



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE AGENDA

7.00 pm

**Tuesday
10 March 2015**

**Council Chamber -
Town Hall**

Members 11: Quorum 4

COUNCILLORS:

**Conservative
(5)**

Ray Best (Vice-Chair)
Frederick Thompson
John Crowder
Dilip Patel
Carol Smith

**Residents'
(2)**

Barry Mugglestone
John Mylod

**East Havering
Residents'(2)**

Brian Eagling
Linda Hawthorn

**UKIP
(1)**

Ian de Wulverton
(Chairman)

**Independent
Residents'
(1)**

David Durant

**For information about the meeting please contact:
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Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2007. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include anyone who specifies or alters a design, or who specifies the use of a particular method of work or material. Whilst the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF PECUNIARY INTERESTS

Members are invited to disclose any pecuniary interest in any of the items on the agenda at this point of the meeting.

Members may still disclose any pecuniary interest in an item at any time prior to the consideration of the matter.

4 MINUTES (Pages 1 - 44)

To approve as a correct record the minutes of the meetings of the Committee held on 13 January 2015 and 10 February 2015, and to authorise the Chairman to sign them.

5 RONEO CORNER SHOPPING PARADE - ALTERATIONS TO WAITING RESTRICTIONS IN LAYBY (Pages 45 - 52)

Report attached

6 HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME (Pages 53 - 60)

The Committee is requested to note the report relating to work in progress and applications - Report attached

7 TRAFFIC AND PARKING SCHEMES REQUEST (Pages 61 - 66)

The Committee is requested to consider the report relating to minor traffic and parking schemes - Report attached

8 URGENT BUSINESS

To consider any other item in respect of which the Chairman is of the opinion, by reason of special circumstances which shall be specified in the minutes, that the item should be considered at the meeting as a matter of urgency.

Andrew Beesley
Committee Administration Manager

Public Document Pack Agenda Item 4

**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
13 January 2015 (7.30 - 10.15 pm)**

Present:

COUNCILLORS

Conservative Group	Ray Best (Vice-Chair), Frederick Thompson, John Crowder, Dilip Patel and Carol Smith
Residents' Group	Barry Mugglestone and +Stephanie Nunn
East Havering Residents' Group	+Alex Donald and +Ron Ower
UKIP	Ian de Wulverton (Chairman)
Independent Residents Group	David Durant

Apologies were received for the absence of Councillors Brian Eagling, Linda Hawthorn and John Mylod.

Councillor D Patel arrived late for the meeting.

+Substitute members: Councillor Stephanie Nunn (for John Mylod), Councillor Alex Donald (for Councillor Linda Hawthorn and Councillor Ron Ower (for Brian Eagling).

Also present for part of the meeting were Councillors Viddy Persaud, Philippa Crowder, Joshua Chapman and Michael Deon Burton.

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

35 members of the public were present.

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

There were no declarations of interest.

56 MINUTES

The minutes of the meeting held on 9 December 2014 were agreed as a correct record and signed by the Chairman.

57 **THE RIDGEWAY AND REPTON AVENUE, GIDEA PARK - EXISTING GATED CLOSURES**

The report before Members detailed the outcome to a public consultation in Gidea Park (south of A118 Main Road) relating to the future of road closures in The Ridgeway and Repton Avenue.

The report informed the Committee that the Council had been receiving enquiries from a resident who felt that the closures should be removed to release pressure of traffic from other roads in the area.

The road closure in Repton Avenue and The Ridgeway probably relied on a long lapsed of the Experimental Traffic Management Order (the legal process for closing a road) which operated on temporary basis for 18 months. As a result, the closures in The Ridgeway and Repton Avenue were not supported by permanent Traffic Management Orders of any description.

In light of the situation, the Council needed to decide whether or not the closures should remain and while this process proceeds, a Temporary Traffic Management Order had been imposed which allowed the roads to remain closed on temporary basis while the matter was permanently dealt with.

The Council's Highways Advisory Committee had agreed in principle that the local residents should be consulted on the basis whether or not the closures should be retained permanently (with permanent traffic management orders) or removed permanently and the streets opened up to all traffic. As a result, the local residents of Gidea Park were consulted on the following two options.

Option 1 - the two roads should remain closed to vehicular traffic on a permanent basis

Option 2 - the closures should be removed and the streets are opened up to all traffic.

The report informed the Committee that residents provided some useful background information about the former public meetings and decisions that were made in the past. Three petitions were received, one from Gidea Park Primary School containing 55 signatures mainly by the school parents. The other two petitions were organised by local residents containing 27 and 38 signatures. All the petitioners are in the favour of making the existing closures permanent.

From the 249 responses which represents a response rate of 15.2%. Further analysis indicated 64% of residents responded in supported for the gates to remain permanently whereas 36% of residents supported the gates to be removed permanently.

All comments were summarised in details and appended to the report.

The Metropolitan Police were also in the favour of the gated closures to remain stating that if the gates were removed it would increase traffic using the residential roads in an attempt to avoid using Main Road which would result in increase of traffic accidents.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke in favour of retaining the closures. The Committee was informed on the history of the scheme whereby people avoided the Main Road/ Balgores Lane traffic signals and used the estate as a rat run. He stated that during the trial of the road closures, the traffic through the whole area reduced.

The resident made reference to the Council's development plan, citing specific policies whereby residential streets were for access only and through traffic would be restricted. He also cited Manual for Streets as being adopted as policy which contained similar recommendations for prioritising people over traffic.

With its agreement Councillor Viddy Persaud addressed the Committee.

Councillor Persaud stated that she was in support of keeping the gate closures. She was of the opinion that that traffic flows will have increased since the gates were put in and so to remove them now would lead to far worse problems than may have been encountered before. A member of the public also spoke in support of retention of the barriers.

During a brief debate, a member stated that suggested that the Committee support the recommendations.

The Committee **RESOLVED:**

- To recommend to the Cabinet Member for Environment that the gated road closures set out in Appendix A of the report be retained and the necessary permanent traffic order/s are made.
- The closures are located at the following locations:

The Ridgeway, Romford at its junction with Lodge Avenue, gated closure to be located at a point 7.2 metres east of the eastern kerb-line of Lodge Avenue. The location of the closure was shown on drawing no. QL040-11-101 (The Ridgeway).

Repton Avenue, Romford, at its junction with Main Road, gated closure to be located at a point 9.5 metres south of

the southern kerb-line of Main Road (A118). The location of the closure was shown on drawing no. QL040-11-102 (Repton Avenue); and

- That given the comments made in relation to traffic in areas away from the road closures, that the Head of Streetcare consider potential measures for Carlton Road, corridor of Glenwood Drive, Repton Drive, Repton Gardens, Stanley Avenue and Woodfield Drive subject to the availability funds and inclusion within future programmes.
- That it be noted the cost of carrying out the works which was mainly associated with advertisement of the traffic orders and staff time was £2,000. This would be met from the Council's 2014/15 Revenue Budget for Minor Safety Improvements for Borough Roads.

58 **BUS STOP ACCESSIBILITY - CORONATION DRIVE**

The Committee considered a report that set out the responses to a consultation for the provision of fully accessible bus stops along Coronation Drive.

The report detailed that 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. 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. It was important with the provision of buses in London that were fully wheelchair accessible, because the benefits of low-floor/ kneeling buses were considerably reduced (if not removed) if the bus could not be positioned next to the kerb.

The proposals for accessibility improvements for various bus stops along Coronation Drive were set out in the following table:

Drawing Reference	Location	Description of proposals
QN008-OF-A125&126A	13 to 21 (westbound)	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

QN008-OF-A125&126A	4 to 12 (eastbound)	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A127&128A	67 to 77 (northbound)	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A127&128A	38 to 46 (southbound)	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

By the close of consultation, six responses were received as set out in Appendix I of the report.

London Buses were content with the proposals, but requested the hard standing be extended with the bin relocated for the southbound stop shown on Drawing QN008-OF-A127&128A.

A resident raised concerns about a displacement of parking created by the bus stop clearways, but went on to raise wider issues of parking in the area being obstructive to traffic flow with suggestions of paid for parking being provided for commuters using Elm Park Station.

