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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
14 April 2015 (7.00 - 9.10 pm)**

Present:

COUNCILLORS

Conservative Group	Ray Best (Vice-Chair), Frederick Thompson, Dilip Patel, Carol Smith and Wendy Brice-Thompson
Residents' Group	Barry Mugglestone and Stephanie Nunn
East Havering Residents' Group	Linda Hawthorn and Darren Wise
UKIP	Ian de Wulverton (Chairman)
Independent Residents Group	David Durant

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

+Substitute members: Councillor Stephanie Nunn (for John Mylod), Councillor Wendy Brice-Thompson (for John Crowder) and Councillor Darren Wise (for Brian Eagling).

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

There were 15 members of the public present for parts of the meeting.

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

There were no declarations of interest.

79 **MINUTES**

The minutes of the meeting held on 10 March 2015 were agreed as a correct record and signed by the Chairman.

80 **PROPOSED TRAFFIC IMPROVEMENTS AT PETTITS LANE NORTH,
RISE PARK**

The Committee considered a report that set out the responses to a consultation on proposals to improve the traffic flow through the junction of Pettits Lane North/A12 Eastern Avenue East and minor safety measures in Pettits Lane North (north side of A12 Eastern Avenue East), Rise Park.

The report stated that feasibility studies were undertaken when designing measures to improve traffic flow at the junction. Topographical survey and tracing of existing underground services had been undertaken by a specialist contractor.

The report outlined that to avoid the costly diversion of underground statutory services and minimising intake of land, it was proposed that the southbound carriageway of Pettits Lane North be widened. The carriageway widening would commence close to the existing pedestrian island and continue along the eastern kerb line up to the A12. The widening would help to increase the width of the traffic lanes which would improve the turning movements of larger vehicles and hence improve the traffic flow. Further works include altering the existing traffic island situated in the north-east corner of the junction as shown on drawing no. QM035-OF-102. The proposals would involve relocating two street lamp columns, a traffic sign, cutting back overgrown shrubs and where practicable to plant additional trees in the grass verge to improve the landscape.

The report informed the committee that this option would help to overcome the above safety issues, minimise the intake of the grass verge and avoid expensive diversion of underground services.

At the end of the consultation, one resident had objected to the proposals stating that the scheme would bring traffic close to his property and increase noise levels. A resident had submitted a petition containing 25 signatures of local residents suggesting that the existing widening be extended further to achieve full benefit.

Havering Cyclists supported the measures and had suggested the provision of Advance Stop markings in Pettits Lane North at its junction with the A12. The Metropolitan Police, Romford Fire Station and London Buses fully supported the proposals. A summary of the consultation response was included in Appendix A of the report.

The Committee noted from the report that the objection raised did not carry any significant concerns based on the views provided by Environmental Services.

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke in favour of the scheme stating that he and other residents supported the scheme, but suggested that it should be extended further north towards the bus stop with the

pedestrian refuge removed so people could cross at the traffic signals at the junction.

During a brief debate, Members sought clarification on the position of the existing pedestrian refuge and bus stop.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the following measures be implemented:
 - a) Pettits Lane North, the east side, from a point 22 metres of the southern kerb-line of Pettits Boulevard extending southward for a distance of 62 metres as shown on drawing no. QM035–OF-102.
 - b) Provision of KEEP CLEAR markings (in south bound lane only) of Pettits Lane North at its junction with Pettits Boulevard as shown on drawing no. QM035–OF-102.
2. That it be noted the estimated cost of carrying out the works was £194,000 which included civil engineering works, diversion of existing underground statutory services and traffic management. This would be met by Transport for London through the allocation of Local Implementation Plan for improving the reliability of public transport package.

