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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Town Hall, Main Road, Romford
13 August 2013 (7.30 - 9.15 pm)**

Present:

COUNCILLORS

Conservative Group	Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, Barry Oddy and Wendy Brice-Thompson
Residents' Group	Brian Eagling and John Wood
Labour Group	Denis Breading
Independent Residents Group	David Durant

Apologies were received for the absence of Councillor Billy Taylor, +Councillor Wendy Brice-Thompson substituting.

Councillors Linda Hawthorn, Pam Light, Lynden Thorpe and Paul Rochford were also present for part of the meeting.

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

There were ten members of the public present.

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

12 MINUTES

The minutes of the meetings of the Committee held on 9 July 2013 were approved as a correct record and signed by the Chairman subject to an amendment that item H1 (A1306 New Road) on the Highways Schemes Application was Agreed by 8 votes to 1 vote against and not Rejected by 8 votes to 1 vote against.

13 BROXHILL ROAD, HAVERING-ATTE-BOWER SPEED LIMIT REDUCTION (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 measures detailed in the report be approved for implementation as shown on drawing: QM040 Should be QL040/14/01
2. That it be noted the cost of carrying out the works was £2,000. This would be met from the Council's 2013/14 revenue budget for Borough Roads Minor Safety Improvements.

14 **COLLIER ROW ACCIDENT REDUCTION PROGRAMME -
CLOCKHOUSE LANE / COLLIER ROW LANE 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 safety improvements detailed on the relevant drawings be implemented as follows:

Clockhouse Lane

- (a) 20mph speed limit, 'Gateway' measures, speed tables and 20/30mph roundels along Clockhouse Lane between Hampden Road and Lynwood Drive as shown on Drawing No.QM003/CL/1.
- (b) 20mph speed limit, humped zebra crossing, 'Gateway' measures with 20/30 roundels and coloured surfacing along Clockhouse Lane between Lynwood Drive and Burland Road as shown on Drawing No.QM003/CL/2.
- (c) Street lighting improvements, centreline hatch and right turn arrow road markings along Clockhouse Lane between Kingshill Avenue and Larchwood Avenue as shown on Drawing No.QM003/CL/3.

Collier Row Lane

- (d) Raised pelican crossing, tactile pavings alteration, upgrading existing street lighting, relocation of bus shelter and bus stop, centre hatch and right turn arrow road markings along Collier Row Lane by Hulse Avenue as shown on Drawing No.QM003/CO/1.
- (e) White studs at the bend and street lighting improvements along Collier Row Lane by Hainault Road as shown on Drawing No. QM003/CO/2.
- (f) Yellow box markings, white road studs and coloured surfacing along Collier Row Lane by Havering Road as shown on Drawing No. QM003/CO/3).

2. To recommend to the Cabinet Member for Community Empowerment that the additional speed table at the northside of 20mph speed limit boundary along Clockhouse Lane by Burland Road be implemented if no objection is received for further consultation on the speed table proposal.
3. That, it be noted that the estimated costs of £80,000, would be met from the Transport for London's (TfL) 2013/14 financial year allocation to Havering for the Accident Reduction Programme.

15 **PROVISION OF PEDESTRIAN CROSSING FACILITY FOR OAKFIELDS MONTESSORI SCHOOL, UPMINSTER**

The report before the committee detailed the outcome of a consultation on the provision of pedestrian improvements in Harwood Hall Lane, outside the Oakfields Montessori School, Upminster.

The school has a narrow gate in its perimeter wall opposite the exit to the Corbets Tey School. This position was ideally placed for use as a pedestrian access. It would require widening and creation of a footpath within the school grounds. If the highway proposals were not approved, the school would lose its funding for the pedestrian route within its grounds.

The report explained that the highway verge outside the school gate was less than 1 metre wide and totally inadequate for a footway. In order to create an area large enough to accommodate pedestrians waiting to cross the road, it was proposed to build out the footway into the carriageway, opposite the exit from Corbets Tey School.

This would double as a continuation of the traffic calming pinch point to the west, but with reversed priorities, requiring west bound traffic leaving Upminster to give way to opposing traffic.

This pedestrian facility could be used by both schools when they had a critical incident evacuation, a drill for which they took place once a year when one school evacuated to the other.

Appendix B of the report detailed a summary of responses received at the close of the consultation. Apart from ward councillors and the schools, all other respondents were parents of Oakfields Montessori School who were all in favour of the proposal. Many commented that they currently take the risk and walk to school and would benefit from the proposals. Other comments indicated that it would also enable children in year six to walk to school independently, preparing them for secondary school.