Three residents objected to the proposals for the southbound stop shown on Drawing QN008-OF-A127&128A stating that there was already a “dropped curve” and yellow line next to the bus stop and the clearway does not need to be as long at the request stop.

In officers view, the report informed the Committee that although 37 metres of clearway was desirable, a reduction of 2 metres would be possible thus making it easier for the resident concerned to reverse onto their premises.

In accordance with the public participation arrangements the Committee was addressed by a local resident. The resident was of the view that if the scheme went forward, then all of the clearways should be 37m. She was concerned about the impact the scheme would have on visitor parking and her ability to reverse off the road onto her premises.

During a brief debate a member suggested that these scheme should take in to account local residents quality of life as a result of reduced parking spaces.

A member felt that we should be making more provision for on-street parking as part of these schemes and in this case, creating hardstanding on the verges would allow for the clearways to be reduced in length.

Officers confirmed that 4-wheel footway parking may be provided in some suitable locations which allow people to park "behind" the clearway, but in this case we could only provide 2-wheel parking which would not necessarily be used. If a car were to be parked on the carriageway, then buses would not get to the kerb.

A member asked why the accessible footway zones were of different lengths and was there enough stagger between opposing stops.

Officers confirmed that the footway zones were governed by the gaps between vehicle crossings. With the stagger, officers were guided by current stop locations and proposed relocation can cause issues for new residents. In this case, officers considered that they were sufficient.

Following the debate it was **RESOLVED:**

- To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Coronation Drive set out in the report and shown drawings QN008-OF-A125&126A and QN008-OF-A127&128A (that the clearway length for the southbound stop is agreed at 27 metres) be implemented
- It be noted that the estimated cost of £15,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility

59 **BUS STOP ACCESSIBILITY - ROSEWOOD AVENUE**

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

- To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Rosewood Avenue set out in the report and shown on the drawings QN008-OF-A121&122A and QN008-OF-A123&124A be implemented
- That it be noted that the estimated cost of £8,000 for implementation (all sites) will be met by Transport for London

through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

60 BUS STOP ACCESSIBILITY - ELM PARK AVENUE

The Committee considered a report that set out the responses to a consultation for the provision of fully accessible bus stops along Elm Park Avenue.

The report detailed that 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. 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. It was important with the provision of buses in London that were fully wheelchair accessible, because the benefits of low-floor/ kneeling buses were considerably reduced (if not removed) if the bus could not be positioned next to the kerb.

The proposals for accessibility improvements for various bus stops along Elm Park Avenue were set out in the following table

Drawing Reference	Location	Description of proposals
QN008-OF-A113-A	Outside 326 – 328	37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Reduced radius entering Carfax Road with associated tactile paving.
QN008-OF-A114/1-A OPTION 1	To be relocated outside 379	Bus stop to be relocated 119m west 37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A114/2-A	Outside 347 - 349	Bus stop to remain in same location 37metre bus stop clearway.

OPTION 2		Associated footway works provided at bus boarding area
QN008-OF-A115-A	Outside Garages	Bus stop flag to be relocated from outside 245-247 to outside the garages, 26.00m east 37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Uncontrolled crossing to be made redundant.
QN008-OF-A116-A	8 Broadway Parade	37metre bus stop clearway.
QN008-OF-A117-A	Between 131 & 133	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A118-A	Outside 120 & 122	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area Highway tree to be removed
QN008-OF-A119-A	Outside 13 - 15	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A120-A	Outside 10 - 12	37 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.

By the close of consultation, 25 responses were received as set out in Appendix I of the report.

The police had no issues and no preference between the two options presented as shown on Drawing QN008-OF-A114/1A; 2A.

With London Buses indicated preference for relocating the stop from outside 349 Elm Park Avenue to 379 Elm Park Avenue (Drawing QN008-OF-A114/1A).

Five residents supported the relocation of the stop from outside 349 Elm Park Avenue to 379 Elm Park Avenue (Drawing QN008-OF-A114/1A).

One resident commented on the proposals for the stop outside 10/12 Elm Park Avenue (Drawing QN008-OF-A119/A120A), requesting that the lamp column holding the bus stop flag be replaced and relocated to the property boundary of 10/12.

The report informed the Committee that Councillors Graham Williamson and Barry Mugglestone and fifteen businesses had objected to the proposals for the bus stop clearway outside Broadway Parade (Drawing QN008-OF-A115/A116A). A 126 signature petition against the proposals was also received via one of the businesses.

In officers view, the proposals to relocate the bus stop from outside 347/349 to 379 (Drawing A114/1-A), was supported by London Buses and five residents supported the proposal.

Officers were of the view that the proposals at 10/12 (Drawing QN008-OF-A119/A120A), the lamp column could be replaced and relocated as requested.

With the proposals for the clearway proposed for the bus stop outside 8 Broadway Parade (Drawing QN008-OF-A115/A116A), the report detailed the following comments from officers:

- That this section of Elm Park Avenue was currently restricted with a “no waiting” (single yellow line restriction) which operates Monday to Saturday, 8.30am to 6.30pm. Loading is permitted, along with blue badge-holders, but the restriction is not available for general parking, even for a short period. Those parked near the bus stop will prevent buses from pulling in tight to the kerb.
- There was a dedicated loading bay on The Broadway, 65 metres from the bus stop in question.

- The stop was 100 metres from the preceding stop and 475 metres to the following stop. The current stop serves the shopping area and may be of benefit of users who cannot walk great distances. The stop could be moved further west, but it would be outside other businesses or residents who may raise similar objections. There are also many vehicle accesses which mean that accessible kerb space is limited.
- Parking bays would not improve bus stop accessibility if buses cannot get tight into the kerb.
- The clearway length was required to enable buses to pull tight into the kerb.
- Businesses were notified of the proposals with hand-delivered letters.
- Buses operate just under 21 hours a day at this stop and it was unlikely the road space was needed in the early hours of the morning.

In accordance with the public participation arrangements the Committee was addressed by a representative of businesses on Elm Park Avenue spoke against the proposed clearway outside Broadway Parade. She raised concern that the stop's proximity to the previous one. It was also suggested that a stop should be provided to the west to close the gap with the following stop.

She considered the clearway as being a feature which would prevent deliveries and evening parking for local restaurants. Dragging trolleys from the loading bay in Broadway was too far and would be noisy for residents above the shops.

During a brief debate a member acknowledged the benefit of bus stops directly serving shops and shoppers. It was suggested that making provisions for a parking layby and keeping the stop in its current position.

A Member was of the view that the previous stop was only 100 metres away and the following nearly 500 metres and in his view a relocation west bound would be better.

A Member commented that any proposal that would benefit shops and businesses was favourable with her.

Following the debate it was **RESOLVED:**

- To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Elm Park Avenue set out in this report and shown on the following drawings (contained within Appendix I) are implemented;

- QN008-OF-A113A
 - QN008-OF-A114A/1A (option 1)
 - QN008-OF-A115/A116A (eastbound)
 - QN008-OF-A117/A118A
 - A119/A120A
- That in relation to the proposal shown on Drawing QN008-OF-A115/A116A (westbound stop), the Committee having considered the representations made
 - (b) To recommend the proposal be rejected and the Head of Streetcare investigate and consult on an alternative bus stop location

That it be noted that the estimated cost of £22,000 for implementation (all sites) would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

61 **BUS STOP ACCESSIBILITY - HACTON LANE (OUTCOME OF PUBLIC CONSULTATION)**

Councillor Dilip Patel joined the meeting at this item.

The Committee considered a report that set out the responses to a consultation for the provision of fully accessible bus stops along Hacton Lane.

The report detailed that 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. 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. It was important with the provision of buses in London that were fully wheelchair accessible, because the benefits of low-floor/ kneeling buses were considerably reduced (if not removed) if the bus could not be positioned next to the kerb.

The proposals for accessibility improvements for various bus stops along Hacton Lane were set out in the following table

Drawing Reference	Location	Description of proposals
QN008-OF-A58/59A	Outside 42-60 Hacton Lane (northbound stop)	Accessible bus layby and associated footway works. New pedestrian refuge in the vicinity of 37 with associated road widening. Traffic island on northern arm of mini-roundabout.
QN008-OF-A58/59A	Outside 55-61 Hacton Lane (southbound stop)	Accessible bus layby and associated footway works. New pedestrian refuge in the vicinity of 74/76 with associated road widening. Footway link to Kenley Gardens.

