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MINUTES OF A MEETING OF THE HIGHWAYS ADVISORY COMMITTEE Council Chamber - Town Hall 7 February 2017 (7.30 - 9.15 pm)

Present:

COUNCILLORS

Conservative Group	Frederick Thompson(Vice-Chair), Dilip Patel, +Ray Best and +Wendy Brice-Thompson
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group	Darren Wise (Chairman) and +Ron Ower
UKIP	John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

An apology was received for the absence of Councillors John Crowder, Joshua Chapman and Brian Eagling.

+Substitute Members: Councillor Ray Best (for John Crowder), .Councillor Wendy Brice-Thompson (for Joshua Chapman) and Councillor Ron Ower (for Brian Eagling).

There were about 15 members of the public present for the meeting.

Unless otherwise indicated all decisions were agreed with no vote against.

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

75 **MINUTES**

The minutes of the meeting of the Committee held on 10 January 2017 were agreed as a correct record and signed by the Chairman

76 **DISCLOSURE OF INTERESTS**

TPC618 - LAKE RISE, WOODLAND RISE AND ROSEMARY AVENUE.

Councillor Ray Best disclosed a non-prejudicial personal interest. advising the Committee that he resides in Lake Rise, although in a part of the road not affected by the proposed scheme.

TPC814 CAMBORNE AVENUE AREA - RESULT OF INFORMAL CONSULTATION STAGE 2.

Councillor Darren Wise disclosed a non-prejudicial personal interest. advising the Committee that he resides within the consultation area. Councillor Wise confirmed that he could consider the item with an open mind and decide the matter on relevant highways grounds. .

LOWSHOE LANE - CONTROLLED PARKING ZONE TPC744.

Councillor Dilip Patel disclosed a prejudicial interest advising the Committee that he and other ward Councillors had been involved in discussions with local residents regarding the matter. Councillor Patel confirmed that he would leave the Chamber prior to the presentation of the Item and take no part in the vote.

77 TPC618 - LAKE RISE, WOODLAND RISE AND ROSEMARY AVENUE

The report before the Committee detailed responses received to the formal consultation undertaken in Lake Rise, Woodlands Road and Rosemary Avenue, to include these roads in the residents parking scheme for the area.

The Committee noted that the proposals were designed to improve parking for local residents and prevent long-term non-residential parking along these roads.

The report outlined that by the close of the public consultation, 39 responses had been received in favour of parts of the scheme and 31 against the scheme. A petition, signed by 32 residents, had also been received against the proposals.

Officers stated that from the responses to the consultation it was clear that the majority of residents were not in support of the proposal to change the time of restriction from Monday - Saturday 8:30am - 6:30pm to Monday - Friday 10am - 11am, however the majority of residents had responded positively to the proposal to change the free parking bays to residents parking bays and for all of the residents to be included in the ROR residents parking scheme.

The report concluded that given the responses received, the proposals to convert the free parking bays to residents parking bays, and to keep the Single Yellow Line restriction operational Monday - Saturday 8:30am-6:30pm should be recommended for approval.

Officers also indicated that ward councillors were made aware of the responses received and were in support of the proposals.

Following the presentation, a resident who had registered to speak provided the Committee with confirmation that she was in full support of the proposals as outlined by officers.

During a brief debate, a Member commented that all day restrictions were excessive and might not be required. The Member advocated the implementation of more limited restrictions as a means of deterring commuter parking. Another Member stated that as Ward Councillors supported the proposal the Committee should recommend that the scheme to be implemented.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that:

- a) The existing free parking bays in Lake Rise, Rosemary Avenue and Woodlands Road (identified on the plans in appendices A, B and C) be converted, as advertised to residents parking bays for the ROR residents parking scheme, operational Monday – Friday, 10am - 11am.
- b) That the existing single yellow line restrictions operational Monday – Saturday, 8:30am - 6:30pm in Lake Rise, Rosemary Avenue and Woodlands Road (identified on the plans in appendices A, B and C) be retained and the proposals to implement a new operational time for the restrictions of Monday – Friday, 10am - 11am be abandoned.
- c) That the single yellow line restrictions, shown red on the plan in Appendix B, be removed to accommodate the extension of existing parking bays.
- d) That all the residents of Lake Rise, Rosemary Avenue, Woodlands Road, Brockton Close and property numbers 12 & 14 and 42 & 44 Pettits Lane be included on the list of properties that would have permits for the ROR residents parking scheme.

