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**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Council Chamber - Town Hall  
9 January 2018 (7.35 - 8.30 pm)**

**Present:**

**COUNCILLORS**

<b>Conservative Group</b>	Frederick Thompson (Vice-Chair), John Crowder, Jason Frost and John Mylod
<b>Residents' Group</b>	Barry Mugglestone and Stephanie Nunn
<b>East Havering Residents' Group</b>	Darren Wise and Brian Eagling (Chairman)
<b>UKIP</b>	John Glanville
<b>Independent Residents Group</b>	David Durant
<b>Labour Group</b>	Denis O'Flynn

Unless otherwise indicated all decisions were taken with no votes against.

Councillors Wend Brice-Thompson and Viddy Persaud were also present for the meeting.

There were five members of the public present for the meeting.

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

**151 DISCLOSURE OF INTERESTS**

No interest was disclosed at the meeting.

**152 MINUTES**

The minutes of the meeting of the Committee held on 5 December 2017 were agreed as a correct record and signed by the Chairman.

**153 RUSH GREEN ROAD ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS**

The report before the Committee detailed responses to a consultation on Accident Reduction Programme schemes that had the approval of Transport for London for funding. The report outlined that a feasibility study was recently carried out to identify safety improvements and zebra crossing, humped zebra crossing, junction speed table, speed table, mini roundabout alteration with kerb build-out and junction alteration with narrow approaches are proposed to minimise accidents.

The report before the Committee detailed responses to a consultation for Accident Reduction Programme safety improvements on Rush Green Road.

The report identified safety improvements and humped pedestrian refuge, pedestrian refuges and speed tables are proposed to minimise accidents.

The following safety improvements along Rush Green Road were detailed to reduce vehicle speeds and minimise accidents:

- Rush Green Road west of Barton Avenue - Humped pedestrian refuge with road marking changes.
- Rush Green Road west of Clayton Road - Speed tables (2No.) with road marking changes.
- Rush Green Road by Rush Green Gardens - Pedestrian refuge with road marking changes.
- Rush Green Road west of Birkbeck Road - Pedestrian refuge with road marking changes.
- Rush Green Road west of Lilac Gardens - Speed table with road marking changes.

During the debate, a Member suggested that there was a policy of putting humps on main roads, without any evidence base. The member questioned the effectiveness of existing humps, on main roads, stating that their effectiveness needed to be considered before new schemes are progressed. A reference was made to a newspaper article from Somerset & Bath which found that accidents had gone up after the introduction of a scheme involving the introduction of road humps.

Officers explained that 3 to 4 years of data would be required to evaluate the effectiveness of speed humps and given that the majority of collisions were on main roads, the implication of such a suggestion would hold up further safety improvements for years.

Officers explained that the referenced newspaper article related to a factually different situation to the scheme now under consideration and held the opinion that the press had failed to report the case properly as there were issues in the statistical analysis used.

A proposal to recommend implementation of the scheme with the exclusion of speed humps was defeated 8 votes to 2 with one abstention.

Following the debate, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the following safety improvements be implemented:

1. Rush Green Road west of Barton Avenue (Plan No:QQ057-1)  
- Humped pedestrian refuge with road marking changes as shown.
2. Rush Green Road west of Clayton Road (Plan No:QQ057-2)  
Speed tables (2No.) with road marking changes as shown.
3. Rush Green Road by Rush Green Gardens (Plan No:QQ057-3)  
Pedestrian refuge with road marking changes as shown.
4. Rush Green Road west of Birkbeck Road (Plan No:QQ057-4)  
Pedestrian refuge with road marking changes as shown.
5. Rush Green Road west of Lilac Gardens (Plan No. QQ057-5)  
Speed table with road marking changes as shown.

Members noted that the estimated cost for implementation was £0.09m, which would be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

The vote to recommend the scheme was carried by 9 votes with 2 abstentions.

#### 154 **BUTTS GREEN ROAD ACCIDENT REDUCTION PROGRAMME - PROPOSED SAFETY IMPROVEMENTS**

The report before the Committee detailed responses to a consultation on Accident Reduction Programme schemes that had the approval of Transport for London for funding.

The report outlined that a feasibility study was recently carried out to identify safety improvements and zebra crossing, humped zebra crossing, junction speed table, speed table, mini roundabout alteration with kerb build-out and junction alteration with narrow approaches are proposed to minimise accidents.

The proposal outlined the following safety improvements along Butts Green Road and North Street to reduce vehicle speeds and minimise accidents.

- Butts Green Road / Slewins Lane Junction - Mini roundabout alteration with kerb build-out.

- Butts Green Road by south of Wykeham Avenue - Humped zebra crossing
- Butts Green Road by Hillview Avenue and Berther Road
  - Humped zebra crossing
  - Junction speed table
- North Street by Seymour Place – Zebra crossing
- North Street by Burnway - Speed table
- North Street by Fentiman Way - Junction alteration with narrow approaches

During the debate, a Member raised concerns about the left turn from the North Street petrol station into North Street, stating that it was difficult for vehicles to re-enter the road at this point which led to traffic build up and queues. The member suggested that the proposal would make the situation worse.

In response Officers confirmed that the crossing would have a negligible impact on traffic flows.

In response to a members request to review kerb radii on Berther Road, which was considered too tight in places, officers agreed to conduct a review.

