhurst Drive
(Plan No:QP001-3)
 - Humped zebra crossing as shown
 - Speed table as shown
- (d) the bus stop clearway, high kerbs area and red block pavement area opposite to St Mary’s Primary School be extended as shown on Plan No:QP001-1. Guardrails would be provided

between entry and exit accesses outside the school and

- (e) the existing traffic island at the zebra crossing along Hornchurch Road outside Nos. 96 and 98 would be retained including humped zebra crossing.

That, it be noted that the estimated costs for the scheme was £85,000, which would be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

The voting was 8 in favour, 2 against and 1 abstention.

44 **FAIRCROSS AVENUE, EXPERIMENTAL WIDTH RESTRICTIONS**

The report before the Committee detailed responses to a consultation for the provision of a two metre width restriction in Faircross Avenue which had been implemented on an experimental basis and the Committee was now being asked to consider whether or not the restriction should be made permanent.

At its meeting in August 2015, the Committee had considered a request for implementation of a width restriction in Faircross Avenue. The request was made by Councillor Best supported by a 62 signature petition from local residents.

Funding had been made available for the implementation of the scheme on an experimental basis in order for the proposal to be tested and for residents and highway users to provide comments on a 'live' scheme. The experimental process had been a matter delegated to the then Cabinet Member for Environment.

The report detailed that Staff recommended that a 2 metre (6 feet, 6 inches) width restriction would physically prevent passage of all HGV traffic along Faircross Avenue. The regulations surrounding width restrictions required that the actual space available should be 150 millimetres (6 inches) wider than the posted restriction.

The report informed the Committee that traffic counts were undertaken on Faircross Avenue, Lawns Way and Gobions Avenue at the beginning of February 2016 just before the experiment came into force and late May 2016 when the experiment was in force, so that any issues of traffic reassignment to parallel roads could be ascertained. A summary of the data was provided as an appendix to the report.

By the close of consultation, 60 responses had been received and summarised in the Appendix to the report. Nine respondents indicated support for the restriction to be made permanent and 48 respondents objected.

A petition signed by 95 people requested that the council take steps to reduce the size and volume of vehicles using Lawns Way which had significantly increased since the installation of the width restriction in Faircross Avenue in February 2016, thus causing increased noise and pollution in their road.

A ward councillor made comment about the temporary road layout and also suggested that a more extensive scheme was needed with a restriction at each end of Faircross Avenue. Havering Cyclists indicated support for the restriction. The Metropolitan Police made no comments, but indicated that other emergency services may have issues.

Those in favour of a permanent width restriction mainly commented that the restriction had dealt with the lorry issue in Faircross Avenue. Other comments detailed that the restriction should be at each end of the street, more signs were suggested and that houses no longer shook. The report summarised other issues in the appendix.

Those objecting to the scheme raised a wide variety of issues. The significant concern was that traffic had reassigned to other streets in the area, especially HGVs and vans. There was concern about speeding; an increase in noise, pollution and vibration in those streets where traffic had been reassigned; the safety of children and other people accessing Lawns Park, that the width restriction was too narrow and difficult to use and that other roads were unsuitable for heavy traffic.

Three traffic survey points were established in order to monitor the impacts of the scheme on Faircross Avenue north of The Drive, one was on Lawns Way south of The Drive and one was on Gobions Avenue south of Chelmsford Avenue. A more comprehensive spread of survey points would have provided more extensive data, but funding was not available for the collection and analysis of such.

The surveys were undertaken by automatic traffic counters which measured speed, traffic volume and vehicle class. The data collected before the restriction was installed was collected between 8 to 12 February 2016. A subsequent survey was undertaken between 20 to 26 May 2016 to measure conditions after the restriction had been installed with some time allowed for traffic patterns to adapt.

In officers' view, the experimental restriction had proved unpopular with a significant majority of people who had responded to the consultation, including some people within Faircross Avenue itself. A major concern had been the traffic reassignment which had led to numerous complaints about an increase in van and lorry traffic in the area. There were also complaints that drivers were choosing to speed and that noise and pollution had increased on adjacent streets.

Those indicating support were content that the amount of traffic had reduced in Faircross Avenue and that the noise and vibration associated with heavy vehicles had also reduced.

