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**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
Page 2 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 3 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

**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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