

EMERSON PARK AND HAROLD WOOD AREA COMMITTEE (Emerson Park and Harold Wood Wards)

AGENDA

7.30 p.m.	Tuesday 24 July 2007	Mead Primary School, Amersham Road, Harold Hill RM3 9JD
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Members 6: Quorum 3

COUNCILLORS:

Pamela Light (C)

Steven Kelly

Lesley Kelly (VC)

Roger Ramsey

Jonathan Coles

Paul Rochford

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: Grant Soderberg (01708) 433091
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Your Emerson Park and Harold Wood Area Committee



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For details of Area Committee meetings and other Council meetings contact Democratic Services on **01708 433076** or email **committee.services@havering.gov.uk** or go to **www.havering.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.

Emerson Park and Harold Wood Area Committee, 24 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:

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:

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

Emerson Park and Harold Wood Area Committee, 24 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)

Emerson Park and Harold Wood Area Committee, 24 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 second 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. ELECTION OF CHAIRMAN

To elect the Chairman of the Area Committee for the Municipal Year 2007/08.

5. ELECTION OF VICE-CHAIRMAN

To elect the Vice-Chairman of the Area Committee for the Municipal Year 2007/08.

6. MINUTES

To approve as a correct record the minutes of the meeting of the Committee held on 24 April 2007, and to authorise the Chairman to sign them.

Emerson Park and Harold Wood Area Committee, 24 July 2007**7. COMMUNITY AND POLICE CONSULTATIVE GROUP**

To appoint the Area Committee's Representative on the Consultative Group.

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.

8. PUBLIC FORUM AND SURGERY (30 minutes)

Ward Councillors 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**9. CHAIRMAN'S REPORT****10. FARINGDON AVENUE AND CAMBOURNE AVENUE – Local Safety Scheme-
Report attached****11. REVIEW OF AREA COMMITTEES – Oral update**

The original report outlined the need to establish a fixed venue for the year May 2007 to April 2008 for all nine Area Committees, and to look at the workings of their structures. A summary of a decision made by the Governance Committee at a meeting held on 5 July 2007.

PART 4**12. LICENSING OF GAMBLING ACTIVITY**

The Committee are asked to receive a presentation from the Licensing Team

13. REVIEW OF PRIMARY EDUCATION - PRESENTATION

There will be a presentation by Children's Services staff

PART 5

14. FUTURE AGENDAS

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

15. DATE OF NEXT MEETING

The next meeting will be held on **Thursday 11 October** at **7.30pm** venue to be confirmed.

16. 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

Emerson Park and Harold Wood Area Committee, 24 July 2007

**MINUTES OF A MEETING OF THE
EMERSON PARK AND HAROLD WOOD AREA COMMITTEE
Harold Wood Primary School, Recreation Avenue, Harold Wood
24 April 2007(7.35pm – 8.55pm)**

Present:

COUNCILLORS:

Pamela Light (in the Chair), Jonathan Coles, Steven Kelly and Roger Ramsey

Apologies for absence were received from Lesley Kelly and Paul Rochford

Two Police Officers , a representative of the press and seven members of the public were present.

Unless where indicated, all decisions were taken with no Member voting against.

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

30 MINUTES

The minutes of the meeting held 16 January 2007 were agreed as a correct record and signed by the Chairman.

31 PUBLIC FORUM AND SURGERY

Residents raised four issues:

- Concerning the state of the vegetation in Ewan Road – pointed out that this fell within the remit of StreetCare,
- Cars being permitted to part park on pavements. Members expressed their reluctant acceptance of the need to allow two-wheel up parking on a considerable number of roads, but pointed out that not to accept this need, would cause unreasonable additional congestion on already over-congested roads.

Members observed that this would be closely monitored and there would remain at least one metre on the pavement to facilitate pedestrian passage and

- Concerns about the illegal dumping of rubbish in woods in the vicinity of the Duckwood pub. There were fears that this constituted a fire hazard and Members agreed to refer it for consideration.

- Fears that the public had not been informed about the density of housing on the former Harold Wood Hospital site. Members explained that due to changes in the Health Trust's needs, some further parts of the site had been re-designated for building purposes; however, it was also pointed out that the "423" houses had only been a phase 1 figure and that in phase 2 there would be a further 300 properties constructed.

Fears were expressed about the possibility of "rat running", but Members reassured those present that the internal road lay-out prohibited this. With regard to the "emergency access" road being converted into another transitory route, Members ruled this out, saying that although it was likely to be used during the construction phase, once the site was fully operational, it would return to be for access of emergency vehicles only.

32 CHAIRMAN'S REPORT

32.1 Traffic Issues

Traffic calming measures around Harold Wood and Redden Court Schools are now complete. At the last meeting the subject of funding for alterations to the traffic flow at the junction of Nelmes and Parkstone was discussed. This has now been submitted for outside funding along with the resurfacing of Ivy Lodge lane and a Toucan crossing at the top of Shepherds Hill. This will enable walkers to cross safely from Poges Wood to Ivy Lodge Lane. Various environmental and lighting improvements and the upgrading of footpaths in Oak Road have also been submitted for funding.

32.2 Toucan Crossings

Last meeting, two new proposed crossings were discussed. One at Avenue Road across the A12, which was approved and the other, crossing the A127, about which doubts were expressed. The concerns were addressed to the Officer managing this project, who forwarded them to TfL. A reply was received, but was unsatisfactory and promptly challenged but to date, nothing further has been heard, though representations will continue to be made.

32.3 Station Road Regeneration

This has now commenced and it is envisaged that there will be considerable disruption through summer. Although it is likely to prove annoying whilst works are in progress, we hope that the end result will justify the inconvenience and a "Grand Opening" can be planned for later this year.

32.4 Harold Wood Park

Is now a pleasure to visit and it is good to watch youngsters using the "teen zone". The problems concerning the gardens at the corner of Squirrels Heath Road and Gubbins Lane are best avoided.

32.5 Painsbrook Play Area

This appears to be progressing well and the children enjoy the new equipment. During a recent visit to the site, some youngsters asked if they could have some benches and bins. The Area Committee ought to give some consideration to this request.

32.6 Travellers in Harold Park Woods

Travellers had (again) broken into this area, but thanks to concerted action, they were quickly ejected.

32.7 Maylands, Harold Wood Hospital and Safer Neighbourhood Teams

With respect to the ongoing Maylands saga, there appear to be renewed planning problems which Councillors are attempting to resolve. The hospital site has now been surrounded by a large blue wall, which could become an attractive target for graffiti "artists". Thanks was again given for the activity of the SNTs who are doing a very good job and are making a real difference.