The Head Teacher of Corbets Tey School accepted the benefits the scheme would bring to the schools, pedestrians and as regards traffic calming. She commented however that the large Havering coaches that drop off and collect children at the school would have difficulty exiting their site.

Subsequently, adjustment was made to accommodate left-turning coaches from Corbets Tey School. This would result in the coach drivers being better able to see westbound traffic that might be on the 'wrong' side of the road passing the new build out.

Any further alteration to any of the proposal would be borne out during the detailed design stage.

The ward Councillors, although in favour of pedestrian safety improvements, objected to the proposal on the grounds that it might be confusing to drivers to have a mix of driver priorities. They were also concerned that the crossing may not be well used by the school parents but this was not reflected in the parent responses received.

Officers considered that the location of the proposed build out had good visibility on both approaches, west bound traffic would have just left the pinch point where it would have to slow down or stop and east bound traffic had excellent forward visibility.

With its agreement Councillor Linda Hawthorn addressed the Committee. Councillor Hawthorn explained that she was speaking on behalf of the Upminster ward councillors and that they supported the principle of a walking route to the school, but had concerns that drivers would be confused with the priority working arrangements, although the positive responses from the parents had made ward members more positive about the scheme.

During general debate Members of the Committee discussed:

the length and width of coaches, raising concern over the ability of a coach to make the exit from Corbets Tey School with the proposed build-out in place;

the safety of motorcyclists where a coach was committed to a turn;

the need for the build out to be so wide;

concerns over traffic competing to beat each other through the restriction;

alternatives to the proposed scheme such as the construction of a 1 meter wide footway on same side of the road as Oakfields School;

A Member also raised concern about the build-out area, specifically that it would create a situation whereby drivers tried to beat each other through the restriction.

Officers explained that the service could not design a 1 metre wide footway as it was a very substandard width, 1.5m was recognised as a minimum. It was explained to the Committee that a narrow footway on a street with a known speeding issue would put pedestrians at risk.

Officers explained that the build-out was needed to give space for pedestrians waiting to cross to the Corbets Tey School side of the road and that this scheme was the only realistic way of allowing pedestrians to cross safely.

A Member raised concerns over school children congregating in the vicinity of the build-out. A Member suggested that the pinch point be moved further back. Another Member suggested that the school could make space available within its site boundary to provide a waiting area for children to cross from the road.

The Committee was informed that that there was a planning application pending for a new car park for Oakfields and that they might be putting in a new entrance.

In reply officers informed the Committee that they were aware of work to create a new vehicle entrance for Corbets Tey School, were not aware of any at the Oakfields site.

Other Member views were that the school entrance could be put in a concealed location and that a controlled crossing could replace the build-out

In reply officers explained that the gate location was at the edge of the school site and could not go further towards Corbets Tey Road and that the build out allowed pedestrians to see and be seen. Officers suggested that this was a poor location for the installation of a controlled crossing.

Following the debate, Councillor Kelly proposed a motion that the scheme be deferred for officers to check the planning position and to review scheme in light of Members comments f this was seconded by Councillor Breading.

This was **AGREED** by 8 votes in favour to 1 abstention.

16 **TPC280 - ROMLEIGH PARK ESTATE - PARKING REVIEW**

Following a discussion between the Chairman and the Cabinet Member for Community Empowerment it had been agreed to resubmit to the Committee for consideration a report in response to the formal consultation on the proposal for the Romleigh Park Estate.

The report detailed that further to numerous requests, reports and petitions received from residents and Ward Councillors representing Romleigh Park Estate, a review and consultation of an appropriate parking scheme was submitted to the Committee on 16 October 2012.

The report proposed a Traffic and Parking Control scheme between 10.30am till 11.30am Monday to Friday. This would include waiting restrictions to deter long term and local commuter parking, predominantly from people parking and then walking to Harold Wood Station and to prevent students from the college situated on the former Harold Wood Hospital site from long term parking. It was proposed to design a scheme that worked with the existing Controlled Parking Zone within the Harold Wood Ward.

The report informed the Committee that there may be parking problems within this area once the development within the old Harold Wood Hospital site had been completed.

A public consultation was carried out on 10 May 2013 and 366 resident addresses in the area perceived to be affected by the proposed scheme were advised detailing the proposals. Eighteen statutory bodies were also consulted and site notices were placed within the Romleigh Park Estate.

