

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Town Hall, Main Road, Romford  
14 August 2012 (7.30 - 10.20 pm)**

**Present:**

**COUNCILLORS**

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

**Residents' Group**            Brian Eagling and Nic Dodin

**Labour Group**                Denis Breading

**Independent Residents  
Group**                        David Durant

Apologies were received from Councillor John Wood. Councillor Nic Dodin substituted for Councillor Wood.

Councillors Linda Hawthorn, Ray Morgon and Eric Munday were present for part of the meeting.

All decisions were taken unanimously, with no votes against unless shown otherwise.

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

**13    MINUTES**

The minutes of the meeting of the Committee held on 10 July 2012 were agreed as a correct record and signed by the Chairman subject to an agreed amendment to "T&ET2" in the decision column "Rejected" be deleted and the word "Approved" substituted in its place.

**14    GIDEA PARK STATION AREA SCHEME**

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

1. To recommends to the Cabinet Member for Community Empowerment that the various elements of the scheme be implemented as set out in the report and detailed on Drawings:

- QL008-SK05/1

- QL008-SK05/2

2. That it be noted that the estimated cost of £150,000 would be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Gidea Park Walkability Project.

15 **RAINHAM INTERCHANGE - TRAFFIC REGULATION AND PARKING SCHEME**

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

1. To recommend to the Cabinet Member for Community Empowerment that the various elements of the scheme be implemented as set out in the report and shown on drawing: QK019/501
2. That it be noted that the estimated cost of £4,800 would be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Rainham Traffic Management Scheme.

16 **ACADEMY FIELDS ROAD DEVELOPMENT - 20 MPH ZONE AND ONE WAY ROAD**

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

1. To recommend to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the report and shown on drawing: QA647/02/03B
2. That Developers contribute 10% of the cost of the development road works as Section 38/278 Highways Act Agreement contributions, for the adoption of the roads listed in the report. That the estimated cost of £1,000 for the implementation of the works detailed in the report would be met from these contributions.

17 **BRIAR ROAD ENVIRONMENTAL IMPROVEMENTS - WAVERLEY CRESCENT AND MYRTLE ROAD -TRAFFIC CALMING & ZEBRA CROSSING PROPOSALS**

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

1. To recommend to the Cabinet Member for Community Empowerment that the various elements be implemented as set out in the report and detailed drawings:
  - QL018/MR/101A (Waverley Crescent)
  - QL018/MR/102A (Myrtle Road)

- QL018/MR/103A (Myrtle Road)

2. That it be noted that the estimated cost of £52,000 would be met from the 2012/13 Transport for London Local Implementation Plan allocation for the Briar Road Area Environmental Improvements Package.

**18 UPMINSTER ACCIDENT REDUCTION PROGRAMME - WINGLETYE LANE PROPOSED SAFETY IMPROVEMENTS**

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 as shown on the relevant drawings.
  - (a) Pedestrian refuge, coloured surfacing, 30mph roundel, white keep clear bar markings and slow road markings along Wingletye Lane outside Campion School as shown on Drawing No.QL006/W/1.
  - (b) Wider pedestrian refuge, tactile pavings and slow road markings along Wingletye Lane outside Havering College as shown on Drawing No. QL006/W/2.
2. That, it be noted that the estimated cost of £30,000 would be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

**19 JUNCTION ROAD - PROPOSED HUMPED ZEBRA CROSSING**

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

1. To recommends to the Cabinet Member for Community Empowerment that humped zebra crossing along Junction Road by Western Road detailed the report and shown on Drawing No: QL005/J/1 be implemented.
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.

20 **EMERSON PARK ACCIDENT REDUCTION PROGRAMME - ARDLEIGH GREEN ROAD / SQUIRRELS HEATH ROAD / SLEWINS LANE PROPOSED SAFETY IMPROVEMENTS**

The report before the Committee detailed information on the Ardleigh Green Road, Squirrels Heath Road and Slewins Lane – Emerson Park Accident Reduction Programme, approved for funding by Transport for London. A feasibility study was recently carried out to identify safety improvements in the area and pedestrian refuge, pedestrian refuge upgrade, speed tables, speed cushions, minor carriageway widening and patching works, coloured surfacing, vehicle activated sign relocation, centreline hatch and slow road markings are proposed.

