MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Havering Town Hall
18 October 2011 (7.30pm – 11.15pm)

Present:

COUNCILLORS:

Conservative Group	Billy Taylor (in the Chair) Steven Kelly, Frederick Thompson, Lynden Thorpe and Damian White,
Labour Group	Denis Breading
Residents' Group	+Ron Ower and John Wood
Independent Local Residents' Group	David Durant

An apology for absence was received from Councillor Brian Eagling.

+Substitute Member: Councillor Ron Ower (for Brian Eagling).

Councillors Linda Hawthorn, Linda Van den Hende, Garry Pain, Pam Light, Fred Osborne, Jeff Tucker and Melvin Wallace were present for parts of the meeting.

There were ten members of the public present at the meeting.

All decisions were taken unanimously, with no votes against unless shown otherwise.

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

There were no declarations of interest.

40 MINUTES

The minutes of the meeting of the Committee held on 20 September 2011 were agreed as a correct record and signed by the Chairman.

41 PROPOSAL TO IMPROVE TRAFFIC FLOW AND PARKING IN UPMINSTER TOWN CENTRE

The Committee considered a report that detailed the outcome of a consultation relating to various measures to improve traffic flow and parking in Upminster Town Centre. The report also included a review of

existing waiting restrictions, upgrading of on-street parking facilities, provisions for loading facilities for businesses, improving accessibility for passengers at existing bus stops, pedestrian crossing improvements and pedestrian guardrail relocation.

The following proposals were detailed in the report:

Existing traffic conditions at St. Mary's Lane/ Corbets Tey Road / Station Road Junction, Upminster

The junction of St Mary's Lane/Corbets Tey Road/Station Road handles considerable amount of both local and long distance traffic which resulted in long queues of traffic developing on all arms of the junction particularly during the peak periods.

The above junction was locally known as Bell Corner and it was connected with a major network of local distributor roads. To the north of the junction, was Station Road which leads to Hall Lane which in turn connects to the A127 Southend Arterial Road, thus providing access to Central London and the M25 motorway. The eastern arm of St Mary's Lane connects to Brentwood whereas the western arm (A124) connects to Hornchurch Town Centre, Rush Green and continues into the Borough of Barking and Dagenham. In the south, Corbets Tey Road leads to country roads heading towards Ockendon, Aveley and beyond.

Traffic movements at the junction of Bell Corner

In St Mary's Lane (eastbound approach to the junction) there was one traffic lane which flares to three lanes at the stop line. The first lane permits left turn movements into Station Road, second lane permits ahead movements whereas the third lane permits right turn movements into Corbets Tey Road. In St Mary's Lane (east side of the junction) there are two traffic lanes, the first lane permits ahead and left (Corbets Tey Road.) movements whereas the second lane permits right turn movements into Station Road. In Station Road there are two lanes, the first lane permits ahead (with a short left turn filter lane) whereas the second lane is for ahead and right turning traffic. Corbets Tey Road has similar traffic movements as Station Road, except lane 2 was for right turning traffic.

There were pedestrian crossing facilities provided on all arms of the junction. All crossings are signal controlled which allowed pedestrians to cross in two stages. The bus stops on the west side in Station Road were situated in the existing lay-bys which experience a regular occurrence of illegal parking throughout the day, thus forcing buses to stop in the road which in turn causes delays to other traffic. This provided poor accessibility for passengers particularly disabled people, elderly people or people with push chairs.

Site observations and traffic flow data showed that queuing was present during all peak periods but worst after 07:30 in AM peak with queues reaching a total of 24 vehicles in Corbets Tey Road, 26 vehicles in Station Road , 32 vehicles in St Mary's lane (west) and 27 vehicles in St Mary's Lane (east). The figures only represents the stationary queue at the time when the

lights turn green, therefore, it did not represent the number of vehicles which were part of the rolling queue on the approach to the junction.

Another contributory factor which caused traffic congestion at the junction was due to the close proximity of local schools where parents park inconsiderately when dropping or collecting children from St. Joseph's Catholic Primary School and Upminster Primary School.

Public Transport facilities in Station Road, Upminster

Station Road in Upminster conveyed high frequency of bus services. Bus routes namely 248 (7), 346 (4), 370 (4), which equates to 15 buses per hour in each direction. In addition, route 347 provides 2 services every two hours daily, Monday to Fridays. The figures in the bracket indicate number of buses operating per hour in each direction.

There was also a school bus route 648 which operates 2 services in the morning and 2 in the afternoon, Monday to Fridays only.

Details of the Feasibility Studies

The report informed the Committee that Jacobs Consultancy was commissioned by the Council's Streetcare Services to carry out feasibility studies for the following measures:

i) A feasibility study to replace the existing signalised junction of the Bell Corner with a roundabout.

ii) Change the Method of Control of the traffic signals to improve safety for pedestrians. The problem occurs when vehicles wait in the central turning area at the junction to turn right from St Mary's Lane (east arm) into Station Road are delayed as they are not aware about the change of the traffic lights and when they move they come in conflict with pedestrians crossing Station Road on phase K as shown on the existing Method of Signal Control at the junction.

iii) Improve the traffic congestion by taking into account the possibility of widening the southern end of Station Road to increase the length of the left turn filter lane.

iv) Review the existing waiting, loading restrictions including on road parking facilities and upgrade them which would economically benefit the area, particularly in Corbets Tey Road.

