

ROMFORD AREA COMMITTEE (Brooklands and Romford Town Wards) AGENDA

7.30 p.m.

Tuesday,
23 October 2007

Havering Town Hall
Main Road, Romford

Members 6: Quorum 3

COUNCILLORS:

Fred Osborne (C)

Robert Benham (VC)

Andrew Curtin

Barry Tebbutt

Wendy Brice-Thompson

Frederick Thompson

NB: HAVERING STREETCARE STAFF WILL BE AVAILABLE AT THE VENUE FROM 7:00pm TO RESPOND TO GENERAL QUERIES.

For information about the meeting please contact: Taiwo Adeoye (01708) 433079
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Your Romford Area Committee

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 mobile

 facsimile

 email


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For details of Area Committee meetings and other Council meetings contact Democratic Services on **01708 433076** or email **committee.services@haverling.gov.uk** or go to **www.haverling.gov.uk** and click 'What's On'

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.

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:

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

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:

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

Romford Area Committee, 23 October 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)

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. 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

2. APOLOGIES FOR ABSENCE (If any) – to receive

3. 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).

4. MINUTES

To approve as a correct record the minutes of the meeting of the Committee held on 2 May 2007, and to authorise the Chairman to sign them.

PART 2

The time shown against this item 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.

5. PUBLIC FORUM AND SURGERY (30 minutes)

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

PART 3

6. CHAIRMAN'S REPORT

7. EMPTY PROPERTY STRATEGY

The Committee are asked to receive a presentation from Environmental Health Services.

8. SUSTRANS CONNECT 2 PROJECT

The Committee are asked to receive a presentation from Technical Services.

PART 4

9. PROPOSED TRAFFIC IMPROVEMENTS IN WESTERN ROAD - Report attached

10. CLYDESDALE ROAD RESIDENTS PARKING SCHEME- RESULTS OF INFORMAL PUBLIC CONSULTATION – To follow

11. AREA COMMITTEE CAPITAL PROJECTS - Report attached.

PART 5

12. FUTURE AGENDAS

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

13. DATE OF NEXT MEETING

The date of the next meeting will be Tuesday 29 January 2008.

14. 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

**MINUTES OF THE MEETING OF THE
ROMFORD AREA COMMITTEE
Havering Town Hall, Romford
17 July 2007 (7.30pm – 10.00pm)**

Present: Councillors Fred Osborne (Chairman), Wendy Brice-Thompson and Frederick Thompson.

Apologies for absence were received from Councillors Robert Benham, Andrew Curtin and Barry Tebbutt.

No Member declared an interest in any of the items before the Committee.

Nine members of the public and a representative of the press attended.

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

The Committee held a one minute silence for Councillor Cahill who had passed away over the weekend.

1. APPOINTMENT OF THE CHAIRMAN AND VICE CHAIRMAN

Nominations were sought for the position office of Chairman of the Area Committee for the current Municipal Year.

Only Councillor Fred Osborne was nominated. Councillor Fred Osborne was declared duly elected and took the chair for the remainder of the meeting

The Chairman sought nominations for the position of Vice-Chairman of the Area Committee.

Only Councillor Robert Benham was nominated and he was, therefore, declared duly elected

2. APPOINTMENT TO THE HAVERING COMMUNITY AND POLICE CONSULTATIVE GROUP (CPCG)

The Committee nominated Councillor Fred Osborne to represent it on the CPCG for the current municipal year.

3. MINUTES

The minutes of the meeting of the Committee held on 2 May 2007 were agreed as a correct record and were signed by the Chairman.

4. PUBLIC FORUM

The Chairman invited comments from the public on any of the items contained within Appendix 1 of the Minutes, or for any new issues to be raised. The issues raised are set out in Appendix 1.

5. CHAIRMAN'S REPORT

The Chairman combined his annual and regular Chairman's report. He outlined projects set in place and in some cases completed over the last Municipal Year:

- Graffiti team had been cleaning areas in Brooklands ward
- The problem of cars racing within the Eastern Avenue Retail Park was in hand and should be resolved in the next two to three months

6. LICENSING OF GAMBLING ACTIVITY

The Head of Housing and Environmental Health gave a short presentation on licensing functions carried out by Council officers.

The Committee was advised that since November 2005 it had been the responsibility of the Council to carry out licensing activities under the Licensing Act 2003 instead of the local Magistrates Court as had previously happened. Members noted that the four principal concerns the legislation dealt with were

- (i) The prevention of crime and disorder
- (ii) Public safety
- (iii) Prevention of public nuisance
- (iv) The protection of children from harm

The Committee was advised that licensable activities were

- (i) The sale by retail of alcohol
- (ii) The supply of alcohol by or on behalf of a club to, or to the order of, a member of the club
- (iii) The provision of (regulated) entertainment
- (iv) The provision of late night refreshment (between the hours of 23.00 and 05.00)

The Committee was advised that the act dealt with two specific areas firstly, Premises Licences; these were required for any place offering

regulated entertainment (including cinemas & theatres), refreshment at night and alcohol. The other area was Personal Licences, these were issued to individuals allowing them to sell and supply alcohol for consumption on or off the premises.

Members were advised that a review could be initiated with problem premises. The review could be requested by the Responsible Authorities and local residents (but not the licensing authority) if they had sufficient evidence that the licensing objectives were not being met.

The Committee was informed that the Council would assume responsibility for licensing gambling premises from September 2007. The premises which would be regulated were casinos, bingo halls, lotteries, betting shops, tracks and arcades.

The Gambling Act 2005 contained three principal objectives:

- (i) Prevent gambling being a source of, or associated with, crime and disorder
- (ii) Ensure gambling is conducted in a fair and open way
- (iii) Protect children and vulnerable adults from gambling

Similarly to the Licensing Act, the Gambling Act allowed for the request of a review of a premises license. The review could be requested by the Responsible Authorities (including the licensing authority) and local residents if they had sufficient evidence that the licensing objectives were not being met.

The Committee was advised that if there were any specific queries these could be raised with the licensing team directly.

The Committee and members of the public were invited to ask questions and a number of points were raised concerning the possible impact on the locality and what powers residents possessed.

The Area Committee **Noted** the presentation.

7. REVIEW OF PRIMARY EDUCATION

The Committee received a presentation from the Group Director, Children's Services who is the statutory post holder of Director of Children's Services.