81 **PROHIBITION OF TRAFFIC MOVEMENTS AT STATION/GUBBINS LANE, HAROLD WOOD**

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

1. To recommend to the Cabinet Member for Community Environment to prohibit various vehicular movements at the following locations:

Gubbins Lane/Station Road junction, Harold Wood

- a) Prohibit all vehicles proceeding in Gubbins Lane, from entering the road connecting Station Road and Gubbins Lane, located immediately in the south-eastern corner of the junction of Station Road/Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101
- b) Prohibit all vehicles proceeding in Gubbins Lane from entering the south-westbound carriageway of Station Road between the two island sites situated at its junction with Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101
- c) Prohibit all vehicles, except for buses, proceeding in Station Road, from entering the road connecting Station Road and Gubbins Lane,

located immediately in the south-eastern corner of the junction of Station Road/Gubbins Lane. The proposals are shown on drawing no. QL040_46-OF-101

2. 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 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

82 **BUS STOP ACCESSIBILITY - SOUTHEND ROAD**

The report before Members detailed responses for the provision of a fully accessible bus stop opposite 175 to 185 South End Road as an alternative to a previous proposal for a fully accessible stop outside 300 to 314 South End Road that was deferred on 16 September 2014.

The Committee considered a report at its meeting of 16 September 2014 which dealt with various proposals for South End Road. With regard to a proposal to make the stop outside 300 to 314 South End Road accessible (Drawing QN008-OF-A44A), it was resolved that the Head of Streetcare should consider and consult on an alternative location as the current proposal would not allow a vehicle crossing to be provided to 306 South End Road.

Staff reviewed the section of South End Road and developed a new proposal which would relocate the stop opposite 175 to 185 as shown on Drawing QN008-OF-A44-2A. The accessible footway for the stop would be outside the former Albyns Close site, with a clearway covering this position and extend to outside 294.

This position would not affect the redevelopment by the Council's Housing Department P1034.14 which would be providing a new access on South End Road whereby the adjacent parking layby would be changed to accommodate the development.

The report detailed that by the close of consultation, seven responses were received as set out in the appendix.

Councillor Frederick Thompson in his response considered that the revised proposals were a fair compromise, Councillor Burton expressed opposition to the proposal and he stated he had received copies of letters from people also objecting. The Metropolitan Police had no issues with the proposals.

Three residents objected to the proposals, with one resident supplying an 18 signature petition against the scheme. St John & St Matthew Church also objected.

The objectors raised the following points:

- Location of the stop was near a dangerous bend with associated comments regarding driver speed, behaviour and damage to street lighting,
- Stationary buses would cause traffic congestion with associated concerns about air pollution,
- People overtaking buses would block the road,
- Why should the stop be moved to accommodate other residents,
- Current bus stop operates satisfactorily,
- Impact on access to premises,
- Cost of proposals,
- Stop should move to existing layby outside Albyns Close.

In response, the Committee noted from the report that the current bus stop required work to make it fully accessible for modern low floor buses with two-door operation. The alternative location would be visible to oncoming drivers at least 75 metres in advance. This distance deemed better than the stopping sight distance (SSD) recommended in Manual for Streets for 37.5mph (60kph) which was 59 metres and was therefore considered acceptable by staff.

Officers are of the view that localised traffic holdups would be sporadic at peak times and drivers would shortly re-join queues at Rainham Road to the south and Airfield Way to the north.

In accordance with the public participation arrangements the Committee was addressed by two local residents speaking in favour and against the scheme respectively.

The resident speaking against the scheme stated that he favoured keeping the bus stop in its current location. The resident informed the committee that he had lived in the area for many years and had witnessed changes in the levels of vehicular traffic and the speed of traffic. The resident noted a recent accident where a speeding vehicle collided with a street light. The resident raised concerns over the alternative location which he felt would encourage dangerous overtaking resulting in the potential for head-on collisions.

A resident speaking in favour of the scheme considered the current location of the bus layby to be inefficient and dangerous, especially when in use by two buses. The speaker noted that the layby cannot accommodate two buses with the consequence that the second bus sticks out into the road. The speaker was also of the opinion that the current stop was too close to the busy Mungo Park Road junction and the pedestrian crossing. The new stop location would aid the future residents of Albyns Close and would be a safer location and better for traffic flow.

