

**MINUTES OF THE HARLOW LOCAL HIGHWAYS PANEL
HELD ON**

14 January 2016

7.00 - 8.15 pm

PRESENT

Committee Members

Councillor Eddie Johnson, Essex County Council (Chairman)
Councillor Mike Danvers, Essex County Council (Vice-Chair)
Councillor David Carter, Harlow District Council
Councillor Karen Clempner, Essex County Council
Councillor Tony Durcan, Essex County Council
Councillor Tony Hall, Harlow District Council
Councillor Danny Purton, Harlow District Council
Councillor Clive Souter, Harlow District Council

Officers

Rissa Long, Highways Liaison Officer, Essex County Council
David Sprunt, Principal Area Transportation Co-ordinator, Essex County Council
Joe McGill, Properties, Facilities and Projects Manager, Harlow Council
Lisa Purse, Corporate and Governance Support Officer, Harlow Council

119. **INTRODUCTIONS AND APOLOGIES**

All Members of the Panel were present at the meeting.

120. **DECLARATIONS OF INTEREST**

None.

121. **MINUTES OF LAST MEETING AND MATTERS ARISING**

RESOLVED that the minutes of the meeting held on 16 October 2015 are agreed as a correct record.

At the request of the Panel, the Chairman advised that the traffic lights located outside Leisurezone on Second Avenue had completed the 'period of time uncovered' and were now in a 'period of time covered'. He added that subject to findings of the study, funding to remove the traffic lights would be agreed at a future meeting of the Panel.

Councillor Karen Clempner indicated that that a potential scheme for 2016/17 at Longbanks had been omitted from the report in the Agenda pack. Rissa reported that the scheme had been formally validated and would appear in the March report.

122. **PUBLIC QUESTIONS**

Three members of the public had submitted written questions (attached) and the following responses were provided:

a) Malkin Drive resident

In the absence of the questioner, the Chairman summarised the question and provided some background information. It was agreed that Rissa would provide a written response to the questioner.

b) Mr Kevin Tucker, on behalf of Harlow Common Residents Forum

1. Potter Street speeding problems

Having spoken with the Police, Rissa advised that 'Police automatic number plate readers in operation in this area' signs are only used where speeding issues are known to them. The Panel indicated that funding for a feasibility study to look at speeding and parking in this area could be allocated at the March meeting.

2. Clock Tower roundabout

David Sprunt advised that following the stage 3 safety audit, it is planned to introduce a 'keep clear' area for traffic entering the roundabout from the direction of Potter Street north. It was noted that the timescale for this introduction is weather dependant.

It was also noted that following the stage 3 safety audit, a 'merge in turn' sign would be erected on the slip road in the direction of the town centre.

3. Mark Hall roundabout

David Sprunt advised that there were two slip roads planned at the Mark Hall roundabout and that there would be four lanes and would therefore not be similar to the Clock Tower and Burnt Mill roundabouts.

c) Mr Vic Potter, for the Priory Avenue Group

David Sprunt indicated that an option to ban right turns (with the exception of buses) had been considered however this would be developer funded and subject to consultation.

A member of public, Gavin Chester of Morley Grove, was in attendance and with the permission of the Chairman expressed his concern in relation to recent works at the Burnt Mill roundabout. David Sprunt explained that the recent works and congestion at the Burnt Mill roundabout are part of a series of long term major schemes including dual lanes and developments

in Hertfordshire. The Chairman advised that whilst he was sympathetic, these issues are not with the remit of the Panel.

123. **UPDATE ON SCHEMES APPROVED 2013/14, 2014/15 AND 2015/16**

The Panel received a report from Essex County Council on the status of minor schemes previously approved by the Panel for 2013/14, 2014/15 and 2015/16. Rissa Long provided some further detail on several of the listed schemes.

LHAR142003 – Taxi Bus Lane Trial - Although £52,000 was allocated to this scheme it had been identified that only signage is required and therefore the final cost is likely to be less.

LHAR152003 – Parsloe Road, Gateway Feature - Rissa agreed to circulate entry signage plans to all Members of the Panel for agreement.

LHAR152023 – Lamppost painting in Old Harlow would continue in summer 2016, weather permitting.

LHAR155021 – Councillors were asked to identify further areas for parking congestion relief. Suggestions should be sent to rissa.long@essexhighways.org.

The Panel agreed that, subject to funding available, a pedestrian crossing on Old Hall Rise, Church Langley would be investigated to ascertain if it meets the criteria.

RESOLVED that the report is noted.

124. **POTENTIAL SCHEME LIST**

The Panel received a report on potential schemes from Essex County Council.

The Chairman asked Members of the Panel to identify additional potential schemes for 2016-17 noting that it is likely that the budget would be reduced from 2015/16.

RESOLVED that the Safer Roads, Traffic Management and Walking schemes as detailed in the report submitted, totalling £71,000, are considered for 2016-17 at the March meeting when budget availability is known.