Proposals for a roundabout

Feasibility studies were carried out to replace the existing signalised junction with a roundabout. A normal roundabout was considered with a 4 metre diameter central island and provision of zebra crossings on each approach arm to preserve the current level of existing pedestrians facilities.

Pedestrian counts were undertaken at Bell Corner during in AM, Inter Peak and PM peak periods as input parameters into the ARCADY program to calculate the likely queues to be generated within the peak periods. The results of the modelling indicated that the roundabout would not operate satisfactorily mainly due to the influx of pedestrians crossing. Alternative options were considered to overcome the problem but the options developed would need more land acquisition which could involve footways and shops at the south west corner of Bell Corner. These options would be very costly and difficult to financially justify the scheme.

In addition, there are high numbers of pedestrians using the junction and these range from commuters to Upminster Station, bus passengers, shoppers, Upminster Park, school children (Upminster Junior School and St. Joseph's Catholic Primary School) and therefore zebra crossing facilities would have an adverse impact in developing excessive traffic queues thus reducing the overall capacity of the roundabout. The proposals for a roundabout were consequently abandoned as unfeasible.

Traffic signal Improvements

Four options were modelled to test proposed measures to the operation of the signalised junction of St Mary's Lane/CorbetsTey Road/Station Road junction. Below is a list of the options identified:

Option A: This option includes the following measures:

- Widen Station Road approach (between St Lawrence Road and the Bell Corner junction) to increase the offside flare length.
- Increasing the radius of the Station Road exit to improve swept path of vehicles leaving the junction. This would also lead to the increase the saturation flows for the traffic travelling ahead from Corbets Tey Road.
- Signal timing optimisation.
- Maintaining the existing staging of the signals.

Option B: This option includes the following measures:

- Maintaining the existing layout of the Bell Corner junction.

- Running Station Road and Corbets Tey Road in the same stage.
- Signal timing optimisation.

Option C: This option includes the following measures:

- Maintaining the existing layout of the Bell Corner junction.
- Running the phase of Corbets Tey Road before the Station Road.
- Signal timing optimisation.

Bell Corner - Existing Method of Signal Control

Option D: This option includes the following measures:

- Widen the Station Road approach (between Roomes Stores to the Bell Corner) to increase the length of the nearside left turn flare.
- Signal timing optimisation.
- Maintaining the existing staging.

Options C and D combined includes the following measures:

- Widen the Station Road approach (between Roomes Stores to the Bell Corner) to increase the length of the nearside left turn flare.
- Running Station Road and Corbets Tey Road in the same stage.
- Signal timing optimisation.

Results of the computer model

In simulating the signalised junction, a traffic modelling program, LinSig was used to model the operation of existing junction. After validating the model i.e. verifying that the model has been correctly calibrated and is capable of producing valid predictions for various scenarios, the signals were optimised to determine whether any improvements in the signals could be achieved by adjusting the 'green' timings which would maximise the traffic flow.

Results of the output of the computer model indicated that there are two options which are financially justifiable to consider. These were optimisation of the signals at the junction and option C which involves allowing the stage for Corbets Tey Road to run before Station Road. This option would resolve the conflict problems between the traffic turning right from St Mary's Lane (east) and pedestrians crossing Station Road.

It was anticipated that option C would resolve the conflict problems between the pedestrians crossing Station Road and the traffic turning right from St Mary's Lane (east) into Station Road. Further more, optimisation of the signal timings would improve the capacity of the junction.

The proposals to widen the southern end of Station Road (Option D) to incorporate a left turn filter lane were abandoned. This was based on further modelling works undertaken on the junction by applying the projected future growth factors to traffic in the base model to determine the time period the widening will sustain the increase in traffic. The results showed that the widening would not be able to accommodate the increase in traffic beyond 2015, therefore, it was not financially justifiable.

Alternative Measures to Improve traffic

As the traffic signals did not have any further potential to sustain the traffic growth in the future and with proposals for a roundabout not viable, therefore, other measures were considered in details such as measures to restrict inconsiderate parking and loading which causes significant disruption to the traffic flow. These measures were described in details in the report.

Existing parking facilities in Corbets Tey Road, Upminster

At present, parking in Corbets Tey Road was by Disc Parking which the vast majority of shopkeepers and businesses considered was out of date and not beneficial to the area, particularly to Corbets Tey Road. As a result, the local shopkeepers and businesses were informally consulted to seek their views if they were satisfied with the current parking arrangements or if they would prefer alternative facilities.

The occupiers expressed their concerns that they were not satisfied with the current Disc Parking Scheme and many felt that the scheme is now out of date. As a result, the shopkeepers feel that they are losing the passing trade and that businesses in Corbets Tey Road have been affected the most as compared with their counter parts.

The results of the informal parking survey indicated that 87% of the shopkeepers would prefer the introduction of on-street Pay and Display parking facilities whereas 13% preferred to retain the current Disc parking scheme. The results of the survey were included in appendix C of the report.