At the close, 62 responses had been received, a 17% response rate. A table outlining all the responses was appended to the report.

About 10% of the responses were in favour of the 10.30am to 11.30am Monday to Friday waiting restrictions and the 'At any time' waiting restrictions at the junctions. Seven per cent of the responses received were against the proposals for the 10.30am to 11.30am Monday to Friday waiting restrictions, although 3% of those were in favour of the 'At any time' waiting restrictions at junctions.

The report outlined that there were an estimated 197 private parking spaces located in designated areas within the Estate, not including garages nor the off-street parking provision fronting the properties. The majority of the home owners had within their deeds one or more car parking spaces and could therefore use these facilities during the one hour restriction. It was for this reason that staff proposed that the Romleigh Park Estate, which was currently unrestricted, be included within the Harold Wood Controlled Parking Zone.

In accordance with the public participation arrangements the Committee was addressed by local residents speaking for and against the scheme. The Committee heard about the benefit of the scheme to local residents who were frequently obstructed by parked cars from getting in and out of their driveways. Two other residents spoke about the disadvantage of the scheme to those who work night shift and had more than two cars; another resident felt that the issues of concern did not affect residents of Copperfields Way and as such did not want to be included in the scheme.

With the agreement of the Committee, Councillor Pam Light spoke in support of the scheme.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke in support of the scheme and two local residents who spoke against the scheme.

During general debate Members of the Committee discussed:

- the possible provision of resident parking permits;
- the possible provision of resident parking bays to accommodate displaced residents' cars;
- whether more consideration could be given to shift workers with no parking spaces;
- the allocation of parking spaces to homes in the area;

With the inclusion of a six month review of the scheme the Committee **RESOLVED:**

To recommend to the Cabinet Member for Community Empowerment that:

- a. the minor parking scheme set out in this report to implement 10:30am till 11:30am Monday to Friday and 'At any time' waiting restrictions, as shown on the drawing TPC280-Romleigh Park Estate Parking Review, be implemented as advertised.
- b. the effect of the scheme be monitored
- c. the estimated cost of this scheme as set out in this report is £6,000 which can be funded from the 2013/14 Minor Parking Schemes revenue budget.
- d. the effect of the scheme be reviewed in six months after implementation.

The vote was 8 in favour and 1 against.

17 **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 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:

Item Ref	Location	Description	Decision
SECTION A - Highway scheme proposals with funding in place			
H1	54/58 Globe Road, Hornchurch	Request to move residents' parking bay back onto footway to assist residents who have difficulty opening car doors on road with steep camber.	AGREED
SECTION B - Highway scheme proposals without funding available			
H2	Nelson Road, South Hornchurch	Removal of speed cushions because of vibration and concern about cracks in residents' property and that cushions are not effective.	REJECTED
H3	Tring Gardens, Harold Hill	190 signature petition calling for road humps and 20mph speed limit.	REJECTED 8 TO 1

18 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 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:

Minor Traffic & Parking Schemes Applications Schedule

Item Ref	Location	Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC337	Western Avenue, Gidea Park	Request for Western Avenue to be incorporated in to the Gidea Park CPZ due to increased commuter displacement by users of Gidea Park Station	AGREED 8 – 1 abstention
TPC338	Station Parade & Tadworth Parade, Elm Park	Request to review parking at Station Parade & Tadworth Parade possible Pay & Display along with loading facilities	REJECTED
TPC339	Rise Park school Annan Way	Convert existing No waiting to 8.15 - 9.15am - 3.00 - 4.15pm to prevent dangerous parking at the entrance of Rise Park School	DEFERRED For further clarification 8 – 0
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			
TPC323	Access road between Osborne Road and Towers Infant School and surrounding area	Request to review parking situation in newly adopted road between Osborne Road and Towers Infant School and surrounding area. Deferred until June 2013 - Paper and draft paper to be presented	DEFERRED UNTILL OCTOBER 2013
TPC328	Squirrels Heath Lane, near David Lloyd Sport Centre, Gidea Park	Request for bus stop clearway and adjacent waiting restrictions.	REQUEST FOR BUS STOP CLEARWAY DEFERRED UNTILL OCTOBER 2013 EXTENSION OF WAITING RESTRICTIONS, ADJACENT TO

Highways Advisory Committee, 13 August
2013

			CLEARWAY, DELEGATED TO THE CHAIRMAN IN CONSULTATION WITH OFFICERS
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Chairman