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

Present:

COUNCILLORS

Conservative Group	Frederick Thompson (Vice-Chair), Dilip Patel, Ray Best and Carol Smith
Residents' Group	Barry Mugglestone and Ray Morgon
East Havering Residents' Group	Brian Eagling (Chairman)
UKIP	John Glanville
Independent Residents Group	David Durant
Labour Group	Denis O'Flynn

Apologies were received for the absence of Councillors Joshua Chapman, John Crowder, John Mylod and Darren Wise.

+Substitute member: Councillor Ray Best (for John Crowder), Councillor Carol Smith (for Joshua Chapman) and Councillor Ray Morgon (for John Mylod).

All decisions were taken with no votes against.

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

105 DISCLOSURE OF INTERESTS

TPC775 Balgores Crescent - Proposed Pay & Display Parking Bays

Councillor Frederick Thompson disclosed a prejudicial interest advising the Committee that he had formed an opinion on the issue to be considered as he resided very close to the area.

106 MINUTES

The minutes of the meeting of the Committee held on 2 May 2017 were agreed as a correct record and signed by the Chairman

107 **CEDAR ROAD - ROMFORD**

The report before the Committee detailed a request from businesses of Chesham Close to relocate the recent road closure in Cedar Road to a new position to allow the drivers of larger vehicles to reverse into Chesham Close and sought the recommendation of the Committee whether or not the request moves to public consultation.

The report detailed that an experimental traffic scheme to close Cedar Road to through motor traffic was made permanent, on 14 December 2016, following an Executive Decision (16/137) by the Cabinet Member for Environment Regulatory Services and Community Safety.

Following this decision a request had been received from a number of businesses with access from Chesham Close requesting that the position of the approved closure be relocated further southwest to assist with deliveries to Chesham Close.

The businesses suggested that the relocation of the closure position would allow the drivers of large vehicles to drive past the end of Chesham Close (arriving from North Street) and then reverse into Chesham Close.

Following the request a site meeting was held on 16 March 2017 with representatives from the businesses, the Cabinet Member and staff from the Street Management Service. The meeting covered a range of issues, including the position of the closure.

Officers stated that requests for new schemes not already on the Council's funded programme were generally added to the monthly "highway schemes requests" report schedule with a standing recommendation that they be rejected because of a lack of funding, although the Committee could otherwise decide to move the request to a "reserved" list.

The report confirmed that works on the Cedar Road closure had not been commenced so there was an opportunity to consult on a new closure location at limited additional cost.

The Committee was asked to consider the request from the businesses' and then delegate to the Assistant Director of Neighbourhoods to proceed with the consultation with a substantive report brought to the Committee for consideration in the usual way following formal consultation.

During the debate, a Member questioned why the item was being brought back to Committee following a recent committee resolution to proceed with an approved scheme. The Member questioned whether the Committee was now being asked to reverse its original decision following the site meeting. The Member stated that the whole scheme should be consulted on again.

Officers confirmed that the Committee was only being asked to consider the position of the closure not the principle of the closure itself which had already been decided.

A Member stated that as the businesses were consulted the first time and failed to make representations the request should be rejected.

A Member raised concerns that reversing Lorries into Chesham Close could present dangers. The Member asked for the views of Ward Councillors.

Officers confirmed that two of the three Ward Councillors were supportive of the proposals while one was against the principle of the closure itself.

Officers confirmed that the current position of the closure would prevent an articulated vehicle from reversing into Chesham Close.

A Member asked requested information on the number of deliveries to the business and expressed concern that the residents on the corner could be disturbed.

A Member felt strongly that the request should be rejected because Lorries should not be reversing all the way along Chesham Close.

A Member reiterated that the whole area and scheme be re-consulted, but if the new position was being consulted on, it should be a wider consultation. In reply officers mentioned that the consultation would be limited to the businesses and those directly affected, but anyone could respond to the public notices.

A motion to reject the proposal was tabled but lost by 7 votes to 3.