During a brief debate, a member sought clarification on the alternative layout and sought the advice of officers on the possibility of reducing the footway to accommodate the bus stop layby. The Committee was informed

that a reduction in the footway may require utilities to be moved and Officers questioned whether there would be sufficient footway capacity to allow for a reduction.

A Member enquired if the layby outside Albyns Close could be modified, together with modifications to the development site access, to enable use by buses. The Committee was informed that there was a planning consent for the development site and that the layby was not long enough to fully accommodate a bus.

A Member, speaking in favour of the relocation, stated that an on-road stop would allow buses to pull in and out efficiently reducing waiting times. The Member proposed that the Committee vote for recommendation 1(b).

The Committee **RESOLVED**:

1. That having considered the report and the representations;

To recommend the Cabinet Member for Environment that the bus stop accessibility improvements opposite 185 to 195 South End Road be implemented as shown on Drawing QN008-OF-A44-2A (alternative location).
2. To note that the estimated cost of £12,000 for Recommendation 1(a) and £5,000 for Recommendation 1(b) for implementation would be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

The vote for the proposal was carried by ten votes in favour with one abstention. Councillor Durant abstained from voting.

83 **TPC527- HAINAULT ROAD - PROPOSED EXTENSION OF SECTOR RO2B RESIDENTS PARKING SCHEME**

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

1. To recommend to the Cabinet Member for the Environment that:
 - a. That the proposals to extend the Romford CPZ (Sector RO2B) residents parking scheme in Hainault Road, Romford between No. 14 to 20 even side and 45 & 47 on the odd side and shown on the drawing at Appendix A be implemented as advertised.
 - b. The effect of the scheme be monitored.
 - c. Members note that the estimated cost of the scheme was £1,500 and would be funded from the 2015/16 Minor Parking Schemes budget.

84 **TPC503 -TADWORTH AND STATION PARADE, PROPOSED CHANGE OF DISC PARKING TO SHARED USE RESIDENTS PARKING AND PAY & DISPLAY**

It was **RESOLVED** to defer the proposal to enable officers to provide further clarification on issues relating to the entitlement of parking permits.

85 **TPC337 - WESTERN AVENUE, PROPOSED FREE PARKING BAY**

The report before Members detailed the outcome to the formal consultation to introduce a Free Parking bay in Western Avenue, close to its junction with Upper Brentwood Road. This scheme was agreed on the basis that a free parking bay would be installed to reflect those that had been installed in surrounding roads.

Residents perceived to be affected by the scheme were consulted on the proposals. At the close of the consultation on 14 March 2015, nineteen responses were received to the proposals, nine were in favour, seven were against, with three responses being in favour of part of the proposals.

The majority of the respondents to the consultation were in favour of the principle of the proposed parking bay. There were however objections to the proposed location of the bay. A number of residents felt that the location of the proposed bay would be too close to an existing junction making access and egress from the road more difficult.

The report detailed that at its meeting held on 11 November 2014 Members had agreed to the implementation of 10 metres 'At any time' waiting restrictions on all four arms of the junction of Western Avenue and Upper Brentwood Road. These restrictions together with a Single Yellow Line along the road had since been implemented.

Data from Crashmap and TFL indicated that a minor accident had been reported in 2011. A further accident had recently taken place in the vicinity of the newly implemented 'At any time' waiting restrictions.

The report informed the Committee that following the comments of residents who resided in this road, staff recommend that further proposals be advertised to extend the existing 'At any time' waiting restrictions on the northern side of Western Avenue, at its junction with Upper Brentwood Road, and re-advertise the proposals for the Free parking bay to relocate the bay 5 metres westwards, to accommodate the extension of the double yellow line. These proposals would require further statutory advertisement.

The report detailed that staff were of the view that the proposed relocation of the free parking bay would mean that the parking bays would be located approximately 2.7 metres away from the vehicular access of no. 537 Upper Brentwood Road, which was considered adequate from the vehicle crossover to prevent obstruction.