The Group Director outlined proposals for the re-organisation of and investment in Havering's primary schools, which had been considered and agreed by Cabinet on 1 May 2007.

Members noted that there was a long standing issue with the quality of the Council's school building estate which would need approximately £100 million to bring up to an acceptable standard. It was proposed to commence with the modernisation of some primary schools by the investment of £20 million in building new schools and the improvement of others.

Members noted that currently some schools had surplus places in excess of 25% of the school's quota and that the modernisation programme aimed to deliver a surplus target of between 5% and 8%. It was advised that schools received their funding based on pupil numbers and that if a school had a surplus of places then its funding would be lower

Members were advised that several mergers and closures were proposed to allow the building and modernisation of other schools.

The Committee and members of the public were invited to raise questions and comments were made concerning the continuing reduction of primary places at the same time as large developments continued to be built. The Group Director assured the meeting that there were sufficient places for the projected numbers and generally, the presentation was accepted.

The Area Committee **Noted** the presentation

8. PEDESTRIAN FACILITIES – WESTERN ROAD

A report was presented for a number of local safety schemes as part of the 2007/08 Havering Borough Spending Plan settlement. A feasibility study had been carried out to identify pedestrian facilities along Western Road. The proposals were considered to improve pedestrian facilities along Western Road. This report was originally requested by residents and occupiers.

It was proposed to provide pedestrian refuge, centre hatch and slow markings along Western Road. Due to limited funding, it was also proposed to provide a 2.4metre wide crossing which is the minimum width a crossing, recommended by Department for Transport in order to accommodate future upgrading for a zebra crossing. The proposals would provide pedestrian facilities and minimise accidents, particularly pedestrian accidents at this location.

RESOLVED:

That the Area Committee approved the following in principle:

- (a) Agree the pedestrian facility proposals along Western Road

- (b) Authorise staff to carry out a public consultation on the above proposals.
- (c) Delegate the approval process to the Head of Technical Services in consultation with the Chairman of the Area Committee, if changes are required to the proposals before going to public consultation.
- (d) Delegate the approval of the final scheme in the light of the results of the public consultation to the Head of Technical Services in consultation with the Chairman of the Area Committee.
- (e) The estimated cost of £8, 000 is to be implemented from Havering's 2007/08 allocation for Local Safety Schemes funded by Transport for London.

9. BUS STOP ACCESSIBILITY – VARIOUS LOCATIONS

A report was presented that outlined proposals for Bus Stop Accessibility improvements through the London-wide Local Implementation plan (LIP) based on annual bids by the London Boroughs. A review programme of mainly route-based Bus Stop Accessibility improvements was undertaken although individual sites are investigated from time to time.

It was noted that the route approach allowed for comprehensive review of existing bus stop positions for accessibility, convenience, safety etc. and sometimes requires stops to be moved away from points of conflict such as where parking or proliferation of vehicle crossings prevent stops being accessible in their existing positions.

Members were advised that improvements to the bus stop environment such as raising kerbs or footways, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities could help with making bus stops fully accessible. In some situations, it might be appropriate to build the footway out into the road to provide an accessible bus stop.

The introduction of bus stop clearways reduced the problem of accessibility by providing sufficient space for buses to pull in close to the kerb. It had become even more important with the provision of buses that are fully wheelchair accessible, because the benefits of low-floor and "kneeling" buses were considerably reduced if the bus cannot get to the kerb.

It was noted that bus stop clearways generally consisted of red carriageway surfacing, a solid yellow marking running adjacent to the kerb and were bounded by yellow broken line markings.

The Council was a consultee where London Buses proposed to move or introduce a bus stop or shelter. However, it should be noted that the ultimate decision lies with London Buses as a subsidiary of Transport for London. Staff work with London Buses and TfL on the Bus Stop Accessibility Programme with the aim of co-ordinating bus stop and shelter works with accessibility improvements.

Council staff, TfL Bus Priority and London Buses had reviewed several sites within, on and just outside of Romford Ring Road for accessibility.

It was proposed to undertake a variety of accessibility improvements, including the provision of high kerbs, footway improvements, the provision of Bus Stop Clearways and some “de-cluttering” of street furniture. The proposals were set out in the table below.

Site Ref	Location	Description of works
1	Western Road Outside 11 Western Road Drawing Ref: QF006-01-A	Existing Bus Stop. 39 metre 24 Hour bus stop clearway Provide 25 metres of 140mm high kerb Zig-Zag markings to be extended Bus stop to be surface with red stone mastic asphalt (SMA)
2	Western Road Outside Sovereign House Drawing Ref: QF006-02-A	Existing Bus Stop. 43 metre 24 Hour bus stop clearway Zig-zag markings to conform with regulations Guardrail to be extended by 12m (6x2m panels) Anti-skid surface to be laid on approach to signalised crossing
3	Western Road Outside 1-7d Western Road Drawing Ref: QF006-03-A	Existing Bus Stop. 49 metre 24 Hour bus stop clearway Kerb to be re-aligned with 51 metres of 140mm high kerb Zig-zag markings to conform with regulations Anti-skid surface to be laid on approach to signalised crossing Bus stop to be surface with red stone mastic asphalt (SMA)

4	Mercury Gardens Outside Mercury House Drawing Ref: QF006-04-A	Existing Bus Stop Lay-by to remain Existing 24 hour Clearway to be remarked Provide 25m of 140mm high kerb Footway to be resurfaced to improve passenger safety
5	Mercury Gardens Opposite Mercury House Drawing Ref: QF006-05-A	Existing Bus Stop Lamp column 9 to be re-located to a suitable location away from bus shelter
6	Main Road Outside the Town Hall Drawing Ref: QF006-06-A	Existing Bus Stop Lay-by to be filled in Provide 140mm high kerb. 37 metres 24 Hour bus stop clearway
7	St Edwards Way Outside St Edward RC School Drawing Ref: QF006-07-A	Existing Bus Stop Lay-by to remain 24 hour clearway to be remarked Kerbs to be re-aligned with 140mm kerb height Lamp column 40 to be re-located to a suitable location away from bus shelter Footway around bus shelter to be resurfaced to improve passenger safety Existing bin positioned in front of bus stop flag to be relocated
8	St Edwards Way Outside St Edward RC School Drawing Ref: QF006-08-A	Existing Bus Stop Lay-by to remain Existing bus stop clearway to be remarked Kerbs to be re-aligned with 140mm kerb height Footway around bus shelter to be resurfaced to improve passenger safety
9	St Edwards Way Outside Como Street Car Park Drawing Ref: QF006-09-A	Existing Bus Stop Lay-by to remain Existing restriction to be converted to 24 hour bus stop clearway Provide 12m of 140mm kerb height Footway to be resurfaced to improve passenger safety