Based on survey with the shopkeepers and businesses in Corbets Tey Road, it was proposed to convert existing Disc parking bays to Pay and Display and there were further proposals to provide 10 new bays for Pay and Display. The total number of Pay and Display bays would be 34. The proposals were shown on drawing nos. QJ019-of-103 and QJ019-of-104.

Review of existing waiting and loading restrictions

The existing waiting and loading restrictions in Upminster vary between ‘At Any’ time (near Upminster Station) to standard parking restrictions applicable between 08:30am to 06:30pm, Monday to Saturdays whereas loading was also permitted during these restricted times. Loading in the road had a detrimental impact on the traffic flows, particularly during

peak periods.

The existing bus stops in Corbets Tey Road restricted waiting and loading from 7am to 7pm, throughout the week. It was, therefore, important that the restrictions at the bus stops were upgraded to Clearways. As this was the case, changing the restricted period to bus stop clearways would have little effect on businesses parking in the area as business vehicles should not be parked or load/unload in the existing bus stop facilities and this would bring Corbets Tey Road into line with the bus stops in Station Road, Upminster.

Proposed loading bays in Corbets Tey Road and Station Road

The report proposed to provide loading bays for delivery to shops in Station Road and in Corbets Tey Road as a lack of on-street loading facilities had been raised locally. The loading bays would permit loading for maximum 30 minutes with no return within 2 hours. The loading bays would permit free loading and it would operate from 08:00am to 06:30pm, Monday to Saturdays which would be in line with the restricted hours currently in operation on the main streets in Upminster area.

It was proposed to provide two loading bays in Station Road, one outside the Roomes Stores (Nos. 45 to 49) and one outside nos. 34/36. See drawing nos. QJ029-of-101. In Corbets Tey Road, one bay was proposed close to the main entrance to Upminster Park and one outside no 34. The proposals were shown on drawing nos. QJ019-of-103 and QJ019-of-104.

Existing parking and delivery arrangements in service road (off Gaynes Road), Upminster

The shop owners of St Mary's Lane and Station Road, Upminster had brought to the attention of the Council the problems their delivery vehicles experienced when gaining access to their service yards due to inconsiderate parking in the service road. Delivery vehicles sometimes had to wait for considerable time before drivers move their cars.

The access for delivery to the shops for 119 to 133 St Mary's Lane and nos. 1 to 29 Station Road was via an service road. The service road laid between Gaynes Road in the north and to the rear side of shop nos. 119 to 133 St Mary's Lane, Upminster.

Delivery of goods to Aldi Store, Upminster

Aldi Store in Upminster is open to business between 9am to 7pm, Monday to Saturdays and between 10am to 4pm on Sundays. The store mainly receives deliveries in the afternoons between 4pm to 7:30pm, Monday to Saturdays and sometimes on Sundays particularly during Christmas and Easter times.

The Gaynes Road car park had been leased to Aldi Store by the Council, therefore, the operation of the car park was the responsibility of Aldi. The car park was open at 7am and closes at 8pm. The car park

operated on Pay and Display, Monday to Saturdays with maximum stay of 2 hours. The car park had a capacity of 100 cars of which 4 parking spaces are allocated for blue badge holders.

There was a private car park for the residents of the flats above the Aldi Store situated immediately south of Gaynes Road car park.

To overcome the problems, it was important to design the parking restrictions to ensure that the delivery period was adequately covered to justify their installation and provide benefits to the shops. In addition, there were proposals to provide three parking bays for blue badge holders and a loading bay at the southern end of the service road. The proposals were shown on drawing no. QJ019-of-102.

Proposals to improve accessibility for passengers at existing bus stops

At present, buses experience difficulties to gain access into the existing bus lay-bys to pick up or alight passengers due to inconsiderate parking at existing bus stops in Corbets Tey Road and Station Road by the Time Tees Garage. This forces buses to stop in the road thus blocking the traffic which in turn extended up to the junction. This problem was further accelerated particularly when alighting or boarding school children.

Passengers with disabilities found it difficult to alight or board buses as buses are unable to pull close to the kerb (within 200mm). To overcome the problem, it was proposed to convert the bus lay-bys to clearways. Clearways will reduce the problem of accessibility by allowing buses to pull close to the kerb and safely deploy their ramps. In addition clearways allowed buses to use the stops more efficiently thus minimising the length of time a bus is stationary. The proposals were shown on drawing nos. QJ019-of- 101/102/103 /104 of the report.

Outcome of the consultation

Following the Approval in Principle by the Council's Highways Advisory Committee as part of the 2010/11 Transport for London (TfL) LIP programme staff proceeded with the design and consultation on various proposals, including informal discussions with the Upminster ward councillors and local businesses.

Approximately 400 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder (2 September 2011), London Gazette, on the website of Havering Residents' Association and site notices were displaced at various locations of the affected area. In addition, there were two public surgeries held at the Upminster library where staff from Streetcare Services were in attendance to explain the scheme and answer any questions. More than 150 people had attended and there was generally a very positive response from business holders and residents.

