

|   |
|---|
| <p style="text-align: center;"><b>HAROLD HILL<br/>AREA COMMITTEE<br/>(Gooshays and Heaton Wards)<br/>AGENDA</b></p> |
|---|

|   |   |  |
|---|---|--|
| <p style="text-align: center;"><b>7.30 p.m.</b></p> | <p style="text-align: center;"><b>Tuesday,<br/>10 July 2007</b></p> | <p style="text-align: center;"><b>St. George's Church and<br/>Centre, Chippenham<br/>Road, Romford RM3 8HX</b></p> |
|---|---|--|

Members 6: Quorum 3

**COUNCILLORS:**

Keith Wells (Chairman)

Chris Fox (Vice-Chairman)

Gary Adams

Dennis Bull

Alan Bailey

Keith Darvill

**HAVING STREETCARE STAFF WILL BE AVAILABLE AT THE VENUE FROM 7PM TO  
RESPOND TO GENERAL QUERIES**

For information about the meeting please contact: Philip Heady (01708) 432433  
E-mail: [philip.HEADY@haverling.gov.uk](mailto:philip.HEADY@haverling.gov.uk)



**Harold Hill Area Committee 10 July 2007**

# NOTES ABOUT THE MEETING

## 1. HEALTH AND SAFETY

The Council is committed to protecting the health and safety of all who attend its meetings or meetings of its Committees etc.

At the beginning of the meeting, there will be an announcement about what you should do if there is an emergency during its course. For your own safety and that of others at the meeting, please comply with any instructions given to you about evacuation of the building, or any other safety related matters.

## 2. MOBILE COMMUNICATIONS DEVICES

Although mobile phones, pagers and other such devices are an essential part of many people's lives, their use during a meeting of the Council or one of its Committees can be disruptive and a nuisance. Everyone attending is asked therefore to ensure that any device is switched to silent operation or switched off completely.

## 3. CONDUCT AT THE MEETING

Although members of the public are welcome to attend meetings of the Council and its Committees, they have no right to speak at them. Seating for the public might on some occasions be limited and the Council cannot guarantee that everyone who wants to be present in the meeting room can be accommodated. At Area Committees, there is a public question time.

At all other times, the Chairman of the meeting has discretion to invite members of the public to ask questions or to respond to points raised by Members. Those who wish to do that may find it helpful to advise the Committee Officer before the meeting so that the Chairman is aware that someone wishes to ask a question.

**PLEASE REMEMBER THAT THE CHAIRMAN MAY REQUIRE ANYONE WHO ACTS IN A DISRUPTIVE MANNER TO LEAVE THE MEETING AND THAT THE MEETING MAY BE ADJOURNED IF NECESSARY WHILE THAT IS ARRANGED.**

If you need to leave the meeting before its end, please remember that others present have the right to listen to the proceedings without disruption. Please leave quietly and do not engage others in conversation until you have left the meeting room.

**Harold Hill Area Committee 10 July 2007****Welcome to this Area Committee Meeting....****Some Frequently Asked Questions****What is an Area Committee?**

It is a formal meeting of all of the Councillors who sit for wards within the Area. Councillors are members of the Committee automatically; they are not appointed because they belong to any particular political party or group, or indeed to none.

**What can it do?**

The main purpose of an Area Committee is to enable local Councillors to meet with local people to deal with matters of local concern. Committees and other meetings at the Town Hall tend to deal with matters of borough-wide concern.

**How many are there?**

There are nine Area Committees, between them covering the whole of the borough. They are:

| <b>Area</b>                         | <b>Constituent wards</b>                             |
|-------------------------------------|--|
| <b>North Romford</b>                | <b>Havering Park and Mawneys</b>                     |
| <b>Harold Hill</b>                  | <b>Heaton and Gooshays</b>                           |
| <b>Romford</b>                      | <b>Brooklands and Romford Town</b>                   |
| <b>Gidea Park</b>                   | <b>Pettits and Squirrels Heath</b>                   |
| <b>Emerson Park and Harold Wood</b> | <b>Harold Wood and Emerson Park</b>                  |
| <b>Upminster</b>                    | <b>Upminster and Cranham</b>                         |
| <b>Hornchurch</b>                   | <b>Hacton and St Andrews</b>                         |
| <b>Elm Park and Hylands</b>         | <b>Elm Park and Hylands</b>                          |
| <b>South Hornchurch and Rainham</b> | <b>Rainham &amp; Wennington and South Hornchurch</b> |

Each has six Members, three from each of its constituent wards.

**Where does it meet?**

Each Area Committee meets four times a year at a venue within its area, which it uses regularly for its meetings. Details for the coming meeting are usually published in "Living in Havering" or can be found out by asking Democratic Services at the Town Hall.

**What will be on the agenda?**

Generally, Area Committee agendas comprise five parts:

- The formalities of the meeting, including minutes of the last meeting
- A "surgery" at which the public can raise issues with Committee Members
- Reports on highways and other environmental issues

### **Harold Hill Area Committee 10 July 2007**

- Information report on issues of current local concern; and
- Future business and meetings.

The precise agenda will vary from meeting to meeting, depending on what needs to be dealt with at any particular time.

A major component of the current issues is schemes for improving the use of the public highway.

#### **Who runs the meeting?**

The Committee each year elects one of its Members as Chairman and he or she will be in control. There is a Vice-Chairman who will take charge if the Chairman is absent for any reason.

A member of Democratic Services staff is also present: his or her job is to assist the Chairman with the smooth running of the meeting, to take the Committee's minutes and to deal with any issues that cannot be dealt with by any one else.

#### **Who can attend?**

By law, Area Committee meetings are open to anyone.

#### **Who will attend?**

- The Chairman, Vice-Chairman and other Members and the designated Democratic Services Officer
- Officers from StreetCare, and from other departments that have reports that the Area Committee will be dealing with
- Representatives of other official agencies, such as the police, are also often in attendance.