The report informed the Committee that from the traffic data, there were indication that traffic reassignment had taken place and in broad terms, the reduction in traffic from Faircross Avenue was similar to the sum of the increase measured in Lawns Way and Gobions Avenue. The traffic data indicated that traffic speeds at all three count points were generally the same for average and 85th percentile speeds.

The Committee noted that many of the respondent against the scheme were of the opinion that the area should be treated as a whole with different or additional restrictions or traffic calming.

With its agreement Councillors Ray Best, Ron Ower and Linda Trew addressed the Committee.

Councillor Best commented that it had taken a long time to get the scheme installed following requests from local residents who had wanted action following many years of problems in Faircross Avenue. Councillor Best recognised that the scheme had been unsuccessful but stated that there needed to be an alternative option to alleviate the problems in the road. Councillor Best stated that the main failing of the current scheme was the position of the width restriction. . He suggested that the remaining 12-months of the experimental order timeframe could be used to improve the existing situation. The Committee was urged to defer a recommendation in order to allow further discussion and consideration to take place.

Councillor Trew addressed the Committee stating the council had a duty of care to all residents and to proceed with the scheme was not the way forward as making the scheme permanent would benefit some people to the detriment of others and a decision should be deferred to allow officers to explore other alternative to manage the traffic in the area.

Councillor Ower stated that the scheme had a knock-on effect on surrounding roads and although people in Faircross Avenue wanted the scheme, it was having an adverse effect as shown by the petition from residents of Lawns Way. Councillor Ower also stated that residents of Gobions Avenue were also not happy with the scheme. He suggested that current restriction be retained and officers consider other solutions for the wider area with specific focus on Lawns Way and Gobions Avenue.

In accordance with the public speaking arrangements the Committee was addressed by an objector. The objector a local resident spoke against the proposal to make the restriction permanent. The resident outlined that there had been an increase in traffic by 6% along Lawns Way. The traffic in the street was higher than the others roads in the area, about thirty-two thousands vehicle now used the road along with HGVs. The Committee was informed that residents now had issues with noise, vibration and danger

from HGVs along Lawns Way. The objector questioned the data from the traffic count stating that the counts were undertaken in the wrong place. The objector stated that the whole area should be considered and that there were objections from more people than those in favour. The Committee was informed that residents in the other roads should be considered and as such the restriction should be removed.

During a brief debate a Member proposed that the decision be deferred in order to allow officers to look at an alternative scheme that considers the area as a whole.

A second Member speaking in favour of a deferral stated that alternative options would need to be presented to the committee quickly.

Officers' informed the committee that it would not be possible to provide a timescale for the formulation of new proposals as the additional work was not resourced.

In response to a Member asking if it would be possible to place width restrictions in the other affected roads officers stated that Gobions Avenue was a bus route so such a restriction would not be possible.

A Member stated that residents wanted large vehicles restricted and this should be at both ends or at the Chase Cross Road end of Faircross Avenue and Lawns Way.

Another Member suggested that Faircross Avenue had the lowest level of traffic before the scheme and so the scheme was to deal with the road that had the least problems.

A Member was of the view that the adverse effect on neighbouring roads was not fair and that the restrictions should be removed.

Another Member stated that he had seen the area change over the years with traffic increasing and that the Council should be working to satisfy everyone. He highlighted the Councils objectives at the start of the report which said "people would be safe, in their homes and in the community" and so he supported deferral to allow in-depth community discussion.

A Member of the committee agreed that the decision on the proposal should be deferred and that Members need to get together for a discussion.

A Member felt there was no basis for a deferral, that the deferral would keep the scheme in place and would put off a decision.

A Member stated that residents in the three roads were unhappy and consultation would take some time. It was suggested that the matter be delegated.

In response, officers' informed the Committee that the Cabinet Member had delegated powers to install experimental schemes and as such a new scheme would be the quickest way forward but the indication was that there was a general disaffection with traffic in the area, with no clarity as to what residents wanted. Officers were in support of the suggestion that a discussion that involved residents and Ward councillors had to be the way forward. The result of such a consultation could then inform a discussion with the Cabinet Member and senior management in order to make funding available.

Following a Motion to Defer the Committee resolved to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the decision on width restriction in Faircross Avenue be deferred to allow Ward Councillors, residents and officers to discuss a way forward.

The vote for the proposal to defer was carried by 9 votes to 2 against.