At the conclusion of the Report, one Member observed that the question about graffiti might be cured if it was possible to use the space legitimately, by encouraging schools to cover areas and turn the exercise into a competition. It had been reported that in other areas, where this approach had been taken, further graffiti did not appear as there seems to be respect for other people's handiwork. Members felt this would be an excellent idea and the representative from the Havering Primary Care Trust (PCT) also endorsed the suggestion, proposing that negotiations should begin with their management team

33 ANNUAL REPORT OF THE COMMITTEE

The Chairman presented her Annual Report on behalf of the Committee: In it, she referred to the change of structure to the composition of the Area Committee a year ago when it was reduced from three wards, to two.

The Chairman mentioned the effect the new Safer Neighbourhood Teams were having in the community noting that having "Bobbies on the beat" again provided residents with a greater sense of security.

Thanks was expressed for the improvements made to the local environment in Harold Wood Park, with the construction of a new play area, "teen zone" and extensive replanting. It was hoped that the sports pavilion could also be rebuilt in order to complete the facelift. Furthermore, the Painsbrook Play Area had also benefited from the construction of a new path to the A12.

Shopkeepers were among the first to benefit from the new "Alleygator" system recently installed as part of a regeneration initiative. After a long period of consultation, work has commenced in Station Road in respect of the construction of the new toilets and recycling station, whilst the Co-Op confirmed its continuing commitment to the community when it refurbished the store and also provided funding for bikes for the SNT members to use.

Harold Wood Hospital has finally closed and this has left a large hole in the area's medical provision base. Councillors intend to ensure that all steps are taken to ensure that what provision is left, is of a suitable quality for residents.

There were two incursions by Travellers into Harold Park Wood, but on both occasions, swift action removed them quickly, but not before the Council was left with large clean-up bills. Maylands continues to prove difficult, with further planning issues that require resolution. It is hoped that a solution can be found by the end of the year.

A number of traffic improvements have been made over that past year and motorists and pedestrians alike have benefited. There remains much to be done (and street signage is one area that requires tackling), but the Committee has noticed that over the past year, there has been a steadily improving sense of community returning to the area.

Members reported that the illegal hoardings on the Maylands site had been removed, but the scaffolding remained. They confirmed that negotiations were ongoing to effect their removal.

The Committee accepted the Report unanimously.

34 AREA COMMITTEE REVIEW

The Committee was presented with a Report that set out proposals for fixing the venue for the area committee meetings for the following year and noting the changes proposed to the structure of those meetings.

Members expressed their opposition to the first recommendation on the grounds that they believed the Council had not bound the Area Committee and also that the Area Committee should remain free to choose where, in its area, it should hold its meeting. To do otherwise, would almost certainly lead to the charge that some sectors of the community were being excluded and denied their democratic right to attend meetings (other than at great personal inconvenience to themselves).

Members **rejected** the report and requested that it be brought back to the Committee with further evidence to show where the authority lay in restricting the Area Committee's freedom to determine where, in its area, it chose to hold its meetings and when it could change its venues.

35 FUTURE PLANS FOR ST. GEORGE'S HOSPITAL

The Chairman introduced Ralph McCormack and Lesley Buckland of Havering PCT.

Mr McCormack of the 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 was 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.

Members and the public raised questions in relation to the presentation and expressed concerns that site would be overdeveloped and that the 700+ new housing stock would overburden not only the transport infrastructure, but would necessitate the provision of education in already oversubscribed schools as well as generating health needs that could no longer be adequately catered for within an acceptable area.

Members of the public felt that despite the PCT's assurances to the contrary, there would be serious repercussions – not only during the construction phase (noise, dust, general inconvenience for a long period of time), but also problems for those in need of health-care who (notably the elderly and mothers with small children) did not possess their own means of transport to travel to and from Queens or other hospitals.

Members asked for a list of restrictions, governing the development of the site, to be available at the next meeting.

36 FUTURE AGENDAS

The Committee was invited to propose topics to be considered at future meetings. A suggestion was made for there to be a review of the Rights of Way Improvement Plan

37 DATE OF NEXT MEETING

The Chairman advised members of the public that the next meeting of the Committee was scheduled to take place during July and the venue would also be confirmed in due course.



COMMITTEE	DATE	ITEM
EMERSON PARK AND HAROLD WOOD AREA COMMITTEE	24 JULY 2007	10

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 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.

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

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

The 85th 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
Faringdon Avenue				
Neave Crescent junction	0	1 (1-ped)	3 (1-ped)	4
Langley Close junction	0	0	1	1
Ashton Road junction	0	1 (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 (1-ped)	2
Camborne Road junction	0	0	4	4
Chatteris Avenue junction	0	0	1	1
Between Chatteris Avenue and Dulverton Road	0	0	2 (1-speed) (1-ped)	2
Dulverton Road junction	0	1	2 (1-speed) (1-ped)	2
Between Dulverton and Dewsbury Road	0	0	1	1

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Location	Fatal	Serious	Slight	Total PIAs
Faringdon Avenue				
Between Dewsbury Road and Gooshays Drive	0	0	2 (1-ped) (1-speed)	2
Total	0	3	21	24
Camborne Avenue				
Keighley Road junction	0	0	2 (1-ped)	2
Halesworth Road junction	0	0	2 (2-speed)	2
Total	0	0	4	4

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.
- 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.

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- 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.

Human Resources Implications and Risks

10. None.

Equalities and Social inclusion Implications and Risks

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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.

