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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
11 August 2015 (7.00 - 8.55 pm)**

Present:

COUNCILLORS

Conservative Group	Jason Frost (Chairman), +Wendy Brice-Thompson, Joshua Chapman, Dilip Patel and +Carol Smith
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group	Darren Wise (Vice-Chair) and Linda Hawthorn
UKIP	John Glanville
Independent Residents Group	David Durant

Apologies were received for the absence of Councillors John Crowder and Frederick Thompson.

+Substitute members: Councillor Wendy Brice-Thompson (for Frederick Thompson) and Councillor Carol Smith (for John Crowder).

Councillors Ray Morgon and Gillian Ford were also present for parts of the meeting.

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

There were five members of the public present for parts of the meeting.

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

20 **MINUTES**

The minutes of the meeting held on 7 July 2015 were agreed as a correct record and signed by the Chairman.

21 **PROPOSALS TO CLOSE HUBBARDS CLOSE AT A127 SOUTHEND ARTERIAL ROAD, HORNCHURCH - OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that outlined the responses received to a consultation to close Hubbards Close to motorised traffic at its junction with the A127 Southend Arterial Road on an experimental basis using an Experimental Traffic Order.

The report informed the Committee that officers had discussed the proposals with the emergency services who had confirmed that they had no objections to the Experimental Traffic Order and that they would avoid using Hubbards Close as a matter of routine.

The closure would be of a physical nature such as concrete barriers or manhole sections filled with concrete together with appropriate signage. In addition, advance warning signs would be installed along the westbound carriageway of the A127 to inform drivers about the road closure subject to the approval by Transport for London (Road Space Management Directorate) as the A127 was under their jurisdiction.

Members noted that approximately 662 letters were delivered in the consultation area to those potentially affected by the impact of the experimental closure with a closing date of 19 June 2015. Notices were also installed on site to give interested persons an opportunity to provide their views on the proposals.

The report detailed that the ward councillors, Committee Members and statutory consultees such as London Buses, the Emergency Services, Transport for London (Road Space Management) and other interest groups were also consulted.

At the close of the consultation, twenty-six responses had been received. The responses were summarised in the report. The results indicated that 73% of respondents (19 respondents) were in favour of the closure whereas 23% were against the closure (6 respondents). One respondent did not give a preference either way.

The comments of the respondents had raised issues that varied by location in the consultation area depending on the impact they experienced. Most residents of Hubbards Close and Hubbards Chase wanted a permanent closure. Many residents considered that permanent closure would provide safety for the local residents, for school children particularly when walking to and from school and overcome the long standing rat-running traffic issue. The Emerson Park & Ardleigh Green Residents' Association and the local Neighbourhood Watch had expressed support for the proposals.

Some residents responded by e-mail and had not included their postal addresses and so staff were not able to gauge their location.

Those who objected to the scheme raised a number of issues such as the problems being caused by the traffic signals at Ardleigh Green which needed changing; that the scheme would force the commercial operators in Hubbards Close to access via the County Park Estate; that the Council had over-estimated the problem; that the closure should be somewhere else and that a gate should be provided so commercial operators could have a key.

In officers' view the experimental closure would allow the scheme to be tested and experienced in order to monitor and assess whether any of the concerns proved to be a reality and staff would work with any residents having real issues to see if they could be dealt with during the experimental period.

Members noted officers' comments that a physical closure was relatively simple and much safer than access by a permit-holder system. The report also detailed that a closure elsewhere would still risk attempted access by through traffic and some drivers of larger vehicles may attempt to reverse back onto the A127.

Officers were of the view that that the experimental closure to motorised traffic be recommended for implementation.

During the debate, a member commented that the right of way was well established and people would only use it in exceptional circumstances. It was stated that the road was legitimately used by people seeking to escape traffic congestion on the A127. It was noted that works to the Ardleigh Green railway bridge would start after the end of the experimental period. A member questioned whether it was best to make a decision on the experimental traffic order prior to the commencement of the works to the railway bridge.