A public consultation had been carried out and the report detailed the finding of the feasibility study, public consultation and recommended various safety improvements be approved. Letters describing the proposals were delivered to local residents, Emergency Services, bus companies and cycling representatives.

**Ardleigh Green Road**

Approximately, 180 letters were delivered by hand to the area affected by the proposals. Comments were invited by 16 July 2012. Six written responses from Metropolitan Police, London Buses and residents were received and the comments are summarised in the Appendix1 of the report.

**Squirrels Heath Road**

Approximately, 80 letters were delivered by hand to the area affected by the proposals. Five written responses from Metropolitan Police, London Buses, local school and residents were received and the comments are summarised in the Appendix1 of the report.

**Slewins Lane**

Approximately, 80 letters were delivered by hand to the area affected by the proposals. Seven written responses from Metropolitan Police, London Buses and residents were received and the comments are summarised in the Appendix1 of the report. The resident at No.61 Slewins Lane had carried out his own consultation and his consultation results are summarised in Appendix2.

In accordance with the public participation arrangements the Committee was addressed by a resident who expressed his views against the scheme.

He explained that he felt the council's consultation was defective, that he had put a letter around his neighbours and had 11 responses which were passed to the traffic team and he was of the view that the current proposals do not meet local concerns for safety.

In response to the comment raised by the resident, the Principal Engineer responded that the service did not have access to data other than casualty information and there were no injuries on the section between Northumberland Avenue and Walden Way.

During deliberations the Committee raised the issue of the Vehicle Activated sign (VA):

A Member of the Committee was of the opinion that the VA sign needed to be moved from its current location. Other Members felt the sign should remain in the same place as being most effective.

The Committee **RESOLVED** to:

2. To recommend to the Cabinet Member for Community Empowerment that the following safety improvements be implemented as shown on the relevant drawings.

**Ardleigh Green Road**

- (a) Wider pedestrian refuges along Ardleigh Green Road and pedestrian refuge upgrade along Squirrels Heath Lane at the Ardleigh Green Road / Squirrels Heath Lane junction (Drawing No.QL001/A/1)
- (b) Pedestrian refuge along Ardleigh Green Road outside All Saints Church (Drawing No.QL001/A/2)
- (c) Speed cushions along Ardleigh Green Road approaches and entry speed table along Nelmes Way (Drawing No.QL001/A/3)
- (d) Pedestrian refuge with tactile pavings along Ardleigh Green Road by Wotton Close (Drawing No.QL001/A/4).
- (e) Minor carriageway patching works (Drawing No.QL001/A/5)

**Squirrels Heath Road**

- (f) Pedestrian refuge, speed table, minor carriageway widening, coloured surfacing, centreline hatch and slow road markings (Drawing No.QL001/SQ/1)

The Committee voted in favour of the scheme by 8 votes to 1 abstention. Councillor Taylor abstained from the voting.

**Slewins Lane**

2. That, the Committee having considered the representations made for Slewins Lane scheme as set out in Appendix1 and Appendix2 to this report decides either;
  - (a) To recommend to the Cabinet Member for Community Empowerment that pedestrian refuge, entry speed tables, centreline hatch and slow markings as shown on Drawing Nos. QL001/S/1 and QL001/S/2 be implemented;

The Committee voted in favour of the scheme by 8 votes to 1 abstention. Councillor Taylor abstained from the voting.

3. That, the Committee having considered the representations made in response to the public consultation process, recommends to the

Cabinet Member for Community Empowerment that the following amended proposals be implemented.

(a) vehicle activated sign along Squirrels Heath Road moved to a new location as shown on Drawing No. QL001/SQ/1. However having considered the proposal the Committee voted unanimously recommending that the VA sign be kept at its current location.

(b) Pedestrian refuge along Walden Way moved towards Slewins Lane as shown on Drawing No. QL001/S/2.

The Committee voted unanimously to implement the pedestrian refuge scheme.

4. That, it be noted that the estimated costs of £70,000 and £45,000 with and without Slewins Lane scheme respectively, would be met from the Transport for London's (TfL) 2012/13 financial year allocation to Havering for Accident Reduction Programme.