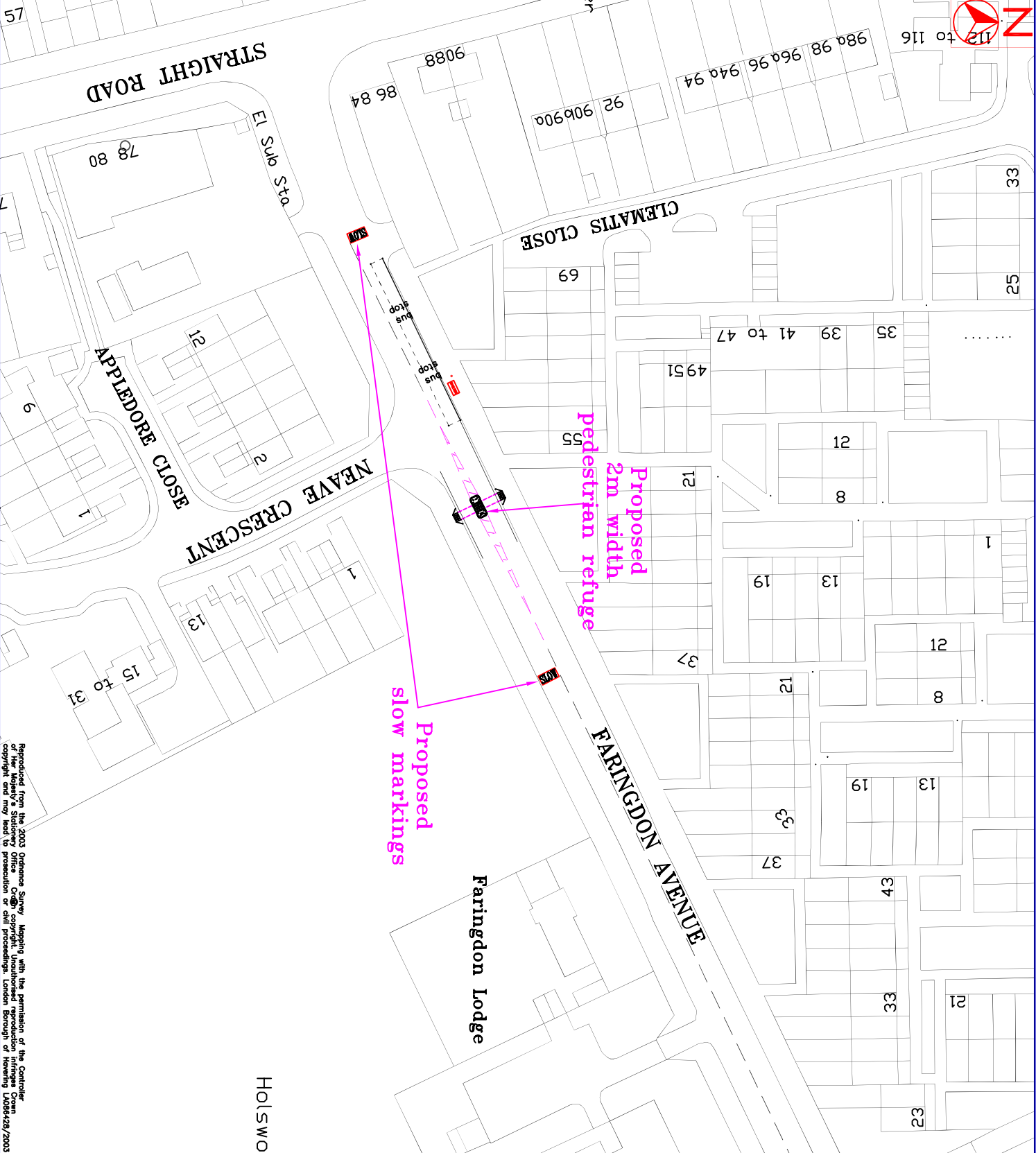
Conclusions

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.

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CHERYL COPPELL
Chief Executive