A member stated that the Council should have been making representations to TfL to deal with the potential congestion linked to the bridge works. A member stated that a regular cause of congestion on the A127 was the regular damage to the traffic signals by right turning (U-turning) traffic. Officers confirmed that the scheme had been reported to HAC previously.

A member sought clarification on the experimental process which was confirmed as inviting formal objections within 6 months of starting the trial and that a decision to keep or remove the closure had to be made within 18 months of starting the trial.

A member commented that the issue concerning the traffic signals at Ardleigh Green needed to be addressed first. It was also stated that the condition of the road meant that people would not use it unless they had to and that one-way directional traffic might be an option.

Members also noted the potential adverse impact that the closure could have on local businesses such as the Giggly Pig and Fortune Farm Company and that the closure should be considered at a different location.

A member commented that the road was not designed for larger vehicles and the scheme should go ahead, possibly before the implementation of the TFL works, to see what residents thought.

The Committee was informed that officers had received a letter challenging the highway status which would need to be addressed before any decision was made by the Cabinet Member.

By a vote of 10 in favour to 1 abstention the Committee **RESOLVED**:

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the Experimental Traffic Order to close Hubbards Close to motorised traffic be made, subject to prior confirmation of its highway status, at the following location:
 - Hubbards Close, Hornchurch, the northern end at its junction with A127 Southend Arterial Road, located at point 2.8 metres from the southern kerb-line of the westbound carriageway of A127 Southend Arterial Road, Hornchurch. The location was shown on Drawing QL040/50/01.
2. Noted that formal objections to the Experimental Traffic Order must be made within 6 months of the date of it coming into force and that it may only be in force for a maximum period of 18 months. Staff would bring a further report to the Committee after 6 months so that a recommendation may be made to the Cabinet Member for Environment on whether or not the closure should be made permanent before the experimental period ends.
3. Noted that should the Experimental Traffic Order be agreed, staff would write to all those within the consultation area to provide an update and explain the next stage of the process going forward.
4. Noted that given the concerns expressed about the narrow widths of the roads in the County Park Estate and the potential inconsiderate parking, that the Head of Streetcare in consultation with the Cabinet Member for Environment may consider additional experimental measures for parking restrictions at those locations should the need arise.
5. Noted that the estimated cost of £5,000 for implementation would be met from the Council's Revenue Budget allocated for Minor Safety Schemes.

22 **BUS STOP ACCESSIBILITY - FRONT LANE OUTCOME OF PUBLIC CONSULTATION**

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

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Front Lane detailed in the report and shown on the following drawings attached to the report be implemented
 - QO001-OF-A247-A248-A
 - QO001-OF-A249-A250-A
2. Noted that the estimated cost of £14,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

23 BUS STOP ACCESSIBILITY - CLOCKHOUSE LANE OUTCOME OF PUBLIC CONSULTATION

The report before the Committee detailed responses to a consultation for the provision of fully accessible bus stops along Clockhouse Lane.

The report informed the Committee that improvements to the bus stop environment such as raised kerbs, relayed footway surfaces, providing short footway links to stops would help with making bus stops fully accessible to all people. 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 proposals for accessibility improvements had been developed for various bus stops along stops along Clockhouse Lane:

Drawing Reference	Location	Description of proposals
QO001-OF-A170&A171-A BS29906 Chase Cross Road	Opposite North Romford Community Centre (southbound)	140mm kerb and associated footway works provided at bus boarding area Remark bus stop clearway
QO001-OF-A170&A171-A BS18421 Chase Cross Road	Outside North Romford Community Centre (northbound)	140mm kerb and associated footway works provided at bus boarding area Remark bus stop clearway
QO001-OF-A172&A173-A	Outside 95 Clockhouse Lane (northbound)	35metre 24 hour bus stop clearway 140mm kerb and associated