45 **TPC463 - WYKEHAM PRIMARY SCHOOL - KEEP CLEAR MARKINGS & WAITING RESTRICTIONS**

The Committee noted that the report had been withdrawn and would not be considered.

46 **TPC830 - GABRIEL CLOSE PROPOSED 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 with the individually marked advisory residents parking bays and the placement of signs in the car park at Gabriel Close be implemented as advertised.

Members noted that the estimated cost for the proposals in Gabriel Close as set out in the report was £2000, which would be met from the 2016/17 Minor Parking Schemes budget.

47 **TPC481 - FAIRHOLME AVENUE PARKING REVIEW**

The report before Members outlined the responses received to the informal consultation undertaken with the residents of Fairholme Avenue and recommend further course of action.

On February 2015, the Committee had agreed in principle to review the parking restrictions in Fairholme Avenue following complaints on the level of parking in the road and the implementation of new waiting restrictions between the junction of Balgores Lane and the property at No.2 Fairholme Avenue.

The responses to a questionnaire and consultation were appended to the report. In officers' view, the most popular option would be to implement a residents parking scheme, operational from Monday to Saturday 8am to 6.30 pm. It was noted that the proposed residents parking provision would limit the long term parking issues in Fairholme Avenue and provide residents and their visitors somewhere to park within the restricted period.

As the area was close to the Gidea Park railway station and businesses and restaurants, any agreed scheme would have to be monitored to measure to effects of the new scheme.

In accordance with the public speaking arrangements the Committee was addressed by an objector. The objector commented that over the last five years there had been a significant increase in the pressure for parking spaces caused by customers of a local licensed premises . The objector raised concerns over the effect on highway safety and stated that there had been a lack of enforcement..

During a brief debate Members were informed that it was a convention to include all those potentially affected by a scheme in the consultation process, including businesses; the scheme if implemented would likely result in the creation of a new CPZ.

A number of members stressed the importance of having effective enforcement in the area.

The Committee resolved to recommend to the Cabinet Member for Environment Regulatory Services and Community Safety that the proposals to introduce a residents parking scheme in Fairholme Avenue, operational Monday to Saturday 8.00am to 6.30pm inclusive be designed and publicly advertised.

That it be noted that the estimated cost of the scheme was £4000, which would be met from the 2016/17 Minor Parking Schemes Budget.

The voting in favour of the proposal was 10 votes to one abstention.

48 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

The Committee noted the highway scheme proposals on hold for future discussion or seeking funding.

The Committee was informed that all proposals on hold had been put forward as part of the Council's 2017/18 TfL- funded programme.

49 **URGENT BUSINESS**

Councillor Brian Eagling informed the Committee that following a site visit with Traffic and Parking Officers to the area around Lister Road which identified significant increases in parking he was requesting that Officers be authorised to undertake a review of the Lister Road and the following surrounding roads:

Lister Avenue
Fleming Gardens
Bartholomew Drive
Chadwick Drive
Ormond Close
Whitmore Avenue
Ward Gardens
Mason drive
Nightingale Crescent

The Committee **RESOLVED** to recommend that Officers undertake an informal consultation of the above stated roads.

Chairman

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

Highways Advisory Committee
4 October 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
SECTION A - Highway scheme proposals without funding available								
None to report this month								
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
Page 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). Request has been put forward for consideration for the 2017/18 TfL LIP	None.	c£80k	Resident	05/09/2014
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. Request has been put forward for consideration for the 2017/18 TfL LIP	None	£18k	Cllr Wilkes	12/09/2014

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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. Request has been put forward for consideration for the 2017/18 TfL LIP	None	TBC	Resident	12/09/2014
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. Request has been put forward for consideration for the 2017/18 TfL LIP	None	£30k+	Cllr P Crowder	26/09/2014

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 Highway Schemes Applications Schedule

Highways Advisory Committee
 4 October 2016

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B5	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. Request has been put forward for consideration for the 2017/18 TfL LIP	None	£8k	Cllr Hawthorn	12/05/2015
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). Request has been put forward for consideration for the 2017/18 TfL LIP	None	£25k	Cllr Barrett	11/02/2016

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 Highway Schemes Applications Schedule

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Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
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. Request has been put forward for consideration for the 2017/18 TfL LIP	None	c£8k	Resident via Cllr Ower	29/03/2016
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. Request has been put forward for consideration for the 2017/18 TfL LIP	None.	c£25k	Cllr Van den Hende	

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