Background papers: None



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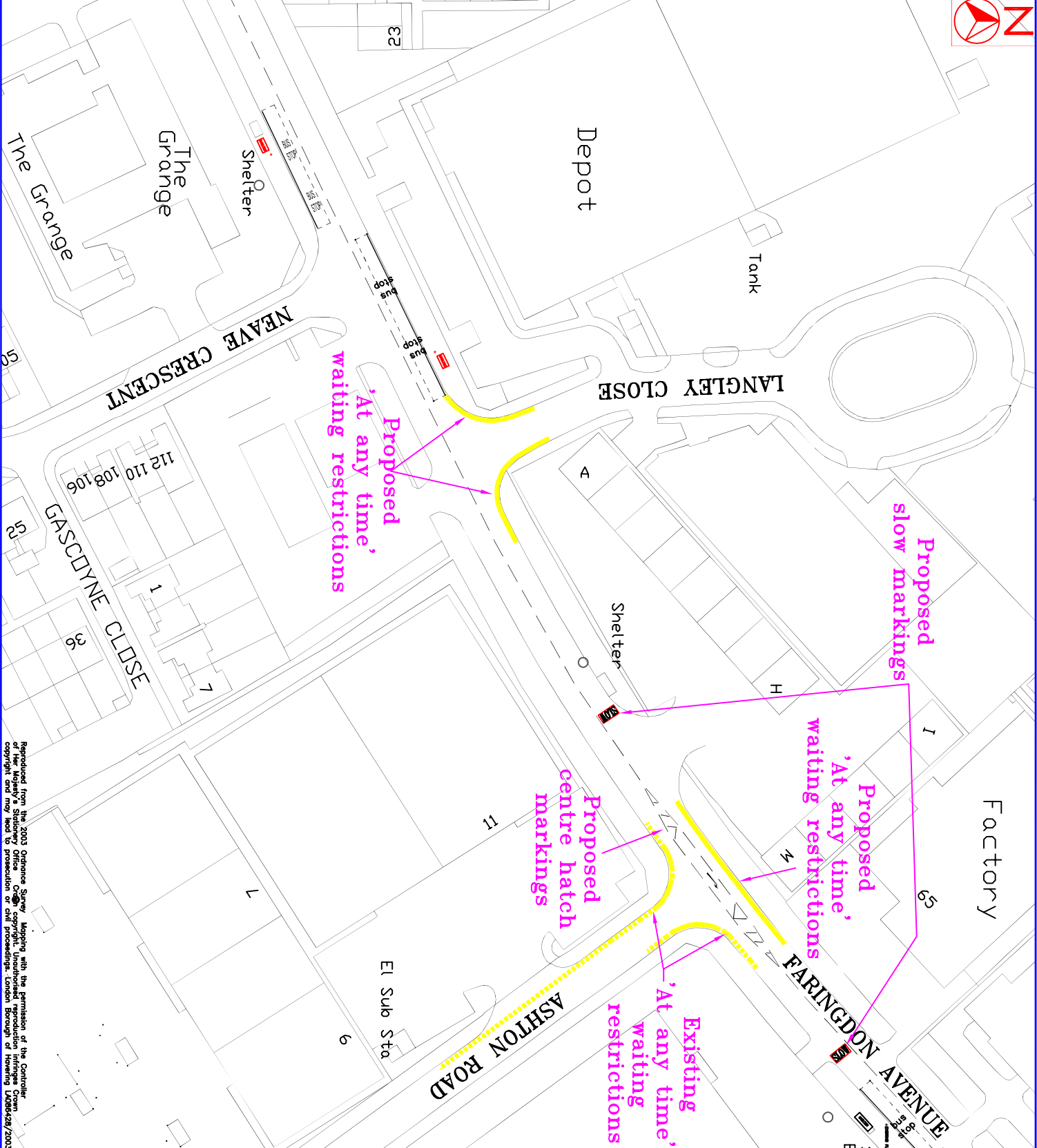
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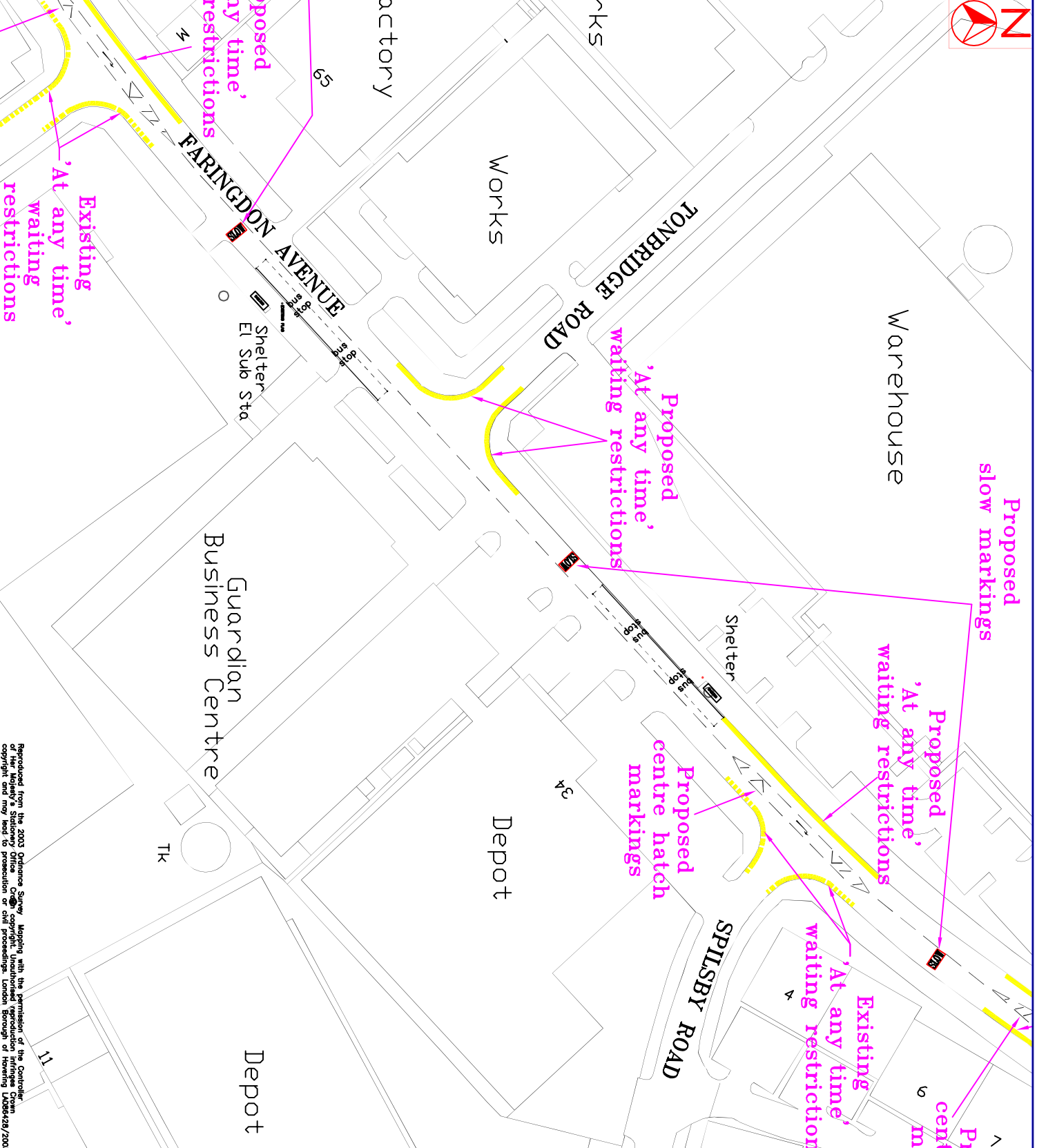
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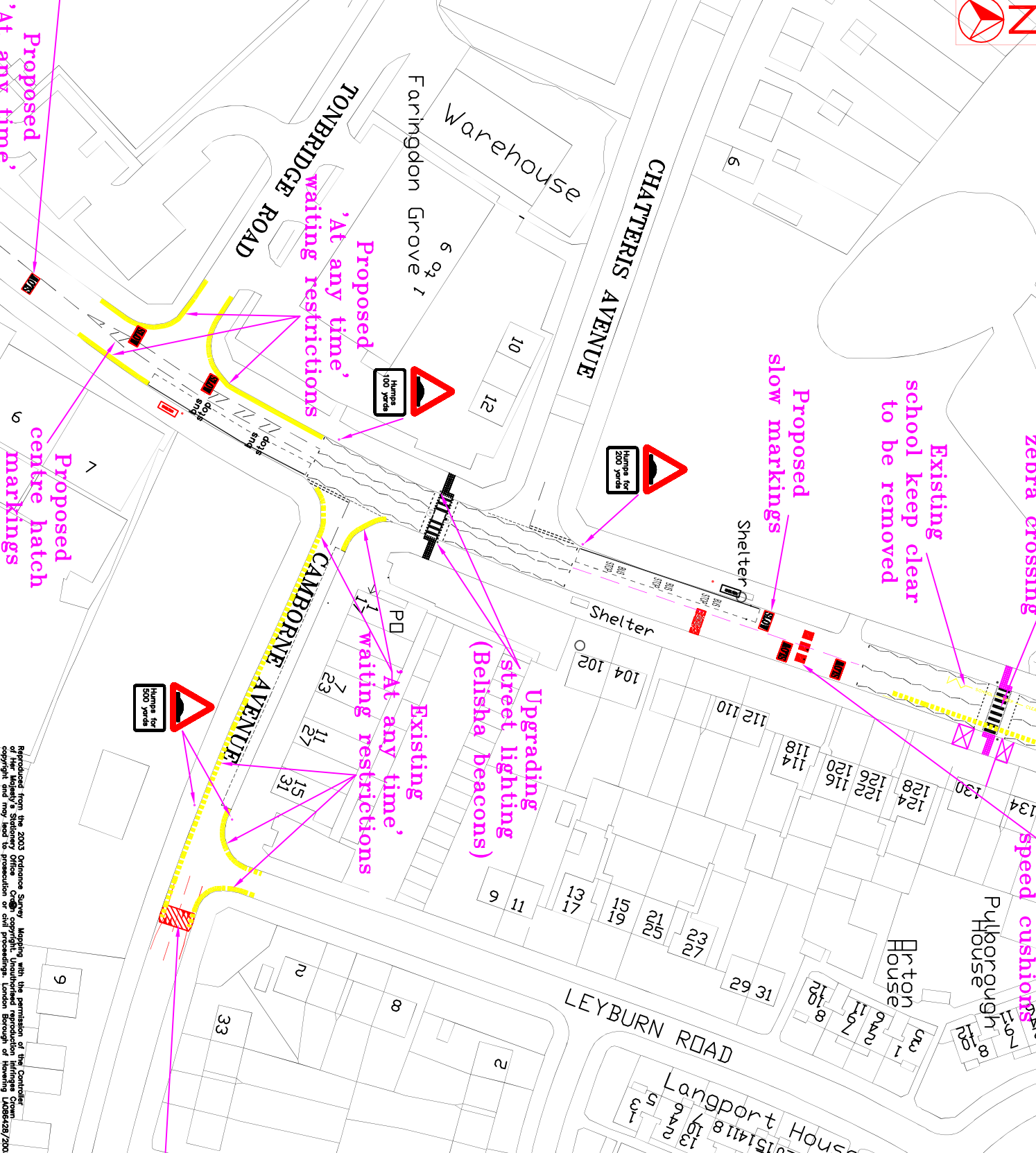