10	St Edwards Way Junction with Mawney Road Drawing Ref: QF006-10-A	Existing Bus Stop Lay-by to remain Existing restriction to be converted to 24 hour bus stop clearway Provide 23 metres of 140mm kerb height Footway to be resurfaced to improve passenger safety
11	London Road Junction with Knightsbridge Gardens Drawing Ref: QF006-11-A	Existing Bus Stop 29 metre 24 Hour bus stop clearway Provide 15 metres of 140mm high kerb At Any Time waiting restrictions (double yellow lines) on departing side of stop Existing bus lane to continue through the junction as shown Existing sign on lamp column 4 to be replaced
12	Waterloo Road Opposite The Brewery Drawing Ref: QF006-12-A	Existing Bus Stop 25 metre 24 Hour bus stop clearway Provide 17 metres of 140mm high kerb Tactile paving re laid to conform with DfT standards
13	Waterloo Road Outside The Brewery Drawing Ref: QF006-13-A	Existing Bus Stop Lay by to be filled in 37 metres 24 Hour bus stop clearway
14	Oldchurch Road Outside 36-26 Drawing Ref: QF006-14-A	Existing Bus Stop Lay-by to remain Provide 23 metres of 140mm high kerb Advertisement board to be relocated subject to consultation with owner 'At any time' waiting restrictions to be convert into 24 hour bus stop clearway
15	Oldchurch Road Junction with Davidson Way Drawing Ref: QF006-15-A	Existing Bus Stop 21 metres 24 hour bus stop clearway Provide 17 metres of 140mm high kerb Disused street furniture to be removed

RESOLVED:

1. That the following proposals are agreed in principle and staff be authorised to undertake public consultation on providing fully accessible bus stops, including 24 hour Bus Stop Clearways
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 public consultation.
3. That the approval of the final scheme following the results of the public consultation be delegated to the Head of Technical Services in consultation with the Chairman of the Area Committee.
4. The estimated cost of £100,000 would be met by Transport for London through the 2007/08 Local Implementation Plan allocation for Bus Stop Accessibility, subject to finance being available.

10. FUTURE AGENDA

The Committee requested that the following issues be considered at future meetings.

- Balgores Lane to Main Road, provision of filter traffic lights
- Removal of bus lane along Oldchurch Road

11. DATE OF NEXT MEETING

The Committee noted that the next meeting would be held on Tuesday 23 October 2007.

APPENDIX 1**MATTERS RAISED AT THE MEETING BY MEMBERS OF THE PUBLIC****Police Community Support Officer (PCSO) Locations**

A resident complained that Romford Town PCSO Team was policing Brookland Ward (Cottons Park) The Committee was informed that the officers were needed to be in Cottons Park which was in Brooklands ward.

Council Properties

A resident complained about a report that 26 houses were sold cheaply by the Council. The Head of Housing responded that this issue was not correctly reported. He went on to explain that the Council had decided that it was prudent to sell the properties instead of spending about £100,000 required to repair each home. He added that the Council had nomination right to 11 properties in the new housing scheme and that the Audit Commission reviewed the scheme and deemed it value for money.

Bus Route 499

A resident enquired about the Council's reaction to the decision on this bus route. It was reported that the Council was still considering its opinion on the matter.

Cleaning Report in Romford Recorder Newspaper

A resident commented on the article in the Recorder regarding a cleaning report survey that was conducted in 2003 which suggested the Council should consider introducing patrol wardens with enforcement powers.

Another resident commented that the Recorder should address their report to the people who cause the dirt and litter in the first place.

Ludwigshafen Place – request for no cycling signs

A resident requested that a No Cycling sign be put up on Ludwigshafen Place. The Traffic Signs Regulation & General Directions 2002 control the use of signs of this type.

The resident was informed that the Council are only permitted to erect the sign to give an effect of a Traffic Order or more usually, a local byelaw.

At the present time the Council did not have any funding to research the possibility of using an order or byelaw – it would take staff time, there would be costs in bringing a committee report forward, there would be advertising costs and the costs of the sign installation itself.

London Road Toucan Crossing

A resident complained that the pedestrian/ cyclist signals were on the push buttons and not on the other side of the road, like a pelican crossing.

Officers explained that the layout was the modern replacement to the pelican-style crossing; based on Puffin technology. Additionally, the resident complained that the audible signal on the park side was not working and

Romford Area Committee, 17 July 2007

following the meeting, the complaint had been passed to Transport for London.

Puffin technology:

Puffin crossings were more user-friendly than pelican crossings and were fitted with more intelligent equipment.

Infra-red cameras sense people crossing the road and would halt traffic until the crossing was clear, which was particularly helpful for children, elderly and disabled people.

The sensors also worked in the motorists favour - if a pedestrian pushed the button then leaves the crossing, the sensors would cancel the request and not stop the traffic unnecessarily, reducing delays for motor vehicles.

PUFFIN – Pedestrian User Friendly Intelligent Crossing
TOUCAN – “Two Can Cross” – for pedestrians and cyclists
PELICAN – Pedestrian Light Controlled Crossing

Salt Test Request

A resident complained of plague pits within the Rush Green Gardens and Lilliput Road area and was urgently requesting a salt test.
The Committee was urged to give this serious consideration.

Fat in Drains in Roneo Corner

A resident complained of food fat in drains in Roneo Corner.

Refuse Collection

A resident wanted clarification if the Council was about to implement fortnightly refuse collection.
The Committee was informed that there were no such plans.

Advertising Board in Romford Market place

A resident complained that the advertising board in the market place, Romford was being used to chain down bicycles

Date of Area Committee Meeting on Council website

A resident complained that the date of the Area Committee meeting was not on the Council's website.

Pot Holes on Road within the Area Committee boundary

A resident raised concern of pot holes in some roads within the Area Committee boundary.

Bank Holiday shows

A resident wanted confirmation that the three main shows are going ahead as there were no publicity about them. He went further to request that the shows return to the old format as many people were not impressed with the entrance charges and organisation.

