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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
13 November 2012 (7.30 - 8.50 pm)**

Present:

COUNCILLORS

Conservative Group Billy Taylor (Chairman), Steven Kelly, Barry Oddy, Frederick Thompson and Robby Misir

Residents' Group Brian Eagling and John Wood

Labour Group Denis Breading

Independent Residents Group David Durant

An apology was received for the absence of Councillor Garry Pain.

There were 8 members of the public present at the meeting.

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

All votes were unanimous with no votes against unless stated otherwise. There was no interest declared at the meeting.

43 MINUTES

The minutes of the meeting of the Committee held on 16 October 2012 were agreed as a correct record and signed by the Chairman.

**44 HORNCHURCH ACCIDENT REDUCTION PROGRAMME -
HORNCHURCH ROAD AND UPPER RAINHAM ROAD PROPOSED
SAFETY IMPROVEMENTS - THE OUTCOME OF PUBLIC
CONSULTATION**

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

1. To recommend to the Cabinet Member for Community Empowerment that the following safety improvements be implemented;

(a) Hornchurch Road

Construction of pedestrian refuge, centre hatch and slow road markings along Hornchurch Road west of Southdown Road as detailed on drawing No. QL003/H/1.

(b) Upper Rainham Road

De-clutter existing road signs, new traffic signal warning sign, vehicle activated sign, upgrading street lighting, coloured surfacing and slow road markings as detailed on drawing Nos. QL003/U/1 and QL003/U/2.

2. That, it be noted that the estimated cost of £20,000 would be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

45 LODGE LANE - PROPOSED HUMPED ZEBRA CROSSING (OUTCOME OF PUBLIC CONSULTATION)

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

1. To recommend to the Cabinet Member for Community Empowerment that the humped zebra crossing along Lodge Lane just north of Turpin Avenue and the removal of existing speed cushions as detailed in the report and shown on drawing No: QL038/2/R be implemented.
2. That, it be noted that the estimated cost of £20,000 would be met from the Developers S106 contribution to the Lodge Lane Residential Care Home Development.

46 PROPOSALS TO IMPROVE TRAFFIC FLOW AND PARKING IN THE BROADWAY, ELM PARK (OUTCOME OF PUBLIC CONSULTATION)

The Committee considered a report that detailed the outcome of a consultation relating to various measures to improve traffic flow and parking in The Broadway, Elm Park. As part of the study it was considered necessary to review the existing waiting restrictions, loading facilities, cycle parking and improving accessibility for passengers at existing bus stops.

As part of the Transport for London Local Implementation Plan for 2012/13, funding has been allocated to review traffic flow and parking arrangements for The Broadway, Elm Park. The scheme was in response to problems with maintaining two-way traffic flow (especially with buses and heavy good vehicles) and inconsiderate parking in bus stops by motorists/ delivery drivers which has the knock on effect of blocking traffic flow and preventing buses from gaining kerbside

access to the bus stops making boarding and alighting difficult for some users.

There are several businesses in The Broadway. All these establishments attract significant number of customers throughout the day.

The Broadway in Elm Park conveys high frequency of bus services namely 165 (10), 252 (10), 365 (10) and 372 (6). This equated to 36 buses per hour travelling in both directions.

The review had been carried out with the aim to improve the traffic flow in The Broadway included a review of the existing parking restrictions, short term parking near the shops, taxi ranking, improving accessibility at existing bus stops and provision of a drop-off bay for the station.

Currently, there were no dedicated loading bays in The Broadway and lack of on-street loading facilities had been raised locally by shopkeepers. Businesses in The Broadway received deliveries throughout the day. The delivery vehicles parked in the road or bus stops which in turn impeded the traffic flow.

In view of the situation, it was proposed to provide two loading bays in The Broadway. The first bay would be installed outside property nos. 18 and 19 and the second installed close to the station, outside nos. 31 and 32. The proposals were shown on drawing no. QL025-01-101.

The loading bays would permit free loading for maximum 20 minutes with no return within 2 hours. The loading bays would operate from 08:30am to 06:30pm, Monday to Saturdays inclusive which would be in line with the proposed Pay and Display parking in The Broadway.

The average width of the carriageway in The Broadway was approximately 9 metres. The width was not sufficient (1.7 metres wide in each direction) to permit two way traffic thus resulting in build up of congestion.

To overcome the problem, it was proposed to widen the carriageway by 1 metre at specific locations in The Broadway. This would still leave sufficient area for pedestrians on footways. The proposals were shown on drawing nos. QL025-01-101 and QL025-01-102.

The new measures would result in achieving 5.6 metres of carriageway for traffic. The average clear road lane width of 2.8 metres would assist the movements of larger vehicles such as fire tenders, delivery vehicles etc.

