

**MINUTES OF A MEETING OF THE  
HIGHWAYS ADVISORY COMMITTEE  
Town Hall, Main Road, Romford  
10 December 2013 (7.30 - 10.40 pm)**

**Present:**

**COUNCILLORS**

**Conservative Group** Melvin Wallace (Chairman), Frederick Thompson (Vice-Chair), Steven Kelly, Barry Oddy, Damian White and Billy Taylor

**Residents' Group** John Mylod and Ron Ower

**Labour Group**

**Independent Residents Group** David Durant

**UKIP** Lawrence Webb

Apologies were received for the absence of Councillor Jeff Brace.  
+Councillor Billy Taylor substituted for Councillor Jeffrey Brace. Councillor Denis Breeding was absent.

Councillor Damian White was absent during and did not vote on the following Agenda Items: Item 6 – Bus Stop Accessibility Corbets Tey Road and Ockendon Road and agenda Item 7 – Bus Stop Accessibility Ardleigh Green Road, Butts Green Road, Billet Land and North Street.

Councillor Linda Hawthorn and Michael Armstrong were also present for part of the meeting.

There were 28 members of the public present at the meeting.

The Committee was informed of the death of Alexandra Watson, Business Unit Manager for the Traffic and Parking Control Team. Alexandra's death followed a brief illness. Alexandra regularly attended meetings of the Highways Advisory Committee in support of her staff and Committee Members.

Unless otherwise indicated all decisions were agreed with no vote against.

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

43 **MINUTES**

The minutes of the meetings of the Committee held on 12 November 2013 were approved as a correct record and signed by the Chairman.

44 **CHANGES TO MEMBERSHIP OF THE COMMITTEE**

The Chairman announced a revision to the membership of the Committee: Councillor Jeffery Brace to replace Councillor Billy Taylor. Members noted the revised Committee membership.

45 **BUS STOP ACCESSIBILITY CORBETS TEY ROAD & OCKENDON ROAD - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that detailed responses to a consultation for the provision of fully accessible bus stops along Corbets Tey Road and Ockendon Road.

The report explained to the Committee that people with mobility problems, the elderly and people travelling with young children found it difficult to board or alight from buses, unless the vehicle is able to pull in close to the kerb (within 200mm).

The improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities would help make bus stops fully accessible to all people.

The report also informed the Committee that the introduction of bus stop clearways improved the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. That it had become even more important with the provision of buses that are fully wheelchair accessible, because the benefits of low-floor and "kneeling" buses are considerably reduced (if not removed) if the bus cannot be positioned next to the kerb.

That funding for Bus Stop Accessibility works would be met from the Transport for London Local Implementation Plan (LIP).

The report detailed proposals for accessibility improvements developed for various existing bus stops along Corbets Tey Road and Ockendon Road.

At the close of consultation, 9 responses were received which were summarised in Appendix 1 of the report.

Three respondents raised objections to various aspects of the scheme. With regard to the proposals outside 1-6 Ockendon Road (QM016-OF401A), the Metropolitan Police questioned the length of proposed clearway as it extended to the front of the general parking bay. The second was in relation to the southbound stop outside 249-251 Corbets Tey Road (Drawing QM016-OF-54A) whereby an objection was made in relocating the bus stop and shelter outside a listed building (No.251).

The third was in relation to the northbound stop outside 130-134 Corbets Tey Road (Drawing QM016-OF-51&52A) where the resident of No.132 raised concern that the scheme would prevent the widening of the existing vehicle crossing in to his premises.

In accordance with the public participation arrangements the Committee was addressed by the resident at 251 Corbets Tey Road who spoke against the relocation of the bus stop to the front of his property in line with his objection as set out in the report.

During the general debate members noted the concerns of the speaker in relation to the bus stop relocation to outside 249/251 Corbets Tey Road. Members had particular concerns over children crowding in the vicinity of the bus stop.

A Member raised concerns over the number of long clearways being installed in the borough and sought clarification on whether there were any statutory obligations to continue to install clearways. Officers clarified the duty under the Equalities Act to make bus stops accessible to all.