Cottons Park

A resident commented on an access road that leads to nowhere within the park. He added that streetcare truck ended up having to turn around over the grass.



MEETING	DATE	ITEM
ROMFORD AREA COMMITTEE	23 October 2007	9

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: **PROPOSED TRAFFIC IMPROVEMENTS IN WESTERN ROAD,
ROMFORD**

SUMMARY

A site meeting was held with the Chair of Romford Area Committee in May 2007 to discuss the above proposals. The Chair agreed the proposals in principle and that the consultation proceeds subject to the agreement of the Chair's Decision. Other Committee Members were also consulted and they agreed the general principle of the proposals. In addition, they agreed that the consultation proceeds to ensure that the measures are completed within the time frame.

The next step in the process was to undertake a consultation with the local occupiers who would be affected by the proposals. Letters were delivered by hand to some 50 properties in the immediate area and the closing date for receiving any comments or objections was set for 14th September this year. Only two responses have been received and these are summarised in the report,

The estimated cost for implementing the measures is £73,000, which would be met entirely by Transport for London, at no cost to the Council.

RECOMMENDATIONS

1. That the proposal to alter the existing kerb line commencing from the southwest corner of Mercury Gardens/Western Road junction and continue for a distance of 180 metres, up to the end of the

existing bus lay-by is implemented. The proposal is shown on drawing no. MK/BP/100.

2. That the proposal to relocate the eastern end of the existing central refuge northwards by one metre in Western Road is implemented. The proposal is shown on drawing no. MK/BP/100.
3. That the proposal to alter the existing kerb line along the northwest corner of Mercury Gardens/Western Road junction is implemented. The proposal is shown on drawing no. MK/BP/100.
4. That the proposal to provide KEEP CLEAR markings in Mercury Gardens directly opposite the entrance into the western arm of Western Road is implemented. The proposals are shown on drawing no. MK/BP/100.

REPORT DETAIL

Background

- 1 London Bus Services Limited, part of Transport for London (TfL) in conjunction with their commercial operators have brought to the attention of the Council about the problems buses and general traffic experience when entering into Western Road from Mercury Gardens. The problem generally occurs on Saturdays but it increases during Christmas period when the Liberty car park is running at its full capacity.
2. The delay mainly occurs when vehicles waiting to turn right into the Liberty car park in Western Road blocks the entrance into Western Road due to insufficient road width. This leads to developing excessive queue which extends beyond the roundabout into the southbound carriageway of Mercury Gardens. The excessive queue restricts access for through traffic wishing to proceed towards Romford town centre.
3. In addition, the traffic queues from Western Road also blocks the through traffic movements from the northbound carriageway of Mercury Gardens, the section which is south of the roundabout. KEEP CLEAR markings were installed as an interim measure to alleviate the current congestion problems, however, it appears that drivers still ignore them as the markings are advisory. Yellow box markings would have been more effective, however, The Traffic Signs Regulations and General Directions prohibits the use of such markings to be installed at roundabouts.

4. The congestion has an adverse affect on public transport in providing a reliable service to their passengers as a high volume of buses enter into Romford town centre. In addition, the delay has a knock on effect in serving other bus stops along their designated routes at published timetables.
5. **Scope of traffic studies**
 - 5.1 The borough had commissioned traffic consultants, Mouchel Parkman to undertake a traffic study. The purpose of the study was to develop possible design options to alleviate the current congestion problems experienced by both buses and general traffic when entering into Western Road.
 - 5.2 Western Road lies between Junction Road in the east and South Street in the west. The road is divided into two sections by the Romford Ring Road i.e. Mercury Gardens. The western arm of Western Road carries local traffic and buses in and out of the town centre. The study area mainly focused on the western arm of Western Road, the section between the roundabout of Mercury Gardens and Grimshaw Way.
 - 5.3 Traffic surveys were carried out during peak (i.e. morning and evening) and inter peak periods. The purpose was to determine the volume of traffic entering and leaving Western Road and investigating the current sources of delays. The data was in turn used to assess the capacity of the existing junction and also assess if the desired options would be able to cope with the current level of traffic flow.
6. **Details of design proposals**
 - 6.1 The feasibility study had identified four options to alleviate the current congestion problems at the junction. The options were considered carefully and for simplicity only the option that was considered would provide maximum benefits is described in details below. The preferred option involves the following measures:
 - i. Cut back the existing pinch point by widening the carriageway into the planting bed area. The widening will commence from the south west corner of Western Road and continue up to the end of the existing bus lay-by. This will have the advantage to improve the entry flow of traffic into Western Road and enable buses to gain direct access into the lay-by after negotiating the roundabout. The extent of the kerb realignment is shown on drawing no. MK/BP/100.
 - ii. Relocate the eastern end of the existing central refuge northwards by one metre in Western Road. The proposal is shown on drawing no. MK/BP/100.

- iii. Alter the existing kerb line along the northwest corner of Mercury Gardens/Western Road junction. The proposal is shown on drawing no. MK/BP/100.
 - iv. Provide KEEP CLEAR markings in Mercury Gardens directly opposite the entrance into the western arm of Western Road. The proposals are shown on drawing no. MK/BP/100.
- 6.2 The section of Western Road carries a dense network of underground services which would be affected by the proposals. As a result the statutory companies were consulted to establish the existing underground services.
- 6.3 The information supplied by the statutory undertaker's plant such as Thames Water, EDF power supply, National Grid revealed that their apparatus would not be affected by the proposals.
- 6.4 The CCTV situated in the planting bed is owned and operated by the Council as part of the security in the town centre. The camera will be affected by the proposals.
- 6.5 Items i, ii and iii of paragraph 6.1 were specifically designed to minimise extending the westbound carriageway of Western Road into the plant bed (as described in item i of para. 6.1) mainly to avoid expensive costs for diverting the underground statutory services.
7. Only two responses have been received, one from London Buses and from the Council's CCTV Operational Unit. Their comments are summarised below:
- 7.1 London Buses (LB) has stated that the proposals would assist in maintaining a regular bus service through the busy street. LB currently operate 100 buses per hour in each direction, therefore, the proposals will help to reduce the affect of traffic queuing for the Liberty car park. The proposals will also assist buses in gaining easy access to the existing bus stop serving as an alighting point as the entry taper of the bus stop will be improved.
 - 7.2 The Council's CCTV operational unit have stated that the proposals will affect their camera and it will need to be relocated.
 - 7.3 Staff Comments: arrangements are in hand in liaising the matter with the Council's CCTV operational unit in obtaining an estimate to relocate the camera.

