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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
10 January 2017 (7.30 - 8.00 pm)**

Present:

COUNCILLORS

Conservative Group Frederick Thompson (Vice-Chair), Joshua Chapman, Dilip Patel and +Ray Best

Residents' Group Barry Mugglestone and John Mylod

**East Havering
Residents' Group
UKIP** John Glanville

**Independent Residents
Group** David Durant

Labour Group Denis O'Flynn

An apology was received for the absence of Councillor John Crowder.
+Substitute member: Councillor Ray Best (for John Crowder).

There were about 10 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.

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69 MINUTES

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

70 TPC 792 MARGARET ROAD AREA

The report before the Committee detailed proposals to introduce 'At Any Time' waiting restrictions on junctions and apexes of the bends in the area and the proposal to implement a Controlled Parking Zone operational Monday to Friday 8am to 6:30pm in the Margaret Road, Catherine Road and Hamilton Road.

The report informed the Committee that the responses to the recent stage 2 consultation highlighted that residents of the area had concern with long term non-residential parking in the area. This was due to its close proximity to Gidea Park Station and the ease of access to the Station via the alleyway at the end of Balmoral Road. Some of the long term parking may also be attributed to the local shops and businesses.

The report also noted that it had been observed that there was some school related parking taking place in these roads.

The general consensus was that there was a need for parking controls and residents were given the option of waiting restrictions or Residents Permit parking, with the majority of respondents electing for a Residents parking scheme, operational Monday to Friday 8am - 6.30pm.

After the analysis of the results (Appendix E), there was a clear overall support for a scheme to be implemented in the following roads Catherine Road, Hamilton Road & Margaret Road. However it was felt that to omit Margaret Close from the scheme could cause significant parking displacement in this road so it was recommended that Margaret Close be included within the proposed controlled parking area.

The result of the consultation and a recommendation was presented to Ward Councillors and no objection was received.

In accordance with the public speaking arrangements the Committee was addressed by a resident who was in favour of the proposed scheme.

The resident stated that she had lived in the area for over 30 years, that the properties in the area had very small front gardens not sufficient for off street parking. The resident stated that the quality of life of local residents had been adversely impacted following the parking restrictions implemented in the Gidea Park area. The resident stated that commuters start to arrive in the area as early as 6am and do not depart until after 6pm. The resident noted that some local businesses and the conversion of a local property into a flatted development had also contributed to the parking problems.

With its agreement Councillor Melvin Wallace addressed the Committee. Councillor Wallace stated that the area had long standing parking issues and that he agreed with the position of the speaker and was in support of the proposed scheme.

During a brief debate, a Member of the Committee stated that as Ward Councillors supported the proposal the Committee should recommend that the scheme be implemented.

Another Member commented that all day restrictions may not be required. The member advocated the implementation of more limited restrictions as a means of deterring commuter parking which could be kept under review.

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

- (a) the 'At Any Time' waiting restrictions on the junctions and apexes of bends in the Margaret Road area (identified on the plan in Appendix D of the report) be implemented as advertised; and
- (b) that the Controlled Parking Zone operational Monday to Friday 8am to 6:30pm in the Margaret Road area (identified on the plan in Appendix D of the report) be implemented as advertised

Members noted that the estimated cost for the proposal in the Margaret, Lawrence and Clive Road area was £15,000, and would be met from the Capital Parking Strategy Investment Allocation 2016/17

The voting was 10 votes in favour to one abstention.

71 **BOROUGHWIDE ACCIDENT REDUCTION PROGRAMME - 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) A1306 New Road by Wentworth Way – Pedestrian refuge (Drawing No. QP004/1)
- (b) Straight Road outside property No. 321 – Pedestrian refuge (Drawing No. QP004/4/1)

Following the public consultation results, the following proposals including the pedestrian refuge and speed table along Brentwood Road by Great Gardens Road and pedestrian refuge along Rush Green Road south of Clayton Road would be rejected.

- (a) Rush Green Road west of Clayton Road – Pedestrian refuge (Drawing No. QP004/2)
- (b) Brentwood Road / Great Gardens Road Junction – Speed table (Drawing No. QP004/3)

Members noted that the estimated costs was £20,000, can be met from the Transport for London's (TfL) 2016/17 Local Implementation Plan allocation for Accident Reduction Programme.

72 **SCH17 - CAMBRIDGE AVENUE & WARWICK GARDENS**

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, operational Monday to Saturday 8:00am to 6:30pm inclusive, in Cambridge Avenue and Warwick Gardens be designed and publicly advertised;

Members noted that the estimated cost for the scheme was £4000, which would be met from the 2016/17 or 2017/18 Minor Parking Schemes Budget.

73 **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.

74 **URGENT BUSINESS**

A Member raised a concern that as the Lister Avenue consultation had finished (the results of which would be reported at the next meeting, it was suggested that a review be carried out on the Ewan Road Estate and Bryant Avenue as these road would be the logical area that the any displaced parking would migrate to.

The Committee unanimously agreed for officers to undertake a review in the Ewan Road Estate and Bryant Avenue.

Chairman

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

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals without funding available				
A1 Page 1	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.	AGREED To move to Section B
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)				
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, following Cabinet briefing.

London Borough of Havering
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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. Request confirmed for 2017/18 TfL LIP submission.
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. Request confirmed for 2017/18 TfL LIP submission.
B4	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians. Request confirmed for 2017/18 TfL LIP submission.

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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. Request confirmed for 2017/18 TfL LIP submission.
B6	Bird Lane, adjacent to A127 Southend Arterial Road	Cranham	Ban of left turns from A127 into Bird Lane to prevent rat-running at peak times or when A127 is congested	Feasible, but not funded. Scheme would require physical works to prevent left turns. [was agreed to hold on reserve list at June 2015 HAC). Request confirmed for 2017/18 TfL LIP submission.
B7	St Mary's Lane	Upminster	Reduce speed limit from National to 40mph for non classified section from the junction with Warley Street to borough boundary	40mph would be an appropriate speed limit for a rural lane of this nature. Request confirmed for 2017/18 TfL LIP submission (part of wider rural speed limit review).

London Borough of Havering
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Item Ref	Location	Ward	Description	Decision
B8	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. Request held as a potential reserve scheme for 2017/18 TfL LIP, following Cabinet briefing.
Page 4 B9	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.
B10	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.
B11	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.