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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
Council Chamber - Town Hall
4 April 2017 (7.30 - 8.30 pm)**

Present:

COUNCILLORS

Conservative Group	Frederick Thompson (Vice-Chair), John Crowder, Dilip Patel and +Wendy Brice-Thompson
Residents' Group	Barry Mugglestone and John Mylod
East Havering Residents' Group	Darren Wise (Chairman) and Brian Eagling
UKIP	John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

An apology was received for the absence of Councillor Joshua Chapman.
+Substitute member: Councillor Wendy Brice Thompson (for Joshua Chapman).

There were about 20 members of the public present for the meeting.

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

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

97 MINUTES

The minutes of the meeting of the Committee held on 7 March 2017 were agreed as a correct record and signed by the Chairman subject to the following amendment to minute 95 that

- The proposed waiting restrictions for Maple Avenue operational from Monday to Friday 8.00am to 9.30am, as shown on the plan in Appendix C, be abandoned.

98 **EXPERIMENTAL WIDTH RESTRICTION - FAIRCROSS AVENUE**

The report before the Committee detailed responses to a consultation for the provision of a two metre width restriction in Faircross Avenue which was implemented on an experimental basis and now for consideration on whether or not the restriction should be made permanent.

At its meeting in August 2015, the Committee considered a request for implementation of a width restriction in Faircross Avenue. The request was made by Councillor Best followed by the submission of a 62 signature petition from local residents.

At its meeting in October 2016, the Committee considered a report on the outcome of a consultation on an experimental traffic scheme which provided a 2 metre width restriction in Faircross Avenue, just north of its junction with the Drive and decided to defer a decision in order to allow ward councillors, residents and staff to discuss a way forward.

The report informed the Committee that officers and ward councillors met on 9 November 2016 to discuss an appropriate way forward. The consensus was that a further consultation should take place to gauge public opinion on further proposals in the wider area as follows;

- A 2 metre width restriction placed in Lawns Way, just northwest of its junction with The Drive;

A “point” 7.5 tonne weight limit on Gobions Avenue at its junction with Chase Cross Road. This restriction would be an “absolute” limit forbidding all HGV traffic as opposed to the current area-wide limit which permitted access. The restriction would be enforced by CCTV camera.

A letter was circulated to about 800 residents within the original consultation area inviting comments on the following two options by 10 February:

- Option 1 – Make the experimental restriction on Faircross Avenue permanent and implement the measures described above on an experimental basis.
- Option 2 – Return to the previous situation whereby the Faircross Avenue experimental restriction is removed.

An online survey monkey was also set up to enable people to respond electronically with details of the proposals placed on the consultation area of the Council’s website.

By the close of consultation, 181 responses had been received. 144 (80%) supported Option 1 (further work) and 37 (20%) supported Option 2 (remove the Faircross Avenue experimental scheme).

In terms of people favouring Option 1, the following were the general points made:

- The existing experiment had reduced heavy traffic in Faircross Avenue,
- Further measures are required to deal with traffic which had diverted to other streets,
- The existing restriction was in the wrong location,
- Speeding was still a problem,
- Faircross Avenue was a nicer place without lorries passing,
- Lawns Way needs to be made safer, especially by the park,
- Streets without traffic calming required it.

The following comments were made by people who favoured Option 2:

- Other forms of traffic calming would be preferable to the existing humps,
- Existing restriction was too narrow,
- Would prefer camera-enforced absolute weight limits,
- Scheme should be removed entirely,
- Restrictions not required,
- HGVs have diverted and all streets should carry their share,
- Existing restriction was in the wrong place.

The report informed the Committee that the original experimental restriction proved unpopular with a significant majority of residents responding to the original experimental consultation. Part of the concern raised related to traffic reassignment most especially with vans and lorry traffic. There were also complaints that drivers were choosing to speed and that noise and pollution had increased on adjacent streets.

The Committee noted that the responses from the informal consultation on the possible introduction of additional experimental measures in Lawns Way (a 2 m width restriction) and Gobions Avenue (a “point” 7.5 tonne weight limit) had a significant amount of support from respondents.

The Committee was minded to note that the original experimental width restriction in Faircross Avenue required a decision to be taken as to whether or not it is made permanent.