- 7.4 A copy of response from LB is included in Appendix A of the report whereas the response from the Council's CCTV operational unit was by telephone.

8. **Financial Implications & Risks**

- 8.1 The estimated cost for implementing the measures is £73,000, which would be met entirely by Transport for London, at no cost to the Council. TfL has already allocated the funds in the current financial year through the Local Implementation Plan for 2007/08.

9. **Legal Implications & Risks**

The proposed alterations to the kerb line do not require any traffic management orders and the land which will be used for widening the carriageway is already part of the highway land.

10. **Human Resources & Risks**

There are no Human Resource implications associated with the scheme.

11. **Equalities, Social Inclusion Implications & Risks**

- 11.1 There are not considered to be any major issues arising from the proposals which would have an affect on the environmental issues. The proposals to realign the existing kerb-lines and relocate the central refuge would increase the carriageway width and provide two-lane approach at the mouth of the junction. This would help to alleviate the current congestion and improve the traffic flow for buses and general traffic entering into Western Road.
- 11.2 The proposals will improve the journey times for buses which will improve their reliability. This will in turn help in creating a modal shift from reliance on cars to use the public transport. The reduction in congestion will also help in improving the air quality.
- 11.3 The proposals would also contribute towards implementation of the Council's Transport Strategy to encourage the use of public transport.

Staff Contact: M. Karim
Designation: Principal Engineering Assistant
Telephone No: 01708 432804

CHERYL COPPELL
Chief Executive

Background Paper List

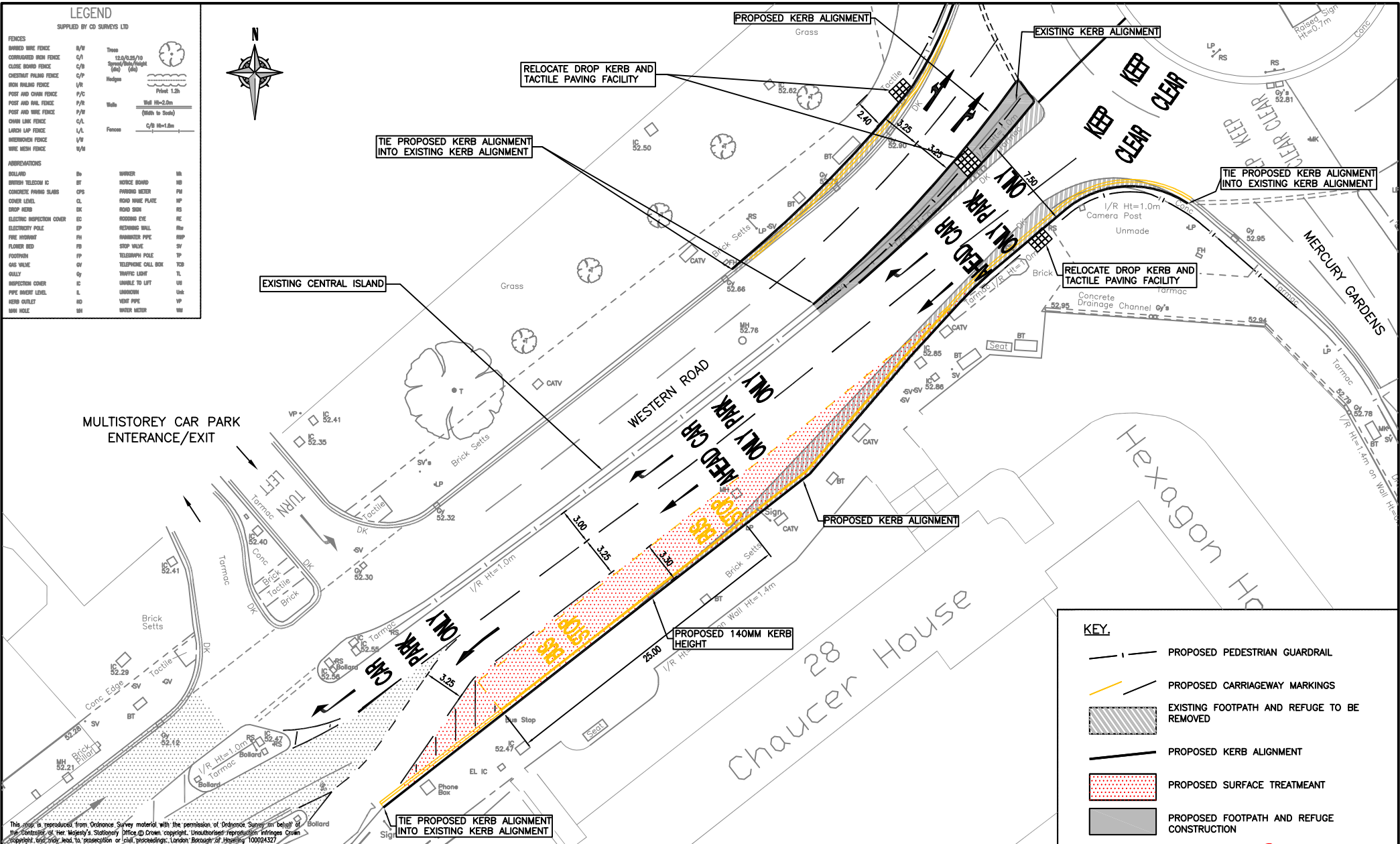
1. Feasibility report on Road Alignment Study, Western Road, Romford, September 2006.
2. Chair's Decision on Proposed Traffic Improvements in Western Road, Romford, July 2007.

The above listed documents shall be open for inspection at the Technical Services, The Whitworth Centre, Noak Hill Road, Harold Hill, Romford, Essex, RM3 7YA.