Another Member raised concerns about the pair of stops at the Ockendon Road shops being opposite each other presenting a potential safety hazard and a cause for traffic congestion.

Officers offered to review this element of the proposal in order to take the committee's concerns into account and look at the possibility of separating the bus stops.

Officers suggested that the stop outside 249/251 Corbets Tey Road be implemented as detailed on drawing QM016-OF-54B, to improve accessibility, but retain the bus shelter in its current location.

Councillor Ower moved a motion to recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements as recommended by officers in the report be accepted with the exception of:

- (a) the proposed relocation of the bus shelter outside 249/251 Corbets Tey Road which would remain in its current location but with the installation of the footway improvements detailed on drawing QM016-OF-54B;

- (b) the proposed relocation of the bus shelter on Ockendon Road as detailed on drawing QM016-OF-401A would be deferred for officers to provide further design options for the separation of the parallel bus stops, as originally designed.

The motion was seconded by Councillor Taylor.

The Committee **RESOVLED**:

1. To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements outlined in the report and shown on the following drawings be implemented;
  - QM016-OF-51&52B
  - QM016-OF-54B (with the bus shelter and flag remaining in its current location)
  - QM016-OF-55A
  - QM016-OF-56A
  - QM016-OF-402A
2. That it be noted that the estimated cost of £25,000 for implementation would be met by Transport for London through the 2013/14 Local Implementation Plan allocations for Bus Stop Accessibility.

46 **BUS STOP ACCESSIBILITY ARDLEIGH GREEN ROAD, BUTTS GREEN ROAD, BILLET LANE & NORTH STREET - OUTCOME OF PUBLIC CONSULTATION**

The report before the committee detailed responses to a consultation for the provision of fully accessible bus stops along Ardleigh Green Road, Butts Green Road, Billet Lane and North Street.

The report detailed that people with mobility problems, the elderly and people travelling with young children found it difficult to board or alight from buses, unless the vehicle was able to pull in close to the kerb (within 200mm). The difficulty of gaining kerbside access was often caused by indiscriminately parked vehicles, or lack of high kerb space adjacent to stops.

That the improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities could help with making bus stops fully accessible to all people. It was also suggested that in some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this would only be appropriate where carriageways were very wide.

The introduction of bus stop clearways improved the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb.

The funding for Bus Stop Accessibility works mainly come from the Transport for London Local Implementation Plan (LIP).

Proposals for accessibility improvements had been developed for various existing bus stops along Ardleigh Green Road, Butts Green Road, Billet Lane and North Street were set out in the report.

At the close of consultation, 10 responses were received which were summarised in Appendix 1 of the report.

With regard to the proposed bus stop clearway at 75 to 83 Ardleigh Green Road, the northbound stop shown on Drawing QM016-OF-205A, a proposal to relocate the bus stop to another location was under consultation. A separate report would be presented early in 2014.

The two options for the relocation of the bus stop at 87 to 89 North Street (Drawing QM016-OF-212A) and outside Menthone Place, North Street (Drawing QM016-OF-212-2A), had both support and opposition for the scheme.

The report stated that the Police preferred for the stop to be moved because of reduced conflict with vehicles accessing the business premises at No.87. This relocation was also supported by the resident at No.89 who was affected by the current location.

The report also outlined that the managing agent of Menthone Place raised opposition to the scheme in terms of its impact on the residents of Menthone Place, plus a resident immediately opposite the alternative location objected and suggested an alternative location in a completely different location.

During general debate, Members of the Committee discussed and sought clarification of the following matters:

- Whether the footway in North Street was sufficiently wide for the installation of a bus shelter Officers clarified that the footway was wide enough to accommodate a shelter and not impede pedestrian traffic.
- The extent of Transport for London's (TfL) powers to install in bus stop flags and shelters. Officers clarified that section 183 of the GLA Act conferred a power to install bus stops.

Members agreed to vote on each set of bus stop improvements as shown on the respective drawings separately.

