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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
15 January 2013 (7.30 - 8.45 pm)**

Present:

COUNCILLORS

Conservative Group Garry Pain (Chairman), Billy Taylor (Vice-Chair),
Steven Kelly, Barry Oddy and Frederick Thompson

Residents' Group John Wood and Ron Ower

Labour Group Denis Breading

**Independent Residents
Group** David Durant

Apologies were received for the absence of Councillor Brian Eagling.
+Councillor Ron Ower substituted in his place.

Councillors Garry Pain, Billy Taylor, Steven Kelly, Ron Ower, Denis Breading and David Durant declared an interest in Agenda Item 6 – Parking and Loading Arrangements at 69-79 Butts Green Road. The Councillors advised that they had been members of the Regulatory Services Committee that considered planning application P1495.11 out of which this highways application arose. The Councillors advised that their interest was not prejudicial to their ability to consider the application on highways grounds and that there were no issues of predetermination.

Councillor Barry Oddy also declared an interest in Agenda Item 6 as he had been the Chairman of the Regulatory Services Committee that considered planning application P1495.11. Councillor Oddy regarded his interest to be prejudicial to his ability to consider the application. Councillor Oddy advised that he would leave the Chamber during the presentation of the Item and would not take part in the vote.

There were no members of the public present at the meeting.

The votes were unanimous with no votes against unless stated otherwise.

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

74 **MINUTES**

The minutes of the meeting of the Committee held on 11 December 2012 were agreed as a correct record and signed by the Chairman.

75 **HAROLD HILL ACCIDENT REDUCTION PROGRAMME - HILLDENE AVENUE PROPOSED SAFETY IMPROVEMENTS (OUTCOME OF PUBLIC CONSULTATION)**

The report before Members detailed safety improvements along Hilldene Avenue as part of the Harold Hill Accident Reduction Programme. Transport for London had approved funding of this and other accident reduction programmes as part of the 2012/13 Havering Borough Spending Plan settlement.

A feasibility study and public consultation had been carried out to identify the safety improvements along Hilldene Avenue and had recommended the installation of a humped pelican crossing.

At the Committee meeting on 11 December 2012, a motion to reject the scheme had been defeated. As the substantive motion to approve had not been supported by a majority vote, no decision had therefore been made. The matter had therefore been submitted to the Committee again.

The scheme proposed to provide a humped pelican crossing together with street lighting improvements along Hilldene Avenue between West Dene Drive and East Dene Drive as shown on drawing No: QL002/H/1. Accident analysis showed 19 personal injury accidents PIAs occurred over a 10 year period. Of the 19 PIAs, 6 were serious; 3 were speed related; 6 occurred during the hours of darkness and 8 involved pedestrians. Of the 20 casualties, 10 were pedestrians at this location. It was considered that the humped pelican crossing would reduce vehicle speeds and subsequently minimise accidents in the area.

Public consultation letters describing the proposals were delivered to local residents / occupiers along Hilldene Avenue, emergency services, bus companies and cycling representatives with a deadline of 30 October 2012. Two written responses were received from London Buses and London Bus Infrastructure. Both indicated that the scheme would not affect them.

The proposed humped pelican crossing would improve pedestrian facility, reduce vehicle speeds and accidents in the area. The report informed the Committee that no respondents objected to the proposal. It was therefore recommended that the proposed measures in the recommendation should be approved for implementation.

During the debate a member of the Committee was of the view that following the recent approval of a new development at Regulatory Services

Committee, road and access layouts at the location would change and as a result the scheme should not proceed as the area would be a building site for the next 2 to 3 years.

A motion to recommend rejection of the scheme was proposed by Councillor Kelly and seconded by Councillor Oddy. The motion was carried by 8 votes for to 0 against with 1 abstention.