#### **How can I raise an issue?**

There are two ways you can raise an issue:

- *Before the meeting:* contact the Chairman, or the Democratic Services officer who deals with the Area Committee
- *At the meeting:* raise the issue during the public question time period (which usually lasts 30 minutes but, at the Chairman's discretion if there is time, can last longer)

**Harold Hill Area Committee 10 July 2007****RULES AND CONVENTIONS FOR AREA COMMITTEES**

1. Area Committee meetings will be treated as just one element of community engagement and be used as a means by which community engagement can be promoted.
2. Area Committees will be constituted under the Local Government Act 1972 and will have the purpose set out in Article 10 of Part 2 of the Constitution (as revised).
3. There will be nine Area Committees, each covering two electoral wards as set out in Article 10 of Part 2 of the Constitution (as revised).
4. Each Area Committee will decide the fixed venue where it will hold its meetings except in exceptional circumstances as determined by the Chairman. Additional meetings would ordinarily be held at the same venue.
5. Ordinary Area Committee meetings will start at 7.30pm.
6. Area Committees will meet four times a year, but will have the facility for holding special meetings. The Chairman may also arrange informal meetings of the Area Committee, alone or jointly with others, where to do so is conducive to dealing with particular items of business.
7. Area Committees should and can –
  - (a) consult the public to inform the decision makers;
  - (b) be used for the Council to inform the public;
  - (c) be used for non-Council agencies to inform or consult;
  - (d) be entitled to specifically invite appropriate people or organisations to meetings.
8. Area Committee Chairmen –
  - (a) operate under the Job Description, as agreed from time to time by the Governance Committee;
  - (b) take the role of steering committee and collective Member activity, and
  - (c) be required to report to each area committee meeting on their activities since the last meeting as well as an annual report to be submitted to the last ordinary meeting of the Committee of the Municipal Year.
9. In respect of Public Question Time -
  - (a) 30 minutes be allocated for questions from the public at each ordinary meeting, with the Chairman having discretion to modify that length of time, as the first part of the Agenda;
  - (b) Area Committee Chairman be responsible for dealing with questions and co-ordinate their replies.
10. Area Committee Members appointed to area-specific bodies on behalf of the Area Committee by the Governance Committee be required to report to the Area Committee at least once a year on their activities.
11. Area Committees shall –
  - (a) make decisions in respect of traffic matters or (the parameters to be defined) from time to time by the Governance Committee to be recommendation-makers to those taking the decisions;
  - (b) be allocated a budget of £5,000 and be delegated authority to spend on minor locally-focused environmental initiatives (on the basis of criteria established by the Governance Committee from time to time).
  - (c) be entitled to bid for an allocation from a £45,000 budget held on behalf of Cabinet, such bid to be accompanied by a business case.

## **AGENDA ITEMS**

### **1. APPOINTMENT OF THE CHAIRMAN AND VICE CHAIRMAN**

To receive nominations and make appointments to the positions of Chairman and Vice-Chairman for the current Municipal Year.

### **2. CHAIRMAN'S ANNOUNCEMENTS**

The Chairman or a member of staff on their behalf will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will remind members of the public present, that Councillors have to make decisions on the basis of the facts before them. The Chairman will also remind members of the public that the decisions may not always be popular, but they should respect the need for Councillors to take decisions that will stand up to external scrutiny for accountability.

## **PART 1**

### **3. APOLOGIES FOR ABSENCE (If any) – to receive**

### **4. DECLARATION OF INTERESTS**

Members are invited to declare any interests in any of the items on the agenda at this point of the meeting. (Members may still declare an interest in an item at any time prior to the consideration of the matter).

### **5. MINUTES**

To approve as a correct record the minutes of the meeting of the Committee held on 26 April 2007 and to authorise the Chairman to sign them.

**PART 2**

*The time shown against this time indicates the expected duration and is given for guidance only. The meeting will close no later than 10:00pm, unless an extension is agreed at the meeting.*

**6. PUBLIC FORUM AND SURGERY (30 minutes)**

Ward Councillors, officers from StreetCare and possibly other Council services and the Local Police where the Area Chairman has arranged, will be in attendance to give the chance for residents to raise issues with staff, the Police (if present) or Members.

**PART 3****7. CHAIRMAN'S REPORT****8. SCHOLL TRAVEL PLAN - King's Wood School: Proposed Highway Safety Improvements****9. FARINGDON AVENUE AND CAMBORNE AVENUE -Local Safety Scheme.****PART 4****10 REVIEW OF PRIMARY EDUCATION –Presentation****11. THE COUNCIL'S LICENSING OF GAMBLING RESPONSIBILITIES -**  
Presentation by Licensing staff, Environmental Health.**12 HAROLD HILL AMBITIONS – oral report by Councillor Steven Kelly, Deputy Leader of the Council**



**PART 5****13. FUTURE AGENDAS**

Committee Members are invited to indicate to the Chairman items they would like to see on future agendas.

**14. DATE OF NEXT MEETING**

The next meeting will be held on Thursday, 4 October 2007.

**15. URGENT BUSINESS**

Other business can be considered at the meeting if the Chairman agrees that circumstances justify consideration on grounds of urgency. The reasons why the matters were considered will be recorded in the minutes.

**CHERYL COPPELL**  
Chief Executive

**Harold Hill Area Committee 10 July 2007**

**MINUTES OF A MEETING OF THE  
HAROLD HILL AREA COMMITTEE**

**St. George's Church and Centre,  
Chippenham Road, Harold Hill  
26 April 2007 (7.30pm – 10.00pm)**

**Present:**

**COUNCILLORS:**

Keith Wells (in the Chair), Gary Adams, Alan Bailey, Dennis Bull, Keith Darvill and Chris Fox

Councillor Steven Kelly, Cabinet Member for Sustainable Communities, was present and Sgt Paul Gibb and Sgt Lambkin(\*) of the Safer Neighbourhood Team, a representative of the press and approximately 40 members of the public were also present. Councillor Pam Light was also present.