By the close of consultation, five responses were received as set out in Appendix 1 of the report.

Four residents objected to the proposals raising concern that the road widening for the proposed pedestrian refuge was not sufficient for larger vehicles to pass and that laybys would encourage vehicles to squeeze past.

In officers view, Hacton Lane had no pedestrian crossing facilities between the junction with Upminster Road and the railway. The Council had received representations from residents of William Tansley House for pedestrian crossing facilities on this section of Hacton Lane.

The layout of the current proposals would place the bus stops on the exit side of the mini-roundabout and on the exit side of the proposed refuge. This arrangement would keep bus movements away from the junction and passengers alighting from buses wishing to cross at the refuges would walk facing oncoming traffic.

Officer also informed the Committee that in their view the road widening at the refuge was designed to allow passing by all classes of traffic and was an entirely standard arrangement.

In accordance with the public participation arrangements the Committee was addressed by a local resident who raised concern that the road widening would make traffic move faster in the area. The resident also concerned about the loss of highway green verge. The resident was also concerned that ltrucks would park in the laybys and this would be noisy with

engines running. The resident was of the opinion that one of the existing laybys further north be converted into a bus stop.

During a brief debate a members stated the concern with the mini roundabout issues. A member commended the proposal to widen the road and the provision of pedestrian crossing facilities. The Committee noted the issues raised about the mini-roundabout and suggested that officers should monitor the effect of traffic flow following completion of the proposal.

Following the debate it was **RESOLVED:**

- To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Hacton Lane detailed in the report and shown on drawing QN008-OF-A58/59A be implemented
- That it be noted that the estimated cost of £75,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility

62 **BUS STOP ACCESSIBILITY - BRENTWOOD ROAD (OUTCOME OF PUBLIC CONSULTATION)**

The Committee considered a report that set out the responses to a consultation for the provision of fully accessible bus stops along Brentwood Road.

The report detailed that 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. 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. It was important with the provision of buses in London that were fully wheelchair accessible, because the benefits of low-floor/ kneeling buses were considerably reduced (if not removed) if the bus could not be positioned next to the kerb.

The proposals for accessibility improvements for various bus stops along Brentwood Road were set out in the following table

Drawing Reference	Location	Description of proposals
QN008-OF-A84/85A	By the side of 279 South Street (Old Oak Public House)	Bus stop flag to be relocated 9.70m south west. 27metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A84/85A	Outside Tolbut Court	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A86A	Outside 74 to 76	27 metre bus stop clearway. Bus shelter to be relocated to rear of footway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A87A	Outside 111	Bus stop flag to be relocated 9.70m south west (outside 121) 37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A88A	Outside 164	27metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A89A	Outside petrol filling station	27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-	Outside The	Zebra Crossing to be relocated to

A90/A91A	Frances Bardsley Academy	<p>outside property number 237</p> <p>Westbound Bus Stop to be relocated to depart side of crossing with 25meter length 24 hour clearway and 140mm kerb, associated footway works provided at bus boarding area</p> <p>Eastbound Bus Stop to be relocated outside property number 247 with 25meter length 24 hour clearway and 140mm kerb, associated footway works provided at bus boarding area</p>
QN008-OF-A92/A93A	Outside 268 to 270	<p>Bus shelter to be relocated and turn around</p> <p>27 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A92/A93A	Outside 287 to 289	<p>27 metre bus stop clearway</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A94/A95A	Outside 329 to 321	<p>Bus stop to be relocated to the property boundary of 335 & 337</p> <p>27 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A94/A95A	Outside 318	<p>Bus stop to be relocated to outside 328</p> <p>27 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>

By the close of consultation, twelve responses were received as set out in Appendix I to the report.

London Buses confirmed that with regard to the proposals shown on Drawing QN008-OF-A86A (76 to 82 Brentwood Road) they require the shelter to remain in its current position to retain advertising panels and for QN008-OF-A90/91A (Francis Bardsley Academy), they requested the trees to be cut back.

The proposals shown on Drawing QN008-OF-A87A (113 to 123 Brentwood Road) attracted three objections from residents who were concerned about carriageway width at the proposed bus stop location in terms of ability of drivers to overtake buses.

The proposals shown on Drawing QN008-OF-A90/A91A (Francis Bardsley Academy) received two objections from resident and support from Francis Bardsley Academy, although with some concerns about the eastbound bus stop.

The residents were concerned about the zebra crossing, wanted it to remain where it was to serve users of the nursing home, dance school and Osborne Road park.

The report informed the Committee that Francis Bardsley Academy supported the proposals in principle including the relocation of the zebra crossing and the westbound stop. The Academy was concerned about the eastbound stop in terms of available footway width; neighbour concerns about pupils waiting in gardens.

Three residents objected (including 2 from one address) to the proposals shown on Drawing QN008-OF-A92/A93A (283 to 289 Brentwood Road). They were concerned about the impact on on-street parking/ loading (including impact on visits from relatives).

Two residents responded to the proposals shown on Drawing QN008-OF-A94/A95A (southbound stop). One resident supported the relocation of the bus stop because they considered the current location to be hazardous and that school children stand on their driveway. The resident did not understand why the bus stop was needed, given the proximity to The Drill bus stop. If the stop does not get moved, then the resident requested its complete removal.

The other resident objects to the relocation as it would severely disrupt their plans for a driveway and that an alternative location should be considered.

During a brief debate some members raised concern on the relocation of the east bound bus stop outside No.328 Brentwood Road about the loss of potential for future off street parking.

A member proposed that the pair of stops outside Francis Bardsley Academy should be refused because of safety issues associated with the junction with Osborne Road (Drawing QN008-OF-A90/91A) and this was supported generally after a discussion about kerb space and options.

Following the debate it was **RESOLVED:**

- To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Brentwood Road set out in the report and shown on the following drawings be implemented
 - QN008-OF-A84&A85A
 - QN008-OF-A86A
 - QN008-OF-A87A
 - QN008-OF-A88A
 - QN008-OF-A89A
 - QN008-OF-A92&93A
 - QN008-OF-A94&95A (northbound stop)

The Committee agreed to recommend a rejection on drawing QN008-OF-A90&91A for officers to consider any alterations.

- That in relation to the proposal shown on drawing QN008-OF-A94&95A (southbound stop), the Committee having considered the representations:
 - (a) Recommends to the Cabinet Member for Environment that the bus stop accessibility improvements be implemented;

The vote for the proposal was carried by 5 votes favour, 1 abstention and 5 against. Councillor Nunn abstained from voting. The recommendation was carried on the Chairman's casting vote; and

- That it be noted that the estimated cost of £45,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

63 **SIMPSON ROAD, JUNCTION WITH RAINHAM ROAD. PROPOSED SPEED TABLE - OUTCOME OF PUBLIC CONSULTATION**

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

- To recommend to the Cabinet Member for Environment that the speed table at Simpson Road, junction with

Rainham Road, set out in the report and shown on drawing number QN0211-OF-102-A be implemented

- That it be noted that the estimated cost of £10,000 for implementation would be met by the Greater London Authority through the 2014/15 Big Green Fund allocation.

64 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee had considered a report with all the new highway scheme 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 had considered and agreed in principle the schedule that detailed the applications received by the service.

The Committee's decisions were noted as against each request and appended to the minutes.

65 **TRAFFIC AND PARKING SCHEMES REQUEST**

The report before the Committee had 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 had considered and agreed in principle the schedule that detailed the applications received by the service.

The Committee's decisions were noted as against each request and appended to the minutes.