The Committee **RESOLVED:**

To recommend to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in the report and shown on the following drawings be implemented;

- QM016-OF-201A – (9 votes in favour and 0 against)
- QM016-OF-203A – (9 votes in favour and 0 against )
- QM016-OF-204A – (9 votes in favour and 0 against)
- QM016-OF-205A (southbound only) – (9 votes in favour and 0 against)
- QM016-OF-206A – (9 votes in favour and 0 against)
- QM016-OF-207A – (9 votes in favour and 0 against)
- QM016-OF-208A – (9 votes in favour and 0 against)
- QM016-OF-209A – (9 votes in favour and 0 against)
- QM016-OF-210A – (9 votes in favour and 0 against)
- QM016-OF-211A – (9 votes in favour and 0 against)
- QM016-OF-212A (current location) - (8 votes in favour with 1 abstention)
- QM016-OF-213A – (with request to TFL for installation of countdown display for northbound stop) (9 votes in favour and 0 against)

The Committee noted that an alternative to the proposals shown on Drawing QM016-OF-205A (northbound stop only) is being consulted on and would be the subject of an additional committee report in early 2014.

The Committee noted that the estimated cost of £35,000 for implementation would be met by Transport for London through the 2013/14 Local Implementation Plan allocations for Bus Stop Accessibility.

47 **PROVISION OF PEDESTRIAN CROSSING FACILITY FOR GIDEA PARK PRIMARY SCHOOL, GIDEA PARK (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 are approved for implementation as detailed in the report and shown on drawing QM022/OB/01.B.

2. That it be noted the estimated cost of carrying out the works was £12,700 (plus a further possible cost payable to BT of up to £14,408 to relocate a telegraph pole). This would be met from the 2013/14 Transport for London Local Implementation Plan allocation for School Travel Plans Implementation.

The vote for the proposal was 8 in favour, 1 against and 1 abstention. Councillor Taylor voted against the scheme and Councillor Durant abstained from the vote.

48 **PROVISION OF PEDESTRIAN CROSSING FACILITY FOR OAKFIELDS MONTESSORI SCHOOL, UPMINSTER - OUTCOME OF PUBLIC CONSULTATION**

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

The report informed Members that the school was the only school in the borough not served by a footway up to its pedestrian entrance.

Harwood Hall Lane starts at its junction with Corbets Tey Road and runs south west for 630m to Aveley Road. It was subject to a 30mph speed limit and a 7.5 tonne weight restriction along its entire length. The road was also rural in nature. The only substantial footway runs on the north side from the junction with Corbets Tey Road up to the Corbets Tey School for children with complex learning needs, which lies opposite the Montessori School.

The vehicular entrance to the school was 100 metres south west of the entrance to Corbets Tey School. The report explained that for a number of years the school had a strong desire from parents for a dedicated pedestrian access to the school, something which the school had placed in its travel plan and had been campaigning for.

In order to provide a safe pedestrian crossing facility into the school there was a need for the crossing to be segregated from the vehicle entrance. Visibility requirements, Conservation Area restrictions and Tree Preservation Orders prevented a footway been constructed within the school boundary. Hence this proposal maintained the build out from the original plan modified to accommodate the large school buses exiting Corbets Tey School. The build out would provide pedestrians a large enough area to enter and leave the school and wait to cross the road.

The report also stated that the pedestrian facility would be used by both schools when they had a critical incident evacuation, a drill for which they have once a year when one school evacuated to the other.

The build out would act as a traffic calming feature with vehicles leaving Upminster having to give way to oncoming traffic. The existing pinch point would be removed and replaced with a round top hump. An additional lamp column would be provided in advance of this hump. This hump will be mirrored with another hump near the eastern boundary of Corbets Tey School. The humps would maintain calmed traffic outside both schools.

The report further detailed that the 30mph terminal signs located at the mini roundabout would be moved further into Harwood Hall Lane to ensure they were more visible to drivers and that '30' roundels could be provided in addition to the 30mph repeater signs.

Corbets Tey School were concerned about the impact the build out would have on the large Havering coaches exiting their school. The shape of the build out had been revised following the last consultation. Staff were satisfied that there was satisfactory room for the manoeuvre.

Fifteen responses to the consultation were appended to the report.