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BP18419 Burland Road		footway works provided at bus boarding area Section of footway parking to be removed
QO001-OF-A172&A173-A BP18420 Burland Road	Outside 70-72 Clockhouse Lane (southbound)	35metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Section of footway parking to be removed
QO001-OF-A174&175-A BS20545 Larchwood Close	Outside 110-112 Clockhouse Lane (southbound)	29metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Tighter kerb radius leading into Larchwood Close with uncontrolled crossing facility
QO001-OF-A174&175-A BS20546 Larchwood Close	Outside 125-127 Clockhouse Lane (northbound)	37metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Section of footway parking to be removed Tighter kerb radius leading into Larchwood Avenue with uncontrolled crossing facility
QO001-OF-A176&A212-A BS18418 Hunter's Close	Outside 172-174 Clockhouse Lane (southbound)	51 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Lay-by entry/ exit tapers adjusted
QO001-OF-	Outside 1 Hunter's	17metre 24 hour bus stop clearway

A176&A212-A BS18417 Hunter's Grove	Grove (northbound)	140mm kerb and associated footway works provided at bus boarding area
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The report detailed that at the close of public consultation on 29 June 2015, five respondents commented on the proposals.

London Travelwatch supported the proposals whilst a resident of Hunters Grove requested for a discounted vehicle access be provided as part of the works and expressed anticipation that the works would not damage their garden wall.

The Collier Row Methodist Church requested that the stop currently outside 95 Clockhouse Lane (drawing QO001-OF-A172&A173-A) be relocated outside the church between the car park access and No.77 with footway parking removed to improve access to the church.

The Committee noted that following the response from by the Collier Row Methodist Church, officers undertook to amend the proposals for the northbound stop currently outside 95 Clockhouse Lane (drawing QO001-OF-A172&A173-A) and re-consulted an alternative proposal.

By the close of the consultation, three responses were received. London Buses indicated that the alternative location was preferable. A resident objected to the accessibility works at the existing and alternative location. The resident was of the view that the stop was infrequently used and the reduction of parking spaces was detrimental to residents of Clockhouse Lane, the surrounding streets and coaches including delivery vehicles that serviced the school. Another resident preferred the alternative location as they considered that the current site did not have parking issues outside of school times. It was also commented that the bus clearway for the alternative location was too long.

In officers' view, as there was no proposed change to the footway parking arrangement and considered that there was no reason to offer a discounted rate vehicle cross-over access as requested by the resident and there was no expectation that the garden wall would be damaged.

Further to the comments from the first consultation and the response from London Buses during the second consultation, officers' recommended that the alternative proposal shown on drawing QO001-OF-A172 Opt 2-A be implemented.

The report outlined officers' comment with regards a resident response to the stops outside 95 and 70/72 (drawing QO001-OF-A172&A173-A) about clearways, compatibility with kneeling buses and design issues. Members noted that that the proposals were appropriate and given that buses served areas of population, accessible stops were required in residential areas.

Officers' were of the opinion that the proposals be implemented, including the alternative option for the stop outside the Collier Row Methodist Church as shown on drawing QO001-OF-A172 Opt 2-A as it presented a better layout in terms of proximity to the junction, although some parking would be removed in order to for an appropriate length of bus clearway be installed.

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

The resident spoke against the proposals to relocate the bus stop from outside No.95 to outside the Methodist Church (drawing QO001-OF-A172 Opt 2-A). He stated that the stop was poorly used and the loss of parking spaces was detrimental to residents of Clockhouse Lane, the surrounding streets and coaches including delivery vehicles serving the school.

During general debate, a Member sought clarification about the proposed removal of the footway parking bay outside the church. Officers clarified that the church had requested for the removal of the bus stop on safety grounds. Officers confirmed that even with the removal of the footway parking bay vehicles could still park in the road. A member questioned whether the removal of the parking bay would improve safety.

Another member was of the opinion that the implementation of the scheme should not lead to any loss of parking spaces.