76 **PARKING & LOADING ARRANGEMENTS AT 69-79 BUTTS GREEN ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed comments received in response to a public consultation on proposals to provide a loading and parking bay outside 77/79 Butts Green Road and a bus stop clearway outside 69/75 Butts Green Road in support of the implementation of a development at 77/79 Butts Green Road and sought a recommendation to the Cabinet Member for Community Empowerment that either:

- (a) the measures as described in the report and shown on Drawing F9D08/135A(00)22F (Factor 9 Design) be implemented; or
- (b) the Head of Streetcare proceeds with the design and consultation on an alternative layout.

Following the appeal by Tesco Stores Ltd that was allowed by the planning inspector, condition 7 stipulated that:

Prior to the occupation of the development hereby permitted an area within the highway to the front of the site for the loading and unloading of delivery and service vehicles, shall be provided in accordance with a scheme that has been submitted to and approved in writing by the local planning authority. This approved area shall be permanently retained thereafter. There shall be no loading or unloading of goods from vehicles other than from within this approved area.

The proposed layout showed the bus stop being relocated outside 69/75 with a clearway restriction and a single yellow line restriction in front of 77/79 which would permit loading. After discussion with staff, the layout was revised to replace the single yellow line restriction with a multi-use bay for loading and parking.

The proposed layout shown on drawing F9D08/135A (00)22F (Factor 9 Design) was proposed to operate as follows:

- 10am to 2pm – loading as the Planning Inspector limited loading to the new store from 10am and not before (7 days a week).
- 2pm to 6:30pm – pay and display parking (Monday to Saturday)
- No restrictions would operate outside of these times

Following a public consultation on the proposal, a response was received from Hornchurch Hire & Sales, which objected to the proposals outlining that relocating the bus stop directly outside its premises will block any passing businesses and that at a meeting in their premises there was supposed to be space for three parking/delivery spaces not the two in this proposal.

Tesco Stores Ltd supported the provision of the multi-use bay in terms of loading and parking. London Buses also supported the proposals as they would provide an accessible bus stop.

During debate, the Committee sought clarification on the requirements to provide loading facilities under the conditions of the planning application P1495.11. Members considered the possibility of alternatives to those proposals laid out in the report. Members were informed of the need to take Equalities legislation into account in considering the design of the parking / loading bay. Members were informed of the practical requirements that need to be taken into account in the design and positioning of the parking / loading bay.

Councillor Kelly proposed acceptance of recommendation (ii) and this was seconded by Councillor Ower.

By a majority of 7 votes in favour to 1 vote against, the Committee **RESOLVED** to recommend that:

1. The Head of StreetCare should proceed with the detailed design, advertisement and consultation on the alternative proposal as described in this report and shown on Drawing QH051/OF/101A and the outcome should be reported to a future meeting.
2. It be noted that the estimated cost of £20,000 for implementation would be met by Tesco Stores Limited secured by an agreement made under Section 106 of the Town & Country Planning Act 1990.

As stated at the beginning of the minutes and in accordance with his disclosure of interest, Councillor Barry Oddy left the meeting during the discussion and took no part in the voting.

77 **PROPOSALS TO IMPROVE CYCLE FACILITIES AT RONEO CORNER GYRATORY, ROMFORD**

The Committee considered a report that detailed three schemes of safety improvement for cyclists using the Roneo Corner gyratory as part of the Local Implementation Plan for 2012/13. Funding had been allocated by Transport for London to review existing cycle facilities at Roneo Corner gyratory. The scheme was in response to problems with cyclists using the

busy gyratory particularly when travelling southbound towards Elm Park, Rainham, Romford or Rush Green.

A detailed feasibility study had been carried out with a view to improve the facilities for cyclists at Roneo Corner gyratory. The objective was to provide safe facilities and connections with the existing A124 cycle route, commencing from the borough's western boundary and continuing to Upminster via Hornchurch.

As part of the study, it was considered necessary to review trade delivery arrangements for despatching goods by businesses as well as staff and customer parking to ensure that the current arrangements were not impeded.

