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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
11 November 2014 (7.30 - 10.25 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson, John Crowder, Carol Smith, Philippa Crowder (Reserve) (In place of Ray Best) and Viddy Persaud (Reserve) (In place of Dilip Patel)
Residents' Group	Barry Mugglestone and John Mylod
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 Councillors Ray Best and Dilip Patel.

+Substitute members: Councillor Viddy Persaud (for Dilip Patel) and Councillor Philippa Crowder (for Ray Best).

Also present for part of the meeting were Councillors Clarence Barrett, Stephanie Nunn and Melvin Wallace.

The Chairman welcomed Councillors Brian Eagling and Linda Hawthorn as new members of the committee.

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

25 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.

39 MINUTES

The minutes of the meeting held on 14 October 2014 were agreed as a correct record and signed by the Chairman.

40 **FRONT LANE - PROPOSED HUMPED ZEBRA CROSSING (THE OUTCOME OF PUBLIC CONSULTATION)**

The report before Members detailed the outcome to a public consultation carried out to identify pedestrian facilities along Front Lane and the installation of a humped zebra crossing.

The report informed the Committee that in the four-year period to September 2013, one personal injury accident (PIA) was recorded along Front Lane between Briarleas Gardens and Plough Rise. The PIA occurred at the Front Lane/Dorkins Way junction. A car was waiting to turn left and hit by another car at the rear, causing slight injury to the driver.

The proposal before the Committee was to provide humped zebra crossing along Front Lane by Dorkins Way. This pedestrian facility would improve road safety in the area would benefit majority of school children who tend to cross along Front Lane between Kings Gardens and Dorkins Way.

The report detailed that 100 letters, describing the proposals were delivered to local residents/occupiers affected by the proposals. Emergency Services, bus companies, local Members and cycling representatives were also consulted on the proposals. Thirteen written responses, from a local councillor and residents were received and the comments were summarised in the appendix of the report.

The report detailed officer comments that outlined that the accident analysis indicated that one personal injury accident (PIA) was recorded over four year period along Front Lane between Briarleas Gardens and Plough Rise. That a speed survey showed that vehicles on average were travelling above the speed limits along Front Lane. That a humped zebra crossing would provide safer pedestrian crossing facility and minimise accidents along Front Lane between Briarleas Gardens and Plough Rise.

In accordance with the public participation arrangements the Committee was addressed by a local resident who was also a governor at a local school, He spoke in favour of the scheme. He added that a 1000 signature petition had been raised in support of the scheme at the initial request stage. He said that the crossing would assist people travelling to Hall Mead School, Engayne School and other community facilities. He stated that Hall Mead School had included the scheme in their travel plan and they supported the scheme.

During the debate a Member stated that the location was dangerous because of the excessive speed of car users in the area and was of the view that the proposed scheme should be approved.

A Member wanted an assurance that the crossing would be well sign posted because of the speeding vehicles. The Committee was informed that there

would be humped zebra crossing signs as well as light-up beacon posts in the area.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Community Empowerment that humped zebra crossing along Front Lane by Dorkins Way detailed in the report and shown on drawing No.QN007/1 be implemented.
2. That, it be noted that the estimated costs of £20,000, would be met from the Transport for London's (TfL) 2014/15 financial year allocation.

41 **BUS STOP ACCESSIBILITY VICTORIA ROAD & HEATH PARK ROAD - OUTCOME OF PUBLIC CONSULTATION**

The report before the Committee detailed the responses to a consultation for the provision of fully accessible bus stops along Victoria Road & Heath Park Road.

The introduction of bus stop clearways improves the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It is important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ kneeling buses are considerably reduced (if not removed) if the bus cannot be positioned next to the kerb.

The proposals for accessibility improvements had been developed for various bus stops along Victoria Road and Heath Park Road as set out in the following tables:

VICTORIA ROAD		
Drawing Reference	Location	Description of proposals
QN008-OF-A104-A	Opposite Jane Court	Existing shelter to be removed and replaced with new shelter to the rear of footpath 37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A105/1-A	Outside 107 to 109	Bus stop to be relocated 45.40m southwest to outside Lorraine Court.