In order to improve parking, the report detailed a proposal that involved converting existing Disc parking bays to Pay and Display in The Broadway between Elm Park Avenue and the station. There

were also proposals for 7 new bays in The Broadway between the station and Rosewood Avenue. The total number of Pay and Display bays would be 16. with ticket machines installed at convenient locations to enable drivers to purchase the tickets. The proposals were shown on drawing nos. QL025-01-101 and QL025-01-102. There was also a proposals include a provision for a short term parking bay to enable drivers to park briefly for about 5 minutes to drop or collect passengers from the station. The proposal was shown on drawing no. QL025-01-102.

The report detailed a proposal to improve accessibility for passengers at existing bus stops. This would involve off setting the existing bus stop situated outside property Nos. 20 to 28 into the footway by 1 metre. In addition, the kerb height would be adjusted to 140 millimetres above road level which will enable buses to pull close to the kerbs as described previously. The proposals were shown on drawing no. QL025-01-101.

A proposal to provide 11 cycle stands for cyclists in The Broadway was also detailed in the report. The purpose was to provide designated and secured parking for cyclists. Their locations were shown on drawings QL025-01-101 and QL025-01-102.

At consultation, about 370 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder on 21 September 2012 and site notices were displayed at various locations of the affected area with a closing date extended from 12 October 2012 until 26 October 2012 at the request of Elm Park Regeneration Partnership. 18 responses (5%) were received.

Following a meeting with a majority of Ward Members of Elm Park, Hacton and St. Andrews, Members expressed their support for the scheme and requested consultation with the Elm Park Regeneration Partnership.

Following the meeting with Elm Park Regeneration Partnership, there was suggestion to relocate the existing bus stop for north bound services to south side of the Elm Park station. This suggestion was considered as an alternative option whereby London Buses, Metropolitan Police and London Taxis were consulted again.

In response to the consultation responses, officers commented that the current proposals included provision of 'At Any' time waiting and loading restrictions which had been designed to overcome illegal parking whereas inconsiderate parking for commuters would be overcome by dedicated parking bays to collect or drop passengers.

The Council's Highway Register showed the adopted footways are between the kerblines and front of shops. Any shops displaying goods

on the highway would require a street trading licence. In the absence of such licence the shop may be liable to prosecution.

When relocating lamp columns, consideration would be given to provide shields on lanterns to reduce the intensity of light for residential flats above the shops. It was unlikely that the scheme would increase pollution. Officer view that traffic pollution increased when traffic was stationary compared to when it's moving. The scheme was designed to aid the movement of traffic and would therefore act to reduce pollution.

Loading bays had been provided close to the crossing points to help safe deliveries to businesses. New trees would be planted to replace those trees removed and other landscaping would be relocated to maintain the street scene.

The report recommended that the proposals as publicly advertised and consulted be implemented. The proposals involved converting the existing Disc parking to Pay and Display, provision of loading bays for businesses and improvements in traffic flow. The measures are attached in schedule of proposals in Appendix B of the report and are shown on drawing Nos. QL025-01-101 to QL025-01-102 attached to this report.

The report also informed the Committee that officers did not recommend the implementation of the scheme involving the relocation of the existing bus stop for northbound services to south side of Elm Park station for the following reasons:

- London Buses had concerns that the distance between the new stop and the existing stop in Rosewood Avenue would not meet their guideline which stipulated that stops must be positioned 400 metres apart. The existing stop in Rosewood Avenue would provide the same facilities for shoppers when Morrison opens for business.
- The location of the taxi bay would be adjacent to the existing bus stop for southbound services which impeded the flow of traffic. This would in turn defeat the object of the scheme.
- The Metropolitan Police had objected to the alternative option on the that the bus stop would be in conflict with southbound buses at the southbound stop which is not inset, possibly causing delays. Several high frequency bus routes use the northbound stop with the prospect of several buses arriving together in which case the buses would extend back onto the crossing and the roundabout.

- London Taxi and Private Hire had objected to the reduction in the taxi bay as the bay was used throughout the day by disabled passengers and Londoners.

In accordance with the public participation arrangements the Committee was addressed by an objector who expressed her views on the scheme. The need to improve traffic flow in the area was welcomed but questions were raised over some of the findings in the report. It was suggested that the main reason for traffic congestion was irresponsible parking and the lack of effective traffic enforcement.

Councillor John Mylod also addressed the Committee raising some concerns expressed by a number of the businesses in the area. The main issue related to the bus stop outside the shops which was the subject of illegal parking. It was suggested that the relocation of the bus stop to the south side of the railway would act to reduce illegal parking and therefore traffic congestion.

During debate members of the Committee discussed:

- whether widening the road on the north side of the railway line was required to improve traffic flow;
- the possibility of moving the bus stop to a new location on the south side of the railway;
- the provision of cycle racks;
- widening the road to ease traffic flow;
- the possibility of reducing the length of the taxi rank;
- increasing traffic enforcement activities.

A motion by Councillor Wood and seconded by Councillor Durant to defer a decision on the proposal was lost by 4 votes to 5.

Councillor Oddy moved a motion to accept officer recommendations as detailed in the report with an amendment to remove the proposed cycle stands by the station, outside No's 28 and 29 Broadway. Councillor Oddy noted the need for the implementation of effective traffic enforcement action in the area. The motion was seconded by Councillor Kelly.