(\*) present for part of the meeting

No Member declared an interest in the matters under consideration.

The Chairman advised Members and the public of action to be taken in the event of emergency evacuation of the Hall becoming necessary.

**27. MINUTES**

The minutes of the meeting of the Committee held on 22 January 2007 were agreed as a correct record and were signed by the Chairman

**28. PUBLIC FORUM AND SURGERY**

Members of the public present raised a three issues, as set out in Appendix 1 to these minutes.

**29. CHAIRMAN'S REPORT AND ANNUAL REPORT OF THE COMMITTEE**

The Chairman gave a report of some of his activities on behalf of residents, including:

- a) Assisting in bringing together the two Wards in Harold Hill to form a new Committee
- b) Many new traffic systems had been put in place

**Harold Hill Area Committee, 26 April 2007**

- c) The new Leisure centre and Health Centre
- d) Looking towards the regeneration of Harold Hill in future years  
(See Appendix 2 attached for the full report)

**30. FUTURE PLANS FOR ST GEORGE'S HOSPITAL, Havering PCT - Presentation**

With agreement from the Committee, a change in the agenda was agreed and Item 10 was brought forward.

The Chairman introduced Len Smith and Lynne Swaitczak of Havering Primary Care Trust (PCT).

Len Smith of Havering PCT thanked the Committee for the opportunity to explain the future plans for service provision at the St George's Hospital site.

The Committee were advised that it had been the intention of the PCT to relocate services from St. George's to an existing hospital site in Harold Wood. However, following detailed discussions it became apparent that the Harold Wood site was too big to accommodate the 60-bed in-patient facility which the PCT required. Accordingly, the decision to relocate was abandoned.

Members were advised that the PCT had subsequently decided that the existing site at St. George's could be re-developed in such a way as to accommodate the new facility. The existing facility was far too big and was not designed for modern-day rehabilitative care provision.

The existing hospital would be demolished and replaced with a much smaller 60-bed in-patient facility. The surplus land would be sold-off for redevelopment.

Members were advised that the plans to re-develop the existing site would firstly need to be ratified by the Strategic Health Authority and then planning permission submitted to the Local Planning Authority.

The Chairman thanked the representatives of the PCT for the presentation and invited Members of the Committee and the public to comment or provide questions on the proposals.

**31. HAROLD HILL AMBITIONS**

The Committee received an oral presentation from the Cabinet Member for Sustainable Communities, outlining the proposals for the regeneration of Harold Hill. It was explained that the Council were at the start of a process of consultation and no decisions had been made, and the aim was to improve the quality of life for the people of Harold

**Harold Hill Area Committee, 26 April 2007**

Hill. The Lead Member for Sustainable Communities stressed the need to improve transport to and from Harold Hill, the highways, and the general infrastructure of the area. The Cabinet Member detailed that resources had yet been allocated to the project, and that until the consultation was complete it was not possible to determine the finances needed.

Following the presentation, there were several comments made by members of the public (shown with responses):

**1 – Will money be available before Homes in Havering received its' 2 star rating?:**

Approx. £50 million would be available to improve the quality of housing in Harold Hill

**2 - Will the new houses be handed over to housing associations?**

New affordable housing would be developed by the Housing Association. There were no plans to transfer Council Housing.

**3 – Will the new houses be only available to existing residents of the borough?:**

The new houses will have 100% nomination rights

**4 – Will the opinions of teenagers in the area be considered?:**

All views expressed in the consultation will be considered.

Members of the public drew the Committee's attention to the Whitworth Centre, expressing concern that if it is demolished and new houses developed, there would be a greater need for schools in the area.

Councillor Darvill suggested that a special Area Committee meeting be convened to discuss the topic in more detail, and allow those present to fully express their views. This was agreed.

**32. THE 100 DAY CAPITAL CLEAN UP EVENT, 14 MAY 2007**

Sarah Philpotts, an officer from the Community Safety Team, addressed the audience giving details of the 100 Day Capital Clean Up Event. This will be a pan-London event, and this year the Briar Road Estate had been chosen. Local community involvement would be encouraged, and the date and events would be advertised widely. Officers from StreetCare will be included in the day's events, which would run from 10.00 to 15:00.

A member of the public expressed concern that the date chosen would mean a lack of community involvement as the residents will be at work and the children at school.

**33. FUTURE AGENDAS**

**Harold Hill Area Committee, 26 April 2007**

The Chairman invited Committee Members to put forward agenda items for future meetings.

A member of the public requested that the proposed closure of Ingrebourne School be on the next agenda. Following discussions, it was agreed that a meeting would be initiated by Councillors Wells and Adams with Council officers, Councillors and parents at Ingrebourne School to discuss this matter.

**34. REVIEW OF AREA COMMITTEES**

Councillor Pam Light spoke from the audience to advise the Committee that the Harold Wood Area Committee had agreed to defer this item in order to investigate alternative locations for the Area Committee meetings. The Committee noted that a review of Area Committee locations was being undertaken, and agreed that in the meanwhile the next ordinary meeting will be held at the St George's Centre.

**35. URGENT BUSINESS**

Councillor Wells informed the Committee that he had received an item of urgent business from a local resident, and would follow this up in due course.

Councillor Bull informed the Committee that a £28,000 bid for CCTV cameras at Hilldene Library had been approved. He also informed the Committee that he was concerned about the fallen trees by PainesBrook brook. Sgt Lambkin informed the Committee that the trees had been felled by the Environment Agency, and that the Community PayBack Scheme were organising the removal along with StreetCare and the Parks Department. Councillor Bull asked that the plastic bags by the bus stop outside Brookside School be removed. Sarah Philpotts agreed to investigate both these issues on behalf of Councillor Bull.