Chairman

London Borough of Havering

Engineering Services, Highways - Streetcare

Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
SECTION A - Highway scheme proposals with funding in place				
H1	166 Upminster Road	Hacton	Placement of "loading" controls in lay-by to be constructed as part of P1146.09	AGREED
H2	Hilldene East	Gooshays	One-way (East Dene Drive, to Chippenham Road)	AGREED
SECTION B - Highway scheme proposals without funding available				
H3	Brentwood Road/ Upper Brentwood Road/ Squirrels Heath Road/ Station Road	Squirrels Heath	Humps or other measures to slow drivers approaching roundabout as people not giving way as required.	REJECTED
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)				

London Borough of Havering
Engineering Services, Highways - Streetcare
Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
H5	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	ON HOLD - NO FUNDING
H6	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	ON HOLD - NO FUNDING
H7	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	ON HOLD - NO FUNDING

London Borough of Havering
Engineering Services, Highways - Streetcare
Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
H8	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	ON HOLD - NO FUNDING
Page 21 H9	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	ON HOLD - NO FUNDING

London Borough of Havering
Engineering Services, Highways - Streetcare
Highway Schemes Applications Schedule

Item Ref	Location	Ward	Description	Decision
H10	Dagnam Park Drive, near Brookside School	Gooshays	In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph.	ON HOLD - NO FUNDING

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**London Borough of Havering
Traffic & Parking Control - StreetCare
Minor Traffic & Parking Schemes Applications Schedule**

Item Ref	Location	Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC588	Clydesdale Road/South Street, Romford	Request to extend the existing CPZ into South Street for residents residing in maisonettes at corner of Clydesdale Road and South Street	AGREED
TPC589	The Avenue	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC590	St Nicholas Avenue	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED

TPC591	Butts Green Road,Walden Road & Wykham Ave	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC592	Oak Road (Harold Wood/)	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC593	Gobions Avenue	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC594	Highfield Crescent, Minster Way & Upminster Road	The introduction to change the disc for parking bays to Pay & Display	AGREED

TPC595	Berther Road & surrounding area	Request to implement a permit parking scheme in Berther Road	AGREED
TPC596	Roneo Corner	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED

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

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
10 February 2015 (7.30 - 9.00 pm)**

Present:

COUNCILLORS

Conservative Group	Ray Best (Vice-Chair), Frederick Thompson, John Crowder, Dilip Patel and Carol Smith
Residents' Group	Barry Mugglestone and +Stephanie Nunn
East Havering Residents' Group	Brian Eagling and Linda Hawthorn
UKIP	Ian de Wulverton (Chairman)
Independent Residents Group	David Durant

Apologies were received for the absence of Councillor John Mylod.

+Substitute members: Councillor Stephanie Nunn (for John Mylod).

Also present for part of the meeting was Councillor Alex Donald.

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

10 members of the public were present.

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

There were no declarations of interest

66 PROPOSED BROXHILL ROUNDABOUT - OUTCOME OF PUBLIC CONSULTATION

The report before Members detailed the outcome to a public consultation to convert the signalised junction of Broxhill Road, Noak Hill Road, Lower Bedfords Road and Straight Road to a kerbed roundabout.

The report informed the Committee that as part of the Transport for London Local Implementation Plan, funding had been provided to review the operation of the junction of Broxhill Road, Noak Hill Road, Lower Bedfords Road and Straight Road. In addition, funding under a S106 planning

obligation had been secured for highway improvements in the vicinity of the residential redevelopment of the former Whitworth Centre (planning reference P1558.11).

The junction currently forms a staggered crossroads which is controlled by automatic traffic signals. Noak Hill Road into Lower Bedfords Road is the major road through the junction with Straight Road and Broxhill Road being the minor arms. Pedestrians currently have controlled facilities (“green men”) over the entry to Straight Road, over the entry to Broxhill Road and via a 2-stage, staggered, crossing over Noak Hill Road between the side roads.

The traffic signals dates back to at least 1996 based on Transport for London’s records, with various signal timing adjustments and equipment upgrades over the life of the layout. The method of control is vehicle actuated with 5 stages with mixed pedestrian movements.

The junction was selected for review because of a history of complaints about motor traffic congestion, a relatively poor casualty record and because of locally committed and expected development in the Harold Hill area and especially the residential development of the former Whitworth Centre and the proposed Broxhill Park on the former Broxhill Centre.

The report informed the Committee that in the three years to July 2014, five casualty collisions were recorded. Two collisions were recorded as serious injury and three recorded as slight injury. All of the collisions involved vehicles colliding with other vehicles with four involving right turns.

As funding was now available through the TfL Local Implementation Plan (LIP) and from the Section106 contribution, officers had revisited the study and sought to develop an alternative layout which may deal with some of the issues from the original options.

The report detailed that a compact roundabout proposal was taken to public consultation with approximately 380 letters distributed, by the close of consultation, nine responses were received and comments as set out in Appendix I of the report.

Officers had further refined the layout of the roundabout and modelled the provision of two-traffic lanes on the two Noak Hill Road arms and agreed that additional capacity could be provided and incorporated in the scheme.

The report also detailed that the proposed shared-use cycle tracks were for both pedestrians and cyclists with the established principle that cyclists do not ride in a way in which pedestrians are put at risk. The proposed signage would be to the National standard.

Officers had also reviewed the pedestrian routes to the Sunset Drive Estate, which formed some of the discussions with the Sunset Drive Residents’

Association. Amendments were being considered which would be consulted on and be the subject of a further report if the scheme was taken forward.

In officer's view the traffic capacity improvements would improve traffic flow through the junction.

During a brief debate, members received clarification on elements of the design of the new roundabout; separation distance between the new roundabout and crossing points; signage in the vicinity of the new roundabout; and the non-operation of a former school in the vicinity of the roundabout.

A member raised concerns over the "point" of the triangular island between the roundabout and the slip road and its impact on drivers travelling southwest, leaving the roundabout. In response officers explained that the arrangement was specifically aimed at keeping the road narrow to keep traffic speeds down. Officers clarified that the road would widen beyond that point to allow drivers to overtake stopped buses on Lower Bedfords Road.

A member speaking in support of the scheme suggested that the pedestrian paths on the triangular island be made more direct as he felt people would cut across the grass.

A member was concerned that aligning Straight Road with Broxhill Road would be an issue with the approach speed of traffic. The member stated that he preferred the oval roundabout from the original study.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the replacement of the traffic signal-controlled junction of Noak Hill Road, Broxhill Road, Lower Bedfords Road and Straight Road with a roundabout (and associated works) as set out in the report and shown on QN025/PC/02 Appendix I) be implemented.
2. That it be noted that the proposed zebra crossing element of QN025/PC/02 was subject to a further public consultation and public advertisement and a further report would be placed before the committee in the near future.
3. That it be noted that the estimated cost of £280,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for the Lower Bedfords Road/ Straight Road/ Lower Bedford Road/ Broxhill Road junction review (£180,000) and the S106 contribution for highway improvements linked to the planning consent for the redevelopment of the former Whitworth Centre granted under P1558.11, (£100,000).

The vote for the proposal was carried by 10 votes in favour with 1 abstention.

67 **PIKE LANE - PROPOSED 30 MPH SPEED LIMIT AND 7.5T WEIGHT LIMIT - OUTCOME OF PUBLIC CONSULTATION**

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

1. To recommend to the Cabinet Member for Environment that 30mph speed limit, 7.5T weight limit, 'Gateway' measures with red surfacing, 30pmh roundels and 30mph repeater signs along Pike Lane between St Mary's Lane and Ockendon Road as shown on QN029/1, QN029/2, QN029/3, QN029/4, QN029/5 and QN029/6 of the report be implemented.
2. That it be noted that the estimated cost of £15,000 for implementation would be met by the Greater London Authority through the 2014/15 Big Green Fund allocations

68 **UPMINSTER ROAD SOUTH HIGHWAY ENHANCEMENTS - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that sets out the responses to a consultation for various highway enhancement works in Upminster Road South.

The report informed the committee that officers had engaged with local businesses and ward councillors on an informal basis to ascertain what the local issues may be for the operation of the street. Issues raised included a lack of parking turnover, nowhere to load, and the position of the westbound bus stop in a location with a narrow footway.

In order to proceed with the scheme, funding had been agreed with Transport for London within the 2014/15 programme, the bulk of which was provided through the "Local Transport Schemes" element, supported by "Bus Stop Accessibility" and "Freight Loading Facilities".