Appendix A

Copy of Response

LEGEND		SUPPLIED BY CO SURVEYS LTD	
FENCES			
BARBED WIRE FENCE	B/W	Tree	12.0/1.5/1.0
CONVALENT HIGH FENCE	C/H	Signpost/Height	(m)
CLOSE BOARD FENCE	C/B		
CHESTNUT PILLING FENCE	C/P	Hedge	
IRON RAILING FENCE	I/R		Private L.S.
POST AND RAIL FENCE	P/R	Wall	Ht=2.0m
POST AND WIRE FENCE	P/W		(North to South)
CHAIN LINK FENCE	C/L	Fence	C/B Ht=1.8m
LARCH LAP FENCE	L/L		
INTERLOCKED FENCE	I/F		
WIRE MESH FENCE	W/M		
ABBREVIATIONS			
BOLLARD	Bs	WINDER	Wa
BRICK TELECOM IC	BT	WORM BOARD	WB
CONCRETE PAVING SLABS	CPs	PARKING METER	PM
CURB LEVEL	CL	ROAD WHITE PLATE	RP
DROP KERB	DK	ROAD SIGN	RS
ELECTRIC INSPECTION COVER	EC	RODDING EYE	RE
ELECTRICITY POLE	EP	REDWING WALL	RW
FIRE HYDRANT	FH	DRAINAGE PIPE	DP
FLOWER BED	FB	STOP VALVE	SV
FLOORING	FP	TELEPHONE POLE	TP
GIS WIRE	GW	TELEPHONE CHILL BOX	TB
GULLY	Gy	TRAFFIC LIGHT	TL
INSPECTION COVER	IC	UNABLE TO LIFT	UL
PIPE BRIGHT LEVEL	L	UNKNOWN	UK
KERB OUTLET	KO	VENT PIPE	VP
MAN HOLE	MH	UNDER METER	UM



KEY	
	PROPOSED PEDESTRIAN GUARDRAIL
	PROPOSED CARRIAGEWAY MARKINGS
	EXISTING FOOTPATH AND REFUGE TO BE REMOVED
	PROPOSED KERB ALIGNMENT
	PROPOSED SURFACE TREATMENT
	PROPOSED FOOTPATH AND REFUGE CONSTRUCTION

NOTES

1. THIS DRAWING IS A COPYRIGHT AND SHOULD NOT BE REPRODUCED WITHOUT WRITTEN APPROVAL FROM MOUCHEL PARKMAN.
2. DETAILED DESIGN WORKS BASED ON THESE FEASIBILITY DESIGN DRAWINGS MUST COMPLY WITH ALL CURRENT DESIGN STANDARDS AND TECHNICAL ADVISORY DOCUMENTS FROM RELEVANT AUTHORITIES.
3. BUS STOP DESIGN MUST BE IN ACCORDANCE WITH CURRENT TfL 'BUS PRIORITY TEAM TECHNICAL ADVICE' NOTES.

4. ALL ROAD SIGNS AND CARRIAGEWAY MARKINGS MUST BE IN ACCORDANCE WITH THE 'TRAFFIC SIGNS REGULATION AND GENERAL DIRECTIONS 2002'
5. ALL DETAILED DESIGN WORK MUST BE DEVELOPED IN COMPLIANCE WITH CURRENT HAVERING STREET DESIGN GUIDANCE.

REVISION	INITIAL ISSUE	RD 12/08	RD 12/08	DESIGNED BY	CHECKED BY	APPROVED BY
	AMENDMENT	AND DATE	AND DATE	AND DATE	AND DATE	AND DATE
		LONDON BOROUGH OF HAVERING PROJECT: WESTERN ROAD FEASIBILITY STUDY DRAWING TITLE: FEASIBILITY OPTION No. 1				
DRAFT	SCALE (AT A2 SIZE)	ISSUING OFFICE	EUSTON	DRAWING NUMBER	MK/BP/100	REVISION
ISSUE	1:200	TELEPHONE	020 7874 7700			A

From: "Ford Alan (ST)" <Alan.Ford@tfl.gov.uk>
To: <masood.karim@havering.gov.uk>
Date: 19/09/2007 13:24:58
Subject: Western Road

Musood,

Thank you for your letter dated 22nd August 2007.

This proposal would assist London Buses in maintaining a regular bus service through this busy shopping area. We currently operate 100 buses an hour in each direction, therefore, this will help to reduce the effect that traffic queuing for the Liberty car park has on our bus services entering this road. It will also assist buses serving the alighting point, as the lead in has been realigned to suit buses better.

Thank you very much for your continued support in trying to achieve a proposal that we have requested for some time now.

Regards

Alan Ford / Area Manager East / (Barking & Dagenham and Havering)
London Buses / Network Operations
Unit 11, Stratford Office Village / 4 Romford Road E15 4EA

Tel: 020 8555 5353 / Fax: 020 8534 6564 / Mobile: 07771 997278 / Mobex:
02103 / alan.ford@TfL.gov.uk

Please note that my email address has changed to: alan.ford@TfL.gov.uk

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MEETING	DATE	ITEM
ROMFORD AREA COMMITTEE	23 October 2007	10

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: CLYDESDALE ROAD RESIDENTS PARKING SCHEME –
results of informal public consultation

Ward(s): Romford Town

SUMMARY

Due to increasing parking problems in Clydesdale Road, earlier this year, the Chairs of The Elm Park and Hylands and Romford Area Committees along with the Chair of the Regulatory Services Committee, agreed in principle to informally consult the residents of Clydesdale Road on being included in the residents parking scheme for the Romford Controlled Parking Zone (Sector 3), which operates in the adjoining road to Clydesdale road.

This report outlines the results of the informal public consultation and recommends a further course of action.

RECOMMENDATIONS

1. That a proposal be drafted to include Clydesdale Road in the sector 3 residents parking scheme and residents be further consulted on a detailed proposals.
2. That the decision made by this committee along with any decisions made by the Elm Park and Hylands Area Committee, be reported to the Regulatory Services Committee, to agree a course of action, in accordance with the Councils Constitution.

3. That the approval of the final scheme following the results of the public consultation be delegated to the Head of Technical Services in consultation with the Chairman of both Area Committees and the Chair of the Regulatory Services Committee.
4. That the estimated cost of £5,000 for the waiting restrictions is met from the S106 Contribution from the New Queens Hospital Development, subject to finance being available.

5.