In accordance with the public participation arrangements the Committee was addressed by a resident who spoke in favour of the principle of the scheme but questioned the proposed location of the bay. The resident stated that spacing between the bay and the junction should be approximately 15 meters for safety. The speaker went on to state that the junction would be improved with the implementation of double yellow lines.

During a brief debate, a member sought clarification on the waiting restrictions at the junction of the road. Members agreed that further consideration should be given to junction protection along each arm of the junction.

The Committee **RESOLVED:**

To recommend to the Cabinet Member for Environment that:

- A. further proposals be advertised to move the proposed free parking bay 5 metres westwards and to extend the existing 'At any time' waiting restrictions, on the northern side of the road by 5 metres.

86 **WOODCOTE AVENUE - TPC526 PROPOSED EXTENSION TO WAITING RESTRICTIONS**

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

1. To recommend to the Cabinet Member for Environment that:
 - That the proposals to extend the existing 8:30 to 6:30 Monday to Saturday waiting restrictions in Woodcote Avenue, be implemented as advertised;
 - That the effect of the scheme be monitored.
2. To note that the estimated cost of this scheme as set out in the report was £500 and would be funded from the 2015/16 Minor Parking Schemes budget

87 **MANOR AVENUE - PROPOSED CHANGE OF DISC PARKING BAY TO TIME LIMITED FREE PARKING BAY**

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

1. To recommend to the Cabinet Member for Environment that the following measures, as set out in the report and shown on the drawing be implemented:

- A. The proposals to change the existing Disc Parking restrictions outside the Methodist Church in Manor Avenue to a limited stay Free parking bay, operational 8.30am to 6.30pm Monday to Saturday inclusive, with a maximum stay period of 3 hours, with no return to the parking place within 2 hours, be implemented as advertised;
- B. The effect of the scheme be monitored;
- C. To note that the estimated cost of this scheme as set out in the report was £750 and would be funded from the 2015/16 Minor Parking Schemes budget.

88 **TPC465 - BRANFIL PRIMARY SCHOOL. PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS**

The Committee considered a report that sets out the responses to the advertised proposals to extend the existing 'At any time' waiting restrictions in Cedar Avenue outside Branfil Primary School.

At the close of the public consultation, four responses were received in favour of the proposals with six responses not in favour. It was difficult to ascertain if two others were in support or against the proposals. A summary of the responses was appended to the report.

The report informed the Committee that due to the recent expansion of Branfil Primary School, the extension of the existing 'At any time' waiting restrictions were considered to be very important to the operation of the school site. This would improve the safety of road users and visitors, in particular school children.

Officers had also identified and assessed the potential negative impact that the parking scheme proposed on the residents and request the Committee to consider to implement the proposals as advertised or to reduce the waiting restrictions to Monday to Friday 8:00am to 5:00pm.

During a brief debate, members discussed the need for 'at any time' waiting restrictions and the effect of such restrictions on local residents. Members noted that negative impact of further yellow lines on the road but agreed that further restriction was necessary

The Committee **RESOLVED:**

1. That the Committee having considered the report and representations made recommendations to the Cabinet Member for Environment that:
 - a) The proposed "At any time" waiting restrictions on the western side of Cedar Avenue be reduced in time to only apply 8am to 5pm

Monday to Friday, which was the same period that the School Keep Clear markings operate.

- b) The effects of any agreed proposals the scheme be monitored once implemented for a period of six months.
- c) To note that the estimated cost of the scheme as set out in the report was £1000, which would be funded from the 2015/16 Minor Parking Schemes budget.

89 **TPC480/2 CLOCKHOUSE PRIMARY SCHOOL - PROPOSED PARKING RESTRICTIONS**

The Committee considered a report that sets out responses to the advertised proposals to convert the existing 8:30 to 9:15am & 2:45 to 3:30pm (Monday to Friday) School Keep Clear markings in Lynwood Drive and Clockhouse Lane to 8:00am to 5:00pm (Monday to Friday) inclusive. The proposals also included the introduction of 'At any time' waiting restrictions at the junctions of Dominion Drive, Lynwood Close and around the centre island at the junction of Lynwood Drive.