OPTION 1		37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A105/2-A OPTION 2	Outside 107 to 109	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area

HEATH PARK ROAD		
Drawing Reference	Location	Description of proposals
QN008-OF-A106/1-A OPTION 1	Outside 250 to 252	Bus stop to be relocated 53.50metres south west to the flank wall of 1 Princess Road. 31metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A106/2-A OPTION 2	Outside 250 to 252	Bus stop to remain in the same location. 35metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A107-A	Outside Heath Park Court	Bus stop to be relocated 12.50metres north west. 37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A108&109-A	Outside No 32 to 34	Bus stop flag to be relocated to the rear of footway 31 metre bus stop clearway.

		<p>140mm kerb and associated footway works provided at bus boarding area</p> <p><i>Note: Space would be left should number 32 & 34 requests a formal vehicle crossing in the future.</i></p>
QN008-OF-A108&109-A	Outside No 39	<p>31metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A110&111-A	Outside No.82	<p>Bus stop to be relocated 90.40 metres west</p> <p>25 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p> <p>Section of footway parking to be removed</p> <p>Pedestrian refuge island to be renewed</p>
QN008-OF-A110&111-A	Outside No 91 to 93	<p>Bus stop flag to be relocated 5.5meters east</p> <p>25 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area</p>

By the close of consultation, 6 responses had been received and officer comments was set out in the report.

Following a brief debate during which Members received clarification on the position of the existing and alternative bus stop position for the Romford-bound stop near Manor Road, the Committee **RESOLVED**:

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Victoria Road and Heath Park

Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;

- QN008-OF-A104-A
- QN008-OF-105/1-A (Option 1)
- QN008-OF-106/2-A (Option 2)
- QN008-OF-107-A
- QN008-OF-108&109-A
- QN008-OF-110&111-A

2. That it be noted that the estimated cost of £30,000 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

42 **BUS STOP ACCESSIBILITY - CHERRY TREE 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 Cherry Tree Lane detailed in the report and shown on the following drawings be implemented;
 - QN008-OF-A97&98A
 - QN008-OF-A99-A
 - QN008-OF-A100-A
 - QN008-OF-A101-A
 - QN008-OF-A102-A
 - QN008-OF-A103-A
2. That it be noted that the estimated cost of £25,000 for implementation would be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility.

43 **BRANFIL PRIMARY SCHOOL 20 MPH ZONE - ADDITIONAL WORKS**

The report before the Committee detailed outcome of a consultation on additional works proposed following the completion of the 20mph zone and traffic calming scheme in the area to the east and north-east of Branfil Primary School as part of the planning conditions for the school expansion.

Following a proposal and consultation between 23 September and 17 October to provide 'At Any Time' parking restrictions around the bend by the Stadium but offsetting the loss of the provision by providing free bays within the existing CPZ in Bridge Avenue, Brookdale Avenue (cul-de-sac) and Boundary Road. It was also proposed to provide an 'At Any Time'

restrictions in Bridge Avenue north of the junction with South View Drive to in order to provide more visibility at the pedestrian crossing point.

Following a clarification of the recommendation to the Members, the Committee **RESOLVED**:

- To recommend to the Cabinet Member for Environment that the parking alterations detailed in the report and shown on the following drawing QL056/OI/11.B - Bridge Avenue be implemented; and
- To recommend to the Cabinet Member for Environment that the parking alterations detailed in the report and shown on the following drawing QL056/OI/12.B - Brookdale Avenue and Boundary Road be rejected.
- To note that the estimated cost of £500 for implementation would be met from the Council's 2014/15 revenue budget for minor safety improvements.

44 BUS STOP ACCESSIBILITY WENNINGTON 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 Wennington 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.

- 1.1 Proposals for accessibility improvements have been developed for various bus stops along Cherry Tree Lane as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A69&70-A	Opposite the Post Office	35metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A69&70-A	Outside the Post Office	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A71-A	Property boundary of 88 & 90	21 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A72-A	Outside No 142	37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. <i>Note: Space would be left should number 142 requests a formal vehicle crossing in the future.</i>
QN008-OF-A73-A	Outside No 203	Bus shelter to be relocated to the green area. 35 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Section of footway parking to be removed. Pedestrian refuge island and associated tactile paving to be renewed. <i>Note: Space would be left should number 203 requests a formal</i>