**37. NEXT MEETING**

It was noted that the next meeting would be held on Tuesday 10 July, at the St George's Centre.

## Appendix 1

**MATTERS RAISED AT THE MEETING BY MEMBERS OF THE PUBLIC****(a) Closure of the Broxhill Centre**

A member of the public asked the Chair what alternative facilities would be available to the people using the disability centre at Broxhill. The Group Director, Sustainable Communities, addressed the audience, and confirmed that the Broxhill Centre would close and that consultation with parents and carers were taking place about an alternative venue for the facilities. It was confirmed that the sports provision for the disabled at Broxhill were not relocating.

**(b) Hitchin Close**

A member of the public asked why communal gas and electricity costs for Hitchin Close had not come down in price as these prices were reducing elsewhere and whether the current charge of £11.75p per week was to go up to £12.50p on 4 June 2007? The Head of Housing and Environmental Health addressed the audience, and confirmed there would be no increase in charges on 4 June as previously reported, and that he would meet with Homes in Havering in May to review the charges. The Head of Housing and Environmental Health went on to explain to the audience that the Council had entered into a two year fixed price contract in June 2006 with other Councils in a consortium led by Kent County Council. The review of charges would then inform the next contract discussions, and that all residents would be informed following the review.

**(c) Ingrebourne School**

A number of residents expressed concern over reports that the above school was closing. The Cabinet Member for Sustainable Communities outlined the Council's statutory requirement to annually review school places and admissions. Residents were informed that the proposals were going out for consultation which would take six months to complete. Once the consultation was complete, a decision would be made and all the affected parents will be informed of the outcome. Some of the residents present complained that the Broxhill Centre were telling parents that the school was to close, which the Cabinet Member undertook to investigate. The Chairman and Councillor Gary Adams agreed they would arrange a well-publicised meeting to discuss the proposals within four to six weeks of the meeting date at Ingrebourne School to which all parents would be invited.

**Appendix 2**

**CHAIRMAN'S ANNUAL REPORT TO THE COMMITTEE**

The start of the new round of Area Committee meetings saw a change in format. Harold Wood joined with Emerson Park and the two wards in Harold Hill came together to form a new Committee.

Over the past year many new traffic systems have been put in place and are working well.

Our new Leisure Centre is thriving and now attracts users from across the borough and beyond, and our health centre has proved to be a great asset.

Central Park has been host to a series of Community and Public events which have all been well attended.

The arrival of our Safer Neighbourhood Teams has brought policing back to where it belongs in the community. On behalf of us all I give them a big thank you.

We can all look forward to the regeneration of Harold Hill in the coming years. These are exciting times. I hope you all will take part in the extensive consultations.

I wish to thank you all for coming to these meetings over the past year and hope you will continue. To the officers who have attended another thank you and of course a final thank you to the committee for their support.





---

COMMITTEE

DATE

ITEM

HAROLD HILL AREA COMMITTEE

10<sup>th</sup> July 2007

**8**

---

**REPORT OF THE CHIEF EXECUTIVE**

**SUBJECT: SCHOOL TRAVEL PLANS  
King's Wood School  
Proposed Highway Safety Improvements**

**Ward(s): Gooshays**

**SUMMARY**

“School Travel Plans” is a Transport for London-funded initiative seeking to make travelling to school by non-private car more attractive to pupils and parents.

The scheme gives assistance to schools to develop School Travel Plans and to use them as a tool to set and review targets for reducing school travel by private cars.

Highway Engineering remains an important part of the process, but local highway improvements are now led by the schools themselves, with the Council's Traffic & Engineering Staff providing advice and working up designs for local highway improvements.

This report sets out the background to the School Travel Plan process and then proposes a series of highway improvements for the area around the King's Wood School site.

## RECOMMENDATIONS

1. That the following proposals as shown on Drawings QF002/002 and QF002/003 are agreed in principle and staff are authorised to undertake a formal public consultation, together with statutory advertisement of the relevant traffic orders or features (where required);
  - a. Junction entry tables to provide level pedestrian crossing points at the following locations:
    - Junction of Dagnam Park Drive and Settle Road (Settle Road entry).
    - Junction of Settle Road and Sheffield Drive (whole junction).
    - Junction of Settle Road and Oakley Drive (whole junction).
  - b. A zebra crossing, immediately to the east of the junction of Settle Road and Dagnam Park Drive including footway build-out on the southern side; improved footway link to Settle Road on the northern side; removal of footway parking within the controlled area (zig-zags); pedestrian guardrail and bollards. Removal of existing refuge and speed cushions just east of the Settle Road/ Dagnam Park Drive junction.
  - c. New larger bus shelters to replace existing at the following locations:
    - Opposite 80 Dagnam Park Drive
    - Opposite 165/175
  - d. School Keep Clear restrictions at the following locations to be in operation from 8am to 5pm Monday to Friday:
    - Outside and opposite the access to King's Wood School on Settle Road. Total of 87.1 metres in length. Commencing 25 metres north of the northern kerb line of Sheffield Drive.
    - Outside the access to Pyrgo Priory and Dycorts Schools on the western side of Settle Road. Total

of 50.6 metres long. Commencing 144 metres north of the northern kerb line of Sheffield Drive.

e. "At Any Time" waiting restrictions at the following locations:

- Settle Road, from its junction with Dagnam Park Drive, 10 metres north of the northern kerb line of Dagnam Park Drive.
- Junction of Settle Road with Oakley Drive, 10 metres on all arms.
- Junction of Settle Road with Sheffield Drive, western side of the road, opposite existing restrictions on the eastern side from a point 10 metres south of the southern kerb line of Sheffield Drive, to a point 25 metres north of the northern kerb line of Sheffield Drive.

f. Speed cushions at the following locations:

- In the vicinity of 157 and 159 Dagnam Park Drive (on the approaches to the existing pedestrian refuge).
- In the vicinity of 82 Dagnam Park Drive (3 cushion set on the approach to the zebra crossing).

