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## MINUTES OF A MEETING OF THE HIGHWAYS ADVISORY COMMITTEE Council Chamber - Town Hall 6 December 2016 (7.30 - 9.30 pm)

**Present:**

### **COUNCILLORS**

<b>Conservative Group</b>	Joshua Chapman, John Crowder, Dilip Patel and +Wendy Brice-Thompson
<b>Residents' Group</b>	Barry Mugglestone and John Mylod
<b>East Havering Residents' Group</b>	Darren Wise (Chairman) and +Ron Ower
<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 Brian Eagling and Frederick Thompson.

+Substitute members: Councillor Wendy Brice-Thompson (for Frederick Thompson) and Councillor Ron Ower (for Brian Eagling).

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

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

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

### **58 MINUTES**

The minutes of the meeting of the Committee held on 8 November 2016 were agreed as a correct record and signed by the Chairman.

### **59 EXPERIMENTAL CLOSURE TO THROUGH MOTOR TRAFFIC - CEDAR ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a consultation for the experimental closure of Cedar Road which was implemented to prevent

the use of the street by through motorists and sought a recommendation on whether or not the restriction should be made permanent.

Following the implementation of the scheme on an experimental basis to enable the proposal to be tested and for residents and other highway users to provide comments on a 'live' scheme officers provided details of the outcome.

The report informed the Committee that officers' recommended the position of the closure be just southwest of the junction with Chesham Close in order that those driving to the industrial area could clearly see the closure.

The Committee also noted that the restriction did not apply to cycles and arrangements were made for the London Fire Brigade to gain access through the closure (via a removable bollard or similar with a fire brigade lock) in the event of emergency. Officers informed that there was the potential for traffic reassignment to take place, but this would be onto the A12, North Street or Mawney Road which were more appropriate for the use.

The report informed that during public consultation 495 letters were sent on 18 February 2016 to residents and businesses in the local area who could potentially be affected by the experiment. The information was also sent to the standard consultees (Emergency Services, London Buses, special interest groups etc.), Ward Councillors and Committee Members. The experimental Order was published and site notices also placed.

Automatic traffic counts were undertaken on Cedar Road at the beginning of February 2016, before the experiment came into force and late May 2016 when the experiment was in force, so that changes in traffic flow could be measured. The summary of the data was appended to the report.

It was noted that during the experiment, feedback was received on the traffic signs advising of the restriction and the Fire Brigade bollard being removed by unauthorised persons. Additional signage was provided to advise that there was no through route for motor traffic and positive signage was provided to guide commercial drivers to the Chesham Close industrial estate.

Further to the receipt of objections and a petition against the closure, Officers' wrote to residents and businesses within the consultation area to explain that the Council proposed to end the experiment early and therefore any other views were required.

In response to the communication dated 23 May 2016, many responses in support of the scheme and a second petition from residents of Cedar Road were received. The petition contained a majority in support, but with some against the scheme.

The report informed that officers' were instructed to write to those in the consultation area advising that the experiment would continue and the revised date for comments would be 28<sup>th</sup> October 2016 to ensure that a full six-months for comments would be provided. The letter also explained that there had been a change in cabinet responsibilities (now Cabinet Member for Environment, Regulatory Services and Community Safety) and confirmed the date when the matter would be discussed by the Highways Advisory Committee.

By the close of the consultation, 164 responses had been received (multiple replies from the same person were recorded as a single response). Havering Cyclists supported the scheme, the Metropolitan Police Roads & Transport Policing Command raised concerns about the potential for an unobservant driver or motorcyclist colliding with the Fire brigade bollard, but noted the experimental nature of the scheme.

Three respondents made comments in relation to the traffic signs associated with the scheme, but did not go further to offer a view either way.

64 respondents supported the scheme and 95 respondents objected to the scheme; (40% in favour and 60% against).

The petition in objection to the scheme was received in early May 2016 and contained 183 signatures.

The second petition (from Cedar Road) was received in early June. 64 people signed in support of the scheme, 14 against the scheme, 2 did not give a view and 19 not responding.

A traffic survey point was established on Cedar Road to the north-east of the junction with Willow Street.

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<sup>th</sup> and 12<sup>th</sup> February 2016. A subsequent survey was undertaken between 20<sup>th</sup> and 26<sup>th</sup> May 2016 to measure conditions after the restriction had been installed and with some time allowed for traffic patterns to adapt. The Committee noted that although seasonal variations in traffic flow can take place, this is less likely in urban areas and so officers were confident that the data provided a reasonable indication of change. Details of the traffic data was contained in the Appendix to the report.

In terms of casualty data, in the 5 years to 2015 (currently available data), there was one collision at the junction of Cedar Road and Mawney Road involving an HGV and a car. An occupant of the car was slightly injured.