Following debate, the Chairman proposed that the proposals be taken forward with the footway parking bay outside the church retained.

The Committee **RESOLVED**:

1. That subject to retaining the footway parking bay outside the church, recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Clockhouse Lane and shown on the following drawings attached to the report be implemented:
 - QO001-OF-A170&A171-A (both directions)
 - QO001-OF-A172 Opt 2-A (alternative northbound option)
 - QO001-OF-A172&A173-A (southbound only)
 - QO001-OF-A174&175-A (both directions)
 - QO001-OF-A176&A212-A (both directions)
2. That it be noted that the estimated cost of £35,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

24 **BUS STOP ACCESSIBILITY - MUNGO PARK ROAD OUTCOME OF PUBLIC CONSULTATION**

The Committee considered a report that outlined the responses to a consultation for the provision of fully accessible bus stops along Mungo Park Road.

The report informed the Committee that improvements to the bus stop environment such as raised kerbs, relayed footway surfaces, providing short footway links to stops would help with making bus stops fully accessible to all people. 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 are fully wheelchair accessible, because the benefits of low-floor/ kneeling buses were considerably reduced (if not removed) if the bus cannot position next to the kerb.

In accordance with the public participation arrangements the Committee was addressed by a member of the public who supported the scheme.

The resident spoke in favour of scheme option 2 stating that the existing layout was poor in terms of accessibility and that wheelchair users would also benefit from a fully accessible bus stop.

The resident commented that the proposal would resolve the off-street parking issues faced by some residents with the re-design and relocation of the bus shelter allowing for the installation of vehicle crossovers. The resident also stated he had a 10 signature petition in support of the proposal.

During the debate, a Member commented on the loss of footway parking spaces with the bus stop clearway aspect of the scheme. It was suggested that the bays outside no. 268 be retained.

A Member suggested that the stop outside no. 205 be moved closer to Wood Lane or the bus clearway on the approach to the stop be reduced. Members were informed that the relocation towards Wood Lane would need to be consulted on again.

Following debate it was proposed that the footway parking bay outside no. 268 be retained and for the stop outside no. 205 to be re-consulted on and potentially moved further towards Wood Lane.

The Committee **RESOLVED**:

1. That subject to the retention of the footway parking bay outside no. 268 and a further consultation to consider moving the bus stop outside no. 205 further towards Wood Lane

to recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Mungo Park Road detailed in the report and shown on the following drawings in the report be implemented;

- QO001-OF-A183-A184-A/2 (option 2)
- QO001-OF-A185-A186-A
- QO001-OF-A187-A188-A
- QO001-OF-A189-A

2. Noted that the estimated cost of £16,000 for implementation of the scheme would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

25 **BUS STOP ACCESSIBILITY - OCKENDON ROAD OUTCOME OF PUBLIC CONSULTATION**

Following Members commendation on the redesigned scheme and clarification on the location of the stop that was proposed nearby to the humped bridge the Committee considered the report and without debate **RESOLVED:**

1. To recommend to the Cabinet Member for Environment that the bus stop accessibility improvements on Ockendon Road set out in the report and shown on the following drawings be implemented;
 - QO001-OF-A136-A137-A
 - QO001-OF-A138-A139-A
 - QO001-OF-A140-A
 - QO001-OF-A141-A
 - QO001-OF-A142-A
 - QO001-OF-A143-A
 - QO001-OF-A144-A145-A
 - QO001-OF-A146-A
 - QO001-OF-A147-A
 - QO001-OF-A148-A
2. Noted that the estimated cost of £61,000 for implementation (all sites) would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

26 **WESTERN AVENUE - PROPOSED EXTENSION OF 'AT ANY TIME' WAITING RESTRICTIONS' - COMMENTS TO PROPOSALS**

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

1. To recommend to the Cabinet Member for Environment that:

- a. The proposed extension of the 'At Any Time' waiting restrictions in Western Avenue and the relocation of the Free parking on the northern side of Western Avenue, as shown on the drawing be implemented as advertised
- b. The effect of any agreed proposals be monitored.
- c. The estimated cost for the proposals in Brentwood Road, as set out in the report was £500, which would be met from the 2015/16 Minor Parking Schemes budget.