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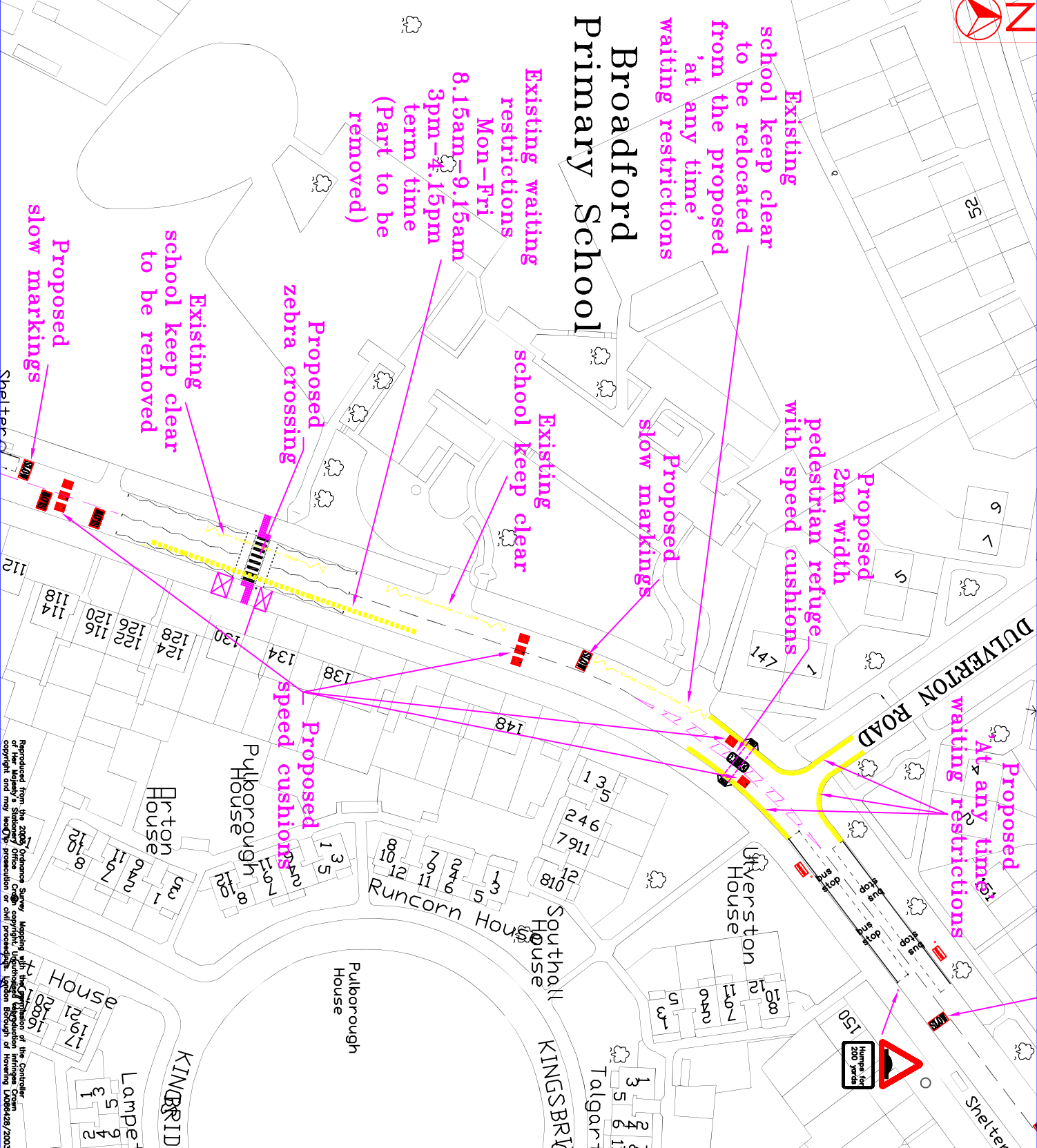
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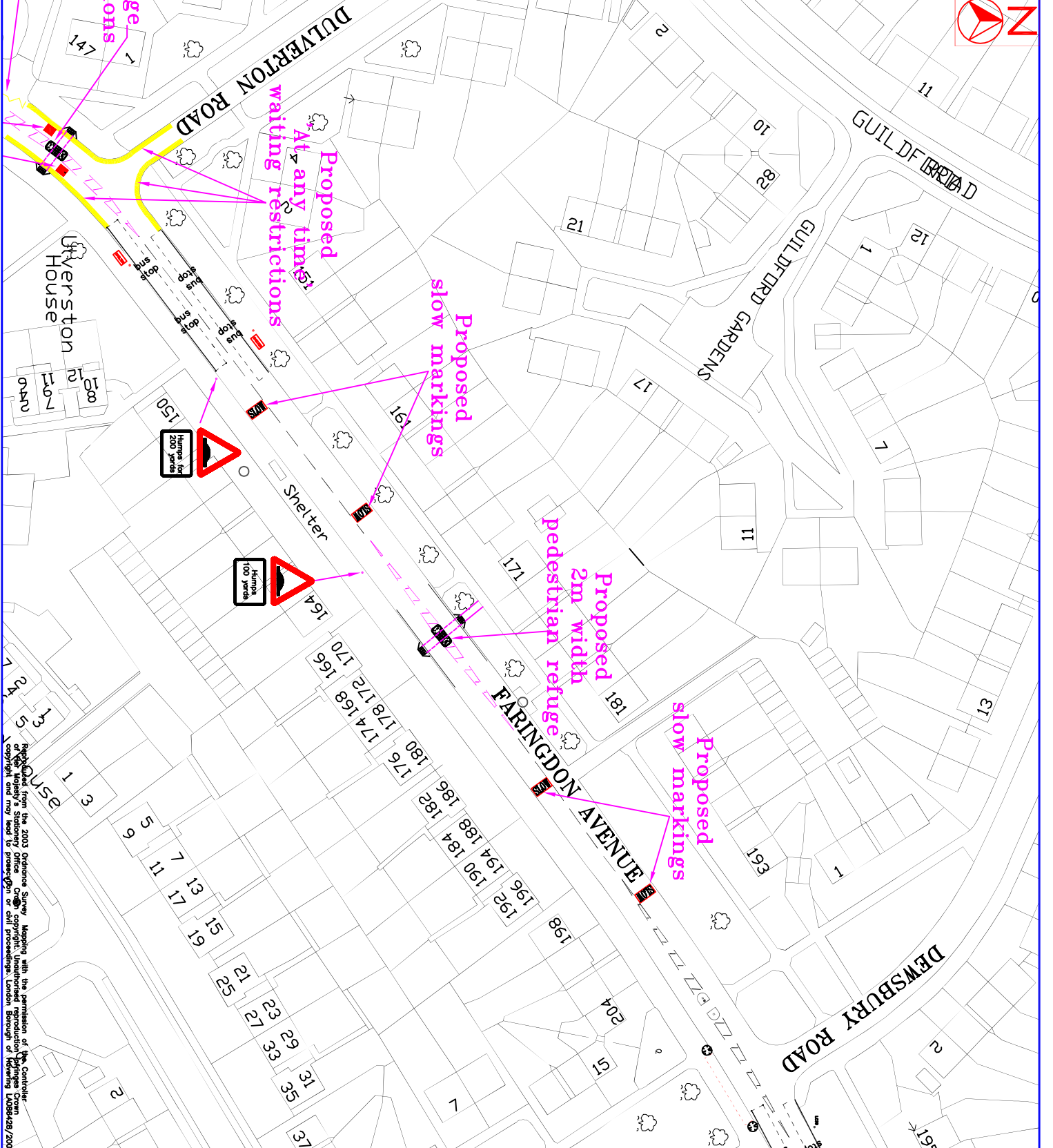
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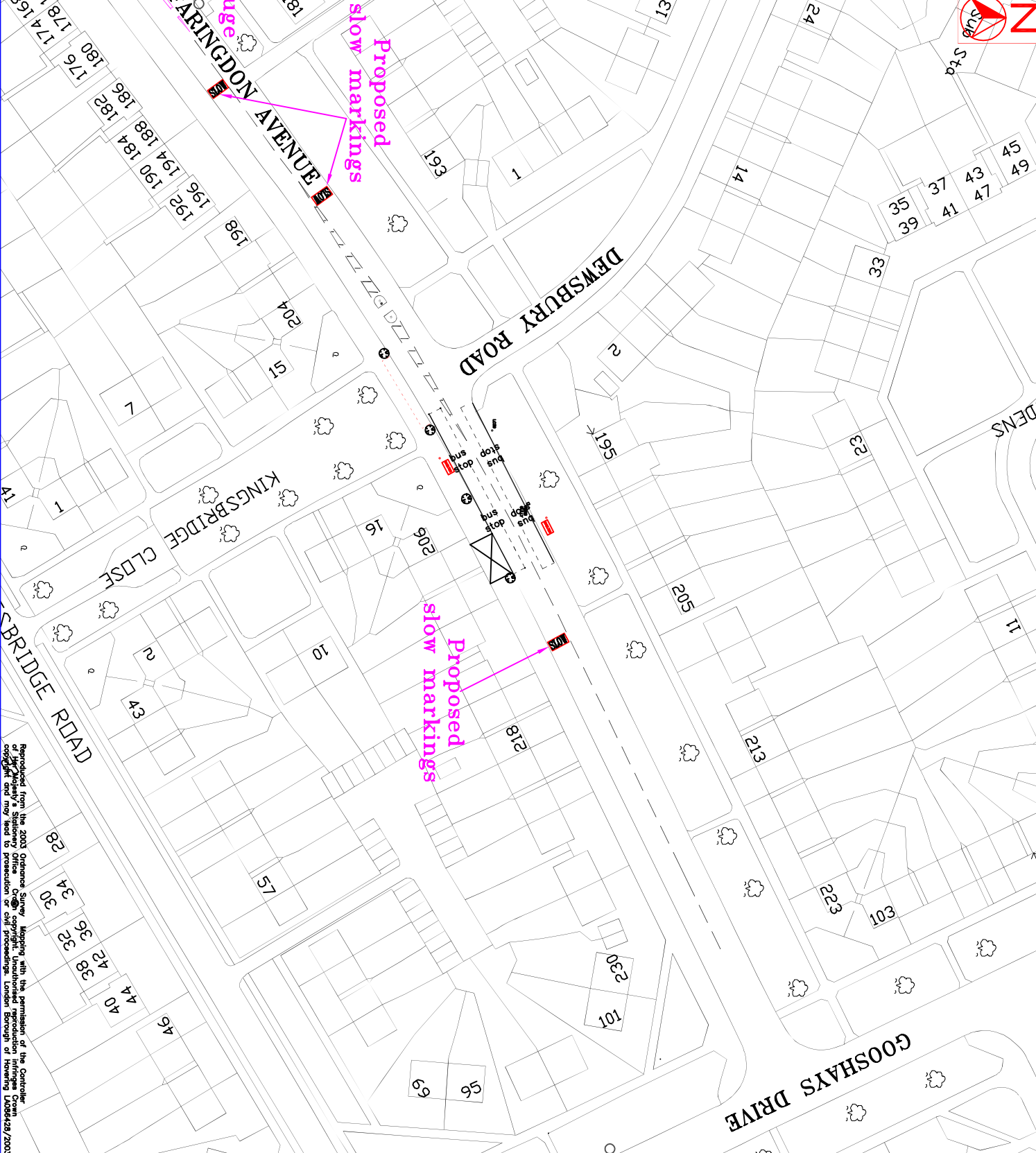