## 21 **BURNWAY JUNCTION WITH NORTH STREET - PROPOSED WAITING RESTRICTIONS**

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

1. To recommend to the Cabinet Member for Community Empowerment that the proposed 'At any time' waiting at the junction of Burnway and North Street, be implemented in accordance with Plan BW/01/01.

## 22 **HORNCHURCH STATION AREA PARKING REVIEW**

The report before the Committee outlined the responses received to the advertised proposals for amendments to the existing parking provision and the introduction of new waiting restrictions and parking provisions in the area around Hornchurch Station, which were agreed in principle the Committee, and recommended for further course of action.

The report detailed that the scheme elements are designed to incorporate 'At any time' waiting restrictions at junctions, apexes of bends and key sections of roads in the area to keep sight lines clear for motorists and to ensure traffic flow.

The scheme also incorporated the extension of the bus stop in Station Lane, to ensure that the buses could access the stop easily and making the buses accessible to disabled passengers. A bus stop clearway was also proposed for the existing bus stop in the Bevan Way layby opposite Central Drive.

In respect of the parking provision for the businesses on Station Lane and Suttons Lane, new Pay & Display parking provisions were proposed in Kenilworth Gardens and Cumberland Avenue to offset the reduction in

parking space due to the proposed extension of the existing Bus stop Clearway in Station Lane, it is proposed to change the use of all the Free and Disc parking bay along Station Lane and Suttons Lane and in the side roads (as outlined in this report) to Pay and Display parking bays. This was in line with the Council's general direction of travel in respect of paid for on-street parking provision. Pay and Display provides customers with a cheap and accessible parking option and it also encourages the turn over or parking spaces as the cost of long stay parking was designed to limit it. Pay and Display improves accessibility and promotes the use of local shops and businesses.

It was proposed to introduce a residents parking scheme in Cumberland Avenue, Cumberland Close and Matlock Gardens, to prevent long term non-residential parking taking place in the existing Free parking bays throughout these roads.

In respect of the proposals for Hacton Drive, it was proposed to introduce further 'At any time' waiting restrictions and free parking bays to ensure access to the first half of the road, where there are reported problems with obstructive parking, caused by residents, commuters and parents of the schools and nursery schools.

All of these proposals had been designed in conjunction with Ward Councillors and were subsequently advertised.

With its agreement Councillor Ray Morgon addressed the Committee. Councillor Morgon raised residents parking scheme concern and that the advert in the Romford Recorder omitted key information.

During the debate Members raised concerns over some elements of the scheme and agreed to defer them for further information. The Committee agreed to also defer schemes relating to SSSC Road in order for the appropriate consultation take place.

The Committee agreed to vote on each element of the proposed schemes pursuant to Recommendations 1-21 as follows

The Committee RESOVLED:

Recommendation 1:

To recommend to the Cabinet Member for Community Empowerment that:

1. The proposals as shown on plan QJ055-0F-01 Alma Avenue junctions with Central Drive and Dawes Avenue be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 2:

2. The proposals as shown on plan QJ055-0F-02 Winifred Avenue/ Crystal Avenue be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 against Councillor Durant voted against the proposal.

Recommendation 3:

3. That only the proposals as shown on plan QJ055-0F-03 at the junction of Alma Avenue and Ascot Gardens be implemented with a 10 metres restriction at the junction and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 7 votes to 1 against and 1 abstention. Councillor Breading voted against the proposal whilst Councillor Durant abstained from the vote.

Recommendation 4:

4. The proposals as shown on plan QJ055-0F-04 Ascot Gardens and Goodwood Avenue and Hurst Park Avenue, Newmarket Way and Ascot Gardens, be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 5:

5. The proposals as shown on plan QJ055-0F-05 Fortwell Park Gardens junction with Newmarket Way, be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 6:

6. The proposals as shown on plan QJ055-0F-06 Plumpton Avenue junctions with Newmarket Way, be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.



Recommendation 7:

7. The proposals as shown on plan QJ055-0F-07 Kempton Avenue junctions with Newmarket Way be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 7 votes to 1 against and 1 abstention. Councillor Breading voted against the proposal whilst Councillor Durant abstained from the vote.