2. That the approval process be delegated to the Head of Technical Services in consultation with the Chairman of the Area Committee, if changes are required to the proposals before it proceeds to formal public consultation and advertisement of the relevant traffic orders and notices.
3. That the approval of the final scheme following the results of the formal public consultation and advertisement of the relevant traffic orders and notices be delegated to the Head of Technical Services in consultation with the Chairman of the Area Committee.
4. That the estimated cost of £75,000 is met from the 2007/08 allocation for School Travel Plans funded by Transport for London through the Local Implementation Plan, subject to finance being available.

## REPORT DETAIL

### Background

1. In previous years, Transport for London has funded a Safer Routes to School (SRtS) programme through its Borough Spending Plan (BSP). The process historically used highway improvements to make pupil journeys to school more attractive using non-car means.
2. The emphasis has recently changed to a School Travel Plan-led programme, which seeks to give schools assistance to tackle transport problems around their own sites and for their pupils travelling to and from school. The programme seeks to encourage a shift away from pupils travelling to and from school by private car, in favour of more sustainable transport choices. The programme also gives opportunities for schools to tackle the perceived and real safety problems associated with travel to and from their sites.
3. Schools are given support for various initiatives, but the most successful will be those who, with assistance, can address their own travel problems in their local community.
4. The process starts with a school (or group of schools together) developing a School Travel Plan (STP). The STP takes the form of a written document that enables the school to measure pupil and staff travel choices and then seeks by a process of target setting and review, to encourage a shift away from private car use for school journeys (often referred to as modal shift).
5. Havering employs a School Travel Plan Co-ordinator to work with schools to develop and manage their plans. The post is part-funded by TfL. Staff from the Council's Road Safety Unit and Traffic & Engineering Section also work with the schools on the education and highway engineering aspects of the scheme.
6. The STP may include internal changes made to the school site, such as provision of secure cycle parking. It could also involve initiatives such as the creation of a walking bus or car share scheme. Of course there remains a place for highway improvements such as new

crossing facilities, 20mph Zones, cycling and public transport improvements and parking restrictions.

7. The highway engineering aspects of School Travel Plans puts school-led issues first, with the Councils Traffic & Engineering Staff helping and advising schools in designing local highway improvements.
8. Highway improvements will also help address highway safety issues for pupils and parent near schools such as:
  - Parent and child perception of danger on streets;
  - The effects of traffic congestion around schools;
  - Lack of safe crossing facilities;
  - Inappropriate speed around schools;
  - Personal injury accidents around schools;

### **King's Wood School**

9. King's Wood School has a total of 665 pupils on the roll aged 11 to 16. The School is situated on Settle Road, off Dagnam Park Drive, Harold Hill.
10. 64% of pupils live within 1 mile of the school and 14% more than 2 miles. Around 40% of pupils walk to school, 16% travel by car and around 38% by bus (6% using other modes).
11. There are a number of pedestrian refuges, traffic islands and speed cushions along the length of Dagnam Park Drive which were constructed as part of a local safety scheme in 2006 using funding made available through the TfL Local Implementation Plan.

### **Highway Issues Raised by the School**

12. Following development of a School Travel Plan, staff from the Council's Traffic & Engineering Section and Environment Strategy (School Travel Co-ordinator) have met with the school to discuss the contents of the plan.
13. The School Travel Co-ordinator has worked with the school to ensure that its STP was in line with regional and national policies set down by Transport for London and the Department for Education and Skills respectively. Approval by the former is a prerequisite for highway improvement funding to be released by Transport for London.

14. Staff from the Traffic & Engineering Section have discussed the issues raised in the Travel Plan with the school in order to develop a package of highway improvement measures designed to tackle various safety and accessibility issues raised through the STP and discussion and these are set out later in the report.
15. Staff have also met the Head Teacher's representative of King's Wood School to discuss the issues in detail.
16. The various highway-related issues identified by the school were as follows:
  - Congestion caused by indiscriminate and dangerous parking by parents on "School Keep Clear" markings outside of school entrance.
  - Request for improved waiting facilities at bus stops on Dagnam Park Drive such as increased waiting areas and larger bus shelters.
  - Request for improved crossing facility on Dagnam Park Drive in proximity to Settle Road.
17. The current method of working has allowed the school to identify problems and contribute their local knowledge and staff from Traffic & Engineering have provided their technical knowledge in formulating a series of proposals.

### **Injury Collisions, Traffic Speed and Traffic Flow**

18. Although the School Travel Plan programme is school-led in addressing perceptions, Staff from Traffic & Engineering also consider it necessary to review actual injury collision history, traffic speeds and traffic flows around the local area to give a background to any scheme design.
19. In reviewing injury collision rates in the area surrounding the schools; in the 3-years to January 2007, there were 7 injuries within 600 metres of the school entrance. Out of these 7 injuries, 2 involved pedestrians under the age of 11.

20. The various collisions were recorded as follows:

|   |                                   |
|---|-----------------------------------|
| Pedestrian ran across road to catch bus and was hit by oncoming vehicle (under 11 years of age) | Dagnam Park Drive/Settle Road     |
| Pedestrian crossed road into path of vehicle (under 11 years of age)                            | Dagnam Park Drive/Settle Road     |
| Traffic shunt   | Dagnam Park Drive/Leamington Road |
| Vehicle deliberately mounted kerb and hit lamp post   | Dagnam Park Drive                 |
| Driver pulled out into path of vehicle  | Dagnam Park Drive/Sheffield Drive |
| Traffic shunt   | Dagnam Park Drive                 |
| Driver turned into path of oncoming vehicle   | Dagnam Park Drive/Settle Road     |

21. In addition to the injury data, Staff have reviewed traffic speeds on Dagnam Park Drive. The results are as follows:

| <b>Location</b>          | <b>85% Speed</b> | <b>Maximum Speed</b> | <b>% exceeding 30mph limit</b> |
|--------------------------|------------------|----------------------|--------------------------------|
| Dagnam Park Drive (East) | 28               | 37                   | 7                              |
| Dagnam Park Drive (West) | 30               | 39                   | 9                              |
| <b>Average</b>           | <b>29mph</b>     | <b>38mph</b>         | <b>8%</b>                      |

22. The 85th % (85th percentile) speed, is the speed at which 85% of vehicles are travelling at or below. The 85th % speed is used by highway engineers to design road schemes to cater for the majority of motorists.
23. The highest recorded speed can often be far in excess of the posted speed limit, or the 85th % speed and often indicates the extent to which a minority of drivers do not

obey the prevailing speed limit. These drivers are not simply creeping over the speed limit unintentionally and are the hardest to educate.