The closing date for receiving any comments was set for 23 September 2011. Only 34 (8.5%) responses were received and these were

analysed carefully and a summary of the consultation is included in appendix A.

The proposals described in the report were associated with improving the traffic flow through Upminster Town centre which was heavily trafficked particularly during peak periods, notwithstanding the immense physical and financial difficulty of major capacity improvements.

Roundabout options simply do not improve traffic flow because of the need to provide crossing facilities and road widening on Station Road would provide only very short term improvements. The proposed re-phasing and timing adjustments would create a safety improvement and a modest capacity increase for a relatively small cost.

Along with the traffic improvements, it was considered necessary to review the existing waiting and loading restrictions, upgrade the existing parking facilities from Disc to Pay and Display, provisions of loading facilities for businesses, improving safety for pedestrians by rephrasing the traffic lights and improving accessibility for passengers at existing bus stops.

The results of the public consultation indicted that the existing Disc parking benefits the local residents of Upminster and those in possession of it whereas it does not attract potential shoppers from outside Upminster which is vital for the economic benefit of the area particularly for businesses in Corbets Tey Road.

The proposed Waiting and Loading restrictions will not have any detrimental impact on frontagers arising from the ban on parking. There are car parks in the vicinity of the scheme such as Gaynes Road, Hobby Hall car parks, other privately owned by Roomes Stores, Waitrose etc and on street parking. It is envisaged that converting the existing Disc parking to Pay and Display would increase the turn over of parking which is essential for businesses in Corbets Tey Road.

It was anticipated that the traffic in Upminster is likely to increase due to Aldi Stores, Marks & Spencer, Waitrose Supermarkets and other planned developments in the future, therefore, the proposed measures will benefit in reducing the traffic congestion.

In accordance with the public participation arrangements the Committee was addressed by a resident who expressed her views against part of the scheme.

Councillor Linda Van den Hende spoke in favour of the scheme. She felt that the Gaynes service road should be named “Chestnut Road or Close”. She agreed that the issues in the town centre were complex with many people trying to access the network at the same time. She also felt the scheme gave a good balance and created additional parking which was needed and with loading facilities to help traffic flow. She recognised that paying for parking was not universally popular, but

a pragmatic and strategic approach was needed.
She also expressed her appreciation to officers for their work.

Councillor Hawthorn supported the proposed naming of the unnamed road Chestnut Road or Close.

During deliberations the Committee raised the following issues:

- If officers had considered separating the two arms of St Mary's Lane into individual movements. In response, the Committee was informed that it was considered and discounted early on as to do this would mean the overall cycle time for the junction would increase, which in itself would create queues and might mean separate pedestrian flows which were currently mixed into the phasing.
- Disc Bays in St Mary's Lane (East of Bell Corner) – it was explained to the Committee that it was felt locally that these were working fine and therefore officers did not propose a change. A member enquired if some grace could be given to disc holders in the pay and display.
- Bus Stops lay-bys. The Committee was informed that there were no proposals to provide lay-bys. All stops were staying in existing locations.
- Pedestrian Guardrail at Corbets Tey Road - The Committee was informed that the cost of new hoop type guardrail would be around £8.5 thousand for supply only plus fitting. A member was of the view that it was not worth spending money changing things when we could reuse existing railings.
- The timings of the Puffin Crossing on Station Lane in terms of traffic hold ups. The Committee was informed that TfL had adjusted the green time for traffic beyond the normal limits to try and balance traffic and pedestrian demand.
- A Member raised an issue that he felt the St. Mary's Lane Puffin Crossing timings were causing issues. The Principal Engineer offered to refer the matter to TfL to check.
- A Member raised asked if the pedestrian "count down" signals could be looked at Bell Corner. The Principal Engineer explained that currently there were 8 trial sites in London, that the service would put a request to TfL for a potential scheme, although the council might be expected to fund the works.

Councillor Breading, seconded by Councillor Kelly, proposed that the recommendations be varied so that with No.2, the existing guardrail be reused rather than buy new and that the Head of StreetCare proceed to advertise the conversion of the disc parking bay to pay-and-display on St Mary's Lane, east of Bell Corner.

The Committee **RESOLVED** to:

1. Recommends to the Cabinet Member for Community Empowerment that the measures listed in Appendix B (schedules 1A, 1B, 2, 3, 4 and 5) of the report be implemented and the necessary traffic orders are made.

2. Recommends to the Cabinet Member for Community Empowerment that the proposals to provide parking along west side of Corbets Tey Road between the two puffin crossings be agreed, including the kerb build outs at both crossings. The proposals were shown on drawing no. QJ019-of-103/104.

3. Recommends to the Cabinet Member for Community Empowerment that the proposals to amend the traffic signal phasing and timings at Bell Corner be implemented as set out in the report.

4. Recommends to the Assistant Chief Executive Legal and Democratic Services that the service road on the south side of Gaynes Road be named Chestnut Road.

5. Note that the waiting restrictions and provision of three parking bays for blue badge holders in the service road would be the subject of a further report in the future.