The vote was 5 in favour and 4 against.

The Committee **RESOLVED:**

1. To recommend to the Cabinet Member for Community Empowerment that the measures as listed in Appendix B (Schedules 1, 2, 3 and 4) of the report be implemented and the necessary traffic orders are made.

- i) Schedule 1 – ‘At Any’ time Waiting and Loading parking restrictions,
- ii) Schedule 2 - Pay and Display parking bays,
- iii) Schedule 3 - Free loading bays for businesses,
- iv) Schedule 4 - Parking bays to set down and pick up passengers.

2. The Committee recommends to the Cabinet Member for Community Empowerment that the proposal to relocate the existing bus stop into the footway by 1 metre from the existing edge of the carriageway on the north side of the station, outside Nos. 20 to 28 be implemented as shown on drawing no. QL025-01-101.

3. The Committee recommends to the Cabinet Member for Community Empowerment that the proposal to relocate the existing taxi bays into the footway by 1 metre from the existing edge of the carriageway on south side of the station in The Broadway be implemented as detailed on drawing no. QL025-01-102.

4. It be noted the cost of carrying out the works was £80,000. This would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for The Broadway, Elm Park package.

47 **LYNWOOD DRIVE - PROPOSED EXTENSION TO THE "AT ANY TIME" WAITING RESTRICTIONS -COMMENTS TO ADVERTISED PROPOSALS**

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

To recommend to the Cabinet Member for Community Empowerment that

- a. the proposals to extend the ‘At any time’ Waiting Restrictions on the northern kerbline of Lynwood Drive by 33.9 metres to cover the vehicle access points of the Medical Centre, be implemented as advertised.
- b. the effect of the scheme be monitored; and that
- c. the Committee note that the estimated cost of this scheme as set out in this report is £500 be funded from the 2012/13 Minor Parking Schemes budget

48 **PROPOSED WAITING RESTRICTIONS - CONNAUGHT ROAD/KENILWORTH GARDENS. COMMENTS TO ADVERTISED PROPOSALS**

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

2. To recommend to the Cabinet Member for Community Empowerment that:
 - a. the minor parking scheme set out in the report and detailed on the drawing Ref: Connaught Road with Kenilworth Gardens be implemented;
 - b. the effect of the scheme be monitored;
 - c. the Committee note that the estimated cost of this scheme as set out in the report for £500 would be funded from the 2012/13 Minor Parking Schemes budget

The voting for the recommendations was 8 votes to 1 against.

49 **HIGHWAYS SCHEMES APPLICATION**

The report presented Members with all new highway scheme requests in order for a decision to be made on whether the scheme should be processed 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's decisions and votes thereon are noted against each request:

SECTION B - Highway scheme proposals without funding available			
H1	Rowan Walk/ Kingsley Gardens	Congestion from the A127/ Ardleigh Green Road causes traffic to use Rowan Walk/ Kingsley Gardens to bypass Ardleigh Green Road, often speeding	REJECTED

50 **TRAFFIC AND PARKING SCHEMES WORK PROGRAMME**

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:

SECTION A – Minor Traffic and Parking Scheme Requests			
TPC282	George Street, Alexandra Road & King Edward Road leaseholder car parks	Request to review use of three Leaseholder car parks (20 spaces in all). Residents of George Street want the car park to become an extension to the residents parking scheme.	AGREED By 5 votes in favour to 3 votes Against with 1 Abstention
TPC283	George Street, Romford	Request for the 7 Voucher parking bays at the Brentwood Road end of George Street to be converted to residents bays.	AGREED By 8 votes in favour with 1 Against
TPC284	Upminster Road South & Cloister Close Rainham	Request for 'At Any time' waiting restrictions at the junction of Upminster Road South and Cloister Close to deter obstructive parking for residents. 16 metres double yellow line.	AGREED By 5 votes in favour to 4 votes Against The motion to consult on the implementation of waiting restrictions to include the proposal to implement 'At Any Time' waiting restrictions for a length of 10 meters on both arms of the South Western side of the affected junction.

SECTION B – Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			
TPC195	Firham Park Estate, Harold Wood	Request from resident and visitor to estate for parking restrictions to deter commuter parking and junction protection to deter inconsiderate parking on corners obscuring sight lines.	NOTED
TPC279	Brooklands Ward	As requested at the April 2012 HAC meeting a parking review of the Brooklands Ward was requested to be undertaken. Draft designs have been produced and are to be presented to the Committee. These proposals incorporate schemes approved for implementation.	NOTED
TPC280	Romleighs Estate	This item is based on numerous requests and reports and petitions received in recent months from both residents and Ward Cllrs of the Romleighs Estate to address the parking issues.	NOTED
TPC281	The Drive, Harold Wood	Request to change the existing Disc Parking bay in The Drive to a Pay & Display parking bay.	NOTED

Chairman