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MINUTES OF A MEETING OF THE HIGHWAYS ADVISORY COMMITTEE Council Chamber - Town Hall 5 September 2017 (7.30 - 8.30 pm)

Present:

COUNCILLORS

Conservative Group	Frederick Thompson (Vice-Chair), Dilip Patel, Jason Frost and +Carol Smith
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group	Brian Eagling (Chairman)
UKIP	John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

Apology was received for the absence of Councillor John Crowder.

+ Substitute Member: Councillor Carol Smith for Councillor Crowder.

Also present for parts of the meeting was Councillor Roger Ramsey.

There were five members of the public in attendance of the meeting.

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

123 **DISCLOSURE OF INTERESTS**

Item 5 – Wingletye Lane Accident Reduction Programme

Councillor John Glanville disclosed a personal non-prejudicial interest in the item, advising the Committee that he lived in Wingletye Lane. Councillor Glanville confirmed that his property was not materially affected by the proposed scheme and that he could consider the item with an open mind.

124 **MINUTES**

The minutes of the meeting of the Committee held on 1 August 2017 were agreed as a correct record and signed by the Chairman.

125 **WINGLETYE LANE ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS**

The report before the Committee detailed responses to the feasibility of an accident reduction programme along Wingletye Lane, the report stated that it was one of the schemes approved by Transport for London for funding.

The following safety improvements were proposed along Wingletye Lane to reduce vehicle speeds and minimise accidents:

- Wingletye Lane between Upminster Road and Minster Way (Outside Havering Sixth Form College) (Plan No:QQ006-1)
 - Humped pelican crossing
 - Humped pedestrian refuge
- Wingletye Lane north of Lee Gardens Avenue (Plan No:QQ006-2)
 - Humped pelican crossing
- Wingletye Lane south of Parkstone Avenue / Wych Elm Road (Near Emerson Park Academy) (Plan No:QQ006-3)
 - Zebra crossing
 - Humped zebra crossing
- Wingletye Lane / Sylvan Avenue Junction (Plan No:QQ006-4)
 - Mini Roundabout
- Wingletye Lane south of Champion School Entrance (Plan No:QQ006-5)
 - Humped zebra crossing

The Committee was informed that following objections from residents, the proposal to install a mini-roundabout at Sylvan Avenue had been removed as part of the scheme.

With its agreement Councillor Roger Ramsey addressed the Committee. Councillor Ramsey stated that he was generally in favour of the scheme and recognised that there had been an increase in parking problems in recent years arising from the concentration of schools in the area.

Councillor Ramsey set out a number of issues raised by residents for officers to address:

- concerns about the impact that the construction works would have on the street especially with the works at Ardleigh Green junction of the A127. Councillor Ramsey sought assurance that the works could be managed to keep disruption to a minimum;

- concerns that the proposed zebra crossing by Champion School was to be positioned too close to the A127, Councillor Ramsey sought assurance that the proposed location for the crossing was safe;
- concerns over a link between road humps and pollution after recent comments made by Michael Gove MP.

In response, the Principal Engineer informed the Committee that:

- the Council's highways works contract had sufficient flexibility for controls to be placed on the times of day and days of week for works, including evenings for surfacing, enabling the works to be managed to limit disruption it was suggested that Officers could fully brief Ward Councillors in advance of the scheme progressing; Officers were content with the position of the crossing by Champion School; as it would replace an existing refuge with the intention to have the crossing moved slightly north to better serve the pedestrian desire line;
- the air quality issue raised by Central Government related to a specific section of the Government's Air Quality Action Plan on nitrogen dioxide in locations requiring Clean Air Zones. Havering was not within a Clean Air Zone so it was not an issue for the scheme.

During the debate, a Member asked whether the speed tables would affect Emergency Services vehicles and Buses and whether consideration had been given to the installation of split humps. The Member also queried the concerns raised by the Metropolitan Police.

In response Officers confirmed that the speed cushions would be constructed in accordance with TFL's guidance for traffic calming on bus routes which would be compatible with emergency vehicles. Officers confirmed that the scheme was designed to encourage drivers to stay within the 30mph speed limit which is incompatible with vehicles being driven at high speed.

Officers informed the Committee that the scheme was targeted towards areas where there had been known casualties.

The Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following safety improvements detailed below and shown on the relevant drawings be implemented as follows:

- (a) Wingletye Lane between Upminster Road and Minster Way (Outside Havering Sixth Form College) (Plan No:QQ006-1)
 - Humped pelican crossing
 - Humped zebra crossing as shown
- (b) Wingletye Lane north of Lee Gardens Avenue (Plan No:QQ006-2)
 - Humped pelican crossing as shown.