The collision accident data for the last four years (up to October 2011) compiled by London Road Safety Unit had detailed 15. All PIAs had resulted in slight injury accidents.

The report proposed the following cycle facilities:

Option 1: retaining the existing layout of the gyratory and conversion of existing footways for shared use and upgrading existing cycle facilities

This option proposed measures relating to converting the existing footways, where feasible, for cyclists to use them safely. The specific measures proposed were:

- i) Eastbound cyclists travelling from Rush Green or Romford to Hornchurch would mount the existing footway on the north side of Hornchurch Road. The existing footway would be converted to shared use by pedestrians and cyclists. The proposals were shown on drawing no. QL035-of-101 included in the report.
- ii) Westbound cyclists would mount the existing footway on the south side of Hornchurch Road (between Upper Rainham Road and Roneo Link). The existing footway would be converted to shared use. The proposals were shown on drawing no. QL035-of-101 included in the report.
- iii) Southbound cyclists travelling from Hornchurch Road (east of the gyratory) would mount the footway on the south side of the gyratory and continue their journey towards Elm Park or Rainham. Cyclists travelling from Hornchurch Road (west arm) would use the footway on the west side of the gyratory. The existing footway would be converted to shared use by both pedestrians and cyclists. The proposals were shown on drawing no. QL035-of-101 included in the report.
- iv) At certain locations the footways would be widened to accommodate both cyclists and pedestrians and this had been stated where applicable. The widening would be limited to the grass verge only and not in the carriageway.

- v) It was estimated that the cost to implement the measures of this option would be less than £60,000. This cost was considered to be modest and could be completed within the financial allocation provided by Transport for London under the Local Implementation Plan for 2012/13.

Option 2: retaining the existing layout of the gyratory and conversion of existing pelicans to toucan crossings

- i) This option incorporated the measures of option 1 and involved converting the existing pedestrian crossings (pelicans) on all arms of the gyratory to toucans which would facilitate both cyclists and pedestrians to cross the roads safely.
- ii) It was estimated that the cost to implement the measures of this option would be £80,000, (in addition to the £60,000 cost of option 1). It was anticipated that these measures would be implemented in 2013/14 financial year subject to the availability of funds from Transport for London. The proposals were shown on drawing no. QL035-of-201 included in the report.

Option 3: Converting existing one-way traffic flow to two ways

- i) This option involved measures to convert the existing one-way system in Roneo Link to two way traffic i.e. permit traffic between Upper Rainham Road and Hornchurch Road. The junction of Roneo Link/Hornchurch Road (east side of the gyratory) would be signal controlled. The section of Upper Rainham Road between the southern end of Roneo Link and Hornchurch Road would be partially closed and used for access only to the local shops, flats and other residential properties. This section would also provide a safe route for cyclists. The proposals were shown on drawing no. QL035-of-301 included in the report.
- ii) The existing one-way system in Hornchurch Road between Roneo Link and Upper Rainham Road would be converted to two-way traffic. The proposals were shown on drawing no. QL035-of-301 included in the report.

The cost to implement this option was estimated at £250,000. Due to the complexity of the works involved such as feasibility studies, public consultation, scheme design, traffic signal design by Transport for London and implementation it was important to spread the scheme over two years.

The report also detailed alternative measures to improve cycle facilities such as the gyratory regulating both local and through traffic.

It was stated that provision of a mandatory cycle lane was considered in the carriageway of Roneo Link but this measure was not feasible as

westbound traffic on entering from both arms of Hornchurch Road into the gyratory started to change lanes to enter into correct lanes leading towards Rainham (south) Romford (north) or Rush Green (west). Mandatory cycle lanes were supported by Traffic Management Orders which prohibit vehicles from entering into them. This measure was not considered to be practicable or financially viable.

The current proposals were discussed at an Urban Design London course attended by the Council's Streetcare officers where an opportunity was given to delegates to bring their own schemes and discuss the measures in a workshop.