6. That it be noted the cost of carrying out the works is £150,000. This would met by Transport for London through the allocation for 2011/12 Local Implementation Plan for the Upminster Town Centre Package.

42 COLLIER ROW ACCIDENT REDUCTION PROGRAMME – CHASE CROSS ROAD AND MAWNEY ROAD/WHITE HART LANE. THE OUTCOME OF PUBLIC CONSULTATION

The report before the Committee detailed the finding of the feasibility study, public consultation and set out recommendations for the safety improvements outlined in the report to be approved.

Chase Cross Road, Mawney Road and White Hart lane Area – Collier Row Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study had recently been carried out to identify safety improvements in the area and zebra crossing upgrade with pedestrian refuges, illuminated beacon posts, wider speed cushions, school keep clear markings changes, carriageways repair, street lighting improvements, and slow markings are proposed.

The following safety improvements were proposed:

Chase Cross Road

- Chase Cross Road between Felstead Road and Lawns Way (Plan No:QK003/C/1)
  - Upgrading existing zebra crossing
  - Pedestrian refuge as shown
  - Tactile pavings alteration
  - Illuminated Belisha beacon posts
  - Reduced crossing width to accommodate pedestrian refuge
- Chase Cross Road outside properties 247 and 249 (Plan No:QK003/C/2)
  - Upgrading existing zebra crossing
  - Pedestrian refuge as shown
  - Tactile pavings
  - Illuminated Belisha beacon posts

Mawney Road and White Hart Lane

- Wider speed cushions were proposed along White Hart Lane and Mawney Road as shown on Plan Nos. QK003/W/1 to QK003/W/8.

  The following safety measures were proposed in the vicinity of Crownfield Infant and Junior Schools as shown on Plan No. QK003/W/3.
- Changes to the existing School Keep Clear markings operation time from Monday to Friday, 815am – 0915 am & 3.00pm – 4.15pm to Monday to Friday, 0800-1700.
- Changes to the existing large radius kerbs to 6metre radius as shown.
- Repairing existing damaged carriageway and kerbs as shown.

Following the Committee approval for a public consultation in April 2011, letters, describing the proposals were delivered to local residents /occupiers, Emergency Services, Bus companies and cycling representatives on the proposals.

London Buses raised concerns about the bus stop along Chase Cross Road opposite to Lawns Way. Following discussion, London Buses decided to move the bus stop approximately 10metres to the northwest of the road. A resident raised concerns about the pedestrian refuge near Lawns Way which would restrict the carriageway width. Since two pedestrian PIAs occurred at this location, staff considered that the proposed pedestrian refuge would minimise these accidents. It would not cause significant problems at this location. Another resident concerned about the parking conditions in the vicinity of shops and zebra crossing outside No. 247 Chase Cross Road. Parking team would review the parking restrictions at this location.

From the public consultation results, the majority of residents along Mawney Road and White Hart Lane were not in favour of wider speed cushions. Although the wider speed cushions would help to reduce vehicle speeds, staff decided to omit the original proposals of wider

speed cushions instead the carriageway and footways in the vicinity of speed cushions would be repaired. It was also possible to improve street lighting along these two roads. The proposals of school keep clear time changes, narrow radius kerbs and carriageway/footways repair were necessary to improve safety and parking conditions outside the Crownfield infant and junior schools.

In reply to an enquiry it was clarified to the Committee that there were no proposals to change the existing speed cushions.

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

1. Recommends to the Cabinet Member for Community Empowerment that the following safety improvements be implemented as shown on the relevant drawings.

Chase Cross Road

(a) Chase Cross Road between Felstead Road and Lawns Way

(Plan No:QK003/C/1)

- Upgrading existing zebra crossing
- Pedestrian refuge as shown
- Tactile pavings alteration
- Illuminated Belisha beacon posts
- Reduced crossing width to accommodate pedestrian refuge

(b) Chase Cross Road outside properties 247 and 249

(Plan No:QK003/C/2)

- Upgrading existing zebra crossing
- Pedestrian refuge as shown
- Tactile pavings
- Illuminated Belisha beacon posts

Mawney Road and White Hart Lane

(c) The following safety measures are proposed in the vicinity of Crownfield Infant and Junior Schools as shown on Plan No. QK003/W/3.

- Changes to the existing School Keep Clear markings operation time from Monday to Friday, 815am – 0915 am & 3.00pm – 4.15pm to Monday to Friday, 0800-1700.
- Changes to the existing large radius kerbs to 6metre radius as shown.
- Repairing existing damaged carriageway and kerbs as shown.

(d) From the public consultation results, the wider speed cushions would be omitted from the original

proposals instead the carriageway and footway damages in the vicinity of speed cushions would be repaired along White Hart Lane and Mawney Road. The original wider speed cushion proposals are shown on Plan Nos. QK003/W/1 to QK003/W/8.

2. That, it be noted that the estimated cost of £100,000 would be met from the Transport for London's (TfL) 2011/12 financial year allocation to Havering for Accident Reduction Programme.

