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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
14 January 2014 (7.30 - 8.50 pm)**

Present:

COUNCILLORS

Conservative Group	Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, Barry Oddy, +Osman Dervish and +Lesley Kelly
Residents' Group	Brian Eagling and John Wood
Labour Group	Denis Breading
Independent Residents Group	David Durant

Apologies were received for the absence of Councillors Jeff Brace and Damian White. +Councillors Lesley Kelly and Osman Dervish substituted for Councillors Brace and White respectively.

Councillors Sandra Binion, Pam Light, Robbie Misir, Denis O'Flynn, Ron Ower and Linda Trew were also present for part of the meeting.

There were 10 members of the public present at 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.

54 MINUTES

The minutes of the meeting of the Committee held on 10 December 2013 were approved as a correct record and signed by the Chairman

55 PROPOSALS TO IMPROVE ACCESSIBILITY IN MAWNEY ROAD BY FOREST ROAD, ROMFORD

The Committee considered the report and without debate, **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in the report and shown on the following drawings be implemented:

- QM016-of-502 - Bus stop clearway.
 - QM016-of-502 - Provision for accessibility zone for passengers.
2. That it be noted the cost of carrying out the works was £10,000. This would be met by Transport for London through the allocation for 2013/14 Local Implementation Plan for improving reliability of public transport package.

56 **BUS STOP ACCESSIBILITY UPPER RAINHAM ROAD - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that detailed responses to a consultation for the provision of fully accessible bus stops along Upper Rainham Road.

The report informed the Committee that the proposed improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making bus stops fully accessible to all people. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this would only be appropriate where carriageways are very wide as it was recognised that buses stopping on the carriageway could have an impact on traffic flows, especially on narrow roads.

The report also explained that bus stops which were fully accessible to all passengers allowed for the bus to use stops more efficiently, minimising the length of time it was stationary. This would have the positive effect of reducing disruption to traffic flows to a minimum.

A Member of the Committee was of the view that the on-carriageway parking acted as traffic calming. The Councillor considered that the introduction of clearways would increase traffic speed and that the proposals should be rejected.

A Member also reiterated the view that the on-carriageway parking slows traffic down and seconded the motion to reject the scheme. The motion to refuse was proposed by Councillor Oddy and seconded by Councillor Breading.

The Committee considered the report and without debate, **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in the report not be implemented.

The voting was nine to reject, one against and one abstention.

57 **BUS STOP ACCESSIBILITY STRAIGHT ROAD - OUTCOME OF PUBLIC CONSULTATION**

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops along Straight Road.

The introduction of bus stop clearways improves the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It had become even more important with the provision of buses that are fully wheelchair accessible, because the benefits of low-floor and “kneeling” buses are considerably reduced when the bus cannot be positioned next to the kerb.

Funding for Bus Stop Accessibility works mainly come from the Transport for London Local Implementation Plan (LIP), with occasional funding also secured as part of the development process.

Proposals for accessibility improvements had been developed for various existing bus stops along Straight Road.

In accordance with the public participation arrangements the Committee was addressed by a resident who operated a Dental surgery who spoke against the scheme, stating that the surgery was a busy NHS practice which needed direct access which the scheme would impede, especially for disabled people and deliveries. He felt that the proposal would only move the problem from one location to another and the practice needed access to their forecourt.

With the agreement of the Committee, Councillor Denis O’Flynn addressed the committee.

Councillor O’Flynn explained that he and the community were against the relocation scheme detailed on diagram QM016/OF/40&41A, citing the noise and disturbance from bus users, especially being near McDonald’s. He was concerned about the proximity of a traffic island. Councillor O’Flynn was concerned that the scheme would remove footway parking from outside the busy dental surgery, he requested that this element be rejected.

During general debate, Members sought clarification on the following:

- That the bulk of the scheme would be implemented if the committee was minded to delete the bus stop relocation.
- That having two bus stops opposite each other would make traffic grind to a halt.