- (c) Wingletye Lane / Parkstone Avenue / Wych Elm Road Junction (Near Emerson Park Academy) (Plan No:QQ006-3)
 - Zebra crossing as shown
 - Humped zebra crossing as shown
- (d) Wingletye Lane south of Campion School Entrance (Plan No. QQ006-5)
 - Humped zebra crossing as shown

The Committee recommended that the mini roundabout proposal at the Wingletye Lane / Sylvan Avenue Junction as shown on Plan No. QQ006-4 be omitted from the original proposals.

Members noted that the estimated costs of £85,000 would be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

The vote for the proposal was 10 in favour to one abstention.

126 **GIDEA PARK CROSSRAIL COMPLEMENTARY MEASURES**

The report before the Committee detailed responses to a consultation for a variety of measures to improve the levels of pedestrian access, comfort and safety in the area around Gidea Park Station.

Following an update by Officers which confirmed that consideration was being given to a number of adjustments to the scheme design to enable the addition of an extra parking bay in Crossways and an extra parking bay on Balgores Lane together with alteration of a loading bay. Officers confirmed that the stated adjustments could be progressed separately to the main scheme.

The Committee **RESOLVED** to recommend to the Cabinet Member for Environment detailed in the report and shown on Drawings B2272700UD-06 and B2272700-0101-A-002 be implemented:

- 20mph Zone immediately around the station comprising the following area:
 - All of Station Road
 - Balgores Lane between Nos.146 and 168
 - Crossways between Balgores Lane and No.89
- Traffic calming of the 20mph Zone area:
 - Round topped road hump outside 93 Crossways
 - Flat topped road hump, 60 metres long to cover the area either side of the Crossways station car park entrance,

- Flat topped road hump on Balgores Lane between Nos.148 and 156, including the entrance to Crossways,
- Changing the existing zebra crossing outside No.166 Balgores Lane to a humped zebra crossing,
- Changing the existing zebra crossing outside No.4 Station Road to a humped zebra crossing,
- New zebra crossings:
 - Balgores Lane – outside No.152 (on proposed flat topped road hump),
 - Upper Brentwood Road, just north of Thomas Drive
- Crossways – a reallocation of parking on the south side by the station entrance to provide:
 - Pay-and-display parking (4 spaces),
 - Replacement of taxi rank with a 5 minute drop-off bay for general use (3 spaces),
 - Provision of a blue badge parking bay (2 spaces),
- Balgores Lane
 - Removal of the loading bay and pay-and-display parking outside Nos.152 to 156 in order to provide the new zebra crossing.
- Station Road
 - Reduction of the existing 5 minute drop-off bay from 3 to 2 spaces,
 - Provision of a new taxi rank (3 spaces).

Members noted that the estimated cost for implementation was of £0.838m would be met by Transport for London through the 2017/18 – 2018/19 Local Implementation Plan Gidea Park Station Crossrail Complementary Measures.

127 **PROPOSALS TO RELOCATE EXISTING BUS STAND IN APPLETON WAY, HORNCHURCH**

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 measures be implemented:

1. **Appleton Way, Hornchurch**

That the existing bus stand in Appleton Way, Hornchurch situated to

the rear side of property No. 4 Victor Gardens be abandoned and relocated to a new location adjacent to the existing electricity sub-station as shown on drawing No.QQ039.

Members noted that the estimated cost of £25,000 for implementation of the scheme would be met by Transport for London through the 2017/18 allocation for Bus Priority measures.

128 PROPOSED ROAD CLOSURES IN SUNNINGS LANE, UPMINSTER

The report before the Committee detailed responses to a statutory consultation for the closure of a section of Sunnings Lane, Upminster between its junction with Dennises Lane and Sullens Farm as the road was becoming a potential fly tipping corridor.

Following clarification that the scheme had the support of all Ward Councillors the Committee **RESOLVED** to recommend to the Cabinet Member for Environment Regulatory Services and Community Safety that the following measures are implemented:

1. the closure of Sunnings Lane at its junction with Dennises Lane to vehicular traffic (access to cyclists, pedestrians and horse riders will be retained) as shown on drawing No. QQ033-OF-103
2. the closure of Sunnings Lane by Sullens Farm entrance at a point 30 metres (approximately) south of entrance of Sullens Farm as shown on drawing No. QQ033-OF-104 A

Members noted that the estimated cost for implementation of the road closures was £0.02m. The funding for carrying out the works was not yet available but was subject to a separate bid which would be made for corporate capital funds. Stakeholders were made aware throughout consultation that the works would only be carried out if capital funding becomes available but by going through the consultation process in advance, the scheme was ready to be installed as soon as funding was agreed.