The ward councillors and parents of Oakfields Montessori School were in favour of the revised scheme. Ward councillors, were in favour of the pedestrian safety improvements stating that the single build out would be less confusing to drivers. They were aware that this was the only option that would provide a safe pedestrian access to the school whilst also calming traffic.

The Police also supported the proposals.

In accordance with the public participation arrangements the Committee was addressed by the schools Business Manager who spoke in support of the scheme. He explained that there was an on-going campaign for traffic calming on Harwood Hall Lane and pedestrian access to the school.

He stated that, lots of parents wanted to be able to walk their children to school, but current conditions were dangerous and prevented them doing so. He detailed that the school had achieved a bronze "Star" award from Transport for London for school travel planning, but without the pedestrian access, they would not be able to achieve more.

A resident speaking against the scheme stated that roads are for traffic and obstacles should only be used in extreme circumstances. He considered that the scheme would cause gridlock for traffic. He stated that the traffic calming would be in place throughout the day, not just during school times, disproportionately affecting road users.



During general debate, Members acknowledged the need to ensure pedestrian safety in Harwood Hall Lane but questioned whether this scheme would improve safety.

Members were mindful of traffic speed along Harwood Hall Lane and raised concerns over children congregating on the proposed build out. A member commented that the build out was a recipe for disaster if it was hit by a fast moving vehicle.

A member suggested that the assembly point could be contained within the school grounds, a build 'in' rather than build 'out'. Officers clarified that this would undermine safety as it would lead to a lack of visibility between drivers and pedestrians.

Another Member stated that the ward councillors were happy with the revised scheme and it would also assist other highway users in the area such as the stables and care home.

A Member suggested a site meeting to look at the issues first hand.

A Member suggested that traffic signals could be installed. In reply officers explained that a pelican crossing under the local conditions would require a budget of around £80,000.00. Officers advised that the funding for this scheme was time-limited until March 2014; that a crossing would not deal with the lack of visibility on the Oakfields School side; and where a crossing was only in use for brief periods during the day, regular drivers would get used to not having to stop for pedestrians.

A motion to recommend rejection of the scheme was proposed by Councillor Kelly and seconded by Councillor Oddy. The motion was carried by 6 votes for to 3 against with 1 abstention.

49 **ROMFORD ACCIDENT REDUCTION PROGRAMME - BRENTWOOD ROAD / HEATH PARK ROAD / SALISBURY ROAD - PROPOSED SAFETY IMPROVEMENTS (THE OUTCOME OF PUBLIC CONSULTATION)**

The report before the Committee detailed responses to a consultation for the Brentwood Road/Heath Park Road/Salisbury Road. The Romford Accident Reduction Programme was one of the schemes approved by Transport for London for funding.

A feasibility study had been carried out to identify accident remedial measures in the area. The feasibility study looked at ways of reducing accidents and recommended the following safety improvements to reduce vehicle speed and minimise accidents.

- Brentwood Road between The Drill Roundabout and Clive Road  
(Drawing Nos:QM001/L, QM001/1, QM001/2R, QM001/3, QM001/4 and QM001/5)
  - 20mph speed limit.
  - Coloured surfacing with 20/30 roundels road markings and road signs.
  - Speed table.
  - School Keep Clear road markings Monday-Friday, 8.00am-5.00pm.
  - Humped pelican crossing.
  - Speed table
  - 20mph roundels.
  
- Heath Park Road between The Drill Roundabout and Margaret Road (Drawing Nos:QM001/L, QM001/7 and QM001/8)
  - 20mph speed limit.
  - Speed table.
  - Humped zebra crossing with illuminated zebra posts.
  - 'Gateway measures with 20/30mph roundels, coloured surfacing and road signs.
  
- Salisbury Road (Drawing Nos:QM001/L and QM001/6)
  - 20mph speed limit.
  - Speed control humps
  - 20mph roundels road markings.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke against the relocation of the southbound bus stop to a location outside his property in line with his objection set out in the report.

During general debate, Members discussed whether the scheme would actually improve safety. A member commented that the roads in the area were already congested and that the scheme was not needed. Another member stated that the scheme would not deal with the issues and should be rejected with the funding allocated to other schemes. A number of members questioned the estimated cost of the scheme.