Members noted that the estimated cost of the scheme was £3000, which would be met from the Capital Parking Strategy Investment Allocation 2016/17.

The vote for the proposal was ten votes in favour to one abstention.

78 LOWSHOE LANE - CONTROLLED PARKING ZONE TPC744

The report before the Committee detailed objections received to the statutory consultation to the proposed permit parking area in the Lowshoe Lane area

The report advised that following an informal consultation that had been undertaken in February 2016, and reported to the Committee at its meeting in April 2016, it had been agreed that a parking scheme be designed and consulted on. The informal stage two consultation had been undertaken in July 2016 and the results reported to Members in November 2016.

The Committee had given its approval for officers to undertake a statutory consultation on the proposed Lowshoe Lane controlled parking zone.

In December 2016 all the residents and businesses who were perceived to be affected by the proposals, were advised by letter and plan. At the close of consultation, one objection to the proposal had been received that outlined a request for double yellow lines on Hood Walk outside the entrance to the church. The resident had also expressed the difficulty in parking on their drive.

Officers commented that it was clear from the response to the consultation that there were parking issues in the area. A major part was attributed to vehicles from a local car dealership being parked in the roads reducing the amount of available parking spaces for residents in the area.

In Officers' view, the proposed residents parking provision would limit the long term parking issues and provide residents and their visitors with adequate parking within the restricted period.

It was indicated that Ward Councillors had organised an informal consultation with local residents and given their support to the proposal.

In accordance with the public speaking arrangements the Committee was addressed by two residents who spoke against the proposed scheme.

The first speaker confirmed that there was a problem with all day parking but questioned the proposals being put forward. The Committee was informed that there was no mention of permit parking when the scheme was originally put to residents and there was confusion as to the proposals they were asked to comment on. The speaker suggested that the implementation of yellow line restrictions would be preferable.

With the discretion of the Chairman a second resident raised objection to the proposals. The Committee was informed that not all representations made by local residents had been received and considered by officers.

During a brief debate, Members discussed the issues raised by the speakers noting that there appeared to be some confusion during the consultation process as to what residents had been voting for. A Member stated that it was strange that only one response had been received during the statutory consultation but there had been a large number of responses received during the course of the informal consultation.

Following a motion to defer the proposal for further consultation with Ward Councillors and local resident the Committee **RESOLVED** to defer the proposal.

Councillor Dilip Patel declared a Prejudicial Interest and left the meeting during deliberation and voting on the matter.

79 **THE DRILL ROUNDABOUT - OUTCOME OF PUBLIC CONSULTATION**

The report before the Committee detailed responses to a consultation for the provision of new zebra crossings on various arms of The Drill roundabout, together with footway widening, decluttering and landscaping works.

The report outlined the following proposals for the junction:

- New zebra crossings on the two Brentwood Road arms and the Balgores Lane and Slewins Lane arms
- Existing zebra crossing on Heath Park Road to be moved 5 metres west to provide a longer stopping area for drivers leaving the roundabout,
- Footway widening between Brentwood Road (south) and Heath Park Road,
- Heath Park Road and Balgores Lane; and Balgores Lane and Brentwood Road (north), - (to check with MP)
- To widen the plant verges between Brentwood Road (north) and Manor Avenue; and Manor Avenue and Slewins Lane,

- To provide an overrun area between Slewins Lane and Brentwood Road,
- Removal of all pedestrian guardrails,
- Removal of all traffic islands / pedestrian refuges,
- Removal of vehicle access to Methodist church from Manor Avenue and extension of parking bay (subject to the agreement of the church).