Following general discussion a consensus was reached in support of recommendations 1 and 2(b) of the agenda item.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in this report and shown on the following drawings be implemented;
 - QM016-OF-37A
 - QM016-OF-38&39A
 - QM016-OF-42A
 - QM016-OF-45A
 - QM016-OF-46A

2. To recommend to the Cabinet Member for Community Empowerment that, having considered the representations made, the proposed relocation of the bus stops (affecting the northbound and southbound sites as they are linked) as shown on Drawing QM016-OF-40&41A be rejected and the Head of StreetCare investigate any other possibilities, notwithstanding the general lack of kerb space to create accessible stops.

3. That it be noted that the estimated cost of £20,000 for implementation would be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility.

58 PROPOSED 20 MPH FOR THE HIGHFIELD ROAD AREA , COLLIER ROW

The report before the committee detailed responses to a consultation for the provision of speed humps and extension of a 20mph zone in Highfield Road.

It was proposed to extend the newly installed 20mph restriction from Clockhouse Lane to Highfield Road up to a point 15m south of the junction with Hillrise Road; Burland Road up to a point 15m east of Felstead Road and Highfield Close.

The report informed the Committee that a 20mph zone needs to be self enforcing and so humps would be provided at approximately 70metre centres in Highfield Road and Burland Road. No hump was proposed in Highfield Close being a relatively short cul-de-sac. Wembley Close off Clockhouse Lane had been included in the proposed zone.

The proposal also included the removal of the footway parking to provide extra space for pedestrians on a busy school route and to further help reduce traffic speed.

Two hundred and twenty letters and drawings were hand delivered to residents in the affected roads. Traffic notices were posted on site and in the Romford Recorder. Eight responses were received. All the response were summarised in appendix II of the report.

With the agreement of the Committee, Councillor Sandra Binion addressed the Committee.

Councillor Binion stated that residents and officers had been working with her for some years to get the scheme progressed and that it was supported. She requested an amendment to leave out the proposed hump outside 17 Highfield Road in order for the resident to have a dropped kerb installed.

During general debate, Members of the Committee discussed and sought clarification of the following matters:

- If the removal of a hump would create an issue for post consultation.
- That the recommendation to the committee remains for the Highfield Road/ Burland Road junction (Option 1).

Following debate a consensus was reached that the vote proceeds on the scheme with the removal of the hump outside 17 Highfield Road and it was carried unanimously.

The Committee **RESOVLED**:

2. To recommend to the Cabinet Member for Community Empowerment that, subject to the removal of the speed hump outside 17 Highfield Road, the traffic calming speed hump proposal and Option 1 Highfield Road/Burland Road junction set out in the report and shown on the following drawings be implemented;
 - QK073/OA/01.A
 - QK073/OA/02.B
 - QK073/OA/03.A
3. That it be noted that the estimated cost of £30,000 for implementation would be met by the Highfield Road Traffic Calming S106 contribution connected with Planning Consent Reference P0127.10 (redevelopment of the Hampden Lodge site).

59 **UPGRADE OF EXISTING CYCLE ROUTE AND 20 MPH SPEED ZONE IN HIGHVIEW GARDENS AREA, UPMINSTER**

The report before the committee detailed responses to a consultation for upgrading the existing cycle route between Upminster to Hornchurch.

The proposal outlined that the existing cycle route ran in both directions traversed from St Mary's Lane into Highview Gardens and entered into Champion Road (via the emergency access), the route then continued into Branfill Road and terminated at Station Road.

The report informed the Committee that as part of the upgrade, it was proposed to establish a 20mph speed zone to enhance safety for cyclists. 20 mph speed zones are an effective way to decrease the frequency and severity of road accidents, largely by reducing traffic speeds. The zone cordon was between St Mary's Lane (north side), Station Road (west side) and Highview Gardens (all) and Branfill Road (all). The proposals were shown on drawing no. QM024-OF-110.

With the agreement of the Committee, Councillor Ron Ower addressed the Committee.