		<i>vehicle crossing in the future.</i>
QN008-OF-A74&75-A	Opposite No. 296	<p>Bus stop to be relocated 22m south east to opposite No 302.</p> <p>23 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p> <p>New uncontrolled crossing points across Eastwood Drive and Wennington Road.</p> <p>Access into South Hall Cottages to be formalised.</p>
QN008-OF-A74&75-A	Outside No 306	<p>25 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A76&77-A	West of East Hall Lane	<p>Bus stop to be relocated 33m south east (away from give way markings).</p> <p>25 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p> <p>New uncontrolled crossing point.</p>
QN008-OF-A76&77-A	West of East Hall Lane	<p>New hard standing area with 140mm kerb and associated footway works provided at bus boarding area.</p> <p>25 metre bus stop clearway.</p>
QN008-OF-A78-A	From Outside No 3 Kent View to near Halldare	<p>Bus stop to be relocated 174m west.</p> <p>31 metre bus stop clearway.</p> <p>140mm kerb and associated footway</p>

	Cottage	works provided at bus boarding area.
QN008-OF-A79-A	Opposite No 7 Kent view	New hard standing area with 140mm kerb and associated footway works provided at bus boarding area. 31 metre bus stop clearway. New uncontrolled crossing point.
QN008-OF-A80&81-A	The Green	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A80&81-A	Opposite The Green	New hard standing area with 140mm kerb and associated footway works provided at bus boarding area. 29 metre bus stop clearway. New uncontrolled crossing point.
QN008-OF-A82&83-A	Wennington Hall Farm	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A82&83-A	Wennington Marsh Farm	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.

By the close of consultation, seven responses were received. London Buses had noted that the proposals would improve accessibility although two sites would require passengers walking further to the stops. A resident had also requested a litter bin be provided at the stop outside 88/90 Wennington Road (Drawing QN008-OF-A71-A).

During a brief debate Members discussed the proposed siting of the bus stops and their impact on traffic movements. A Member raised concern on the relocation of a bus stop further away from the village as he felt it the proposed location would be isolated at night. A Member also was of the

view there would be a safety issue and the privacy of the resident at the new location but officers were of the opinion that the hedges were high enough to provide privacy at this location. A Member also suggested the retention of public bins where possible.

Following the debate It was **RESOLVED:**

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Wennington Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A69&A70-A
 - QN008-OF-A71-A
 - QN008-OF-A72-A
 - QN008-OF-A73-A
 - QN008-OF-A74&75-A
 - QN008-OF-A76&77-A
 - QN008-OF-A79-A
 - QN008-OF-A80&81-A
 - AN008-OF-A82&83-A
2. That it be noted that the estimated cost of £55,000 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan Allocation for Bus Stop Accessibility.
3. To defer the scheme with reference drawing number QN008-OF-A78-A which proposed relocation of a bus stop from outside to a position out of Wennington Villiage 174m west with a 31 metre bus stop clearway a 140mm kerb and associated footway works provided at bus boarding area was agreed unanimously.

45 **MASHITERS WALK - TPC70 PROPOSED WAITING RESTRICTIONS.
(COMMENTS TO ADVERTISED PROPOSALS)**

The Committee considered a report that set out the responses received to the advertised proposals to introduce waiting restrictions in Mashiters Walk (Pettits Ward) which would prevent commuter parking and improve traffic flow.

The report detailed that following reports of commuter parking, the Committee at its meeting in October 2012 agreed in principle to the proposals to implement waiting restrictions between 10am and 11am on an unrestricted section of Mashiters Walk.

The scheme was subsequently designed and publicly advertised in 11 July 2013 and the report outlined the responses received arising from the public consultation which were summarised and appended to the report.

By the close of consultation on the 1 August 2014, eight responses' were received to the proposals. Five respondents were in favour of the proposals and three respondents against the proposals with the responses as set out in Appendix 2 of the report.

The report outlined officer comment that 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 prevent long term commuter parking which should create available kerb space for residents to park outside of the proposed restricted hours. The report stated that the commuter parking was likely to be caused by the implementation of the restrictions in the Lake Rise and Rosemary Avenue area and therefore Officers recommend that the proposals should be implemented as advertised.

In accordance with the public participation arrangements the Committee was addressed by two speakers, one in favour and one against the scheme. The speaker who spoke against the scheme commended the 20 mph restrictions proposed but was of the view that any further restrictions on Mashiters Walk would be detrimental to the surrounding roads. He also felt that the consultation was not fully carried out, the resident was of the view that commuter parking gave a positive effect on the area.