Another Member suggested that the effectiveness of existing humps, on main roads, needed to be considered before new schemes are progressed. The member also questioned the safety of the proposed buildouts at the Slewins Lane mini-roundabout.

The Committee was informed that the proposed buildouts had a smooth profile and were designed to tighten up the left turn from Ardleigh Green Road into Butts Green Road to slow vehicles down.

A Member stated that they were not in favour of the proposal to tighten the kerb radii at Fentiman Way. The Committee noted that the idea of the scheme was to further slow vehicles down.

A Member suggested that there could be an issue of driver confusion in terms of rights of way at the Fentiman Way car park entrance and suggested that this be given consideration. The Committee noted that officers would consider the issue separately.

A proposal to recommend implementation of the scheme with the exclusion of the proposed mini roundabout alterations with kerb build-out was carried

with the Committee resolving to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that Recommendation 1(a) Butts Green Road / Slewins Lane Junction (Plan No:QQ005-1) – Mini roundabout alterations be rejected.

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

**1(b)** Butts Green Road by south of Wykeham Avenue (Plan No:QQ005 2) - Humped zebra crossing

**1(c)** Butts Green Road by Hillview Avenue and Berther Road (Plan No:QQ005-3)

- Humped zebra crossing
- Junction speed table

**1(d)** North Street by Seymour Place (Plan No:QQ005-4)

- Zebra crossing

**1(e)** North Street by Burnway (Plan No. QQ005-5)

- Speed table

**1(f)** North Street by Fentiman Way (Plan No:QQ005-6)

- Junction alteration with narrow approaches

Members noted that the estimated costs for the improvements were £0.09m and the cost would be met from the Transport for London's (TfL) 2017/18 Local Implementation Plan allocation for Accident Reduction Programme.

The vote to recommend the remaining parts of the scheme was carried by 10 votes with 1 abstention.

#### 155 **CAMBRIDGE AVENUE/ WARWICK GARDENS SCH17**

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that (a) the proposals to introduce a resident's parking scheme (Permit Parking Area), operational Monday to Saturday 8.00am – 6.30pm inclusive be abandoned due to the weight of objections;

(b) The proposals to introduce the 'at any time' waiting restrictions on the bend of Cambridge Avenue and Warwick Gardens, are implemented as advertised

#### 156 **MELLOWES ROAD PARKING REVIEW**

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. the 'at any time' waiting restrictions (Double Yellow Lines) as shown on the plan in Appendix D be implemented as advertised;
2. Mellows Road be included within the RO3 Controlled Parking Zone as a 'Permit Holders Past this Point' scheme (operational Monday to Saturday, 8.30am to 6.30pm) together with associated waiting restrictions as shown on the plan in Appendix D.

Members note that the estimated cost for implementation of the scheme was £0.002m which included the advertising of the Traffic Management Order and the implementation of posts sign and the associated waiting restrictions and parking bays.

**157 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.

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**Chairman**

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

Item Ref	Location	Ward	Description	Decision
<b>SECTION A - Highway scheme proposals without funding available</b>				
A1	Hornchurch Road	Hylands	Removal of hump at zebra crossing outside no.96 and at junction with Grosvenor Drive following complaints about noise/ vibration.	Agreed to move to Section B
<b>SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)</b>				
B1	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. <b>Request held as a potential reserve scheme for 2017/18 TfL LIP.</b>
B2	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**  
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Item Ref	Location	Ward	Description	Decision
B3	Belgrave Avenue	Squirrels Heath	Traffic calming to deal with speeding drivers	High driver speeds recorded in central section of street; 85% speed 38mph westbound, 40mph eastbound; 69% drivers speeding westbound, 83% drivers speeding eastbound. 5 years to October 2016, one injury collision - driver failed to give way at Cambridge Avenue junction and was seriously hurt/ other driver slightly hurt.
B4	Upper Brentwood Road, by Beaumont Close	Squirrels Heath	Traffic calming by junction to reduce driver speed as emergent visibility from side road is poor and residents have difficulty emerging. Probably a speed table between Beaumont Close and Ferguson Avenue.	Feasible but not funded. Residents have campaigned for action for some time on this matter.



**London Borough of Havering**  
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Item Ref	Location	Ward	Description	Decision
B5	The Mount/ Noak Hill Road	Heaton	Concerns about volume of traffic arising from removal of traffic signals (at Straight Road) and new developments. Full text appended.	Feasible by not funded.
Pages 3 B6	Heath Drive and wider estate	Pettits	Modal filter at A12 to prevent traffic leaving A12. Banned right turns from Main Road into Heath Drive. Area-wide 20mph Zone.	Feasible but not funded. (c£40k for filters and c£210k for area-wide 20mph Zone)
B7	Hacton Lane, North of Ravenscourt Grove	Hacton	Request for speed table to reduce approach speeds to mini-roundabout.	Feasible but not funded.

**Full text of petition under B5**

We the undersigned, wish to draw to your attention the dangerous conditions on Noak Hill Road. Since the removal of the traffic lights at Straight Road there is no traffic break for vehicles to safely exit the blind junction at The Mount especially as the speed limit is often ignored. A road calming hump would be an obvious solution. You may notice that there is no safe pedestrian crossing in this area either. We are concerned that it will not be too long before there is a serious accident.

**London Borough of Havering**  
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