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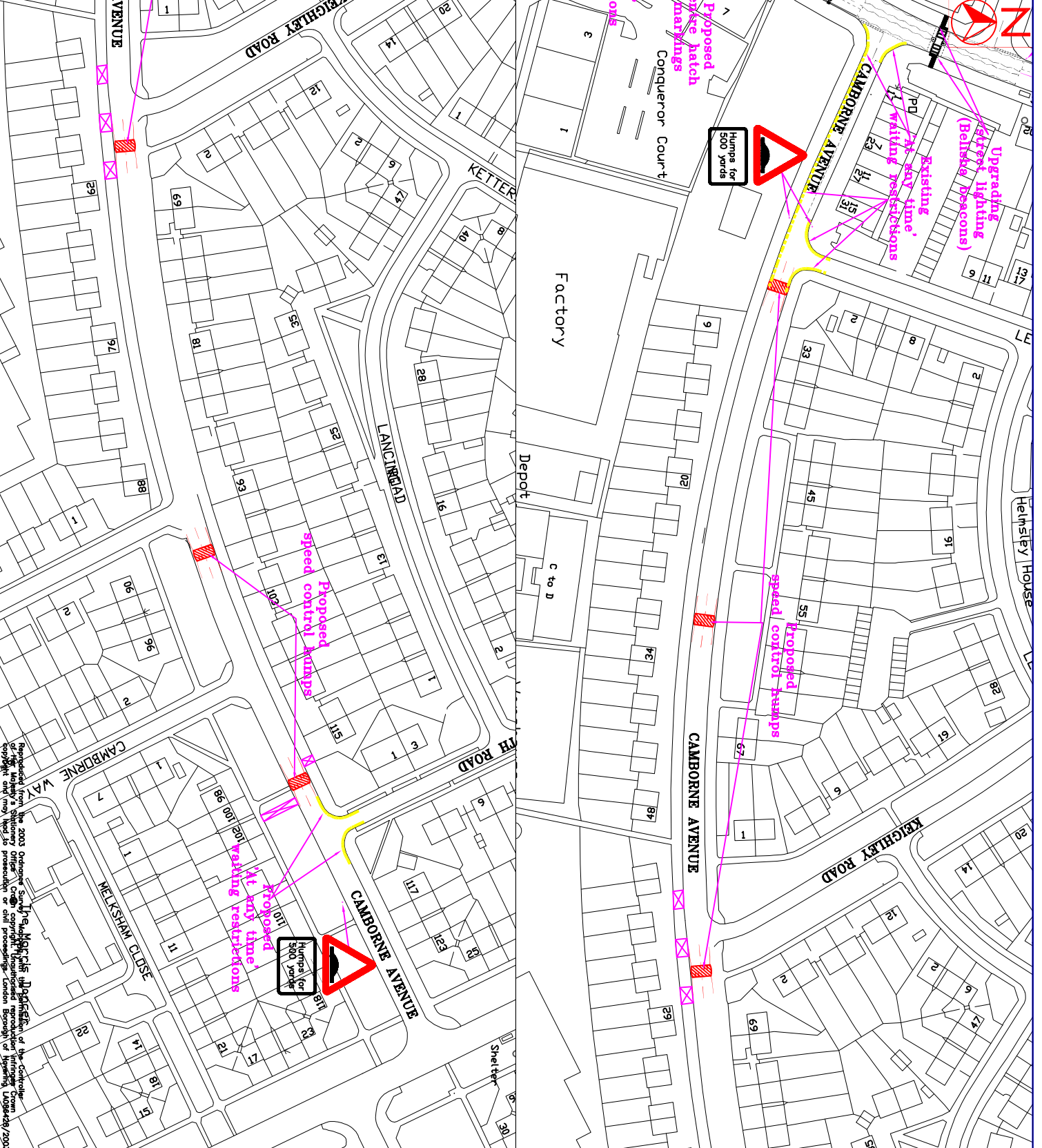
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**EMERSON PARK AND HAROLD WOOD
AREA COMMITTEE
(Emerson Park and Harold Wood Wards)
SUPPLEMENTARY AGENDA**