The Committee also noted that the further experimental measures would be subject to a 6-month “objection” period following implementation and that a decision on making those measures

permanent would need to be taken within 18-months of implementation.

In accordance with the public speaking arrangements the Committee was addressed by two residents who spoke against and in favour of the proposed scheme.

The resident who spoke against the proposals stated that he had lived in the area for 40 years. The resident stated that the existing experimental width restriction in Faircross Avenue was in the wrong place and never agreed. The Committee was informed that as a result his garden wall had been knocked down. The resident was of the opinion that the current scheme was not effective because lorry drivers had been ignoring the signs and undertaking a three point turn in to his driveway. He considered that the restriction should be moved to another location, preferably a restriction at each end of the street.

The resident who spoke in favour of option 1 stated that residents of Lawns Way had provided an overwhelming response in favour of measures for Lawns Way. It was felt that the current situation had created safety issues in Lawns Way, especially by the park and that the street was suffering from speeding vehicles.

With its agreement Councillors Ray Best and Ron Ower addressed the Committee.

Councillor Best commented that he had been involved with the issue since July 2014. He was of the view that the options given in the recommendations were not acceptable. Councillor Best stated that the existing scheme was in the wrong place and that there should have been a restriction at each end of Faircross Avenue. The Committee was informed that there was a lack of signage and the restriction would have been better at the Havering Road end of Faircross Avenue. It was also mentioned that the signage at each end of Faircross Avenue was inadequate. Councillor Best concluded that he did not see why a decision had to be made now as if the location was fixed, in his opinion it had become a fait-accompli.

Councillor Ron Ower spoke in support of comments by Councillor Best. He reiterated the plight of the resident who objected to the proposed scheme but felt further work was required in Faircross Avenue and in support of a scheme on Lawns Way and Gobions Avenue.

In response to the comments made, officers responded that by changing the location of the restriction would require the process to start again. The Committee was also informed that the signage provided was in accordance with the budget and that a permanent signage scheme would take in to consideration the existing weight limit.

During a brief debate a Member suggested that the scheme proceed with option 1 but the existing restriction on Faircross Avenue be part of the fresh experiment. It was also felt that current location of the width restrictions be relocated.

A Member spoke in favour of option 1 as the proposal had a majority approval of residents of Lawns Way and Gobions Avenue and was also in support of carrying on with the Faircross Avenue restriction for a further 6-month.

A Member stated that he was of the opinion that he understood the idea of ward councillors commenting, it was still the job of the committee to look at schemes from a strategic point of view.

In conclusion, officers suggested that the locations be retained according to the consultation as that was what residents were expecting and on the Faircross Avenue, officers would consider moving the restriction by some metres to a new position.

The Committee resolved to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that the scheme proceed with option 1, but with Faircross Avenue included in a new experiment for the area, with the current restriction in Faircross Avenue moved south by 2 metres.

- (a) Provide a 2 metre width restriction in Lawns Way, just northwest of the junction with The Drive as shown on Drawings QL040/58/02 and QL040/58/04.
- (b) Provide a “point” 7.5 tonne weight limit on Gobions Avenue at its junction with Chase cross Road as shown on Drawing QL040/58/02 and QL040/58/05.

Members noted that in the event that the further experimental measures are recommended, then the scheme would be subject to the formal experimental traffic order process and a further report will be presented to the Committee no earlier than 6-months from it coming into force and that a decision whether or not to make them permanent will be required to be taken within 18-months of it coming into force.

Members noted that the estimated cost was £25,000 which would be met by the Council’s capital allocation for Minor Highway Improvements

The vote for the proposal was carried by 9 votes to 2 abstentions.

99 **TPC832 - LEATHER LANE**

Following clarification of the objection to the proposed scheme, the Sub-Committee was informed that an agreement had been reached with the church for people undertaking dropping and picking up from the church that as long as those who were escorting elderly visitors to the church had the hazard warning lights on, they would be given five minutes to escort the visitors in to the lift and up to the church, the objection to the proposals would be withdrawn.

A Member stated that in his view the real problem was at the far end of the road, where commuters parked indiscriminately

The Committee considered the report and without debate **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that

- The proposed Free Parking bays and the Waiting and Loading restrictions, as shown on the plan appended to this report in Appendix A, be implemented as advertised;
- That the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £1,800 which would be funded from the 2017/18 budget for Minor Traffic and Parking.