The local resident who spoke in favour of the scheme stated that she and other resident were totally in support as a result of the commuter parking issues in the area. She requested that the Committee consider changing the restriction time between 1pm and 2 pm.

During a brief debate, a Member asked that it be noted that the need for resident parking bays should come back to committee and members suggested that provision should be made for free parking bays. The committee accepted that there was an issue of parking in the area and suggested that once this scheme was implemented, after six months it be monitored for any amendments.

The Committee was informed that any changes such as a revision to the time restriction and provision of parking bays would require a new consultation in the area.

Following the debate It was **RESOLVED** that:

- 1 That the Committee having considered the representations made recommends to the Cabinet Member for Environment that:
 - the waiting restrictions shown on Appendix 1 of the report be implemented as advertised

- that the effect of the scheme be monitored after six months
- 2 Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2014/15 Minor Parking Schemes budget.

The vote for the proposal was carried by 10 votes to 1 abstention. Councillor Durant abstained from voting.

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

The Committee considered a report that outlined the responses received to the advertised proposals to convert the existing waiting restrictions in Heron Flight Avenue, in the entrance road to St Albans School, to School Keep Clear markings and convert the operational hours to 8am-5pm Monday to Friday.

At its meeting held on the 8 July 2014 the Committee agreed to consult on proposals to convert the existing waiting restrictions in Heron Flight Avenue located in the entrance road to St Albans School, operational from 8:15 - 9:15am & 3:00 - 4:15pm to a School Keep Clear marking operational 8am - 5pm Monday to Friday.

The proposals were subsequently designed with the addition of 'At any time' waiting restrictions at the junction of Heron Flight Avenue. The proposals were then publicly advertised on the 8 August 2014 to St Albans School and residents that were perceived to be affected, eighteen statutory bodies were also consulted and site notices were placed in Heron Flight Avenue

At the close of the public consultation on 29 August 2014, three responses including a letter from St Albans School were received not in favour of the proposals. A petition signed by 21 residents was received not in favour of the proposals. A summary of the responses was appended to the report.

The main reason for the objections against the proposals was the reduction in parking spaces for residents and that the school keep clear markings would only be enforceable during the schools opening/closing times not all day.

In officers view, the introduction of the School Keep Clear restrictions was considered to be very important to the operation of the school site and for the safety of pedestrians and visitors, in particular children. The effect of the prohibition of stopping outside schools would be to impose School Keep Clear, no stopping restrictions operative between 8 a.m. and 5 p.m. Mondays to Fridays in the entrance road to St Albans School, Heron Flight

Avenue. Outside of these hours parking would be permitted therefore allowing local residents to utilise this kerb space.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke against the proposal that it would only disperse and move the problem along. He stated that the number of support detailed on the petition highlighted the depth of concern in the area.

With its agreement Councillor Stephanie Nunn addressed the Committee. Councillor Nunn commented that the proposal would lead to limited parking in the area that already had only one entry and exit point. She stated that the keep clear would reduce parking spaces. She also stated that the operational hours for the signage should be at the opening and closure of the school.

During a brief debate Members discussed the proposal and a Member was of the view that there was a need for traffic monitoring in order to have a clearer idea of vehicle flow. He also stated that the school was against the scheme.

A Member suggested that the proposal be deferred for further information.

Councillor Brian Eagling proposed a deferral and this was seconded by Councillor John Mylod.

The vote to defer the scheme was carried by nine votes to two. Councillors Durant and Wulverton voted against the proposal.

47 TPC337 WESTERN AVENUE - PROPOSED EXTENSION TO THE GIDEA PARK CPZ

The report before the Committee detailed responses to the formal consultation proposals to include Western Avenue in the Gidea Park Controlled Parking Zone (CPZ).

The report informed the Committee that following the request from residents an informal consultation was undertaken to gauge resident's feeling and comments, which was agreed in principle by the Committee at its meeting on 13 August 2013.

At the close of a formal consultation on 2 May 2014, out of the 16 properties in Western Avenue, six responses were received from residents, three responses received did not state their address, while there was one response from a resident of Castellan Avenue and one response from a resident of Upper Brentwood Road. Six residents were in favour of the proposals and five against.

On the 8 August 2014 residents who were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

By the close, 19 responses were received, nine in favour, six against and two in favour of part of the proposals. Responses were appended to the report.