24. The percentage exceeding the posted speed limit indicates the extent to which drivers generally exceed that limit. This can often be higher where a street has an open character, with little obstacle to reaching higher speeds.
25. The Department for Transport cite the following statistics for speed related accidents;
  - Two out of three accidents where people are killed or injured happen on roads where the speed limit is 40mph or less.
  - Seven out of ten drivers admit to regularly breaking the 30mph speed limit.
  - An average family car travelling at 35mph will need an extra 21 feet (6.4 metres) to stop than one travelling at 30mph.
  - If you hit a cyclist or pedestrian at 35mph rather than 30mph, the force of the impact increases by more than a third.
  - Source: [www.thinkroadsafety.gov.uk](http://www.thinkroadsafety.gov.uk), Department for Transport

### **Site Observations & Staff Comments**

26. Traffic speed on Dagnam Park Drive is generally within the 30mph speed limit (85<sup>th</sup> percentile speed of 28 – 30 mph), with a good level of compliance. This is a positive result of the traffic calming measures that were implemented by the Traffic & Engineering Section of the Council in 2005/2006.
27. Staff have also undertaken a number of site visits to view the problems raised by the school. The following problems have been observed;
  - General indiscriminate parking, especially near the pedestrian entrances to the school.
  - Well used mud path on north east side of the junction of Settle Road and Dagnam Park Drive, indicating significant use.
  - Pupils crossing Dagnam Park Drive to access bus services.



28. The highway improvements detailed below are intended to assist pupils walking to school and using bus services. The proposals will also assist the school in meeting future targets to increase the numbers of pupils walking to school or using public transport.

### **Proposed Highway Safety Improvements**

29. In considering the issues raised through the School Travel Plan, the data collected by site observations and in discussing the issues with the schools, the following proposals have been developed to address the specific highway concerns of both schools.
30. Around 40% of pupils walk to school and the lack of safe crossing facilities has been highlighted by the school. In order to help address the problems for pedestrians, the bulk of the proposals are targeted to improving access for them; but they will also assist pupils getting to and from the bus stops serving the school.
31. In order to ensure low traffic speed in Settle Road and to provide level pedestrian crossing points, junction entry tables with minor junction realignments are proposed at the junction of Dagnam Park Drive with Settle Road and at the junction of Settle Road with Sheffield Drive.
32. To assist pupils with crossing Dagnam Park Drive (and the wider community) a new zebra crossing is proposed, immediately east of its junction with Settle Road. A kerb build-out on the southern side is proposed as part of the zebra crossing to improve visibility for pedestrians.
33. The zebra crossing would require removal of the refuge and speed cushions already in place. In addition, the footway parking within the controlled area of the crossing (zig-zags) is required to maintain visibility; and pedestrian guardrail and bollards would be provided.
34. In order to ensure low approach speeds to the zebra crossing and to maintain the general traffic calmed route, speed cushions are proposed on either approach to the crossing.

35. To improve the safety of the pupils crossing Settle Road by the school entrance and to discourage dangerous parking, new "School Keep Clear" markings are proposed on both sides of the road. Because there is pupil activity in the mornings, lunchtime and afternoons, it is proposed that the restrictions be in operation from 8am to 6:30pm Monday to Friday.
36. It is also proposed to similarly upgrade the School Keep Clear restrictions outside the Settle Road accesses to Pyrgo Priory and Dycorts School.
37. In order to reduce the risk of obstructive parking, it is proposed to restrict the area opposite Sheffield Drive with "At Any Time" (double yellow lines).
38. It is further proposed to introduce "At Any Time" waiting restrictions for 10 metres at the Settle Road, Oakley Drive junction and for the first 10 metres into Settle Road, from the Dagnam Park Drive junction.
39. In order to improve the waiting environment at the bus stops serving the school it is proposed to provide larger bus shelters. This will require agreement by London Buses.
40. All of these proposals are shown on Drawings QF002/002 and QF002/003, with the existing layout of Dagnam Park Drive shown on Drawing QF002/001.

### **Preliminary Consultation**

41. These proposals have been developed with the school who have contributed their local knowledge and have given their support for these proposals. In addition, the Council's Road Safety Unit support the proposals.

### **Financial Implications & Risks**

42. The estimated cost of £75,000 for the scheme can be met from the 2007/08 allocation for School Travel Plans funded by Transport for London through the Local Implementation Plan, subject to finance being available.

### **Legal Implications and Risks**

43. Waiting restrictions and school keep clear restrictions require statutory public advert with associated traffic regulation orders before their installation can be decided.
44. Speed tables and zebra crossing facilities require statutory public advert before their installation can be decided.

### **Human Resources Implications and Risks**

45. None.

### **Equalities and Social Inclusion Implications and Risks**

46. School Travel Plans is a school-led way of seeking to reduce the reliance of private cars for journeys to school with the result of helping to reduce traffic congestion locally to schools. This will help reduce pollution, traffic speeds and injury accidents.
47. Some of the improvements such as improved crossing facilities and traffic calming will also make the street environment more accessible to the wider community.
48. School Travel Plans also help make school journeys more attractive to pupils and parents using non-private modes of transport by using traffic management tools to reduce the real and perceived risk of traffic.
49. Physical traffic calming features can have the perception of causing access problems of residents and affect cyclists, bus operators and the emergency services. As long as schemes are widely consulted, then a highway authority can take a balanced view on their implementation.
50. Signage and road markings detract from the visual environment associated with the street scene, but the road safety benefits are often seen as more important. Minimisation of street furniture can often improve the situation.