In officers' view, the experiment had proved unpopular with 60% of those responding. Many considered that a traffic calming scheme of some description would have been preferable. Many also considered that the

scheme had made it harder to drive for both local and longer distance journeys. Many people considered that the experiment had led to people using Willow Street and other streets to bypass Mawney Road which they considered had become more congested. Some people felt that Cedar Road should be available as a cut-through. The issues raised by the Police would be considered in the event a permanent scheme was recommended.

The Committee noted that 40% of those responding were in favour of the scheme being made permanent. Many considered that the street was now safer, especially for children. Many considered that the street was quieter, that driver speeds had reduced and that a drug dealing issue had been dealt with. Some people felt that it wasn't an issue to get into/ out of the estate and that people against the closure wanted to cut-through, rather than use the main roads.

The traffic data associated with the experiment demonstrated a significant reduction in traffic for the closed end of Cedar Road, including a similarly significant reduction in commercial vehicles. The data also indicated a modest reduction in driver speeds. The traffic flow before the experiment commenced was beyond what officers' consider to be reasonable for a residential street and it was clear that the street was being used as a cut-through.

The report also informed the Committee that the data collected for Mawney Road and North Street suggested that motorists may have diverted to North Street. However, without a dense network of traffic count points, it was not possible to be conclusive and the Committee could bear this in mind.

In accordance with the public speaking arrangements the Committee was addressed by a local resident. The resident stated that he lived on Cedar Road and that he along with the majority of residents living on the road were in favour of making the closure permanent. He stated that the residents of the road did not want speed humps due to noise, vibration and their failure to deter speeding. The resident stated that the petition data, as set out in the report, was not reflective of the number of residents of Cedar Road that were in favour of the scheme. More people were in favour of the scheme than reported. The resident stated that the majority of those objecting to the scheme were not resident in Cedar Road. The resident commented that prior to the implementation of the scheme traffic flow in Cedar Road was beyond what staff consider reasonable for a residential road.

With the permission of the Chairman a statement from Councillor Benham was presented to Members. The statement supported the position of the speaker and the retention of the closure.

During a debate, a Member raised concerns over the displacement of traffic and the effect on traffic flows in Mawney Road and North Street.

A Member spoke against the closure stating that the Council ought to consider alternative methods of dealing with traffic flows on the road other than through its closure.

Another Member expressed concerns about the knock-on effects of the scheme on other roads and suggested a width restriction to reduce the number of commercial vehicles using the road.

A Member stated that the bus lane enforcement on North Street would make congestion worse in the area, that mitigation was needed for a wider area.

Another Member speaking in favour of making the closure permanent stated that the area was plagued by inconsiderate drivers who ignored local residents. The Member stated that priority should be given to the children of the area and relief to residents being put at risk of motorist using the area as a cut through. The Member was of the view that the Council had an obligation to keep children and elderly people safe through the retention of the scheme.

A Member suggested that traffic calming should be considered for the area.

Following the debate, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment Regulatory Services and Community Safety that the closure to through motor traffic as detailed on Drawing QL040/59/01 be made permanent and the existing temporary concrete block system be replaced with a permanent layout utilising kerbed islands and appropriate bollards.

Members noted that the cost of the scheme was estimated at £7,000 which would be met by the Council's capital allocation for Minor Highway Improvements.

The voting in favour of the proposal was 8 votes to 3 against.

60 **BUS STOP ACCESSIBILITY - FIRBANK ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to the provision of a partially accessible bus stop on Firbank Road and sought a recommendation that the proposals be implemented.

The proposal was to provide accessibility improvements outside Nos. 9 and 11 Firbank Road whilst retaining the bus stop flag at the same location and providing a 37 metres and 24 hour bus stop clearway. The proposal would allow for a single door to be accessible as there was no alternative position on the road.

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

The resident spoke against the proposal stating that he had a mobility disability and that the scheme would hinder the use of his drive way. The resident added that he was a member of the target group for the proposed accessibility improvements yet had no problem accessing the bus stop as it currently is. He added that the proposal would prevent him using his car. The resident questioned whether the proposals included moving the bus drivers toilet from its current location.

During a brief debate, A Member sought clarification on the extent of the proposals and in response the Committee was informed that there was no proposal to relocate the stand but simply to make the current stop accessible with a 37 metres and 24 hour bus stop clearway.

In response to another Member asking if the vehicle crossing dropped kerbs would be affected, Officers informed the Committee that the proposal would not impact on the kerb lines.