Officers confirmed that funding for the scheme would end in March 2014.

A motion to recommend rejection of the scheme was proposed by Councillor Taylor and seconded by Councillor Kelly. The motion was carried by 9 votes for to 1 against.

Councillor Thompson voted in favour of the scheme.

50 **NORTH STREET AND HAVERING ROAD AT THE JUNCTION WITH  
A12 EASTERN AVENUE - PROPOSED JUNCTION WIDENING AND  
IMPROVEMENTS (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 improvement works to the junction of A12 Eastern Avenue, North Street and Havering Road be approved for implementation as detailed in the report and shown on the following drawing:

- QL051/PC/01

2. That it be noted that the estimated cost of £250,000 would be met by agreed funding from the 2013/14 Transport for London (TFL) - Local Implementation Plan (LIP).

51 **GEOFFREY AVENUE - PROPOSED 7.5 TONNE WEIGHT LIMIT  
(OUTCOME OF PUBLIC CONSULTATION)**

The proposal before the Committee detailed the results of a public consultation for the provision of a 7.5 tonne weight limit in Geoffrey Avenue as part of measures to prevent the road being used by commercial vehicles often servicing the Church Road industrial estates.

The report informed Members that it had been observed that on occasion commercial through-traffic uses the street in both directions. Concerns about larger commercial vehicles using the street had been raised by residents and was highlighted to the Council in the form of 69 signature petition which was considered by the Highways Advisory Committee at its meeting of 11 December 2012.

A 7 day traffic survey (24 hours a day) was undertaken from Monday 8 July 2013 which recorded that out of 881 vehicles, 123 were heavy goods (over 3.5 tonnes) travelling southbound compared to 49 out of 684 travelling northbound for the period.

The results showed that approximately 99% of the HGV's entering Geoffrey Avenue from the A12 were classified as rigid 2 axle heavy good vehicles and therefore it was difficult to ascertain if these vehicles were above 7.5 tonne gross vehicle weight (GVW) as HGVs are classed as being vehicles over 3.5 tonnes.

Further analysis of the survey indicated that there was 30% more traffic (all vehicles) in general travelling southbound at average speeds 21.6 mph compared with 18.5 mph for northbound traffic.

A proposal to introduce a 7.5 tonne weight limit (with exemption for vehicles serving the street, such as refuse vehicles) was advertised with site notices placed and 68 letters delivered by hand to residents of the street with comments to be received in writing by 8 November 2013. At the close of consultation, 5 responses had been received with 3 from residents, 1 from the police and 1 from a Member of the committee.

The police objected to the proposals as it dealt with one road in isolation which would transfer the problem to parallel streets. The police suggested that the HGV route should be positively signed from the A12.

A resident gave full support to the proposals. One resident stated that the street should be “no entry” from the A12. One resident objected on the basis that the limit would not be enforced and would not deal with non-residential through traffic, especially where the A12 was congested and suggested that traffic be prevented from leaving the A12.

With the agreement of the Committee, the Chairman read a letter of support for the scheme from Councillor Pam Light.

In response to questions from members on the results of the traffic survey officers clarified that the majority of HGVs recorded using Geoffrey Avenue were 2 axle lorries and therefore, it was difficult to establish if these lorries were within the 7.5 tonne limit. Officers clarified that enforcement of the 7.5 tonne limit would lie with the Metropolitan Police as the Council had not taken on powers to enforce moving traffic offences.

During general debate, Members noted that there had been a previous request for signs on the A12.

A Member noted the response rate from residents and questioned whether the scheme would work. Another Member was of the view that the scheme would simply push traffic into adjacent streets and make no difference. Another Member felt this scheme was needed as the parallel roads of Harold Court Road and Church Road were wider in design and could accommodate HGVs if required.

A Member was of the opinion that 90% of the time, there was no congestion on the A12 and that signs on the A12 directed at HGVs would be missed. He agreed with the scheme as the road was not suitable for HGVs.

By a majority of 8 votes in favour with 2 abstentions the Committee **RESOVLED:**

- (a) to recommend to the Cabinet Member for Community Empowerment that the 7.5 weight limit set out in the report be implemented

That it be noted that the estimated cost of £3,000 would be met by funding from the Council's 2013/14 revenue budget for traffic signs and bollards.