During an informal consultation with ward councillors, a series of proposals had been developed as detailed in the report. The report outlined the following objectives for the proposals:

- Streetscene improvements with resurfaced footways, removal of redundant street furniture and planting of new street trees
- Rationalisation of parking and provision of controls to promote a turnover of parking spaces, plus improved parking for bicycles

- Provision of fully accessible bus stops to serve the shopping parades
- Provision of loading facilities
- Improvement of local vehicle flows

By the close of the public consultation, three responses were received as set out in Appendix I to the report with the following comments:

- 1.1 London Buses raised concern that the eastbound stop's bus shelter would affect views at Waverley Road. For the westbound stop, they also noted that although the eastbound stop was relocated 100 metres, it would be made fully accessible although a shelter could not be funded by them.
- 1.2 The London Cycling Campaign requested cycle parking outside the shops and supported the scheme.
- 1.3 A resident expressed concern that the scheme reduced parking and did not agree with the westbound bus stop relocation, questioned spending money on the scheme (including the relocation of the zebra crossing), was critical of the proposal to plant trees because of previous vandalism and suggested that business owners were not content.

During a brief debate, a member though in support of the scheme raised concern on the loss of parking spaces in favour of maintaining the eight zig zags for the zebra crossing.

A member sought clarification if 20 minutes was enough for the loading bay. In response, the Committee was informed that it was in line with the rest of the borough, 20 minutes was the maximum time for loading on waiting restrictions

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the highway enhancements for Upminster Road South set out in the report and shown on the following drawings be implemented;
 - QM012-OF1000A
2. That it be noted that the estimated cost of £100,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocations for Local Transport Schemes (£77,500), Bus Stop Accessibility (£20,000) and Freight Loading Facilities (£2,500).

69 **PARK LANE, RESIDENT PARKING PROVISION - TPC369 PARK LANE, PAY & DISPLAY - TPC514 CORBRIDGE MEWS, RESIDENT PARKING PROVISION- TPC348**

The Committee considered a report that outlined the responses received to the advertised proposals to extend the Romford Controlled Parking Zone (Sector 3) into Park Lane, Corbridge Mews and introduce a Pay & Display parking bay in Park Lane.

Following reports of commuter parking and high speed traffic flow at peak times, at its meeting in December 2013, the Committee agreed in principle to extend the Romford Controlled Parking Zone (Sector 3) further along Park Lane on the even numbered side from 72 to 150 and on the odd numbered side from No 45 to 61.

At the close of public consultation on the 31 October 2014, 29 responses were received, with ten respondents in favour of the proposals, eighteen respondents against the proposals and one neutral response. All comments received are summarised and appended as Appendix 4 of the report.

At its meeting in October 2014, the Committee agreed in principle to the proposals of Pay & Display parking bays in Park Lane (Romford).

The request was put forward to help with parking provision for local businesses, as it was now generally considered that the provision of Pay & Display parking bays was more user friendly and accessible to the public.

At the close of public consultation on the 5 December 2014, 13 responses were received. Three responses were in favour of the proposals with ten respondents against the proposals. All responses received were outlined in the report and attached as Appendix 5

Following reports of commuter parking in Corbridge Mews, a scheme to include the area in the Romford Controlled Parking Zone (Sector 3) was designed and publicly advertised on 10 October 2014,

At the close of public consultation on the 31 October 2014, one response (in favour) was received to the proposal.

The proposals were designed to ensure that traffic flow was maintained during traffic sensitive times and to ensure access for Emergency Services, and larger vehicles. The proposals would also prevent long term commuter parking.

The report outlined that the introduction of pay and display parking in popular local shopping areas had proved beneficial in promoting vitality in the local area and managing commuter parking. A number of Pay and Display schemes were operating successfully in other areas in the borough serving both businesses and local community.

In accordance with the public participation arrangements the Committee was addressed by two local residents who spoke in favour and against the proposals.

A resident speaking in favour of the scheme stated that the proposal was long over-due. The speaker raised issues including commuter parking, highway safety and damage to vehicles. The speaker recommended that Park Lane should be turned into a one way road. The speaker noted that some of the representations made against the scheme were from unaffected properties.

In response a resident speaking against the scheme questioned the restricted number of parking spaces available to local residents, noting that the current parking provision was insufficient. The speaker stated that elements of the scheme would result in the displacement of vehicles. The speaker conceded that Park Lane was being used as a through road and vehicles needed to be slowed down.

During a brief debate, a member questioned whether an all-day restriction was required as a one hour restriction would have the same effect.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) the extension of the Sector 3 resident parking scheme along Park Lane (Romford) as shown on the drawing at Appendix 1;
 - (b) the extension of the Sector 3 resident parking scheme along Corbridge Mews (Romford) as shown on the drawing at Appendix 2;
 - (c) the installation of a Pay and Display parking bay in Park Lane (Romford) as shown on the drawing at Appendix 3;
 - (d) that the effect of the scheme be monitored.
- 2) To note that the estimated cost of all three schemes in Park Lane and Corbridge Mews as set out in the report was £7,500 and would be funded from the capital allocation;

The vote for the proposal was carried by nine votes in favour with two abstentions. Councillor Thompson and Durant abstained from voting.

70 **TPC394 - COURT AVENUE - INCLUSION IN THE HWE SECTOR OF THE HAROLD WOOD CONTROLLED PARKING ZONE - COMMENTS TO ADVERTISED PROPOSALS**

The Committee considered a report that outlined the responses received to the informal and formal consultations of proposals to include Court Avenue in the Harold Wood Controlled Parking Zone (Sector HWE).

The results of the informal questionnaire were set out in the table appended to the report as Appendix B.

A formal proposal was designed and advertised to include Court Avenue in the Harold Wood Controlled Parking Zone (Sector HWE) in which the residents parking provision would operate Monday to Saturday between 08:30am to 06:30pm along with the associated waiting restrictions times.

These proposals were designed and formally advertised on 31 October 2014, with the same 48 residents that were perceived to be affected by the proposals, being advised by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

The responses received to the formal consultation along with officer comments were set out in the table appended to the report as Appendix C.

The report informed the committee that 48 letters were sent to residents of Court Avenue and 17 responses were received, a 35% return.

Six respondents were in favour of the proposals, while nine respondents were against the proposals. Two responses did not specify if they were in support or against the proposals.

The proposals were designed to ensure that traffic flow was maintained during traffic sensitive times and to ensure access for Emergency Services, and larger vehicles. These proposals would also prevent long term commuter parking.

In accordance with the public participation arrangements the Committee was addressed by a local resident who acknowledged that parking was a real issue in the area, but raised concerns over the limitation of the proposals.

With its agreement Councillor Alex Donald addressed the Committee.

Councillor Donald acknowledged the problems posed by commuter parking stating that ward Councillors had first consulted local residents directly with residents having differing opinions on the measures needed to resolve the problems. He stated that ward Councillors worked with Officers during the formal consultation process to design an appropriate scheme. Councillor Donald acknowledged that the scheme would not please all local residents

but the effectiveness of the scheme could be monitored. He stated that he was in support of officer recommendations.

During a brief debate, a member recommended the introduction of a one hour restriction.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for the Environment that the following measures, as set out in the report and shown on the drawings in Appendix A, to be implemented:
 - a) That the proposals to include Court Avenue into the Harold Wood Controlled Parking Zone (Sector HWE) be implemented as advertised;
 - b) The effect of the scheme be monitored.
2. To note that the estimated cost of this scheme as set out in this report, including advertising costs is £2,500 and can be funded from the 2014/15 Minor Parking Schemes budget.

The vote for the proposal was carried by ten votes in favour to one against.