27 TPC393 RAINHAM VILLAGE - COMMENTS TO ADVERTISED PROPOSALS

The Committee considered a report that outlined the responses received to the informal consultation and the advertised proposals for the creation of a new permit parking zone (RV1), and the introduction of waiting restrictions and Pay and Display parking provision in the Rainham Ward.

The report detailed that about 1200 questionnaires were delivered in the area with a closing date of 7 November 2014. From the 158 responses that were received back, 112 respondents were in favour of the proposed scheme and 46 were against.

Out of the 112 responses in favour of the proposals, 81 were in favour of resident parking, 6 in favour of business parking and 21 in favour of just waiting restrictions (yellow lines) and the remaining respondents did not specifically outline a preference.

The report informed Members that following the informal consultation, and based on the collected data, officers had produced an appropriate design and formally consulted. The proposals were designed in consultation with the Ward Members and stakeholders and had been advertised. Residents and businesses in the immediate area of the proposed scheme were formally consulted by letter with a closing date of 20 March 2015; site notices were also placed throughout the area.

Officers' also held a consultation drop in session at Rainham Library, between 9.30am and 7.30pm on Wednesday 4 March 2015, to deal with residents' questions. It was noted that the session was well received with approximately 100 residents attending.

The report detailed that this part of Rainham Village was within walking distance of the National Rail Station (Rainham). Local residents faced daily issues with obstructive and inconsiderate parking, which was a particular issue in Melville Road and Cowper Road. Traffic and Parking Control received frequent complaints relating to commuter parking in these roads. Residents' difficulties were further compounded because off-street parking

to the front of properties was not an option for many as gardens were insufficient in size to accommodate off-street parking. Residents therefore had a greater demand for on-street parking, as kerb space was further reduced by commuter parking. This had led to a high level of complaints and requests for parking restrictions in the area, which was further supported by the comments made during both the informal and formal consultations. Furthermore, enforcement could not be carried out due to the lack of restrictions.

The proposals were designed to enhance the area by significantly increasing the available kerb space for all residents and visitors and limiting long term non-residential parking.

From the feedback officers received at the drop in session at Rainham Library and the responses received from the consultation, it was clear to officers that the residents of Cowper Road and Melville Road favoured implementation of the scheme which would improve traffic flow, limit commuter parking and make further parking provision for residents and visitors. Residents in the other roads consulted did not support the scheme.

The Council had set out in the recent budget strategy an increase to permit parking charges, which were subsequently agreed and where these changes would be reflected in the made Traffic Management Order. These charges were as follows:

Resident & Business permits charges	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £106.58 each
Visitors permits	£1.00 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

In accordance with the public participation arrangements the Committee was addressed by a member of the public who resided in Melville Road and spoke in favour of the scheme.

The resident informed the Committee that she and other residents in Melville Road and Cowper Road had suffered disrespectful and obstructive parking from commuters using the rail station.

During a brief debate, a Member stated that he was in support of the proposal in the report as he was aware of the daily parking problems when accessing and egressing properties in Melville Road and Cowper Road.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Environment that:
 - a. the proposal to introduce a residents parking provision in Cowper Road and Melville Road, operational between 8:30am – 6:30pm Monday – Saturday as shown on the drawing contained within Appendix 1 of the report be implemented as advertised;
 - b. all other elements of the advertised proposals shown on the drawing contained within Appendix 1 of the report be abandoned;
 - c. the effects of any agreed proposals be monitored
2. The estimated cost of implementing the proposals as described and shown on the attached plan was £3,000 including advertising costs. This would be funded from the 2015/16 Minor Parking Schemes budget.