Several delegates considered the Roneo Corner scheme and they considered that radical measures were needed to assist cyclists to negotiate the busy gyratory.

The proposals were also discussed at the Cycling Liaison Group meeting which the Council held with local cycling representatives. Members of the group conceded that the existing junction was not cycle friendly and that some robust measures were needed to improve facilities for cyclists.

The proposals described in the report were associated with improving cycling facilities at Roneo Corner gyratory which was very busy particularly during peak periods. Officers stated that the proposed facilities would not have any detrimental impact on frontages at Roneo Corner nor on customer parking and deliveries. It was anticipated that the impact of traffic on Roneo Corner was likely to increase due to planned local developments and traffic growth in the future, therefore, the proposed measures would benefit all road users.

In accordance with the public participation arrangements the Committee was addressed by a member of the Havering Cycle Liaison Group who expressed his views in support of the scheme. He stated that the current layout was dangerous for cyclists and that he favoured option 3.

During the debate, members raised the following concerns regarding the proposed scheme.

- That the scheme was very expensive and Members were not sure it would work.
- That there was no problem in the area and that the gyratory operated well and the scheme should not go forward.
- That option 3 would be an issue for businesses accessing forecourts.

- That Hornchurch had on going works for some time and the commencement of another major scheme would be problematic.
- That there were many sets of traffic signals which managed the flow well and the only problem was occasionally in the morning peak.

A motion to reject all options of the scheme was proposed by Councillor Kelly and seconded by Councillor Oddy.

The motion was carried by was 7 votes in favour to 2 against.

78 **PROPOSALS TO IMPROVE ACCESSIBILITY AT EXISTING BUS STAND IN ESSEX GARDENS - OUTCOME OF PUBLIC CONSULTATION**

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

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment the implementation of a scheme to convert the existing bus stand in Essex Gardens to a 24 hour clearway for buses. The new clearway would be located on the south side of Essex Gardens from a point 3.5 metres from the western flank wall of No. 2 Essex Gardens, extending westward for a distance of 27 metres. The proposals are shown on drawing no. QL027-of-101.
2. That it be noted the cost of carrying out the works is £5,000. This would be met by Transport for London through the allocation for 2012/13 Local Implementation Plan for improving reliability of public transport package.

79 **HIGHWAYS SCHEMES APPLICATIONS**

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 en bloc.

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
	Nothing reported this month		
SECTION B - Highway scheme proposals without funding available			
H1	Noak Hill Road/ Chequers Road	Problems with deer being hit by vehicles. Noak Hill Road – either provide a speed camera or a pinch point between Church Road and Tees Drive. Chequers Road - 40mph speed limit, light road, provide "no overtaking" double white line, deer activated VA signs.	REJECTED (unanimous)
H2	Ardleigh Close to A127 North-west bound	Construct road extension to Ardleigh Close and over railway to provide north-west bound slip road to reduce congestion at Ardleigh Green Road/ A127.	REJECTED (unanimous)
H3	Hampden Road, Near Clockhouse Lane	Request for a zebra crossing next to Boots as residents having trouble crossing road due to high traffic flows.	REJECTED (unanimous)
H4	Wingletye Lane (western side) between Wych Elm Road and Copthorne Gardens	Request for a new footway, 500m in length, as resident has seen children walking along muddy path, presumably so they do not have to cross the road twice.	REJECTED (unanimous)
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)			
Nothing reported this month			

80 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			
Item Ref	Location	Description	Decision
TPC292	Melville Road and Cowper Road, Rainham	Request for parking restrictions and residents parking scheme in Melville Road and Cowper Road to deter commuter parking.	REJECTED (7 to 2)
TPC293	Deyncourt Gardens, Upminster	Request for a) parking restrictions in the free bay in Deyncourt Gardens or b) to convert the free bay in Deyncourt Gardens to pay&display	REJECTED (7 to 2)
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			

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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. The proposal incorporates 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

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