71 **TPC426 - LONDON ROAD AREA REVIEW, PROPOSED CHANGE OF DISC PARKING TO PAY AND DISPLAY - COMMENTS TO ADVERTISED PROPOSALS**

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

1. To recommends to the Cabinet Member for the Environment that:
 - a. the proposals to change the use of the existing Disc parking facility in London Road to paid for parking as shown on the drawing in Appendix B of the report be implemented as advertised;
 - b. The proposals to change the existing metre bay facilities in London Road to Paid for Parking as shown on the drawing in Appendix C of the report be implemented as advertised.
 - c. the proposals to change the use of the existing Disc parking facility in St Andrews Road to Paid for Parking as shown on the drawing in Appendix D of the report, be implemented as advertised;
 - d. the proposals to change the use of the existing Disc parking facility in Cotleigh Road Paid for Parking as shown on the drawing in Appendix E of the report, be implemented as advertised;

- e. the proposals to change the use of the existing Disc parking facility in Eastbury Road to Paid for Parking as shown on the drawing in Appendix F of the report be implemented as advertised;
 - f. the proposals to change the use of the existing Disc parking facility in Kensington Road to Paid for Parking as shown on the drawing in Appendix G of the report be implemented as advertised;
 - g. the proposals to change the use of the existing Disc parking facility in Knighton Road to Paid for Parking as shown on the drawing in Appendix H of the report be implemented as advertised;
 - h. the proposals to change the use of the existing Disc parking facility in Crowlands Avenue to Paid for Parking as shown on the drawing in Appendix I of the report be implemented as advertised;
 - i. the proposals to change the use of the existing Disc parking facility in Norfolk Road and Cromer Road to Paid for Parking as shown on the drawing in Appendix J of the report be implemented as advertised;
 - j. the proposals to change the use of the existing Disc parking facility in Lonsdale Road to Paid for Parking as shown on the drawing in Appendix K of the report be implemented as advertised.
 - k. the effect of any agreed proposals be monitored.
2. The estimated cost of the scheme in London Road and its side roads as set out in the report was £31,000, which would be funded from the capital allocation and the remaining £8,500 would be met from the 2014/15 Minor Parking Schemes budget.

72 **TPC462 PROPOSED SCHOOL KEEP CLEAR MARKINGS AND CONVERSION OF EXISTING OPERATIONAL HOURS - HERON FLIGHT AVENUE**

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

- 1. To recommend to the Cabinet Member for Environment that
 - a) the existing 8:15am to 9:15am and 3:00pm to 4:15pm Monday to Friday waiting restrictions within Heron Flight Avenue, in the entrance road to St Albans School, be converted to school keep clear markings operational between 8:00am and 5:00pm Monday to Friday as shown on the drawing in Appendix A of the report and
 - b) 'At Any Time' waiting restrictions at the junction of Heron Flight Avenue as shown on the drawing in Appendix A of the report be implemented as advertised.

- c) The effects of the scheme be monitored once implemented for a period of six months.
2. The estimated cost of this scheme as set out in the report was £1000 and would be funded from the 2014/15 Minor Parking Schemes budget.

73 HIGHWAYS SCHEMES APPLICATIONS - WORKS PROGRAMME

The Committee had considered a report with all the new highway scheme 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 had considered and agreed in principle the schedule that detailed the applications received by the service.

The Committee's decisions were noted as against each request and appended to the minutes.

74 TRAFFIC AND PARKING SCHEMES REQUEST

The report before the Committee had 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 had considered and agreed in principle the schedule that detailed the applications received by the service.

The Committee's decisions were noted as against each request and appended to the minutes.

Chairman

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London Borough of Havering
Engineering Services, Highways - Streetcare

Item Ref	Location	Ward	Description	Decision
SECTION				
Page 39 H1	Hubbards Close	Emerson Park	Experimental road closure at junction with A127 Southend Arterial Road	10-1 abstention

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**London Borough of Havering
Traffic & Parking Control - StreetCare
Minor Traffic & Parking Schemes Applications Schedule**

Item Ref	Location	Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC616	Upper Brentwood Road (near Farnes Drive)	Convert the currently unrestricted layby areas to the side of the bank in Farnes Drive and fronting ther shops in Upper Brentwood Road to Pay and Display or Paid for Parking.	10-1 Abstention
TPC617	Oakland's Avenue	Request to change the free parking bay in Oaklands Avenue, along side the flank wall of No.38 Mashiters Walk, to a paid for parking bay	10-1 Abstention
TPC618	Rosemary Avenue (all) Woodlands Road Lake Rise Wayside Close Sorrel Walk Sydenham Close Brockton Close	Review whole area for possible residents parking scheme	10-1 Abstention

TPC619	Branfil Road Gaynes Road Champion Road Highview Gardens Crambourne Gardens Carlton Close Howard Road St Lawrence Road Aylett Road Garbutt Road	Review whole area for possible residents parking scheme	10-1 Abstention
TPC620	Geoffrey Avenue, Halidon Rise, Thurso Close, Elgin Avenue, Harold Court Road, Church Road	Review whole road for possible residents parking scheme	10-1 Abstention
TPC621	Appleton Way Victor Gardens Dorrington Gdns Bruce Avenue eastern end Abbs Cross Gardens Sandown Avenue The Avenue Woodfield Way Mill Park Avenue	Review whole road for possible residents parking scheme	10-1 Abstention

TPC622	Fairholme Avenue	Request to install a double yellow line in Fairholme Avenue, between the Pay and Display parking bay and the common boundary of Nos.2 and 4.	10-1 Abstention
TPC623	Coronation Drive, Maylands Avenue, Arbour Way, Calbourne Avenue, Spring Gardens	To extend the existing waiting restrictions in Coronation Drive to South End Road, including double yellow lines at the junctions of Arbour Way and Calbourne Avenue on to the roundabout at the junctions of the Broadway/Maylands Avenue and Broadway/Rosewood Avenue and on all four arms of the South End Road/Coronation Drive/Maybank Avenue junction incorporating the previously agreed Bus Stop provisions, reviewing all the roads for a possible residents parking scheme.	10-1 Abstention
TPC624	Fairholme Avenue	Review whole road for possible residents parking scheme	10-1 Abstention

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HIGHWAYS ADVISORY COMMITTEE

10 March 2015

REPORT

Subject Heading:

**Roneo Corner Shopping Parade
Alterations to Waiting Restrictions in
Layby**

Report Author and contact details:

Nicola Childs
Engineer
01708 433103
nicola.childs@havering.gov.uk

SUMMARY

This document reports on the outcome of a consultation on alterations to the waiting restrictions in the layby.

The scheme is within **Hylands** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the waiting restriction alterations set out in this report and shown on the following drawing in Appendix A are implemented;
 - QL040/36/04.B – Alterations to layby
2. The estimated cost of £400 for implementation can be met from the Council's 2014/15 revenue budget for minor safety improvements.

REPORT DETAIL

1.0 Background

- 1.1 Highways Maintenance in partnership with Regeneration, as part of their improvements of small shopping areas plan to improve the footway serving the shops on Roneo Corner and Roneo Link, Romford.
- 1.2 Engineering Services was asked to consider de-cluttering the footway of unnecessary street furniture. This included looking at the waiting restrictions in the layby on Roneo Corner.
- 1.3 The layby on Roneo Corner (westbound) is 90 metres long. The bus stop serves route numbers: 248, 252, 365 & 648. The shelter is located in the middle of the layby. The stop is covered by a bus stop clearway, from the boundary of 8 and 10 Roneo Corner westwards for 45 metres to the end of the layby,
- 1.4 Parking and loading is available east of the bus stop clearway restricted as follows: No Parking Monday to Saturday 8.00am to 6.30pm, No Loading Monday to Friday 8.00am-9.30 and 4.30pm- 6.30pm.
- 1.5 These times are not particularly useful for the shops or the customers. A car show room displays its cars on in an open-fronted shop front, accessing from the rear but also from the front driving across the footway, without a vehicle crossover.
- 1.6 TfL had complained that shoppers and the car showroom were parking in the layby, preventing buses from aligning up to the shelter in the proper way. This impacts people boarding and alighting the bus and has resulted in buses stopping in the live traffic lane, unable to get to the bus shelter.

- 1.7 Regeneration talked with shop keepers about the possibility of relocating the shelter towards Grenfell Avenue, providing a vehicle crossover for the car show room covered by a double yellow line restriction and providing three free parking/loading bays at the eastern end of the layby, allowing parking Monday to Saturday 8.00am to 6.30pm for 20 minutes, no return within 40 minutes.
- 1.8 Following a positive response from the shop keepers, the traffic regulation order was formally consulted between 23rd January and 13th February. Two notices and drawings were displayed on site and sixteen shop keepers were hand delivered a letter and drawing. Details were advertised in the press.

2.0 Outcome of Public Consultation

- 2.1 No responses were received.

3.0 Staff Comments

- 3.1 Regardless of the outcome of this report, TfL has relocated its shelter within their bus stop clearway, towards Grenfell Avenue.
- 3.2 Staff propose to proceed with the parking alterations.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £400 for implementation can be met from the Council's 2014/15 revenue budget for minor safety improvements.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an over spend, the balance would need to be contained within the overall StreetCare Revenue budget.