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

The report informed that sixteen responses, 10.5% returns were received, with nine responses against the proposals and seven responses in favour of the proposals.

Traffic and Parking Control received an email from the Metropolitan Police Safer Neighbourhoods PSCO Havering Division stating that that the school had actively tried to deter parents from parking outside the school, without success. They also stated that the existing School Keep Clear markings operational times were of an insufficient duration due to the school now having nursery facilities and after school clubs that do not finish until 6pm.

The changes to the School Keep Clear restrictions were 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 8:00am and 5:00pm Mondays to Fridays in Lynwood Drive and Collier Row Lane. Outside of these hours parking would be permitted therefore, allowing local residents to utilise the kerb space.

In accordance with the public participation arrangements the Committee was addressed by a local resident who raised his concern over the introduction of 'at any time' restrictions to solve conjunction issues that occur for a limited period at the start and end of the school day. . The resident stated that the implementation of the proposal would have a

significant impact on the availability of parking spaces for residents and visitors. The speaker stated that the scheme would not prevent people driving their children to school. Concerns were also raised that traffic flow would speed up with the removal of parked vehicles adversely affecting safety.

During the debate, a member sought clarification of the origin of the scheme. Officers informed the Committee that the scheme had been requested the local school and the Police to improve safety around schools. A member raised concern on the “At any time” restriction proposed in the area. A member questioned the need for ‘at any time’ restrictions, commenting that he knows the area well and was not aware of any accidents occurring.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that:
 - a) The operational hours of the existing School Keep Clear markings in Lynwood Drive and Clock house Lane, as shown on the drawing in Appendix A of the report, be amended to operate from 8:00am to 5:00pm Monday to Friday inclusive;
 - b) The proposed ‘At any time’ restrictions, at junctions, be implemented as shown on the drawing in Appendix A of the report.
 - c) The effects of the scheme be monitored once implemented for a period of six months.
2. To note that the estimated cost of the scheme as set out in the report was £1500 and would be funded from the 2015/16 Minor Parking Schemes budget.

90 **TPC511 - FARNES DRIVE, PROPOSED PAY & DISPLAY PARKING PROVISIONS**

The report before the Committee detailed the responses received to the advertised proposals to introduce Pay & Display parking bays in Farnes Drive and Upper Brentwood Road.

At the close of public consultation, seven responses were received to the proposals. One respondent was for the proposals, five were against and a respondent provided a neutral comment.

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

In accordance with the public participation arrangements the Committee was addressed by a local resident who spoke against the scheme raising concerns that the Pay & Display scheme was unnecessary and would harm local businesses. The Committee was informed by the speaker that he had been a user of the local businesses for about 25 years and he failed to see any particular problem with the current arrangement.

During a brief debate, a Member stated that based on the comments of the speaker, the scheme was not ideal or viable for this parade of shops. It was noted that parking spaces were always available

The report recommended that the proposal be implemented, however following a motion to reject the scheme which was carried, it was **RESOLVED** that the proposal to implement Pay & display parking bays in Farnes Drive and Upper Brentwood Road be recommended to the Cabinet Member for Environment to be Rejected.

91 **TPC456 - CORBETS TEY ROAD, PROPOSED WAITING RESTRICTIONS**

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

1. To recommend to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) the waiting restrictions shown on the drawing in Appendix 1 of the report be implemented as advertised;
 - (b) that the effect of the scheme be monitored.
2. To note that the estimated cost of the scheme as set out in the report was £1000 and would be funded from the 2015/16 Minor Parking Schemes budget.

92 **TPC512 - CARTER DRIVE , PROPOSED PAY & DISPLAY PARKING PROVISIONS**

The Committee considered a report that sets out the responses to the advertised proposals to introduce Pay & Display parking bays in Carter Drive.