28 **TPC460/3 - SCOTT'S PRIMARY SCHOOL KEEP CLEAR MARKINGS AND 'AT ANY TIME' WAITING RESTRICTIONS - COMMENTS TO PROPOSALS**

It was **RESOLVED** that consideration of this item be deferred at officers' request in order to address concerns over the release of certain information in the report.

29 **HIGHWAY SCHEMES APPLICATIONS**

The Committee 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 are appended to the minutes.

30 **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 are appended to the minutes.

31 **URGENT BUSINESS**

The Committee noted receipt of the schedule detailing the programme of works for the relining (white lines) of road markings on the borough's roads.

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 Page	Avon Road, by Cranham Health Centre	Cranham	Extend zig-zags at existing zebra crossing to improve driver - pedestrian intervisibility. Issue often occurs at school times with more on-street parking taking place.	<p style="text-align: center;">AGREED</p>
SECTION B - Highway scheme proposals without funding available				
H2	Faircross Avenue	Havering Park & Mawney	Faircross Avenue - Width restrictions at each end of their road to stop HGV vehicles using their road as a short cut as the existing 7.5T weight restriction signs at each end of their road	<p style="text-align: center;">AGREED TO MOVE TO C</p>

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

Item Ref	Location	Ward	Description	Decision
			Feasible, but not funded. Wider area would need to be considered drivers likely to divert to parallel and adjacent streets, hence cost estimate.	

SECTION C - Highway scheme proposals on hold for future discussion (for Noting)

Page 2 H1	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)
H2	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.

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

Item Ref	Location	Ward	Description	Decision
H3 Page 3	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.
H4	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.

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

Item Ref	Location	Ward	Description	Decision
H5 Page 4	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.
H6	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.

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

Item Ref	Location	Comments/Description	Decision
SECTION A - Minor Traffic and Parking Scheme Requests			
TPC741	Hill Grove	Request to extend the Controlled Parking Zones following a high volume of complaints and displaced parking from Mashiters Walk.	AGREED
TPC742	King George Close	Request to implement 'At any time' waiting restrictions on the north-eastern side of the road from the red route boundary up to the existing single yellow lines around and opposite the apex of the bend at the join of the two sections of the road	AGREED
TPC743	Eastern Road	The taxi rank in Eastern Road is causing traffic flow problems as the single yellow lines opposite the taxi rank are not deterring parking. He wishes to see Eastern Road double yellow lined to address this issue.	AGREED
TPC744	Lowshoe Lane	Request for parking restrictions in Lowshoe Lane between the hours of 10am to 11am and 3pm to 4pm to deter non resident, commercial/commuter parking. Officers advice a single period of restriction to ensure effective enforcement operations	AGREED
TPC745	Glenwood Drive and Lodge Avenue	Request to extend exiting hours of restriction to 8am to 10am and 11am to 2:30pm to deter non resident parking.	AGREED
TPC746	Grange Road	Request to review parking bay in Grange Road outside shops as vehicles are parked diagonally and overhanging the highway causing obstruction.	AGREED

TPC747	Abbs Cross Lane	Request to extend the double yellow lines outside number 45 from the up to the boundary of number 35 & 37, to replace the existing advisory white line which is unenforceable.	AGREED
TPC748	Kenilworth Gardens	Re request to extend the existing Mon to Fri 10:30am to 11:30am parking restriction in Kenilworth Gardens up to cover the whole unrestricted area	AGREED
TPC749	Birch Crescent	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC750	Harwood Avenue	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC751	Kingsley Gardens Squirrels Heath Lane end	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC752	Branfill Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC753	Deyncourt Gardens	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC754	Waldergrave Gardens	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC755	Ashburnham Gardens, Engayne Gardens and Waldergrave Gardens	Request to review for a possible residents parking scheme	AGREED
TPC756	Review of the Upminster Controlled Parkinbg Zone	Request to review for a possible residents parking scheme	AGREED

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