In accordance with the public speaking arrangements the Committee was addressed by a local resident who spoke in support of the scheme and the benefits it would bring to the area. The resident requested that the bus stop opposite her property on Heath Park Road be relocated as she felt that it would obstruct the repositioned zebra crossing..

During a brief discussion the Committee received clarification that there were no plans to relocate the bus stop at this stage. Officers confirmed that the proposal would provide vehicles leaving the roundabout with a greater stopping distance before reaching the crossing.

Officers confirmed that no objection had been received to the scheme from the local church.

The Committee noted that there was no scheme proposed for the Manor Avenue arm of the roundabout as the road was noted to have a relatively low car flow and a refuge island existed to support pedestrian crossing.

A Member was fully in support of the scheme as it benefited pedestrians crossing especially on Heath Park Road.

Another Member who spoke in support of the zebra crossing suggested the crossing be moved further in to the roads off the roundabout in order to reduce over hanging that may affect the flow of traffic. Officers confirmed that the positioning of the crossing followed the pedestrian desire line.

Officers also indicated that ward councillors were made aware of the responses received and were in support of the proposals.

Officers confirmed that the speakers request to move the bus stop would be looked into separately with officers contacting the resident in due course.

The Committee considered the report and following a Motion to recommend option 1(a) **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the various proposals detailed on drawing QP017/OI/101-A be implemented as follows:

- The pedestrian refuge in Manor Avenue be retained and upgraded to modern standards;
- The vehicle crossing to the Methodist Church in Manor Avenue be retained;
- The pedestrian guardrail between Slewins Lane and Brentwood Road be retained, but upgraded;
- The pedestrian guardrail between Brentwood Road and Heath Park Road be retained, but upgraded without footway widening.

Members noted that the estimated cost of the scheme was £100,000 (for the substantive scheme) which would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Local Transport.

80 **BUS STOP ACCESSIBILITY - VARIOUS LOCATIONS (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops in various locations within Brooklands, Elm Park, Gooshays, Harold Wood, Havering Park and Heaton wards.

The proposals for accessibility improvements have been developed for various locations within the borough as follows;

Avelon Road

Bus stop to be relocated 83 metres south east. Footway works and 25 metre bus stop clearway along the flank of 217 Chase Crossing Road as shown on drawing QP006-OF-B1-A.

The proposal was an amendment to an earlier scheme that was rejected by the Committee in December 2015.

Church Road (Harold Wood)

Existing bus stop. Footway works and 23 metre bus stop clearway outside 97 to 103 Church Road as shown on drawing QP006-OF-B6-A.

Dagenham Road (Romford)

Existing bus stop. Footway works and 33 metre bus stop clearway outside 109 to 119

Existing bus stop. 31 metre bus stop clearway outside 88 to 96 Dagenham Road as shown on drawing QP006-OF-B12-A.

Elm Park Avenue (Broadway Parade)

Existing bus shelter relocated 3 metres west, tree removed.

Provision of a 21 metre bus stop clearway outside 6 to 9 Broadway Parade.

A new zebra crossing outside 10 Broadway Parade/ Sainsbury's.

A loading bay outside 4a to 6 Broadway Parade.

Three pay-and-display parking bays outside 1 to 4 Broadway Parade as shown on drawing QP006-OF-B82-B.

The proposal followed the rejection of an earlier scheme in January 2015 which was limited to a bus stop clearway only as shown on drawing QN008-OF-A115/A116-A, westbound stop.

Hainault Road.

To provide a 37 metres bus stand clearway. Existing bus cage marked, but no record of a clearway ever being established as shown on Drawing QP006-OF-B76-A.

Petersfield Avenue.

Existing bus stop. Footway works and 25 metre bus stop clearway, opposite Petersfield Close as shown on drawing QP006-OF-B77-A.

Existing bus stop. Full (2 metre) footway build out and 13 metre bus stop clearway as shown on Drawing QP006-OF-B78.