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

At the close of public consultation, no response was received to the proposals from the 39 properties consulted.

During a brief debate, a member raised concern on the extension of Pay & Display parking bays in side roads in the area.

The Committee **RESOLVED**:

1. To recommend to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) the installation of Pay and Display parking bays in Carter Drive as shown on the drawing in Appendix 1 of the report
 - (b) that the effect of the scheme be monitored.
- 2) To note that the estimated cost of Pay & Display parking in Carter Drive as set out in the report was £4,000 and would be funded from the capital allocation

The vote for the proposal was carried by nine votes in favour with one against and one abstention. Councillor Best voted against the proposal and Councillor Patel abstained from voting.

93 **TPC507 - CROW LANE, PROPOSED PAY & DISPLAY PARKING PROVISIONS**

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

1. To recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
 - (a) to change the existing voucher parking bays in Crow Lane, Romford as shown on the drawing in Appendix 1 of the report to Pay and Display parking bays.
 - (b) that the effect of the scheme be monitored.
- 2) To note that the estimated cost of Pay & Display parking in Crow Lane as set out in the report was £4,000 and would be funded from the capital allocation.

94 **TPC513 - HAMPDEN ROAD, PROPOSED PAY & DISPLAY PARKING PROVISIONS**

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

1. To recommend to the Cabinet Member for Environment that the following measures be implemented as advertised:

- (a) the installation of Pay and Display parking bays in Hampden Road as shown on the drawing Appendix 1 of the report
 - (b) that the effect of the scheme be monitored.
- 2) To note that the estimated cost of Pay & Display parking in Hampden Road as set out in the report was £4,000 and would be funded from the capital allocation.

95 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.

96 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.

97 URGENT BUSINESS

Members considered an urgent request from staff to consult in the Brentwood Road/The Drill area.

The Committee was informed that Traffic and Parking Control had received a number of emails including one from the Police, regarding the inconsiderate and obstructive parking taking place in Brentwood Road in the vicinity of The Drill, Tesco and the new Ginger Spice Restaurant. The proposals shown to members were designed to deal with the parking and traffic flow issues in the area.

The Committee agreed that the proposals be publicly advertised and that the responses should be reported back to the committee.

Chairman

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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				
None to report this month				
SECTION B - Highway scheme proposals without funding available				
P#1 Page 1	New Medical Centre, 264 Brentwood Road	Emerson Park & Squirrels Heath	Replace pedestrian refuge with zebra crossing; c1000 signature petition from New Medical Centre	Rejected
H2	St. Mary's Lane, over River Ingrebourne	Cranham, Hacton, St. Andrews & Upminster	Widen northern footway on bridge over river.	Rejected
SECTION C - Highway scheme proposals on hold for future discussion (for Noting)				
H2	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.	Noted

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

Item Ref	Location	Ward	Description	Decision
H3	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.	Noted
Page 2 H4	A124/ Hacton Lane/ Wingletye Lane junction	Cranham, Emerson Park, St Andrews	Provision of "green man" crossing stage on all 4 arms of the junction.	Noted
H5	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	Noted

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

Item Ref	Location	Ward	Description	Decision
H6 Page 3	Ockendon Road, near Sunnings Lane	Upminster	Pedestrian refuge	Noted
H7	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.	Noted

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

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

TPC702	Fitzillian Avenue	To implement more residents parking bays within: Fitzillian Avenue, Ethelburga Road and Ronald Road to accommodate those residents who do not have off street parking facilities	Agreed
TPC479	Brooklands	To formally deisgn and consult including the following roads: Spring Gardens, Jubilee Avenue, Jubilee Close, Derby Avenue, Lonsdale Avenue, ROS and Kimberley Avenue, Ainsley Avenue, Marina Gardens, Richards Avenue, Recreation Avenue, Lessington Avenue into the existing Controlled Parking Zone ROS and RO2B	Agreed

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