43 SOUTH HAVERING ACCIDENT REDUCTION PROGRAMME – SOUTH END ROAD AND RAINHAM ROAD. THE OUTCOME OF PUBLIC CONSULTATION

The Committee considered a report for South End Road and Rainham Road Area. The South Havering Accident Reduction Programme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify safety improvements in the area and zebra crossing, pedestrian refuges, illuminated beacon posts, minor carriageway widening, street lighting improvements, road signs, centre line hatch and slow markings are proposed.

A public consultation had been carried out and this report detailed the finding of the feasibility study, public consultation and recommends safety improvements be considered.

The following safety improvements were proposed and shown on Plan Nos QJ005/1 to QJ005/3.

South End Road

- South End Road by Coronation Drive and Maybank Avenue (Plan No:QK001/S/1)
  - Pedestrian refuge
  - Minor carriageway widening
  - Slow road markings
  - Removal of existing un-control crossing point
- South End Road/Wood Lane mini roundabout (Plan No:QKJ001/S/2)
  - Tarmac dome construction (50mm high) as shown
  - Illuminated zebra crossing beacon posts
- South End Road by Condor Walk (Plan No:QK001/S/3)
  - 'Zebra crossing with illuminated beacon posts as shown.
- South End Road by Ford Lane and Grove Park Road (Plan No:QK001/S/4)
  - Remove existing beacon posts and install yellow globes at the existing lighting posts
- South End Road between Blacksmith's Lane and Guysfield Drive. (Plan No:QK001/S/5)

- Centre line hatch and slow road markings as shown.

Rainham Road

- Rainham Road by Coniston Way and Wood Lane (Plan No:QK001/R/1)
  - Sharp deviation chevron sign as shown
  - Slow and lane arrow road markings as shown
  - Street lighting improvements
- Rainham Road between Sowrey Avenue and Bretons Cottages (Plan No:QKJ001/R/2)
  - Illuminated zebra crossing beacon posts as shown
  - Upgrading existing street lightings in the area
- Rainham Road by Stanley Road North (Plan No:QK001/R/3)
  - 'Slow road markings as shown
  - Upgrading existing street lighting in the area
- Rainham Road outside property No. 237 (Plan No:QK001/R/4)
  - Pedestrian refuge
  - Minor carriageway widening
  - Slow road markings
  - Upgrading existing street lighting in the area
- Rainham Road by Blacksmith's Lane (Plan No:QK001/R/5)
  - Extend zigzag road markings to assist school crossing patrol.
- Rainham Road by Cherry Tree Close and Stanhope Road (Plan No:QK001/R/6)
  - Centre line hatch road markings.
- Rainham Road by Victory Road (Plan No:QK001/R/7)
  - Centre line white studs
  - Re-mark centre line markings
  - Existing traffic island to be removed
- Rainham Road near Dovers corner (Plan No:QK001/R/8)
  - Slow road markings

These proposals would reduce vehicle speeds and minimise accidents in the area.

Outcome of public consultation

The outcome of the public consultation was summarised in the Appendix of the report.

The report also informed the Committee that the relocation of pedestrian refuge along Rainham Road would be included in the final detail design stage. The mini roundabout, traffic signal and additional traffic calming measures along South End Road were not necessary at present. These proposals could be considered at a later date, if necessary. The accident analysis indicated that thirty one and thirty eight personal injury accidents (PIAs) were recorded along South End Road and Rainham Road respectively. Speed survey showed that vehicle speeds are travelling above the speed limit. The proposed safety improvements would reduce vehicle speeds and subsequently

minimise accidents along South End Road and Rainham Road. It is therefore recommended that the proposed safety improvements in the recommendation should be recommended for implementation.

A Member of the Committee enquired if the proposals included measures as a result of fatality at South End Road/ Coronation Drive.
The Principal Engineer informed the Committee that the fatality was under investigation by the Police and had not been through an inquest to reach a coroner's verdict and as such the matter had not been included.

The Committee **RESOLVED:**

To recommend to the Cabinet Member for Community Empowerment that the following safety improvements be implemented as shown on the relevant drawings.

South End Road

(a) Pedestrian refuges, minor carriageway widening, removal of existing un-controlled crossing point and slow road markings along South End Road by Coronation Drive (Drawing No.QK001/S/1)

(b)Tarmac dome construction, illuminated zebra crossing beacon posts at the South End Road / Wood Lane mini roundabout (Drawing No.QK001/S/2)

(c) Zebra crossing with illuminated beacon posts along South End Road by Condor walk (Drawing No.QK001/S/3)

(d) Remove existing beacon posts and install yellow globes at the existing lighting column along South End Road by Ford Lane (Drawing No.QK001/S/4)

(e) Centre line hatch road markings along South End Road between Blacksmith's Lane and Guysfield Drive (Drawing No.QK001/S/5)

Rainham Road

(f) Sharp deviation chevron sign, street lighting improvements, slow and lane arrow road markings along Rainham Road by Wood Lane (Drawing No.QK001/R/1)

(g) Illuminated zebra crossing beacon posts and street lighting improvements along Rainham Road between Sowrey Avenue and Bretons Cottages (Drawing No.QK001/R/2)

(h) Street lighting and slow road markings along Rainham Road by Stanley Road North (Drawing No.QK001/R/3)