In officer's view there were more residents in favour of the proposals than against and the issue of parking in the area had been raised several times in the last few years, it was recommended that the proposals be implemented as advertised.

In accordance with the public participation arrangements the Committee was addressed by two residents, one in favour and one against the scheme. The resident who spoke in support of the scheme informed the committee that the volume of traffic in the area had increased which was an evidence of commuter parking including along Western Avenue who were making use of Gidea Park Station. He added that these parking made it difficult for resident accessing and exiting their drive.

The resident who spoke against the scheme stated that any alteration in the area would affect resident and their visitors, he saw no reason for the CPZ request as there was no commuter parking problem but accepted a need for the double yellow line junction protection.

With its agreement Councillor Melvin Wallace addressed the Committee. Councillor Wallace suggested to the committee that three free parking bays be included on the Upper Brentwood Road side and he supported the junction treatment.

During a brief debate Members made the following comments:

- That the scheme would only end up pushing the problem along, was concerned that the CPZ approach that was been proposed
- That the junction protection be implemented under the head of Service delegated powers and carry out the scheme

Following deliberation, it was clarified to the Committee that any amendment to the proposals would require the scheme to be re-advertised.

Members suggested that a request to install free parking bays on the Upper Brentwood road side of the road and Western Avenue be considered and that officers should as appropriate bring this back to Committee if required.

The Committee **RESOLVED:**

To recommend to the Cabinet Member for Environment that:

- A. Proposals be drafted and publicly advertised to restrict all arms of the Western Avenue junction with Upper Brentwood Road for 10 metres,

with 'At any time' waiting restrictions and include the road into the Gidea Park Controlled Parking Zone.

- B. Members noted that the estimated cost of the scheme was £2,500 and would be funded from the 2014/15 Minor Parking Schemes budget.

The vote for the proposal was carried by 10 votes to 1.

Councillor Durant voted against the scheme.

48 **TPC 418 - CARLTON ROAD - PROPOSED EXTENSION OF SECTOR 1 RESIDENTIAL PARKING SCHEME - COMMENTS TO ADVERTISED PROPOSALS**

The Committee considered a report that outlined proposals to extend the boundary of the Romford Controlled Parking Zone (Sector 1) further along Carlton Road.

The report informed the Committee that following a request from residents of Carlton Road, Officers presented the request to the Highways Advisory Committee at its meeting on the 15 April 2014. The proposals was agreed in principal to design and consult on an extension of the Romford CPZ (Sector 1) residents parking scheme in Carlton Road, from the common boundary of Nos.121 and 123 to the common boundary of 145 and 147.

The proposals were subsequently designed and publicly advertised. On 25 July 2014 46 residents who were perceived to be affected by the proposals, were advised by letter and a copy of the plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

By the close of the consultation on the 15 August 2014, thirteen responses (28%) was received to the advertised proposals. Two respondents were in favour of the proposals, a response outlined that the proposals would not affect them and ten respondents objected to the proposals. All the responses received to the proposals were summarised and appended to the report.

In accordance with the public participation arrangements the Committee was addressed by a speaker who spoke against the scheme. The speaker who spoke strongly against the scheme, he stated that the proposal would lead to a bottle neck and one way street. He added that the parking scheme would lead to overhanging across residents' drive. The Committee was informed that Councillor Chapman had also raised concern about the scheme following an exchange of correspondence with two local residents. It was felt that not enough consideration had been given to the proposal.

During a brief debate, a Member stated that he agreed with the views of the speaker that there was no need to implement any scheme in the area.

Councillor Eagling proposed that scheme be recommended for refusal, this was seconded by Councillor Thompson.

The vote for the proposal to refuse the scheme was carried by 10 votes to 1.

Councillor Ian de Wulverton (Chairman) voted against the proposal to reject the scheme.

49 **TPC 348 - GEORGE STREET PROPOSED CHANGE OF A VOUCHER PARKING BAY TO PAY & DISPLAY. COMMENTS TO ADVERTISED PROPOSALS**

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

1. To recommend to the Cabinet Member for Environment that:
 - a. the proposals to change the use of the existing Voucher Parking facility in George Street to Pay and Display parking as shown on Appendix A, be implemented as advertised
 - b. Members note that the estimated cost of this scheme in George Street as set out in the report was £4,000 and can be funded from the capital allocation
 - c. That the effect of the scheme be monitored.