Legal implications and risks:

Alteration to waiting restrictions in the layby, requires a traffic regulation order and advertisement.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

BACKGROUND PAPERS

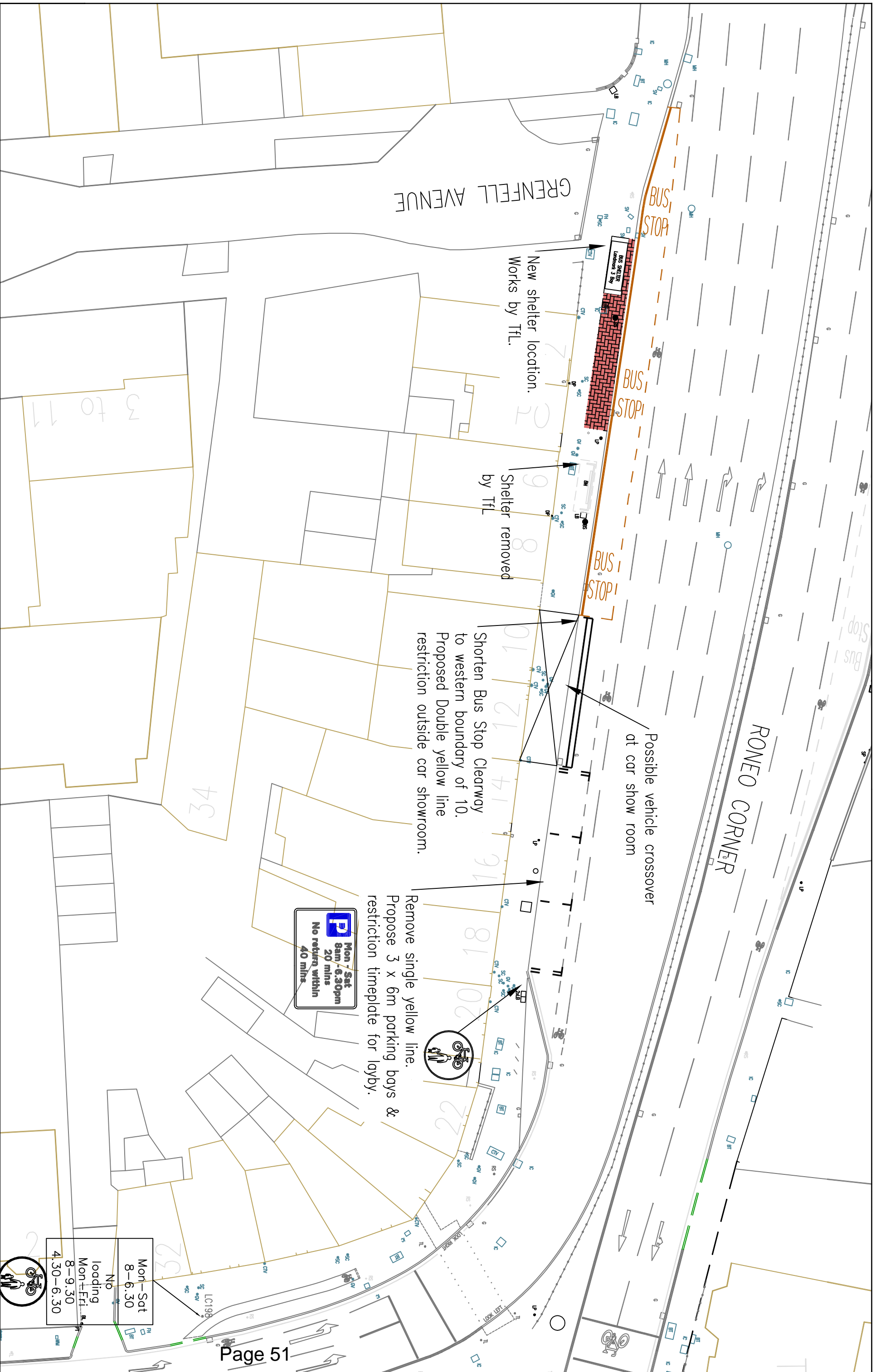
Project file: QL 040 Minor Schemes

APPENDIX A

Scheme Drawing:

- QL040/36/040.B – Alterations to layby

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Haverling
LONDON BOROUGH OF HAVERING
STREETCARE CULTURE & COMMUNITY
TRAFFIC & ENGINEERING
10th FLOOR MERCURY HOUSE
MERCURY GARDENS, ROMFORD, RM1 3DW
TELEPHONE No: 01708 424243 FAX No: 01708 433721
E-MAIL: streetcare@haverling.gov.uk

REVISION	AMENDMENT	DATE	DRAWN BY	CHECKED BY	APPROVED BY	JOB TITLE
A	TPO amendments	20.01.15	NC	MP	MP	Ronéo Corner Parade of Shops
B	Consultation with shop keepers	24.11.14				Sign Declutter
PURPOSE: 01						Alterations to layby
DWC No: Q1040/56/04						
REVISION: B						

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REVISION: B						

Mon-Sat
8-6.30
NO loading
Mon-Fri.
4.30-6.30

P
Mon-Sat
8am-6.30pm
20 mins
No return within
40 mins

Remove single yellow line.
Propose 3 x 6m parking bays &
restriction timeplate for layby.

Shorten Bus Stop Clearway
to western boundary of 10.
Proposed Double yellow line
restriction outside car showroom.

Possible vehicle crossover
at car show room

New shelter location.
Works by TFL.

Shelter removed
by TFL

3 to 11

2

9

8

10

12

41

91

18

20

22

34

32

LC198



Bus Stop

RONEO CORNER

GRENFELL AVENUE

BUS STOP

BUS STOP

BUS STOP

BUS STOP

BUS STOP

BUS STOP

BUS STOP

BUS STOP

BUS SHELTER
Layover 3 Bay

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HIGHWAYS ADVISORY COMMITTEE

10 March 2015

REPORT

Subject Heading:

**HIGHWAY SCHEMES APPLICATIONS
March 2015**

Report Author and contact details:

Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@havering.gov.uk

SUMMARY

This report presents applications for new highway schemes for which the Committee will make recommendations to the Head of StreetCare to either progress or the Committee will reject.

RECOMMENDATIONS

1. That the Committee considers that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the highway schemes applications set out the attached Schedule, Section A – Scheme Proposals with Funding in Place.

2. That the Committee considers the Head of StreetCare should not proceed further with the highway schemes applications set out in the attached Schedule, Section B - Scheme proposals without funding available.
3. That the Committee notes the contents of the Schedule, Section C – Scheme proposals on hold for future discussion.
4. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Environment if a recommendation for implementation is made.
5. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source. In the case of Section B - Scheme proposals without funding available, that it be noted that there is no funding available to progress the schemes.

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all highway scheme requests; so that a decision will be made on whether the scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 The bulk of the highways scheme programme is funded through the Transport for London Local Implementation Plan and these are agreed in principle through an Executive decision in the preceding financial year. A full report is made to the Highways Advisory Committee on conclusion of the public consultation stage of these schemes.
- 1.3 There is also a need for schemes funded by other parties or programmes (developments with planning consent for example) to be captured through this process.
- 1.4 Where any scheme is to be progressed, then the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee which will make recommendations to the Cabinet Member for Environment. Where a scheme is not to be progressed, then the Head of StreetCare will not undertake further work.
- 1.5 In order to manage this workload, a schedule has been prepared to deal with applications for new schemes and is split as follows;

- (i) Section A - Scheme Proposals with Funding in Place. These are projects which are fully funded and it is recommended that the Head of StreetCare proceeds with detailed design and consultation.
- (ii) Section B - Scheme proposals without funding available. These are requests for works to be undertaken where no funding from any source is identified. The recommendation of Staff to the Committee can only be one of rejection in the absence of funding. The Committee can ask that the request be held in Section C for future discussion should funding become available in the future.
- (iii) Section C - Scheme proposals on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion should funding become available in the future.