Following a motion to approve option (b), the Committee **RESOLVED** to recommend to the Cabinet Member for Environment Regulatory Services and Community Safety that the Assistant Director of Environment proceeds with a public consultation to relocate the existing closure from outside 15a/17a to 21/23 as shown on Drawing QQ031-OF-301.

Members noted that in the event the layout was made permanent, the estimated cost of £3,500 for would be met by the Council's capital allocation for Minor Highway Improvements.

The vote to recommend the proposal was carried 7 votes to 3.

108 **ONE WAY STREET AT NEW DEVELOPMENT OF QUILTER WAY**

The report before the Committee detailed responses to a consultation to formally make the traffic order to accompany existing one-way signs in Quilter Way.

Following clarification that the road was already operating as a one way road, the Committee **RESOLVED** to recommend to the Cabinet Member for Environment Regulatory Services and Community Safety that staff proceed to make the necessary Traffic Management Order(s) (TMO) to control vehicular use of the one-way street identified as detailed in drawing QP018/01.A – Quilter Way.

Members noted that the £1000 estimated cost for implementation would be met from the Environment road adoptions revenue budget which included contributions from the developer of Quilter Way.

109 **TPC775 BALGORES CRESCENT - PROPOSED PAY & DISPLAY PARKING BAYS**

The report before the Committee detailed responses received to the advertised proposals to change the use of the existing Free Parking bays in Balgores Crescent to Pay & Display parking bays.

The proposals were put forward to help with parking provisions for local businesses, while preventing long term non-residential parking and ensuring a turnover of parking spaces. The report concluded that it was now generally considered that the provision of Pay & Display parking bays was user friendly and accessible to the public.

The report informed the Committee that by the close of the public consultation on the 10 March 2017, 3 responses; a 16.6% return were received to the consultation, 2 were against the proposals and 1 in favour of part of the scheme.

Having identified and assessed the potential negative impact that the parking scheme poses to residents and businesses of the area, the proposal was recommended for implementation.

A Member raised concerns over parking facilities for the residents of the maisonettes and the reduction of residents parking in the area.

Officers stated that there were resident parking bays further along Squirrels Heath Avenue for local residents. Officers were of the view that the area would benefit from a short term parking provision.

A Member was of the opinion that the proposed scheme would only benefit businesses in the area.

Following a brief debate, a motion was proposed and carried that recommendation 1(a) to introduce pay and display parking should be deferred until residents of Balgores Crescent, the maisonettes at the junction of Balgores Lane and Balgores Crescent and Squirrels Heath

Avenue, be consulted on a possible extension of the GP1 residents parking scheme.

The Committee further **RESOLVED** to recommend to the Cabinet Member for Environment, Regulatory Services and Community Safety that: 1(b) the proposed 'At Any Time' waiting restrictions proposed for the junction of Balgores Lane and Balgores Crescent, as shown on the Plan, be implemented as advertised and the effects of any implemented proposals be monitored.

Members noted that the estimated cost of the scheme was £4000, which would be funded from the revenue budget from the 2017/18 Minor Traffic and Parking budget.

Councillor Frederick Thompson declared a Prejudicial Interest and left the meeting during deliberation and voting on the matter.

110 **HIGHWAYS SCHEMES APPLICATION - WORKS PROGRAMME**

The Committee considered a report showing 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 decision was noted against the request and appended to the minutes.

Chairman

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

Item Ref	Location	Ward	Description	Officer Advice
SECTION A - Highway scheme proposals without funding available				
A1	Junction of Alma Avenue & Standen Avenue	Hacton	Speed table across entire junction to match that of junction of Alma Avenue and Dawes Avenue. To reinforce 20mph speed limit.	Agreed to move to section B
SECTION B - Highway scheme proposals on hold for future discussion or seeking funding (for noting)				
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.
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.

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Item Ref	Location	Ward	Description	Officer Advice
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.
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.
B5	Wood Lane	Elm Park	Traffic calming to deal with speeding drivers	Feasible. Funding would need to be provided.
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.
			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.