REPORT DETAIL

Background

1. In December 2006, the new Queens Hospital opened in Rom Valley Way and the old Oldchurch Hospital site was closed. Almost immediately, parking problems increased in many of the roads surrounding the new hospital site, leading to requests from residents for further parking restrictions or a residents parking scheme.
2. Clydesdale Road was included in the original proposals for the Sector 3 residents parking scheme. However, in 1999, when due to residential objections to the proposals, the road was removed from the scheme. Since this time, a number of residents of Clydesdale Road have expressed a preference to be included in the residents parking scheme, over leaving the majority of the road unrestricted as it is currently.
3. The Ward boundary and therefore the Area Committee boundary, runs down the centre of Clydesdale Road. As this is the case, authority to consult the residents on such proposals as being included in the Sector 3 residents parking scheme, must be sought from the Chairs of both the Elm Park & Hylands and Romford Area Committees and in turn the Chair of Regulatory Services Committee, to agree a course of action, in accordance with the Councils Constitution.
4. In July 2007, the Chairs of both the Elm Park & Hylands and Romford Area Committees and the Chair of the Regulatory Services Committee, agreed to informally consult the residents of Clydesdale Road, by way of a questionnaire, on the possibility of being included in the Sector 3 residents parking scheme. A copy of the questionnaire used is appended to this report as Appendix A.

Responses Received

Address	Number of Properties	Number of responses	Question 1		Question 2		
			Yes	No	Yes	No	Unsure
Clydesdale Road	132	72	49	23	41	28	3
Park Lane	9	2	1	1	0	2	0
Total	141	74	50	24	41	30	3

5. All responses received to the questionnaire have been counted and are shown in the table below. A sample of the comments attached to the questionnaires, is attached to this report as Appendix B.

6. From the 9 properties which were consulted in Park Lane, as they have side or rear pedestrian access from Clydesdale Road, there were only 2 responses, a 22% return and although one the of the two responses identified that there was some sort of a parking problem in Clydesdale Road, both respondents were not in favour of Clydesdale Road being included in the Sector 3 Residents parking scheme.

7. Out of the 132 addresses in or which sides on to Clydesdale Road, excluding the new development South Street end of the road, 72 responses were received, a 54.5% return. Out of the 72 responses received, 49 responses 68%, answered Yes to Question 1, outlining that there were parking problems in the road, while 23 responses, 32% indicated that there was not a problem in the road.

8. The responses to Question 2 of the questionnaire, 'Would you like to be included in the Sector 3 residents parking scheme', were a little more mixed, with 41 responses 56.9% wanting to be included in the residents parking scheme, 28 responses 38.9% not wanting to be include in the residents parking scheme and 3 responses 4.1% were unsure of what action to take, if any.

Staff Comments

9. Since the residents of Clydesdale Road were excluded from the Sector 3 residents parking scheme in 1999, this is the highest level of return from any previous survey undertaken by either residents or the Council. Given that there was just over a 50% response to the questionnaire, the results indicate that out of the 132 properties in Clydesdale Road, 37% of residents indicate that there are parking problems in the road and 31% of residents have now outlined that they want to be included in the Sector 3

Residents Parking Scheme. However, some elderly residents are concerned over the cost of any of a residents parking scheme.

10. Given that there are provisional plans to consult residents of many of the roads around the Queen's Hospital Site on a possible residents parking scheme, that the 'At any time' waiting restrictions at the Craigdale Road and Londfield Avenue junctions with Clydesdale Road are in the process of being authorised for installation by the Chair of the Romford Area Committee and there has been a resubmission of a planning application for flats on the area of land along side the River Rom, it is recommended that Members authorise detailed proposals be drafted, to include Clydesdale Road in the Sector 3 Residents Parking Scheme and that residents be further consulted on those proposals.
11. Although it is recommended that Members agree in principle to the Sector 3 residents parking scheme being extended into Clydesdale Road, such action is likely to disperse long term non-residential parking into Hillcrest Road, Melton Gardens, Park Crescent, and the more traffic sensitive roads such as Park Lane and South Street.

Financial Implications & Risks

12. The estimated costs of the proposals are £5,000. It is intended to fund these proposals from the £50,000 set aside in the Section 106 agreement for the Queen's Hospital site to review the parking restrictions in the area. However the £50,000 has not yet been received. The Section 106 agreement specifies that it is due no later than whichever is the later of (a) 4 weeks after all necessary highways orders have been made, (b) the opening date or (c) such other date as may be agreed.

A further £3,500 from the Section 106 provision has already been committed to other schemes, therefore the remaining balance is £41,500.

If the Section 106 monies are not available an alternative source of funding should be identified before the scheme can proceed.

Legal Implications & Risks

13. Waiting restrictions require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources Implications & Risks

14. None.

Equalities and Social Inclusion Implications & Risks

15. Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non residential parking.
16. Parking restrictions have the potential to displace parking to adjacent areas which may be detrimental to others.
17. Blue-badge holders are able to park with an unlimited time in resident permit bays and up to three hours on restricted areas (unless a loading ban is in force).

Staff Contact: Iain Hardy
Designation Schemes coordinator
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Email: Iain.Hardy@haverling.gov.uk

**Cheryl Coppel
Chief Executive**

Background Paper List

Responses from residents in Clydesdale Road and Park Lane

Appendix B

Comments from Clydesdale Road

- Not so much of a problem at weekends
- Concern over the cost of the scheme to residents
- Residents from adjoining roads in the scheme park some of their vehicles in Clydesdale Road while the parking restrictions are in operation and move them back when the restrictions do not apply.
- Concerns over the implementation of proposed restrictions at the Clydesdale junctions reducing the amount of parking space for residents
- Residents can usually get parked in the road if not outside their own house
- If Longfield Avenue were taken out of the scheme this would ease the parking in Clydesdale Road
- Currently, parking problems are being caused by parking related to the construction of the new flats at the South Street end of Clydesdale Road
- Residents Parking is only a money making scheme
- Fears over a Residents Parking Scheme putting off visitors to elderly residents
- It is estimated that it is a 15 minute walk from the Park Lane end of Clydesdale Road to the Queens Hospital and it is not believed that staff or patients would walk this far.
- Further parking for the hospital could be provided in the remainder of Oldchurch Park
- Most cyclists use the pavement rather than the cycle track
- The parking restrictions advertised for the junctions of Clydesdale Road should be implemented to improve safety
- Criticism over the planning issue related to the amount of parking space at the Queens Hospital
- Most problems with parking occur after 6.30pm
- The long term non-residential parking makes it hard to unload shopping
- The condition of the road and pavement surface is not in good repair

- Should not commercial vehicles incur higher parking charges as they take up more road space
- There is a likelihood there will be an increase in on-street parking when the new flats at south street end of the road are fully occupied.
- Vehicles related businesses in adjoining roads are leaving their customers vehicles in Clydesdale Road
- Light commercial vehicles are being parked in this largely unrestricted road
- Concern over further increases to parking in Clydesdale Road related to a planning application for flats on the section of land along side the River Rom
- Vehicles which do not qualify for residents permits are being parked in Clydesdale Road
- Would like further information on how the residents parking scheme works
- Parking in the road is a nightmare
- The turning point at the end of the road is always obstructed by parked vehicles preventing vehicles from turning
- Vehicle being parked and obstructing vehicle access and therefore yellow lines are requested.