Recommendation 8

8. The proposals as shown on plan QJ055-0F-08 Bus Stop Clearway in Bevan Way, be implemented as advertised and the effects of implementation be monitored.

The Committee voted unanimously in favour of the scheme

Recommendation 9

9. That only those proposed restrictions to a maximum of 10 metres at the junction of Central Drive with Kempton Avenue as shown on plan QJ055-0F-09 , be implemented and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 abstention. Councillor Durant abstained from the vote.

Recommendation 10

10. That only those proposed restrictions at the junction of Alma Avenue with Kempton Avenue as shown on plan QJ055-0F-010, be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 abstention. Councillor Durant abstained from the vote.

Recommendation 11

11. The proposals as shown on plan QJ055-0F-11 Alma Avenue junction with Plumpton Avenue, be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 12

12. That only those proposed restrictions at the junction of Alma Avenue Goodwood Avenue to a maximum of 10 metres as shown on plan QJ055-0F-12, be implemented by and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 abstention. Councillor Durant abstained from the vote.

#### Recommendation 13

13. The proposals as shown on plan QJ055-0F-13 Alma Avenue apex of bend fronting No.133, be implemented as advertised and the effects of implementation be monitored.

The Committee voted unanimously to reject the scheme.

#### Recommendation 14

14. The proposals as shown on plan QJ055-0F-14 Alma Avenue junction with Standen Avenue, be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

#### Recommendation 15

15. The proposals as shown on plan QJ055-0F-15 Standen Avenue junction with Crystal Avenue, be implemented as advertised and the effects of implementation be monitored.

The Committee voted unanimously to implement the scheme

#### Recommendation 16

16. The proposals as shown on plan QJ055-0F-16 Standen Avenue junction with Hutchins Close, be implemented as advertised and the effects of implementation be monitored.

The Committee voted in favour of the scheme by 8 votes to 1 against. Councillor Durant voted against the proposal.

#### Recommendation 17

17. The proposals as shown on plans QJ055-0F-17 and QJ055-0F-18 Suttens Lane, be implemented as advertised and the effects of implementation be monitored.

The Committee voted to defer for further clarification of the proposals by 7 votes to 2 against. Councillors Dodin and Durant voted against the proposal.

Recommendation 18

18. The proposals as shown on plans QJ055-0F-19 and QJ055-0F-20 Station Lane/ Kenilworth Gardens, be implemented as advertised and the effects of implementation be monitored.

The Committee voted to defer for further clarification of the proposals by 7 votes to 2 against. Councillors Dodin and Durant voted against the proposal.

Recommendation 19

19. The proposals as shown on plans QJ055-0F-20 and QJ055-0F-21 Suttons Gardens, be implemented as advertised and the effects of implementation be monitored.

The Committee voted to defer for further clarification of the proposals by 8 votes to 1 against. Councillor Durant voted against the proposal.

Recommendation 20

20. The proposals as shown on plans QJ055-0F-20, QJ055-0F-22, QJ055-0F-23, QJ055-0F-24 Cumberland Avenue, Cumberland Close and Matlock Gardens, be implemented as advertised and the effects of implementation be monitored.

The Committee unanimously voted to defer for further consideration of the proposals

Recommendation 21

21. That for the proposals as shown on plans QJ055-0F-25, QJ055-0F-26, QJ055-0F-27 Hacton Drive be:
- a. implemented as advertised and the effects of implementation be monitored; or
  - b. rejected

The Committee voted to defer for further clarification of the plans by 7 votes to 1 against with 1 abstention. Councillors Durant voted against the proposal whilst Councillor Dodin abstained from the vote.

23 **NORMAN ROAD JUNCTION WITH HYLAND WAY - PROPOSED WAITING RESTRICTIONS**

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

1. To recommend to the Cabinet Member for Community Empowerment that the proposed 'At any time' waiting at the junction of Norman Road and Hyland Way be implemented as advertised in accordance with plan HYW/01/01.