## 52 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME

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 made individual decisions on the schedule that detailed the applications.

The Committee's decisions were noted as follows against each request:

### **Engineering Services, Highways – StreetCare**

#### **Highway Schemes Applications Schedule 10 December 2013**

<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
<b>SECTION A - Highway scheme proposals with funding in place</b>			
H1	Bretons Park to Ingrebourne Hill - cycling and walking route	Highway elements of works to link Bretons Park to Ingrebourne Hill via Rainham Road, Ford Lane, South End Road and Grove Park Road	AGREED 10-0

<b>SECTION B - Highway scheme proposals without funding available</b>			
H2	Park Lane	28 signature petition requesting (parking and) traffic calming review as the road has become increasingly dangerous and damage caused to residents' cars due to speed of traffic. Residents concerned for young children because of number of cars parked and speed at which they travel.	REJECTED 8-1-1
H3	Pettits Boulevard	Request for one-way street to deal with high speed traffic avoiding A12/Pettits Lane North Junction.	REJECTED 7-3
H4	Sunnings Lane	Closure of street at its southern end to stop use by speeding and inappropriate traffic.	REJECTED 8-2
H5	Ardeligh Green Road, near junction with Squirrels Heath Lane	Request to widen pedestrian refuge to north of junction.	REJECTED 9-1 abstention
H6	Park End Road	Change speed cushions to speed table as current layout is not effective and creates vibration for residents.	REJECTED 9-1 abstention
H7	Gaynes Park Road	Concern about speeding traffic and that the two existing traffic islands in the street are not wide enough and should be widened.	MOVED TO SECTION C for period of 6 months 10-0
H8	Lilliput's Childrens Centre, Wingletye Lane	Request for a 125 metre footway to connect with a bus stop on the eastern side of the street and a pedestrian crossing outside the centre to access western side of Street.	REJECTED 10-0
H9	Ardleigh Green Road, approach to A127 Southend Arterial Road	Widen footway on northern side of street adjacent to Kwik Fit.	REJECTED 8-2 abstention

H10	Suttons Lane, outside George's Hospital	St Remove hump from humped zebra crossing which is causing vibration and disturbance to residents.	REJECTED 10-0
	<b>SECTION C</b>	<b>Highway scheme proposal on hold for future discussion (For Noting)</b>	
H11	Appleton Way	Request for zebra crossing on speed table between car park and High Street alleyway / traffic calming as people are finding it difficult to cross because of speeding drivers.	REJECTED 10-0

### 53 TRAFFIC AND PARKING SCHEMES REQUEST

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 request:

**Highways Advisory Committee, 10  
Traffic and Parking Control, StreetCare**

**Minor Traffic and Parking Schemes Applications Schedule 10 December 2013**

<b>SECTION A - Minor Traffic and Parking Scheme Requests</b>			
<b>Item Ref</b>	<b>Location</b>	<b>Description</b>	<b>Decision</b>
TPC369	Park Lane, Hornchurch	Request for a parking and traffic calming review at this end of Park Lane and to be included in the existing RO3 permit scheme	AGREED 9 – 1 abstention
TPC370	Allandale Road	See email in scheme inbox from Cllr Thompson. Request to change current voucher bays into resident parking.	AGREED 9 – 1 abstention
TPC371	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 6 – 4 To be remitted back to committee within 1 month as part of larger review
TPC372	Kings Grove, off Kings Road, Romford	Request for Double Yellow Lines in the turning head of Kings Grove to allow access/egress of vehicles of the new builds at that end of the road.	AGREED 10 – 0
TPC373	Mead School entrance from number 139- 141 Amersham Road Harold Hill	Request the extension of the yellow zig-zag lines opposite Mead School's entrance from nos 139 to 141 Amersham Road, Harold Hill.	AGREED 10 – 0
TPC374	Roborough Walk, Hornchurch	Request for yellow line restriction in Roborough Walk to enable easy access/egress to the garage of a resident of 2 Roborough Walk	REJECTED 9 – 1 abstention



---

**Chairman**