1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including staff design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee decision.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of each request or project is set out in the Schedule for the Committee to note.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

Legal implications and risks:

Many aspects of highway schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Where a scheme is selected to proceed, then such advertisement would take place and then be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

Decisions need to be made which are in accordance with equalities considerations, the details of which will be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment.

BACKGROUND PAPERS

None

London Borough of Havering
Engineering Services, Highways - Streetcare
Highway Schemes Applications Schedule

10th March 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
SECTION A - Highway scheme proposals with funding in place							
None to report this month							
SECTION B - Highway scheme proposals without funding available							
None to report this month							
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)							
H5	Broxhill Road, Havering-atte-Bower	Havering Park	Widening of existing and extension of footway from junction with North Road to Bedfords Park plus creation of bridleway behind.	Feasible, but not funded. Improved footway would improve subjective safety of pedestrians walking from Village core to park. (H4, August 2014)	None.	c£80k	Resident
H6	Finucane Gardens, near junction with Penrith Crescent	Elm Park	Width restriction and road humps to reduce traffic speeds of rat-running between Wood Lane and Mungo Park Road.	Feasible, but not funded.	None	£18k	Cllr Wilkes

London Borough of Havering
Engineering Services, Highways - Streetcare
Highway Schemes Applications Schedule

10th March 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
Page 58 P17	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Feasible, but not funded. Additional stage would lead to extended vehicle queues on approaches to junction. Current layout is difficult for pedestrians to cross and is subjectively unsafe. Pedestrian demand would only trigger if demand called and would give priority to pedestrians.	None	N/A	Resident
H8	Havering Road/ Mashiters Hill/ Pettits Lane North junction	Havering Park, Mawneys, Pettits	Provide pedestrian refuges on Havering Road arms, potentially improve existing refuges on other two arms	Feasible, but not funded. Would require carriageway widening to achieve. Would make crossing the road easier for pedestrians.	None	£30k+	Cllr P Crowder

London Borough of Havering
Engineering Services, Highways - Streetcare
Highway Schemes Applications Schedule

10th March 2015

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from
H9 Page 59	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded. In the 3-years to July 2014, 2 injury collisions were recorded in the local vicinity. 21/5/12 5 cars involved, 1 slight injury. Junction with Sunnings Lane caused by U-turning driver. 2/9/13 1 car, 1 motorcycle, serious injury to motorcyclist. 50m east of Sunnings Lane caused by U-turning driver failed to see motorcyclist overtaking.	None	£8k	Cllr Hawthorn
H10	Dagnam Park Drive, near Brookside School		In response to serious concerns for pupils safety, crossing the road to attend Brookside Infant & Junior School, request to reduce speed limit from 30mph to 20mph.	Feasible but not funded. Speed limit change alone unlikely to significantly reduce speed and traffic calming will be required, but such that is compatible with a bus and feeder route. Adjacent side roads may need similar treatment for local limit to be logical.	None	£50k	1738 signature Petition received by Council via Former Cllr Murray

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HIGHWAYS ADVISORY COMMITTEE

10 March 2015

REPORT

Subject Heading:

**TRAFFIC AND PARKING SCHEME
REQUESTS**

Report Author and contact details:

**Ben Jackson
Traffic & Parking Control, Business
Unit Engineer (Schemes, Challenges
and Road Safety Education & Training)
ben.jackson@havering.gov.uk**

SUMMARY

This report presents applications for on-street minor traffic and parking schemes for which the Committee will make recommendations to the Cabinet Member for Environment who will then recommend a course of action to the Head of StreetCare to either progress, reject or hold pending further review.

RECOMMENDATIONS

1. That the Committee considers the on-street minor traffic and parking scheme requests set out in the Schedule, Section A – Minor Traffic and Parking scheme requests for prioritisation and for each application the Committee either;

- (a) Recommends that the Cabinet Member for Environment advise that the Head of StreetCare should proceed with the detailed design and advertisement (where required) of the minor traffic and parking scheme; or
 - (b) Recommends that the Cabinet Member for Environment advise that the Head of StreetCare should not proceed further with the minor traffic and parking scheme.
2. That the Committee notes the contents of the Schedule, Section B – Minor Traffic and Parking scheme requests on hold for future discussion.
 3. That it be noted that any schemes taken forward to public consultation and advertisement (where required) will be subject to a further report to the Committee and a decision by the Cabinet Member for Environment should recommendation for implementation is made and accepted by the Cabinet Member for Environment.
 4. That it be noted that the estimated cost of implementing each scheme is set out in the Schedule along with the funding source

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee receives all on-street minor traffic and parking scheme requests. The Committee advises whether a scheme should progress or not before resources are expended on detailed design and consultation.
- 1.2 Approved Schemes are generally funded through a revenue budget (A24650). Other sources may be available from time to time and the Committee will be advised if an alternative source of funding is potentially available and the mechanism for releasing such funding.
- 1.3 Where the Committee recommends to the Cabinet Member for Environment that it's approved a scheme to be progressed, then subject to the approval of the Cabinet Member for Environment the Head of StreetCare will proceed with the detailed design, consultation and public advertisement (where required). The outcome of consultations will then be reported to the Committee, which will make recommendations to the Cabinet Member for Environment.
- 1.4 Where the Committee recommends to the Cabinet Member for Environment that a scheme should not be progressed subject to the approval of the Cabinet Member for Environment the Head of StreetCare will not undertake further work and the proposed scheme will be removed from the Schemes

application list. Schemes removed from the list will not be eligible for re-presentation for a period of six months commencing on the date of the Highways Advisory Committee rejection.

- 1.5 In order to manage and prioritise this workload, a schedule has been prepared to deal with applications for schemes and is split as follows;
- (i) Section A – Minor Traffic and Parking requests. These requests may be funded through the Council's revenue budget (A24650) for Minor Traffic and Parking Schemes or an alternative source of funding (which is identified) and the Committee advises the Cabinet Member for Environment to recommend to the Head of StreetCare whether each request is taken forward to detailed design and consultation or not.
 - (ii) Section B – Minor Traffic and Parking scheme requests on hold for future discussion. These are projects or requests where a decision is not yet required (because of timing issues) or the matter is being held pending further discussion or funding issues.
- 1.6 The schedule contains information on funding source, likely budget (as a self-contained scheme, including design costs), the request originator, date placed on the schedule and a contact point so that Staff may inform the person requesting the scheme the outcome of the Committee advice to the Cabinet Member for Environment.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of each request is set out in the Schedule for the Committee to note.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

Overall costs will need to be contained within the overall revenue budget.

Where other funding streams are sought, for example Invest to Save bids, no scheme will be progressed until relevant funding is secured and if dependent funding is not secured, then schemes will be removed from the work programme.

Legal implications and risks:

Many aspects of on-street minor traffic and parking schemes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

When the Cabinet Member for Environment approves a request, then public advertisement and consultation would proceed to then be reported back in detail to the Committee following closure of the consultation period. The Committee will then advise the Cabinet Member for Environment to approve the scheme for implementation.

With all requests considered through the Schedule, a formal set of Recommendations and a record of the Committee decisions are required so that they stand up to scrutiny.

Human Resources implications and risks:

None.

Equalities implications and risks:

Decisions need to be made which are in accordance with various equality and diversity considerations, the advice of which will be reported in detail to the Committee so that they may advise the Cabinet Member for Environment.

BACKGROUND PAPERS

None.

Item Ref	Location	Comments/Description	Previously Requested (Date & Item No.)	Budget Source	Scheme Origin/ Request from	Ward
SECTION A - Minor Traffic and Parking Scheme Requests						
TPC 676	Market Link, Ducking Stool Court, The Mews and Market Place	Review the access arrangement in to and out of the Market Place, and review the parking provisions, waiting and loading restrictions in Market Link and its adjoining roads. This review will deal with the unsanctioned road closure of Market Link on Market Days, access for Market Traders and Emergency Services as well as dealing with obstructive parking in Ducking Stool Court and Market Link, particularly on Sundays and the parking facilities in The Mews	No	LBH Revenue	StreetCare Officers	Romford Town
TPC677	107- 113 Balgores Lane	Request to include the 4 properties on Balgores Lane that were built with the Chalforde Gardens development, into Chalforde Gardens (GP3) residents parking scheme.	No	LBH Revenue	Resident	Squirrels Heath

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

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