(i) Following the public consultation results, the proposed pedestrian refuge will be relocated to improve residents' access along Rainham Road outside property No. 237 (Drawing No.QK001/R/4)

(j) Extend zigzag road markings to assist school crossing patrol along Rainham Road by Blacksmith's Lane (Drawing No.QK001/R/5)

(k) Centre hatch road markings along Rainham Road by Cherry Tree Close and Stanhope Road (Drawing No.QK001/R/6)

(l) Centre line white studs, re-marking centre line and removing

traffic island along Rainham Road by Victory Road (Drawing No.QK001/R/7)
(m) Slow road markings along Rainham Road by Dovers Corner (Drawing No.QK001/R/5)

That, it be noted that the estimated cost of £120,000 would be met from the Transport for London's (TfL) 2011/12 financial year allocation to Havering for Accident Reduction Programme.

44 PROPOSED WAITING RESTRICTIONS – APPLTON WAY/DORRINGTON GARDENS AREA – COMMENTS TO ADVERTISED PROPOSALS

The report before the Committee outlined the responses received to the advertised waiting restrictions for the Appleton Way/ Dorrington Gardens area, and recommends a further course of action.

The schedules for the proposed restrictions were appended to the report as Appendix A.

The summaries of responses received to the advertised proposals, along with staff comments were appended to the report as Appendix B.

The report informed the Committee that from the five responses received, there were no specific objections to the outlined proposals, although there were concerns over the long term parking situation in the area outside what was proposed. As there have been no specific objections to the proposals, it is therefore considered they are generally well received and are needed. The effects of any new restrictions are normally monitored to ensure that further problems are not created.

Following a brief debate the Committee **RESOLVED** to recommend the following restrictions:

Abbs Cross Gardens, the north, north-west, west sides, implemented to a point opposite the southern building line of no.27.

Appleton Way

(a) the south-west side, between a point 20 metres west of the western kerb-line of Station Lane and the common rear boundary of Nos. 2 and 4 Woodfield Way;

(b) the south side, between a point 15 metres east of the eastern kerb-line of Victor Gardens and a point 10 metres west of the western kerb-line of Victor Gardens.

Bruce Avenue

(a) both sides, between the eastern kerb-line of Sandown

Avenue and a point 10 metres east of that kerb-line;

(b) both sides, between the western kerb-line of Sandown Avenue and a point 10 metres west of that kerb-line.

Dorrington Gardens

(a) both sides, between the eastern kerb-line of Sandown Avenue and a point 10 metres east of that kerb-line;

(b) the north side, between the south-western kerb-line of Appleton Way and a point 10 metres west of the western kerb-line of Woodfield Way;

(c) the south side, between the south-western kerb-line of Appleton Way and the eastern boundary of No. 30 Dorrinton Gardens.

Sandown Avenue

(a) both sides

(i) between the northern kerb-line of The Avenue and a point 10 metres north of that kerb-line;

(ii) between the southern kerb-line of Victor Gardens and a point 10 metres south of that kerb-line;

(b) the east side

(i) between a point 10 metres south of the southern kerb-line of Bruce Avenue and a point 10 metres north of the northern kerb-line of Bruce Avenue;

(ii) between a point 10 metres south of the southern kerb-line of Dorrington Gardens and a point 10 metres north of the northern kerb-line of Dorrington Gardens;

(c) the west side, between a point 10 metres south of the southern kerb-line of Bruce Avenue and a point 10 metres north of the northern kerb-line of Bruce Avenue.

The Avenue, the north side, between a point 10 metres east of the eastern kerb-line of Sandown Avenue and a point 10 metres west of the western kerb-line of Sandown Avenue.

Victor Approach, both sides, between the south-western kerb-line of Abbs Cross Gardens and a point 15 south-west of that kerb-line.

Victor Gardens

(a) the west side, between the southern kerb-line of Appleton Way and a point 15 metres south of that kerb-line;

(b) the east and north sides, between the southern kerb-line of Appleton Way and the common boundary of Nos. 30 and 32 Victor Gardens;

(c) the south side

(i) between the western kerb-line of Woodfield Way and a point 10 metres west of that kerb-line;

(ii) between a point 10 metres east of the eastern kerb-line of Sandown Avenue and a point 10 metres west of the western kerb-line of Sandown Avenue.

Woodfield Way

(a) both sides, between the northern kerb-line of Dorrington Gardens and a point 10 metres north of that kerb-line;
(b) the west side, between the southern kerb-line of Victor Gardens and a point 10 metres south of that kerb-line.

45 HIGHWAYS SCHEMES – Schemes Progress and Applications, October 2011

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 would either make recommendations to the Head of StreetCare to progress the scheme or the Committee would reject the request.