51. Waiting restrictions can displace parking, but it is suggested that where safety is an issue, then this is acceptable.

Staff Contact: Geeta Patel  
Designation Project Engineer  
Telephone No: 01708 433750  
Email: Geeta.Patel@haverling.gov.uk

**CHERYL COPPELL**  
**Chief Executive**

**Background Paper List** - none

**Proposed Location of Zebra Crossing, Dagnam Park Drive**



**Dagnam Park Drive**



**Proposed Location of Entry Treatment at  
Junction of Settle Road/Oakley Drive**



**Settle Road, at Kingswood School entrance**





---

| COMMITTEE                     | DATE                       | ITEM |
|-------------------------------|----------------------------|------|
| HAROLD HILL<br>AREA COMMITTEE | 10 <sup>TH</sup> JULY 2007 | 9.   |

---

### **REPORT OF THE CHIEF EXECUTIVE**

**SUBJECT: FARINGDON AVENUE AND CAMBORNE AVENUE  
– Local safety Scheme**

**Wards: Gooshays, Harold Wood and Heaton**

#### **SUMMARY**

Faringdon Avenue and Camborne Avenue – Local Safety Scheme was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify accident remedial measures along these roads and the following are proposed.

- Pedestrian refuges
- Zebra crossing
- Upgrading existing zebra crossing lighting
- Speed cushions and speed control humps
- 'At any time' waiting restrictions
- Centre line hatched and slow road markings

This report details the finding of the feasibility study. It is recommended that the above measures should be approved in principle.

As Harold Hill and Emerson Park & Harold Wood Area Committees are each responsible for a section of Faringdon Avenue, in accordance with the provisions in the Council's Constitution the final decision on the proposal (provided both Committees agree) will be taken by the Head of Technical Services in consultation with the

Harold Hill Area Committee, 10<sup>th</sup> July 2007

Chairman of the Regulatory Services. This Committee is requested to provide its views on the proposal accordingly.

## **RECOMMENDATIONS**

1. That the Area Committee recommends the Head of Technical Services in consultation with the Chairman of the Regulatory Services Committee to:
  - (a) Agree in principle the proposals of pedestrian refuges, zebra crossing, upgrading existing zebra crossing, speed cushions, speed control humps, 'At any time' waiting restrictions, centre line hatched and slow markings as shown on Plan Nos.QE180/01 to 08.
  - (b) Authorise the preparation and advertising of draft traffic management order and traffic notices to introduce at any time waiting restrictions, new zebra crossing, speed cushions and speed control humps as shown on the above plans.
  - (c) Authorise staff to carry out a public consultation on the above proposals
  
2. That the estimated cost of £70,000 be met from the Transport for London's (TfL) 2007/08 financial year allocation to Havering for Local Safety Schemes.

## **REPORT DETAIL**

### **Background**

1. In December 2006, Transport for London approved funding for a number of local safety schemes as part of 2007/08 Havering Borough Spending Plan settlement. Faringdon Avenue and Camborne Avenue – Local Safety Scheme was one of the schemes approved by TfL. A feasibility study has been carried out to identify accident remedial measures along these roads. The study has now been completed and has looked at ways of reducing accidents and it is considered that the accident remedial measures, as described in the recommendations will improve road safety.
  
2. The Government and Transport for London have set the target for 2010 to reduce Killed or Serious injury accidents (KSI) by 50%; Child KSIs by 60%; slight injuries by 25% from the baseline of the average number of casualties for 1994-98. This local safety scheme will help to meet these targets.



### Survey Results

3. Traffic surveys showed that two-way traffic flows are up to 900 and 350 vehicles per hour along Faringdon Avenue and Camborne Avenue respectively.

4. A speed survey was carried out and the results are as follows.

| Location                         | 85 <sup>th</sup> ile Speed (mph) |           | Highest Speed (mph) |           |
|----------------------------------|----------------------------------|-----------|---------------------|-----------|
|                                  | Eastbound                        | Westbound | Eastbound           | Westbound |
| <b>Faringdon Avenue</b>          |                                  |           |                     |           |
| By Langley Close                 | 32                               | 31        | 43                  | 39        |
| Outside Broadford Primary School | 32                               | 33        | 37                  | 41        |
| <b>Camborne Avenue</b>           | 31                               | 32        | 41                  | 50        |

The 85<sup>th</sup> percentile speed is the speed not exceeded by 85% of vehicles and is the measure of speed recommended by the Government for the design of traffic management schemes. The speed limit along these roads is 30mph. The speed survey showed that the vehicle speeds were higher than the speed limit along these roads.