Straight Road

Bus stop to be relocated 89 metres south east from outside 247/249 Straight Road to outside 217 Straight Road. Footway works (including removal of a footway parking bay) and 37 metre bus stop clearway as shown on Drawing QP006-OF-B81-A.

The Committee was informed that a proposal to relocate the stop outside 219/221 Straight Road a Dental surgery was recommended in December 2015, but the surgery applied for and had a vehicle crossing constructed before the bus stop works were programmed.

In accordance with the public speaking arrangements the Committee was addressed by a local resident who was speaking on behalf of his parents in relation to the scheme for the Straight Road Bus Stop. The resident stated that it would be dangerous to access and egress their drive-way if the bus stop was to be moved as proposed. The Committee was informed that the bus stop would lead to noise nuisance and refuse outside the property. The resident stated that the proposals did not comply with TFL guidance.

During a brief discussion, a Member spoke in support of the speaker and proposed a motion to refuse the proposal.

In response to a proposal to relocate the bus stop further along the road the Committee was informed that the suggested position would require the loss of a refuge island and obstruct the sight line for Briar Road.

Officers also confirmed that the build-out on the scheme in Petersfield Road was to enable the retention of kerb side parking in the area.

A Member suggested the re-painting of the white lines in the Elm Park area.

Officers also indicated that ward councillors were made aware of the responses received and were in support of the proposals.

Following a motion to reject the scheme for Straight Road the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements for Straight Road as shown on drawing reference QP006-OF-B81-A be rejected.

A separate vote was taken on the remaining recommendations in the report the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the various bus stop accessibility improvements detailed in the report and shown on the following drawings be implemented.

- (a) Avelon Road - QP006-OF-B1-A
- (b) Church Road (Harold Wood) - QP006-OF-B6-B
- (c) Dagenham Road (Romford) - QP006-OF-B11-A & QP006-OF-B12-A
- (d) Elm Park Avenue - QP006-OF-B82-B
- (e) Hainault Road - QP006-OF-B76-A
- (f) Petersfield Avenue - QP006-OF-B77-A (8-9am & 3-4pm Monday-Friday) & QP006-OF-B78-B (standard 24 hours)

Members noted that the estimated cost of the schemes was £37,000 for implementation (all sites) which would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

81 **BUS STOP ACCESSIBILITY - BEVAN WAY**

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 Bevan Way and new footway link on Hacton Lane as shown on drawing QP006-OF-B3&B4-A OPT 3 be implemented;

Members noted that the estimated cost for the scheme was £22,000, which would be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility.

82 **BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME (STRAIGHT ROAD) - PROPOSED SAFETY IMPROVEMENTS**

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 proposals as shown on the relevant drawings be implemented.

- (a) Straight Road outside property Nos. 231/233
– Relocation and Upgrading pedestrian refuge
(Drawing No. QP004-4/2)
- (b) Straight Road outside property Nos. 151/153 – Pedestrian refuge
with footway parking bay removal (part)
(Drawing No. QP004-4/3)

Members noted that the estimated cost of the scheme was £16,000, which would be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

83 **ROMFORD TOWN CENTRE ACCIDENT REDUCTION PROGRAMME - PROPOSED 20MPH ZONE AND SAFETY IMPROVEMENTS**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the safety improvements detailed and shown on the relevant drawings be implemented as follows:

- (a) All the roads inside Ring Road (Plan Nos:QP005-1 and QP005-2)
 - 20mph Zone
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing

- 20mph roundels road markings
- (b) South Street between Victoria Road and Ring Road (Plan No:QP005-3)
 - Speed tables (2No.) as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (c) Victoria Road between South Street and Mercury Gardens (Plan No:QP005-4)
 - Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (d) Eastern Road between South Street and Ring Road (Plan No:QP005-5)
 - Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (e) Western Road between South Street and Mercury Gardens (Plan No:QP005-6)
 - Humped pelican crossing as shown.
 - Relocation of bus cage
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (f) Exchange Street between Waterloo Road and Havana Close (Plan No:QP005-7)
 - Speed table as shown.
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (g) High Street between St Edwards Way and Angel Way (Plan No:QP005-8)
 - Kerb build-out as shown
 - Gateway measures with 20 / 30 mph roundels and coloured surfacing
- (h) Waterloo Road / Oldchurch Road Roundabout (Plan No:QP005-9)
 - Road markings changes as shown
- (i) Mercury Gardens / Western Road Roundabout (Plan No:QP005-10)
 - Road marking changes as shown
- (j) Main Road / St Edwards Way Roundabout (Plan No:QP005-11)
 - Road marking changes as shown

- (k) North Street / St Edwards Way Roundabout (Plan No:QP005-12)
- Road marking changes as shown

Members noted that the estimated costs of the safety improvements was £95,000, which would be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

84 **GUBBINS LANE PEDESTRIAN ACCESSIBILITY IMPROVEMENTS -
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 pedestrian improvements detailed in the report and shown on the following drawings, be implemented;

- QP014/01.A
- QP014/02.A
- QP014/04.A
- QP014/05.A
- QP014/06.A
- QP014/07.A
- QP014/08.A

Members noted that the estimated cost for the scheme was £52,500, which would be met by Transport for London through the Local Implementation Plan allocation for Pedestrian Realm Improvements.

85 **LISTER AVENUE PARKING REVIEW - RESULT OF INFORMAL
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 proposals to introduce a residents parking scheme in the Lister Avenue area, operational Monday to Friday 10am to 2pm inclusive be designed and publicly advertised.

Members noted that the estimated cost of the scheme was £8000, which would be met from the 2016/17 Medium Term Financial Strategy budget.

86 **TPC814 CAMBORNE AVENUE AREA - RESULT OF INFORMAL
CONSULTATION STAGE 2**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposals to implement a residents parking scheme, operational between 10.30am and 11.30 Mon-Fri with any related

'At Any Time' waiting restrictions on corners proceed to statutory consultation and public advertisement.

Members noted that the estimated cost for the proposal in the Camborne Avenue area was £10000, which would be met from the Capital Parking Strategy Investment Allocation 2016/17.

87 TPC813 WEDNESBURY ROAD - RESULT OF INFORMAL CONSULTATION STAGE 2

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposals to implement a residents parking scheme, operational between 10.30am and 11.30am Mon-Fri, with any related 'At Any Time' waiting restrictions on corners proceed to statutory consultation and public advertisement.

Members noted that the estimated cost of the proposal in the Wednesbury Road area was £10000, which would be met from the Capital Parking Strategy Investment Allocation 2016/17.

88 APPLETON WAY PARKING REVIEW - TPC621

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 residents parking scheme for the Appleton Way Area, operational Monday to Saturday 8am to 6.30pm, with associated waiting restrictions and Pay and Display parking facilities be implemented as advertised.

Members noted that the estimated cost for the scheme was £6000, which would be met from the 2016/17 Capital budget for Minor Traffic and Parking.

89 DEYNCOURT GARDENS AND WALDERGRAVE GARDENS COMMENTS TO ADVERTISED PROPOSALS

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the existing free parking bays in Deyncourt Gardens and Waldergrave Gardens as shown on the plan in Appendix A of the report be converted to pay and display bays operational Monday to Saturday 8am to 6.30pm (first 30 minutes free).

Members noted that the estimated cost for the scheme was £3,500, which would be met from the Capital Parking Strategy Investment Allocation 2016/17.

90 **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.

Chairman

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

Item Ref	Location	Ward	Description	Officer Advice
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 held as a potential reserve scheme for 2017/18 TfL LIP.
B2	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 held as a potential reserve scheme for 2017/18 TfL LIP.
B3	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.

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

Item Ref	Location	Ward	Description	Officer Advice
B4	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	Feasible, would add to existing hump scheme. Funding would need to be provided.
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.
Page 2 B6	Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	Speed cameras a remote possibility as they