Following the debate, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Firbank Road as outlined in drawing QP006-OF-B75-A be implemented;

That it be noted that the estimated cost of £750 for implementation (all sites) would be met by Transport for London from the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

The voting in favour of the proposal was 10 votes to 1 against.

61 **BUS STOP ACCESSIBILITY - BEVAN WAY (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops on Bevan Way and a new footway link on Hacton Lane.

The report stated that at its meeting on 6 September 2016, due to the level of objection from residents, the Committee rejected a proposal and asked officers' to consult on an alternative which kept the stops in their current positions.

The report offered a revised proposal that included a new footway link along Hacton Lane which would provide a direct walking connection from the southbound stop on Bevan Way and the existing pedestrian refuge servicing the area to the east of Hacton Lane.

The Committee noted that a response had been received with the comments outlined in the report and that Ward Councillors had been consulted and had requested the footway link be part of the proposal.

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 lived at No. 12 Bevan Way and that he had to park his car away from his house owing to the position of the stop. The resident stated that he needed to cross Bevan Road to get to his car, which he was required to do with his two young children. The resident pointed to the dangers of crossing a busy road like Bevan Way with two young children. The resident cited a range of child casualty statistics and commented that the implementation of the scheme would show a clear disregard for the safety of his family. He also stated that the case for the accessible kerb was flawed and insisted that widths could be reduced to allow sufficient space for a vehicle crossing at his residence.

During the debate a number of Members of the committee questioned whether a compromise could be found to accommodate the accessible stop and provide the resident with a vehicle crossover.

A Member suggested that one door be made accessible in order to meet the resident's crossover request.

The Committee was reminded that an alternative scheme had already been designed and consulted on at a different location on Bevan Way which would have enabled the construction of the crossover at No.12. The Committee was reminded that this scheme had been rejected because of objections to a loss of trees.

A deferral was proposed in order to allow Ward Councillors to discuss the matter with residents and officers.

Further to the brief discussion, a motion to defer the proposal was tabled by Councillor David Durant and seconded by Councillor Joshua Chapman.

The Committee **RESOLVED** to defer the matter to allow Ward Councillors, the residents and officers to discuss the matter.

62 **BUS STOP ACCESSIBILITY - UPPER RAINHAM ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed the following accessibility improvements proposed for various bus stops along Upper Rainham Road:

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QP006-OF-B53  Option 1  BS18372 Hayburn Way	Outside 25 & 27	Bus shelter to be turned around, located to the rear of footway and moved 1.30m north to improve accessibility.  Bus stop flag to be relocated 4.90metres south  140mm kerb and associated footway works provided at bus boarding area  25metre 24 hour bus stop clearway
QP006-OF-B53  Option 2  BS18372 Hayburn Way	Outside 29/31	Bus stop to be relocated 21.90m south to the party wall of 29 & 31.  140mm kerb and associated footway works provided at bus boarding area  33metre 24 hour bus stop clearway
QP006-OF-B54  BS18375 Gordon Avenue	Party wall of 70 & 72	Bus stop flag to remain in the same location  140mm kerb and associated footway works provided at bus boarding area  21metre 24 hour bus stop clearway
QP006-OF-B55  BS18374 Gordon Avenue	Outside 105 & 107	Bus stop flag to remain in the same location  140mm kerb and associated footway works provided at bus boarding area



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		31metre 24 hour bus stop clearway
QP006-OF-B56  BS18374 Chestnut Avenue	Opposite 151 & 153	Lay by to be built out by approximately 1.50metres.  New kerb radius leading into Bancroft Chase  Bus shelter to be relocated 5.80metres north and positioned at the front of footpath  140mm kerb and associated footway works provided at bus boarding area  37metre 24 hour bus stop clearway
QP006-OF-B57  BS18376 Chestnut Avenue	Outside 173 & 175	Bus stop to remain in the same location  Proposed build out 1.0meter in depth  140mm kerb and associated footway works provided at bus boarding area  19metre 24 hour bus stop clearway  Centre line marking adjusted to suit new scheme
QP006-OF-B58  BS18379 Laburnum Avenue	Opposite 241 & 243	Bus stop flag to remain in the same location  140mm kerb and associated footway works provided at bus boarding area

		31metre 24 hour bus stop clearway
QP006-OF-B58  BS18378 Laburnum Avenue		Bus stop to remain in the same location  Proposed build out 1.0meter in depth  140mm kerb and associated footway works provided at bus boarding area  19metre 24 hour bus stop clearway  Centre line marking adjusted to suit new scheme
QP006-OF-B59  R0106 Harrow Lodge Park	Opposite medical centre	Bus stop to remain in the same location  37metre 24 hour bus stop clearway
QP006-OF-B60  BS29460 Harrow Lodge Park	Outside medical centre	Bus stop to remain in the same location  37metre 24 hour bus stop clearway