The voting was 9 votes in favour to two abstentions.

129 PROPOSALS TO CLOSE LITTLE GERPINS LANE, RAINHAM

The report before the Committee detailed responses to a statutory consultation for the closure of Little Gerpins Lane, Rainham between its junction with Berwick Pond Road in the west and Gerpins Lane in the east.

The report outlined that Little Gerpins Lane was sometimes closed to traffic due to fly-tipping which was taking place with increasing regularity of both

house hold and commercial levels. The matter was of great concern to the Council on the following grounds:

- It costs a considerable amount of unjustified expenditure to clear the dumped rubbish. Sometimes specialists contractors have to be engaged to clear contaminated items,
- The rubbish being dumped is detrimental and could have a catastrophic impact on the environment if left over for extended period of time,
- Fly-tipping blocks the road, creating a blockage in the local highway network with the result that local occupiers and visitors to the woodlands have to detour.

The Committee noted that to deal with the problem, the Council had carried out a joint operation in conjunction with the Police and the Council's Enforcement officers in carrying out the enforcement. There were some positive results achieved during this operation resulting in four successful prosecutions.

The proposal before the Committee was to permanently close Little Gerpins Lane at its junction with Berwick Pond Road on the west side. The closed section of the road would only be accessible by local occupiers, cyclists, pedestrians and horse riders.

A second closure was proposed on the east side of Little Gerpins Lane. When designing the closures, consideration was given in maintaining safe access and meeting the requirements of the local occupiers, for example, minimum widths required to permit their machinery.

By the close of consultation, nine responses were received, comments were attached to the report as appendix 2. In general, from the summary table the indication was that most respondents agreed with the problems associated with fly tipping was unacceptable in Little Gerpins Lane but have objected to the proposals with the exception of the Metropolitan Police.

In accordance with the public speaking arrangements the Committee was addressed by a representative of a Land owner (Ingrebourne Valley Ltd) who spoke against the proposed scheme.

The representative stated that the Ingrebourne Valley site was part of a larger restoration and public access project which was being managed by the Forestry Commission. It was agreed that fly-tipping was an issue and so current proposal would still leave a spur within which people could still fly-tip. The speaker acknowledged that that CCTV was problematic as it could be vandalised and people often used false number plates when fly-tipping. The representative considered the closure should be at Gerpins Lane.

During a brief debate, a Member stated that the high costs associated with waste disposal resulted in people fly-tipping. The member warned that the proposed road closure could push the issue elsewhere. The Member raised concerns over the principle of closing roads and questioned whether the scheme could be implemented on an experimental basis to assess the effect.

In response, the Principal Engineer informed the Committee that closing the road at the junction would be dangerous as it would mean those requiring access would have to stop on Gerpins Lane to open gates blocking the highway. Officers confirmed that the costs associated with the implementation of an experimental closure would be equivalent to implementation of the permanent scheme as proposed.

A Member said that as the funding was not yet in place, there was time to give further consideration to implementation on an experimental and the position of the closure. The Member stated that the scheme should be deferred.

Following a motion to defer the scheme, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposal be deferred to enable consideration of implementation on an experimental basis and further consideration on the position of the closure.

The voting to defer the scheme was carried by nine votes to two.

130 **SCH14 FERRY LANE - PROPOSED PAY & DISPLAY PARKING BAYS AND 'AT ANY TIME' WAITING RESTRICTIONS**

The Committee considered the report and without debate **RESOLVED** to recommend the following proposal to the Cabinet Member for Environment, Regulatory Services and Community Safety:

1. That the observations of Civil Enforcement Officers be noted as appended in appendix A of the report;
2. That the proposals to convert five infrequently used Disabled parking bays located on the easterly kerbline of Ferry Lane, as shown on the plan in Appendix B, into Pay and Display parking bays operational Monday to Saturday 8.30am to 6.30pm (3 hours maximum stay with no return within 2 hours) be publicly advertised; and
3. That the proposed 'At Any Time' waiting restrictions in Ferry Lane, as shown on the plan in appendix B, be publicly advertised;
4. The effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme as set out in the report was £0.006m, which would be met from the Parking Minor Safety Improvement budget (A24650).

Chairman

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