50 **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 against each request and appended to the minutes.

51 **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 against each request and appended to the minutes.

52 **SUSPENSION OF STANDING ORDERS**

During the discussion of the reports the Committee **RESOLVED** to suspend Committee Procedure Rule 8 in order to complete the consideration of the remaining business of the agenda.

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	Former Harold Wood Hospital, residential development	Harold Wood	20mph Zone (all new adoptable roads)	AGREED
H2	Former Whitworth Centre, residential development	Heaton	20mph Zone (all new adoptable roads)	AGREED
H3	Gooshays East, residential development	Gooshays	20mph Zone (all new adoptable roads)	AGREED
H4	Dunningford Close, residential development	Elm Park	20mph Zone (all new adoptable roads)	AGREED
H5	Torrence Close, residential development	Hylands	20mph Zone (all new adoptable roads)	AGREED
H6	Lambs Lane/ A1306 site, residential development	Rainham & Wennington	20mph Zone (all new adoptable roads)	AGREED
H7	Passive Close (off A1306), residential development	Rainham & Wennington	20mph Zone (all new adoptable roads)	AGREED
H8	Raven Close (off Crow Lane), residential development	Rainham & Wennington	20mph Zone (all new adoptable roads)	AGREED

H9	Mercury Gardens service area	Romford Town	Review of parking controls and arrangements to support redevelopment of Swan Walk, possibly 20mph speed limit or Zone introduced.	AGREED
H10	Harold Wood Station bus turnaround area	Harold Wood	Provide a buses only restriction for the station turnaround area as private vehicles dropping off are causing obstructions	AGREED
SECTION B - Highway scheme proposals without funding available				
H11	Fairview Avenue, Rainham	Rainham & Wennington	Measures to slow speed traffic (50mph+) as resident concerned about family and possibility of a fatality.	REJECTED
H12	Park Farm Road	Upminster	Pedestrian crossing between Bonnetts Wood and Parklands Car Park	REJECTED

H13	Manor Road, junction with Brentwood Road	Romford Town	Request for road humps to slow drivers entering Manor Road where residents are emerging from their driveways	REJECTED
H14	Ardleigh Green Road/ Squirrels Heath Lane junction	Squirrels Heath	Signalisation of junction to provide better crossing facilities for pedestrians, especially across the side roads	REJECTED
H15	Gubbins Lane	Harold Wood	Zebra crossing on top of bridge near station	MOVED TO SECTION C
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)				
H16	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)

H17	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.
H18	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.

H19	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.
H20	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Feasible, but not funded - Casualty details to follow.
H21	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.

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

Item Ref	Location	Description	Decision
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SECTION A - Minor Traffic and Parking Scheme Requests

TPC524	Carlton Road, Woodfield Drive, Stanley Avenue, Stanley Close, Tudor Gardens, Repton Drive, Repton Avenue, Repton Gardens, Tudor Drive, St Ivians Drive, Tudor Avenue, Balgores Lane	Request to review the parking in these roads following reports of commuter parking problems which is leading to extensive damage to the highway, in particular kerbs pavements and tree pits	AGREED
TPC525	Walden Road, Discount Builders Merchants	Request for parking provisions along side the yard and for double yellow lines across the vehicular access	AGREED
TPC526	Gilbert Road	Conversion of existing parking metres to Pay and Display	AGREED
TPC527	Woodcote Avenue	A 5-6 metre extension of the existing 8:30am to 6:30pm Monday to Saturday outside St Nicholas Church.	AGREED
TPC528	Douglas Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED

TPC529	Albert Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC530	Craigdale Road	Request to review parking for possible Cashless(Pay By Phone) or Pay & Display parking	AGREED
TPC531	Marks Road	Conversion of existing parking metres to Pay and Display	AGREED
TPC532	Olive Street	Conversion of existing parking metres to Pay and Display	AGREED
TPC533	Linden Street at its junction with Como Street	Conversion of existing parking metres to Pay and Display	AGREED
TPC534	Hainault Road	Inclusion of Nos.14 to 20 evens and Nos. 47 and 49 odds into the Sector 2B Residents Parking Scheme	AGREED
SECTION B - Minor Traffic and Parking Scheme Requests on hold for future discussion or funding issues			