7.30 p.m.

**Tuesday
24 July 2007**

**Mead Primary School,
Amersham Road, Harold Hill
RM3 9JD**

**10A PROPOSED TOUCAN CROSSING IN A127 SOUTHEND ARTERIAL ROAD
BY GALLOWS CORNER - report attached**

For information about the meeting please contact: Grant Söderberg (01708) 433091
E-mail: grant.soderberg@havering.gov.uk



Emerson Park and Harold Wood Area Committee, 24 July 2007



MEETING	DATE	ITEM
EMERSON PARK & HAROLD WOOD AREA COMMITTEE	24 July 2007	10A

This report is submitted with the agreement of the Chairman as an urgent matter, pursuant to Section 100B(4) of the Local Government Act 1972

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: REVISED PROPOSALS FOR A TOUCAN CROSSING IN A127 SOUTHEND ARTERIAL ROAD BY GALLOWS CORNER.

SUMMARY

1. In January this year, Members considered a report on proposals by Transport for London (TfL) for a toucan crossing in A127 Southend Arterial Road by the Gallows Corner. Details of the proposals are covered in the report appended.
2. Members considered the proposals carefully but did not support the concept of the crossing on the grounds a) the new crossing would be in close proximity of the roundabout of Gallows Corner and there were concerns that this may result increase in accidents b) that the crossing would have detrimental affects on the traffic at the roundabout. Instead, Members suggested to provide the crossing further away from its proposed location.
3. This supplementary report addresses the queries raised at the January 2007 Area Committee meeting and advises Members that TfL will now proceed with its implementation as soon as the design is completed. TfL consider that a controlled crossing at this location is justified as the existing crossing is very hazardous for both cyclists and pedestrians.

RECOMMENDATIONS

4. Members to note that TfL are notifying the Council as the local Highway Authority about the proposals to provide a toucan crossing in A127 Southend Arterial Road approx. 50 metres southeast of the Gallows Corner roundabout. The proposals are scheduled to be implemented in 2007/08 financial year. The proposals are shown in details on drawing no. T43053/GC/002.
5. That the Head of the Technical Services will formerly write to TfL stating that the proposals were publicly noted at the July Area Committee meeting and that TfL to proceed with the works as programmed for 2007/08.