125. **MAJOR CAPITAL SCHEMES (VERBAL REPORT)**

David Sprunt made a presentation on the following major highways schemes:

The Clocktower Roundabout

Further works are planned to introduce keep clear road markings and extend lane markings further back to allow early warning to drivers.

Following a request from a Panel member, David Sprunt agreed to find out if there are plans to reinstate the bollards at the Clocktower roundabout.

First Avenue

It is planned that there will be four lanes at London Road and at the Enterprise Zone entrance. It is also planned that a signal junction will be introduced into the Enterprise Zone.

Cambridge Road Roundabout

The A414 Edinburgh Way leading from the Cambridge Road roundabout will be widened to a dual carriageway, as far as the River Way roundabout and the existing signals at East Road will be upgraded.

Templefields/Riverway Access

This scheme will provide a new access from Cambridge Road to the Templefields Enterprise Zone on River Way.

Details and illustrations can be found at the following website:

<http://www.essexhighways.org/Transport-and-Roads/Highway-Schemes-and-Developments/Major-Schemes/Harlow-Improvement-schemes.aspx>

The Panel discussed ideas for further major works in the town. David advised that, for a number of reasons, it is not possible for all major works to be progressed at once.

126. **ANY OTHER BUSINESS**

At Joe McGill's request, the Panel agreed that the Highways Rangers would assist in the removal of unauthorised advertising boards in the town.

127. **DATE OF NEXT MEETING**

The next meeting of the Harlow Local Highways Panel is 24 March 2016, 10am.

**HARLOW LOCAL HIGHWAYS PANEL – 14 JANUARY 2016 – WRITTEN
QUESTIONS FROM MEMBERS OF THE PUBLIC**

Question from Malkin Drive Resident, Harlow

Directly outside my property is a small cobbled speed reducer. I have been advised that the Harlow Local Highways Panel approved its removal in March 2015.

1. I oppose the removal as it is on a bend where the road widens so forces cars to slow and drive on the left rather than up the middle of the street. The road is very parked up and this is wider than the rest of the road and cars do pick up speed. I live on the inside of the bend and me and my neighbours front doors open onto the road. My children could easily run out into the road. Also access to my driveway is on the bend, I have to pull off slowly as I can't see around the bend. The speed reducer means cars come around slower. The neighbours opposite live on the outside of the bend so have a much wider view of the road (the opposite to me and my neighbours i.e. can see fully around a sweeping bend) they also have driveways in front of their houses so are not directly on the road. The removal would make the road wider thus increasing the number of cars allowed to park on the already congested road. I feel that the calmer is there to prevent hazards; it is not a hazard itself. I would rather it be repaired and the bollards be replaced.
2. How can such a decision be made without consulting the households it would affect? No one has yet officially informed me of any impending work. It seems unfair that it will be removed without full neighbours support. I hope there is no accident on the road but I fear it may well happen.

Questions from Mr Kevin Tucker, on behalf of Harlow Common Residents Forum

1. Potter Street speeding problems

One of our attendees has suggested that to reduce the problem of speeding though the area could a sign be installed at each end of London Road of the following type:- "Police Automatic number plate readers in operation in this area". Similar signs have been installed in the county above "Welcome to ESSEX" signs.

2. Clock Tower roundabout

The slip road entering into 2nd Avenue is the root cause of the blockage on the roundabout, once traffic has stalled on 2nd Avenue the whole roundabout is blocked. Between the hours of 7am-9.30am Potter Street becomes an island with no way out other than an up to 15-20 minute wait in a queue.

When is the stage 3 safety audit going to take place and will it be conducted at peak time?

3. Mark Hall roundabout

It would appear from the works that there is going to be 3 slip roads at this particular roundabout, in light of the problems that the slip roads at the Clock Tower & Burnt Mill cause, can more thought be given to traffic control on this particular roundabout?

Question from Mr Vic Potter, for the Priory Avenue Group

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14 January 2016

Environmental Damage Old Harlow

A recent article in the Harlow Star (17 December) and a number of Planning Applications has made it evident that the building programme along Gilden Way is entering a new phase of activity

We (the Priory Avenue Group) have for some time been campaigning for the improvement of the environment in the Old Harlow area with better controls on speeding, traffic volumes, and parking. The Gilden Way project will seriously damage the environs unless some action is taken to restrict the 'rat run' through Mulberry Green, Old Road Priory Avenue and Hart Road.

Both Paul Bird (letter 15 Dec 2014) and David Sprunt (Highways Panel October 2015) have indicated to us that there is a need for such a plan but that it could be a year to 18 months away. Now that activity appears to be imminent we believe it to be vital to have a solution in place before the contractors lorries and subsequently residents of the new properties start to overwhelm the area.

Our Question is

How is the solution to the rat run problem coming along and will it be ready before serious work starts on the estate?

Vic Potter for the Priory Avenue Group

Acknowledgements to Harlow Star
Paul Bird, Director Transport & Infrastructure
David Sprunt Transportation Co-ordinator