24 **CONISTON AVENUE/CRANSTON PARK AVENUE - PROPOSED WAITING RESTRICTIONS**

The Committee considered a report that outlined the responses received to the advertised proposals for waiting restrictions at the Coniston Avenue junction with Cranston Park Drive and recommends a further course of action.

The Committee at its meeting on 16 November 2010, approved proposals to consult on the introduction of 'At any time' waiting restrictions at the junction of Coniston Avenue and Cranston Park Drive.

The proposals to introduce 'At any time' waiting restrictions for 10 metres on all arms of the Coniston Avenue junction with Cranston Park Drive were designed and publicly advertised. Residents in the area were advised of the proposals as detailed on plan CPA/01/01.

The report stated that no responses were received to the formal consultation of the proposals and recommends a course of action.

The Committee **RESOLVED** to:

To recommend to the Cabinet Member for Community Empowerment that the proposed 'At any time' waiting at the junction of Coniston Avenue and Cranston Park Drive be implemented as advertised in accordance with drawing CPA/01/01.

The voting was 8 in favour and 1 abstention. Councillor Taylor abstained from voting.

25 **PARSONAGE ROAD, PROPOSED WAITING RESTRICTION**

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

To recommend to the Cabinet Member for Community Empowerment that the proposed 'At any time' waiting restrictions for Parsonage Road be implemented as advertised in accordance with drawing T&ET7-OF-101.

**26 BRYANT AVENUE, PROPOSED WAITING RESTRICTION**

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

To recommend to the Cabinet Member for Community Empowerment that:

- The proposed 'At any time' waiting for Bryant Avenue be implemented as advertised in accordance with drawing titled "Bryant Avenue" attached to the report.

**27 BURLEIGH CLOSE / ESSEX ROAD, PROPOSED WAITING RESTRICTIONS**

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

To recommend to the Cabinet Member for Community Empowerment that the proposed 'At any time' waiting restrictions at the junction of Burleigh Close and Essex Road be implemented in accordance with the drawing titled "Burleigh Close/Essex Road" attached to the report.

The voting was 8 in favour and 1 abstention. Councillor Taylor abstained from voting.

**28 HIGHWAYS SCHEMES APPLICATION**

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:

<b>SECTION A - Highway scheme proposals with funding in place</b>			
<b>Item Ref</b>	<b>Scheme</b>	<b>Description</b>	<b>Decision</b>
H1	Queen's Theatre Access Roads	Provision of parking bays, blue badge (accessible) bays, a loading bay, short term stopping bays and one-way road (adjacent to main entrance) at Queen's Theatre, Hornchurch.	DEFERRED 7-0-2
H2	77 - 79 Butts Green Road (Tesco Store Site)	Local review of bus stop, parking and loading facilities in accordance with the planning obligation relating to P1495.11	AGREED
H3	Branfil area (Bridge Avenue, Cedar Road)	Parking review and design of local traffic speed reduction measures in connection with Condition 10 of planning consent P0467.12	AGREED 8-1-0

<b>SECTION B - Highway scheme proposals without funding available</b>			
H4	Burnway, Hornchurch	Traffic Calming or a road closure (at Patricia Drive) to reduce through traffic in estate	REJECTED 6-1-2
H5	Kingshill Avenue, Collier Row	Speed table or hump to slow down traffic following recent incidents and to prevent accident or fatality	REJECTED 7-0-2
H6	Brentwood Road/ Lawrence Road	Widening opening to junction to assist cyclists turning left.	REJECTED 8-0-1
H7	Rainham Road (Cherry Tree Lane/ South End Road junction)	Reconfigure south-east approach to junction from one left turn lane and two straight on lanes to one left lane and one straight on lanes because of merging issues after junction, complicated by right turns into Tesco site.	REJECTED
H8	Mildmay Road, Romford	Request for traffic calming.	REJECTED

H9	Argyle Gardens, Upminster	Additional traffic calming as resident does not consider existing speed humps as adequate to prevent speeding and road being used as a racetrack, especially at night. Possibly introduce a 20mph speed limit/ zone	REJECTED 8-1-0
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**29 TRAFFIC AND PARKING SCHEMES REQUEST 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:

**London Borough of Havering**

**Traffic & Parking Control - Streetcare**

**Minor Traffic & Parking Schemes Applications Schedule**

Item Ref	Location	Description	Decision
<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>			
TPC263	Off-Street Car Parks - Romford Town Centre	Introduction of 'The Overnighter', a new season ticket for a period of 6 months	AGREED 8-0-1

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TPC265	Windermere Avenue and St Andrews Avenue	Request to extend single yellow line in Windermere Avenue at its junction with St Andrews Avenue approx 4 metres up to footway bay markings. Vehicles double park in road making vehicle access to Windermere Avenue difficult especially for larger vehicles	REJECTED
TPC266	Savoy Grove and Osborne Road	Request for 'At any time' restrictions at the junction of Osborne Road and Savoy Grove. Vehicles park in Osborne Road close to entrance obscuring sight lines for drivers exiting Savoy Grove	REJECTED
TPC267	Squirrels Heath Lane, near David Lloyd Sport Centre, Gidea Park	Request for 'At any time' restrictions at the junction of Squirrels Heath Lane and the entrance to the David Lloyd Centre. Vehicles parked in this area obscure sight-lines for drivers trying to exit David Lloyd Sport Centre and cause traffic build up when drivers are turning right crossing the carriageway	REJECTED
TPC268	Roneo Corner, Romford	Parking and bus stop accessibility scheme outside the row of shops at Roneo Corner. Includes relocation of the shelter, flag and a new P&D machine	REJECTED 8-1-0
TPC269	Oaks Avenue, Collier Row	Request to extend the 'At any time' restriction in Oaks Avenue (from the junction of Collier Row Lane) by a further 8 to 10ft to prevent vehicles parking too close to entrance to the Old Station House Day Nursery (problems most prevalent around 9am and 3pm when parents are dropping pupils off at Parklands School)	REJECTED



**SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues**

TPC70	Mashiters Romford Walk,	Request for single yellow line restriction between 10am and 11am following increase in commuter parking as a result of the restrictions recently implemented in the Lake Rise/Rosemary Avenue Area	NOTED
TPC130	Cheshire Close, Emerson Park	Request for footway parking bays	NOTED
TPC181	Mawney Romford Road,	Request to remove restrictions in Mawney Road in the area north of the A12	NOTED
TPC195	Firham Estate, Wood Park Harold	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

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TPC204	Elm Park Avenue/Broadway Elm Park	Request to review options of "loading ban" outside Tesco to ease traffic flow.  Officers recommend that the item be removed from the list as this has been identified as an area for creating lay-bys for loading and buses, which in turn will improve traffic flow at this location via LiP. Works are programmed to be undertaken this year for a similar scheme on the Broadway	AGREED 8-0-1
TPC206	Brentwood Road, Romford	Request for review of parking provision in Brentwood Road (near Drill roundabout) and surrounding area following opening of Tesco Express	NOTED
TPC213	Wolseley Road Area, Romford	Request for residents parking scheme to alleviate the problem of parking overspill from Queens Hospital	NOTED
TPC232	Philip Avenue, junction with Rush Green Road	Request for double yellow lines at junction of Philip Avenue and Rush Green Road and the introduction of footway parking along the flank walls of Philip Avenue	NOTED

TPC233	Leonard Avenue junction with Rush Green Road	Request for double yellow lines at junction of Leonard Avenue and Rush Green Road and the introduction of footway parking along the flank walls of Leonard Avenue	NOTED
TPC252	Balgores Crescent, Park Gidea	Request to look at further parking facilities in Balgores Crescent for the shops and businesses in Main Road	NOTED
TPC255	Petersfield Avenue, Harold Hill	Request for restrictions in Petersfield Avenue at the junctions of Hucknal Close and Redruth Road. Buses (496) having to divert as vehicles parked 'legally' too close to islands making it difficult for them to proceed on their route	NOTED

30 **SUSPENSION OF COMMITTEE PROCEDURE RULES**

During the discussion of remaining items on the agenda the Committee **RESOLVED** to suspend Council Procedure Rule 9 to allow the conclusion of consideration of the remaining items on the agenda.

The vote for the proposal was agreed by a unanimous voice vote.

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**Chairman**