REPORT DETAIL

6 Background

- 6.1 In January this year, Members considered a report on proposals for a toucan crossing in A127 Southend Arterial Road by the Gallows Corner roundabout. Details of the proposals are described briefly below.

7. Description of Proposals

- 7.1 The proposals relate to replacing the existing uncontrolled crossing point over the Southend Arterial Road slip roads with a toucan crossing. This toucan crossing will be at the same location as the existing crossing point, passing beneath the A127 Southend Arterial Road/A12 Eastern Avenue flyover. The proposals are shown on drawing no. T43053/GC/002.
- 7.2 The controller of the crossing will detect the speed of approaching vehicles and will then adjust accordingly the timings of when the vehicles should receive a red signal. This method of control is standard, and will give drivers plenty of time to stop safely for a red signal.

Emerson Park & Harold Wood Area Committee, 24 July 2007

- 7.3 Advance warning signs will be installed warning drivers of the proposed crossing and 50 metres of anti-skid surfacing is proposed on both approaches to the crossing.
- 7.4 The entire proposed toucan crossing scheme is located within the TLRN, and none of the proposals are located on Borough roads.

8. **Previous considerations**

- 8.1 Members considered the proposals carefully at the January Area Committee but did not support the concept of the crossing. The Head of Technical Services wrote to TfL in January 2007 advising about the Area Committee's concerns and these are summarised as below:
 - 8.1.1 That the new crossing would be in the close proximity of the exit from the Gallows Corner roundabout and there were concerns that it may contribute to accidents given that the traffic speeds are relatively fast for a safe crossing point in that drivers will not be able to stop in time.
 - 8.1.2 Members suggested to provide the crossing further away from its proposed location.
 - 8.1.3 That the crossing would have detrimental affects on the roundabout.
 - 8.1.4 Members requested accident data at the roundabout.
- 8.2 Taking the first issue about the close proximity of the new crossing in relation to the roundabout, the following measures have been incorporated into the design:
- 8.3 Traffic speeds on the southbound carriageway of A127 Southend Arterial Road particularly when exiting the roundabout can be high. It is, therefore, proposed to provide loop detectors which will detect the speed of approaching vehicles and subsequently adjust the red signal timings for traffic. This method of control is standard for high speed roads, giving drivers sufficient time and distance to stop safely for a red signal.
- 8.4 The new signals will use the technology similar to a Puffin crossing. This will include kerbside detectors which will identify if the pedestrian or cyclist has moved away from the crossing area or has crossed and subsequently it will then cancel the crossing demand, thus minimising the delay to traffic.

Emerson Park & Harold Wood Area Committee, 24 July 2007

- 8.5 Warning signs and a vehicle activated sign of the new crossing are proposed on the exist from Gallows Corner and anti-skid surfacing is specified between the roundabout and the new crossing.
- 8.6 Taking the second issue about providing an alternative location for the crossing, the proposed location of the toucan crossing is very limited by site conditions. The crossing cannot be positioned any further from Gallows Corner due to the restricted height beneath the flyover, which at the existing crossing location is 2.6 metres.
- 8.7 The proposed crossing location is on the pedestrian and cyclists desire line and they would be less likely to use it if it was situated further from its existing location.
- 8.8 Taking the third point about the impact of traffic on the roundabout, the results of modelling predict that there will be no excessive queues forming in both directions, even when the worst case scenario was modelled.

9. **Accident data**

- 9.1 Below is the accident data at the existing pelican crossing in A12 Colchester Road and in A127 Southend Arterial Road, immediately south of the flyover.
- 9.2 Taking the fourth point about the number of pedestrian accidents, there was 1 fatal accident reported at the existing pelican crossing outside 'The Plough' between 2003 to 2006, 1 was serious and 5 were of slight severity.
- 9.3 There were 8 accidents reported at the proposed site within the last three years, 6 were of slight severity whereas 2 were serious. Based on the accident data, TfL believe that safety at the new crossing will be enhanced with the provision of the current proposed measures.

10 **Post monitoring and speed review along A12 corridor**

- 10.1 TfL will monitor the crossing after implementation to ensure that appropriate action is taken should there be any safety concerns identified.

Emerson Park & Harold Wood Area Committee, 24 July 2007

- 10.2 TfL has proposals in the near future to undertake a corridor review of the A12 corridor between Redbridge roundabout and the M25. Part of the review will be an assessment of the appropriateness of the existing speed limits.

11. **Preliminary Consultations**

- 11.1 Draft drawings of the proposals were sent to representatives of the local cycling groups (i.e. Havering Cycling Campaign and Cycling Touring Club), the emergency services and other parties that use the road. Views of the Havering Cycling Campaign, Transport for London (Bus Priority Team) and the Metropolitan Police were taken into account when the final designs were prepared.

12. **Financial Implications and Risks**

- 12.1. The estimated cost to implement the toucan crossing facility is £100,000. This will be met entirely by Transport for London (TfL). As part of the ancillary works to the crossing, some works are proposed in areas where the Council is the highway authority. The entire installation costs for the proposals would be covered by TfL whereas the maintenance of the new shared footpaths that are outside the Transport for London Road Network (TLRN) boundary would be Havering Council's responsibility.

13. **Legal Implications and Risks**

- 13.1 The entire proposed toucan crossing scheme is located within the Transport for TLRN, and none of the ancillary works are located on Borough roads. As a result, Traffic Orders will not be required.

14. **Human Resources Implications and Risks**

- 14.1 There are no Human Resources implications associated with the proposals.

15. **Equalities and Social Inclusion Implications and Risks**

- 15.1 The proposed toucan crossing would provide a safe crossing point for pedestrians and conform in accordance with the Disability Discrimination Act. The new crossing would reduce the severance

Emerson Park & Harold Wood Area Committee, 24 July 2007

currently experienced by both cyclists and pedestrians in crossing the dual carriageways of A127 Southend Arterial Road.

- 15.2 There would be some visual impact arising from the additional signs, resurfacing and carriageway markings required. Improved pedestrian and cycle facilities would encourage greater use of these modes of transport and less reliance on cars.
- 15.3 The proposals will help to contribute towards the implementation of Council's Local Implementation Plan for providing safe crossing facilities for pedestrians.

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Telephone No:	01708 432804

Cheryl Coppell
Chief Executive

Background Paper List

A127 Gallows Corner Toucan Crossing – Final Report by Faber Maunsell, dated 25th April 2006.



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.