5. In the four-year period to December 2006, a total of twenty four and four personal injury accidents (PIAs) were recorded along Faringdon Avenue and Camborne Avenue respectively.. Of the twenty six PIAs, three were serious and the remaining were slight injury accidents. Of the total PIAs, six PIAs were speed related and seven PIAs involved pedestrians. Detail of accident locations and their severity are summarised below.

| Location                                | Fatal | Serious        | Slight       | Total PIAs |
|---|-------|----------------|--------------|------------|
| <b>Faringdon Avenue</b>                 |       |                |              |            |
| Neave Crescent junction                 | 0     | 1<br>(1-ped)   | 3<br>(1-ped) | 4          |
| Langley Close junction                  | 0     | 0              | 1            | 1          |
| Ashton Road junction                    | 0     | 1<br>(1-speed) | 0            | 1          |
| Between Ashton Road and Tonbridge Road  | 0     | 0              | 1            | 1          |
| Between Tonbridge Road and Spilsby Road | 0     | 0              | 1            | 1          |
| Spilsby Road junction                   | 0     | 0              | 2            | 2          |
| Tonbridge Road junction                 | 0     | 0              | 2            | 2          |

Harold Hill Area Committee, 10<sup>th</sup> July 2007

|  |          |          |                           |           |
|--|----------|----------|---------------------------|-----------|
| Camborne Road junction                         | 0        | 0        | (1-ped)<br>4              | 4         |
| Chatteris Avenue junction                      | 0        | 0        | 1                         | 1         |
| Between Chatteris Avenue<br>and Dulverton Road | 0        | 0        | 2                         | 2         |
| Dulverton Road junction                        | 0        | 1        | (1-speed)<br>(1-ped)<br>2 | 2         |
| Between Dulverton and<br>Dewsbury Road         | 0        | 0        | (1-speed)<br>(1-ped)<br>1 | 1         |
| Between Dewsbury Road<br>and Gooshays Drive    | 0        | 0        | 2<br>(1-ped)<br>(1-speed) | 2         |
| <b>Total</b>                                   | <b>0</b> | <b>3</b> | <b>21</b>                 | <b>24</b> |
| <b>Camborne Avenue</b>                         |          |          |                           |           |
| Keighley Road junction                         | 0        | 0        | 2<br>(1-ped)              | 2         |
| Halesworth Road junction                       | 0        | 0        | 2<br>(2-speed)            | 2         |
| <b>Total</b>                                   | <b>0</b> | <b>0</b> | <b>4</b>                  | <b>4</b>  |

**Proposals**

6. The following measures are proposed and shown on Plan Nos. QE180/01 to 08 appended.
- It is proposed to provide pedestrian refuges along Faringdon Avenue at the following locations.
    - East of Neave Crescent
    - South of Dulverton Road
    - Between Dulverton Road and Dewsbury Road
 Accident analysis showed that six PIAs involved pedestrians and four were speed related PIAs along Faringdon Avenue. These proposals would provide pedestrian facilities and act as speed reducing features to reduce vehicle speeds at these locations. The proposed pedestrian refuges would help to reduce accidents along Faringdon Avenue.
  - It is proposed to provide a zebra crossing outside Broadford primary school where a school crossing patrol operates. It is also proposed to provide speed cushions at the approaches to the proposed zebra crossing as shown on the above plans. These proposals would reduce vehicle speeds and would provide pedestrian facilities outside the school. Since vehicle speeds are considered to be high at this location, it is necessary to provide speed cushions to reduce vehicle speeds.
  - It is proposed to upgrade street lighting at the existing zebra crossing by Chatteris Avenue. This proposal would improve street lighting at this location.

**Harold Hill Area Committee, 10<sup>th</sup> July 2007**

- It is proposed to provide 'At any time' waiting restrictions at the junctions along Faringdon Avenue and Camborne Avenue as shown on the above plans. Accident analysis showed a number of accidents occurred due to parked vehicles. Since part of the Faringdon Avenue is commercial in nature, the proposed measures would help to improve turning movements for larger vehicles. These proposals would help to reduce accidents at these locations.
- Speed control humps would be provided along Camborne Avenue as shown on the above plans. Accident analysis showed that four PIAs occurred along Camborne Avenue. Of these, two PIAs were speed related and one involved pedestrian. A high percentage of vehicles use Camborne Avenue as a cut-through route between Gooshays Drive and Faringdon Avenue. Speed survey showed the vehicles are travelling at speeds along this road. The proposed speed control humps would help to reduce vehicle speeds and accidents along Camborne Avenue.
- Slow and centre line hatched markings would be provided along Faringdon Avenue as shown on the plans to warn drivers about hazards, for example junctions and bends. The hatched road marking proposal would also reduce right turning conflicts at the junctions and subsequently, would reduce right turning accidents.
- Existing 'School Keep Clear' markings and part time waiting restrictions outside Broadford Primary School need to be altered to accommodate the proposed measures as shown on the plans.

**Consultation**

7. The proposals will be publicly advertised and all parties including emergency services and bus companies, affected by the proposals, will be consulted during the consultation period.

**Financial Implications and Risks**

8. The estimated cost of the proposals is £70, 000. Faringdon Avenue and Camborne Avenue – Local Safety Scheme is one of the schemes approved by TfL which is to be implemented from Havering's 2007/08 allocation for Local Safety Schemes. This scheme is fully funded by TfL.

**Legal Implications and Risks**

9. Contained in the report.

Harold Hill Area Committee, 10<sup>th</sup> July 2007

### **Human Resources Implications and Risks**

10. None.

### **Equalities and Social inclusion Implications and Risks**

11. There would be some visual impact from the design proposals and works associated with the options however the proposed accident remedial measures would generally improve safety for both pedestrians and vehicles.

### **Conclusions**

12. The accident analysis indicated that of the total 26 PIAs, three were serious and the remaining were slight injury accidents. Of the total PIAs, six were speed related and seven involved pedestrians. The majority of the accident remedial measures including pedestrian refuges, zebra crossing, upgrading existing zebra crossing, speed cushions, speed control humps, waiting restrictions, centreline hatch and slow markings are proposed to reduce these accidents. It is considered that the proposed measures would help to reduce accidents along Faringdon Avenue and Camborne Avenue. It is therefore recommended that the proposed measures in the recommendation should be approved in principle.

|                |   |  |
|----------------|---|--|
| Staff Contact  | : | SIVA Velup   |
| Designation    | : | Senior Engineer  |
| Telephone No   | : | 01708 433751   |
| E-Mail Address | : | <a href="mailto:Velup.Siva@Havering.gov.uk">Velup.Siva@Havering.gov.uk</a> |

**CHERYL COPPELL**  
**Chief Executive**

**Background papers:** None