Councillor Ower stated that he was in favour of the scheme stating that there had been considerable work on the proposals. The proposal would support the local cycle routes and the 2 schools in the area. He stated that Ward Councillors and residents were in favour of the scheme. He also commended the proposal for getting rid of the fire gate and its replacement feature.

During general debate, Members of the Committee discussed and sought clarification of the following matters:

- About the bollard positions at the road closure in Highview Gardens. It was explained that the proposal included a single removable bollard for fire access.
- There was also a concern about the proposed trees being damaged, the Committee was informed that the proposal included protection for the trees.

Officers explained that the scheme could operate satisfactorily with a single removable bollard for emergency access.

The Committee **RESOVLED**:

1. To recommend to the Cabinet Member for Community Empowerment that the measures as listed below and paragraph 2 and 3 of the recommendation be implemented and the necessary traffic orders be made.
 - i) **Schedule 1** – 20 mph speed zone for traffic calming measures in Branfill Road, Champion Road, Cranborne Gardens, Gaynes Road, Highview Gardens and Wilson Close (newly named service road) on south side of Gaynes Road. The proposals were shown on drawing no. GM024-OF-101.

- ii) **Schedule 2** – flat top humps as entry treatments in Cranborne Gardens and Gaynes Road. The proposals were shown on drawing no. GM024-OF-101.
- 2. **Carlton Close** - Kerb alignment on both sides at the entrance of Carlton Road at its junction with Highview Gardens. The proposals were shown on drawing no. GM024-OF-101.
- 3. **Highview Gardens** – Upgrading the existing emergency access to include block paving, kerb build out, landscaping and facilities for cyclists. The proposals were shown on drawing no. GM024-OF-111.
- 4. That it be noted the cost of carrying out the works was £50,000. This would be met by Transport for London through the allocation for 2013/14 Local Implementation Plan for upgrading the existing A124 cycle route package.

60 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

The report presented Members with all new highway schemes 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 considered and made individual decisions on the schedule that detailed the applications.

The Committee’s decisions were noted as follows against each request:

Item Ref	Location	Description	Decision
SECTION A - Highway scheme proposals with funding in place			
SECTION B - Highway scheme proposals without funding available			
H1	White Hart Lane, near Crownfield School	Request for 30mph VA sign	DEFERRED
H2	Rise Park Boulevard at A12	20mph speed limit in Beaulieu Way/ Rise Park Boulevard. Concern about residents' safety, especially children. Traffic using estate to avoid A12/ Pettits Lane North traffic signals.	REJECTED 9-1-1

H3	Osborne Road	Request to remove speed cushions and replace with road narrowing islands.	REJECTED
H4	Grove Park Road	20mph Zone and traffic calming similar to layout on the western side of South End Road.	REJECTED

61 TRAFFIC AND PARKING SCHEMES REQUEST

The report before the Committee detailed all Minor Traffic and Parking Scheme application requests in order for a decision to be made on whether the scheme should progress or not before resources were expended on detailed design and consultation.

The Committee considered and agreed in principle the schedule that detailed the applications received by the service.

SECTION A - Minor Traffic and Parking Scheme Requests
Highways Advisory Committee, 14 January

2014 Item Ref	Location	Description	Decision
TPC327	Cavendish Avenue & Park Lane, Hornchurch	Request to introduce parking restrictions in this area due to parking problems for residents at school drop off/pick up times - Specifically between the hours of 8.30 - 9.30 and 2.30 - 3.30 to enable vehicles to manoeuvre safely. Petition & photographic evidence.	REJECTED 8-2-1
TPC392	Shepherds Hill, Harold Wood	Request for double yellow lines both sides of the road in the vicinity of the Shepherd & Dog Public House	AGREED
TPC393	Rainham Village	A request for a review of parking in Rainham Village in the area between Rainham station, Upminster Road South, Ingrebourne Road and Brookway, with a view to introduce restrictions and where necessary permits to ameliorate the problems caused by commuter parking and other parking problems caused by existing restrictions on roads within the area.	AGREED 10-1

Chairman

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