The voting was 10 votes in favour to one abstention.

100 **TPC745 - GIDEA PARK REVIEW**

The report before the Committee detailed responses received to the advertised proposals to introduce a change of times of operation in part of the RO1 parking zone, along with junction protection to alleviate congestion issues.

The report informed the Committee that the statutory consultation was undertaken between 27 January and 17 February 2017, responses were appended to the report.

The Committee noted officers view that due to the proximity of Gidea Park Station and Romford Station being a 12 minute walk there was a high risk of perceived non-resident parking. The report stated that if implemented, the area would be monitored and be reviewed after six months to consider if there were any detrimental effects to traffic flow or residential parking within the area

In accordance with the public speaking arrangements the Committee was addressed by a resident who was in favour of the proposed scheme.

The resident stated that he was speaking on behalf of most residents of Brentwood Drive. The Sub-Committee was informed that nothing had changed but the situation was getting worse as commuter parking was of concern.

The resident stated that the quality of life of local residents had been adversely impacted as commuters were parking indiscriminately leading to congestion and safety concern at road junctions and also damaging residents' vehicles.

A Member commented that all day restrictions may not be required, it was suggested that implementing a limited restrictions as a means of deterring commuter parking be considered.

Another Member stated that he had been in correspondence with the resident for a period of time and was in support of the scheme.

The Committee considered the report and **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that:

- The proposed changes to the operational times of the parking restrictions in Lodge Avenue, Glenwood Drive and Carlton Road to Monday to Saturday 8.30am – 6.30pm be implemented as advertised;
- The effects of implementation be monitored for a period of six months and in the event of any identifiable parking issues within adjacent roads, authority be granted for the commencement of a stage 2 detailed consultation to identify suitable measures, to deal with these issues.

Members noted that the estimated cost of the scheme was £5000, which would be funded from the Capital Parking Strategy Investment Allocation 2016/2017.

The voting was 10 votes in favour to one abstention.

101 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing the highway scheme requests in section B which was for noting until funding was made available.

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

The Committee's decision was noted against the request and appended to the minutes.

Chairman

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

Highways Advisory Committee
4 April 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
SECTION A - Highway scheme proposals without funding available								
None reported this month								
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for Noting)								
Page 4 B1	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). Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£80k	Resident	31/07/2014
B2	Ockendon Road, North Ockendon	Upminster	Speed restraint scheme for North Ockendon Village	85% traffic speeds in village significantly above 30mph (44N/B, 45 S/B). 2 slight injuries 2012-2014. Request held as a potential reserve scheme for 2017/18 TfL LIP.	None.	c£25k	Cllr Van den Hende	29/03/2016
B3	Collier Row Road, west of junction with Melville Road	Mawneys	Request to remove speed table because of noise/ vibration.	Speed table is start of 20mph zone. Removal would reduce effectiveness of scheme. Funding would need to be provided.	None	£6k	Resident ENQ-0407431	06/09/2016

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

Highways Advisory Committee
 4 April 2017

Item Ref	Location	Ward	Description	Officer Advice	Funding Source	Likely Budget	Scheme Origin/ Request from	Date Requested/ Placed on List
B4	Herbert Road, near Nelmes Road	Emerson Park	Road hump to deal with speeding drivers in vicinity of bend.	Feasible, would add to existing hump scheme. Funding would need to be provided.	None	£5k	Cllr Ower	08/11/2016
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.	None	£50k	Cllr Wilkes	06/09/2016
Page 2 B6	Squirrels Heath Road/ Shepherds Hill	Harold Wood	Request for crossing near Shepherd & Dog, near the bus stops or traffic islands to help people cross and to deal with speeding drivers. More speed cameras to deal with speeding drivers.	Speed cameras a remote possibility as they now have to be funded by boroughs and are only considered where there are significant speed-related KSIs.	None	c£21k	Resident with 103 signature petition via Harold Wood ward councillors	07/12/2016
			Request for pedestrian crossing or refuge to assist residents of Cockabourne Court in accessing adjacent bus stops.	Feasible, but not funded. Formal crossing likely to be very lightly used, so refuge would be more appropriate. Road widening would be required.			Cllr Donald	21/02/2017