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

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

SECTION A - Highway scheme proposals with funding in place			
Item Ref	**Scheme**	**Description**	**Decision**
H1	Sustrans Connect 2, Phases 2 and 3 (Pages Wood to Rainham)	Continuance of the design and implementation of the Connect 2 route (highway elements) from Pages Wood (Harold Wood) to Rainham Village, via Hall Lane, Station Road, St Mary's Lane, Bridge Avenue, Hacton Lane, Dover's Corner and Bridge Road.	**AGREED 8 TO 1**
H2	Phillip Road, South Hornchurch	Conversion of 2 sets of speed cushions to humps and 2 additional speed humps.	**DEFERRED**
H3	High Street & Church Lane, Romford	Provision of on-street Car Club parking bays	**AGREED**
H4	Mawney Road, Romford	Bus Stop Accessibility improvements outside 235/237 - 140mm kerb and bus stop clearway.	**AGREED**
SECTION B - Highway scheme proposals without funding available			
H5	Heath Park Road/ Victoria Road	Close railway bridge to all traffic and divert to other side roads because over size vehicles are	**REJECTED**

		turning around on residents driveway and there have been instances of large vehicles hitting width restriction at night causing disturbance to residents.	
H6	Brentwood Road	Provide speed humps through bend near Marwell Close to reduce speed of traffic.	**REJECTED**
H7	Front Lane, south of railway	Provision of a weight limit with time restriction to prevent HGVs using road.	**REJECTED**

46 SUSPENSION OF COMMITTEE PROCEDURE RULES

During the discussion of remaining items on the agenda the Committee **RESOLVED** to suspend Council Procedure Rule 9 to allow the conclusion of consideration of the remaining items on the agenda.

47 TRAFFIC AND PARKING SCHEMES – Schemes Progress and Applications, October 2011

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 would either make recommendations to the Head of StreetCare to progress the scheme or the Committee would reject the request.

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

The Committee's decisions were noted as follows against each scheme:

Minor Traffic and Parking Scheme Applications Schedule

Item Ref	Scheme	Description	Decision
SECTION A – Minor Traffic and Parking Scheme Requests			
TPC118	Spilsby Road, Harold Hill	Request to extend existing double yellow line a further 12-15 metres to cover the entrance/exit to Conqueror Court to improve access/egress for HGVs delivering to premises	**Rejected**
TPC119	Plover Gardens, Cranham	Request for implementation of double yellow lines on carriageway area opposite residential properties to deter obstructive parking for residents accessing and egressing off-street parking areas	**Rejected**
TPC120	Ruskin Avenue, Spenser Crescent, Masefield Drive and Hall Lane, Upminster	Request for junction protection at junction of Ruskin Avenue with Masefield Drive, Spenser Crescent with Masefield Drive, Spenser Crescent with Hall Lane and Masefield Drive with Hall Lane plus double yellow lines at the apex of bends in Masefield Drive to deter obstructive parking by users of Upminster Hall Playing Fields	**Defer for wider review**
TPC121	Acacia Avenue, Romford	Request for junction protection at junction with Laburnum Avenue on evens side of road to deter obstructive parking by heavy vehicles parked along the flank wall.	**Both the junctions with Laburnhum and Chestnut Progress to advert**
TPC122	Kenilworth Gardens, Hornchurch	Request for junction protection at junction with Connaught Road to deter motorists parking too close to the junction causing sightlines to be obstructed	**Rejected**
TPC123	Bryant Avenue Romford	Cllr Eagling also put forward a request (TPC3) to HAC on 19 April 2011 and August 2010	**Extend restrictions for up to 20**

		and on both occasion this was rejected A request was also received from a Mr Fletcher, Corporate Affairs Manager for Tesco to improve safety and sight-lines. Officer would recommend that we take this scheme forward due to the incident report from the police and the number of requests received for this location.	**metres either side of entrance Progress to advert**
TPC124	Beauly Way Romford	Request for junction protection marking on the Beauly Way at its junction with Pettits Lane	**Deferred for wider review of Pettits Lane, between Beauly way and Pettiits Boulevard**
TPC125	Hainault Road Romford (north of Eastern Avenue)	Request for residents parking scheme for Hainault Road	**Rejected**
TPC126	24 St Neots Road	Request for residents parking scheme for St Neots Road	**Rejected**
TPC127	Oldchurch Road, Dagenham Road junction	Request received for junctions protection markings as vehicles are parking in close proximity to the mini roundabout and causing an obstruction for road users especially bus services	**Progress to advert**
TPC128	Carlton Close Upminster	Request via resident to introduce a resident parking scheme in Carlton Close, for the residents	**Rejected**
TPC129	Mount Pleasant Road, Collier Road	Request via resident for restrictions to prevent parking around the junction	**Rejected**
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	**Deferred for wider review of the Essex Gardens Estate**
TPC131	Cornflower Way Romford	Request by resident to extend the CPZ up to the fire gate	**Rejected**
TPC132	Howard Road Upminster	Request to increase the limited waiting time to prevent	**Deferred for site visit and**

		parking/obstruction to residents drive	**further consultation with resident**
SECTION B – Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			
TPC70	Mashiters Walk, Romford	Request for single yellow line restriction between 10am and 11am following increase in commuter parking as a result of the restrictions recently implemented in the Lake Rise/Rosemary Avenue Area	**Noted**
TPC93	Engayne Gardens, Upminster	Request to remove or convert to residents' parking bays a free parking bay on the corner of Engayne and Ashburnham Gardens	**Noted**

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Chairman
15 November 2011