Following the presentation and in response the Committee noted that the various work would not lead to any loss of parking spaces but provide for the build out by one metre depth the bus stop on two locations (Cheshunt Avenue and Laburnum Avenue)

Having considered the report and the representations made it was **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety:

a. that the bus stop accessibility improvements on Upper Rainham Road as set out in the report and shown on the following drawings be implemented;

- QP006-OF-B53-A OPTION 1
- QP006-OF-B54-A
- QP006-OF-B55-A
- QP006-OF-B56-A
- QP006-OF-B57-A
- QP006-OF-B58&59-A
- QP006-OF-B60&61-A

Members noted that the estimated cost for implementation of all the proposals was of £28,000 and would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

**63 BUS STOP ACCESSIBILITY - HALL LANE (OUTCOME OF PUBLIC CONSULTATION)**

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 Hall Lane outlined on drawing QP006-OF-B19&B20-A of the report be implemented, including the provision of a new pedestrian refuge and reduction of the speed limit from 40mph to 30mph.

That it be noted that the estimated cost of £16,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

**64 BUS STOP ACCESSIBILITY - ST MARY'S LANE (OUTCOME OF PUBLIC CONSULTATION)**

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 St Marys Lane outlined on drawings QP006-OF-B39&B40-A, QP006-OF- B41-A, QP006-OF-B42&B43-A and QP006-OF- B44-A of the report be implemented.

Members noted that the estimated cost of £23,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

65 **BUS STOP ACCESSIBILITY - UPPER BRENTWOOD ROAD (OUTCOME OF PUBLIC CONSULTATION)**

Following clarification that the withdrawn site would remain in a similar position, 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 Upper Brentwood Road outlined on drawings QP006-OF-B48&49-A and QP006-OF-B52-A (including upgrade of fire access Durham Avenue) in the report be implemented

That it be noted that because of the level of objections received from respondents and Royal Liberty School, that the proposals shown on Drawing QP006-OF-B50&B51-A be withdrawn and officers' would consult on a revised layout and bring a further report to the Committee.

Members noted that the estimated cost of £10,000 for implementation would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

66 **HORNCHURCH ROAD/GROSVENOR DRIVE JUNCTION ACCIDENT REDUCTION PROGRAMME - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the junction speed table outlined on drawing No. QP001-3/1 be implemented.

Members noted that the estimated costs of £15,000 would be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

67 **ROMFORD TOWN CENTRE ACCIDENT REDUCTION PROGRAMME PROPOSED 20 MPH ZONE & SAFETY IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a public consultation for the implementation of safety and accident reduction programme scheme that was approved by Transport for London for funding.

The report informed the Committee that a feasibility study had been carried out to identify safety improvements in the area and 20mph zone, humped pelican crossing, speed tables, build out, gateway measures with coloured surfacing and 20/30mph roundels, 20mph roundels road markings, 20/30mph road signs, roundabout centre line road markings were proposed.

During a brief discussion a Member sought clarification on how the scheme came to realisation. In response officers' informed the Committee that

following various injury and collisions sustained in Western Road and around the Ring Road, especially those involving pedestrians, the scheme had been prepared.

A Member commented that Romford Town centre did not require a blanket approach and felt the proposals should be more bespoke. The member noted that the scheme had positive elements which could be taken forward and implemented.

Another Member questioned the use of speed tables and felt they were overkill.

Another Member was supportive of the speed tables on crossing points only.

Officers informed the Committee that funding for the scheme was time limited and any review would need to be done quickly.

Another Member expressed his support for the scheme.

A Member suggested that there was a need for officers and Ward Councillors to discuss the proposals and report back to the Committee for its recommendation.

Following the debate, a motion to defer the proposal was tabled.

The Committee **RESOLVED** to defer the matter to allow Ward Councillors and officers to review the proposed scheme.

The voting was agreed 10 votes to 1 abstention.

## 68 **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	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	AGREED
Page 1	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	AGREED
	A3	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers
<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 held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.</b>

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

Item Ref	Location	Ward	Description	Decision
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 confirmed for 2017/18 TfL LIP submission.</b>
Page 2 B3	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians. <b>Request confirmed for 2017/18 TfL LIP submission.</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 confirmed for 2017/18 TfL LIP submission.</b>



**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	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 confirmed for 2017/18 TfL LIP submission.</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 confirmed for 2017/18 TfL LIP submission.</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 confirmed for 2017/18 TfL LIP submission (part of wider rural speed limit review).</b>

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

Item Ref	Location	Ward	Description	Decision
B8	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	<p>85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014.</p> <p><b>Request held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.</b></p>