Comments from Ormonde Court

- Concerns over the amount of space that will be left in the road when the new flats opposite Ormonde Court have all been sold
- Most of the spaces at the South Street end of the road are taken by 9.00am by commuters
- Problems with a resident of Clydesdale Road parking an selling cars at the South Street end of the road
- Ormonde Court residents have limited parking space on the site.

Comments from Park Lane

- Commercial vehicles being parked in Clydesdale by residents of adjoining roads within the permit scheme



MEETING	DATE	ITEM
Romford Area Committee	Tuesday 23 October 2007	11

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: Area Committee Capital Projects

WARD: Brooklands and Romford Town

SUMMARY

This report provides an update on the current position regarding the Area Committee Capital spend projects for 2006/07 and 2007/08.

RECOMMENDATION

1. That the report and progress schedule be noted.
2. Those Area Committees that have not made decisions on their projects are requested to do so.

REPORT DETAIL

On 15 November 2005 Governance Committee agreed that there be a "local environmental improvement budget (for) expenditure on capital projects, for the well being of the local community. It is proposed that this initially be £5,000 per Area Committee. Additionally, subject to the compilation of a business case, Committees will be entitled to bid for an allocation from a £45,000 budget held on behalf of Cabinet."

The Council later adopted the recommendations of the Governance Committee for the administration of the scheme. The funds are held by Public Realm.

Every Area Committee made bids against their own allocation in 2006/07 and these bids were approved via Area Committee Chairs decision. A report on the progress of these bids is attached as Appendix 2. Different Area Committee submitted bids for the corporate pot at different times. This resulted in decisions not being made until March 2007.

A Form A was signed by Council Ramsey on 14 March 2007 agreeing the allocation of the corporate pot. At that time it became clear that the bids submitted exceeded the £45,000 provision for the Corporate Pot and that even though Upminster Area had waived their Area spend to support the Upminster Park toilet refurbishment there was still a shortfall of some £3,230. Given the desirability of these competing bids the lead Member for Environment & Technical services agreed to meet the shortfall and vire money to the Corporate pot from the Parks Capital Programme to enable them to proceed.

The approval of these Environmental Improvements bids needs to be made in the year in which the budget is allocated. This means that decisions are needed this cycle to enable the work to be programmed and delivered on time.

Area Committees which have not made decisions on the allocation of the £5,000 are requested to do so. The current bids for the corporate pot are being progressed.

Financial Implications and risks:

The sums involved in this scheme are relatively minor but are allocated and spent within the existing framework for spending capital. There are risks to the Councils reputation if, having made a commitment to spend capital on small local projects these do not proceed due to lack of input by Members. .

Legal Implications and risks:

There are none.

Human Resources Implications and risks:

There are none.

Environmental implications

This scheme addresses some of those local environmental issues that concern residents and councillors and will assist in the protection, enhancement and enjoyment of the local environment.

Equalities implications:

Many of the schemes approved and implemented last year made our services and facilities more accessible and welcoming to those members of the community who had previously not used them.

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CHERYL COPPELL
Chief Executive

Background Papers List

Minutes of Governance Committee 21 November 2006.

Area Committee capital spend 2007/08. £5000 per area

	Bid Submitted	Current situation
Elm Park & Hylands	None	
Emerson Park & Harold Wood	None	
Gidea Park	No bid will be submitted as budget already allocated to parking scheme approved last year	
Harold Hill	None	
Hornchurch	None	
North Romford	Donation to Metropolitan Police for purchase of police tactical bikes, one each in Mawneys and Havering Park	
Romford	None	
South Horn. & Rainham	None	
Upminster	None	

Corporate Pot - £45,000 in total		
Bid made by	Bid submitted	Amount bid for:
Cllr Binion	Fencing works to banks of River Rom	18,558
Cllr Galpin	Fencing to playsite area Park Lane Recreation Ground	10,000

Area Committee capital spend 2006/07

	Approved bid	Current situation
Elm Park & Hylands	Equipment for Park Lane Recreation Ground.	Installed
Emerson Park & Harold Wood	Equipment for Harold Wood Park Donations to Met Police for purchase of bikes.	Equipment Installed Bike delivered to SNT.
Gidea Park	Traffic Management study in Hare Hall Lane	Scheme will have to be carried out over two capital years
Harold Hill	Donations to Met Police for purchase of bikes and donation to Community Housing Group.	CHG sent cheque to Met Police 9 May 07 and they report that bikes on order
Hornchurch	Equipment for St. Andrews Park.	Equipment installed
North Romford	Equipment for Chelmsford Avenue Play site and bin for Lodge Lane.	On order
Romford	Speed gun for Met Police Safer Neighbourhood Team.	Speed gun delivered to SNT
South Horn. & Rainham	Fencing for the Glen Playing Field	Installed
Upminster	Contributed allocation to support bid for refurbishment of Upminster Park Toilets.	Allocation added to corporate pot when bid approved.

Corporate Pot		
Bid made by	Bid Approved	Current situation
Cllr J Mylod	Repaint Orangery at Langtons and Lawn edging at Langtons	Orangery painting complete. Lawn edging to begin at end of growing season.
Cllr Galpin	Teen shelter Park Lane Recreation Ground	Will be delivered and installed w/c 17 September.
Cllr Light	Wooden Bollards to stop dangerous parking Harold Wood Park	Installation complete
Cllr Ford	Upgrade toilets in Upminster Park	Works on-going
Cllr Binion	Fencing Kiln Wood Lane/St. Johns Road	Installed
Cllr Gregory	Refurbishment of Pavilion Raphaels Park	Works to begin at end of cricket season.