

HORNCHURCH AREA COMMITTEE (Hacton and St. Andrew's Wards) AGENDA

| | | |
|------------------|--------------------------------------|--|
| 7.30 p.m. | Wednesday, 3 October 2007 | Langton's Junior School, Westland Avenue, Hornchurch RM11 3SD |
|------------------|--------------------------------------|--|

Members 6: Quorum 3

COUNCILLORS:

Ray Morgon (RES) – (C)

John Mylod (RES) – (VC)

David Charles (IND)

Barbara Matthews (RES)

Steve Whittaker (RES)


Mike Winter (RES)

**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: Sara Allmond (01708) 432432
E-mail: sara.allmond@havering.gov.uk



Your Hornchurch Area Committee

 telephone

 mobile

 facsimile

 email

St Andrews



John Mylod
Chairman
Residents' Group
136 Howard Road
Upminster RM14 2UU
 01708 228863 (H)
 01708 228863
 john.mylod@havering.gov.uk

Hacton



Ray Morgan
Vice Chairman
Residents' Group
193 Northumberland Ave
Hornchurch RM11 2HW
 01708 456294 (H)
 07930 320882
 ray.morgan@havering.gov.uk

St Andrews



David Charles
Independent Group
c/o Member Services
Town Hall, Main Road
Romford
 01708 432034 (B)
 david.charles@havering.gov.uk

Hacton




Barbara Matthews
Residents' Group
35 Clement Way
Upminster R14 2NX
 01708 442751 (H)
 01708 445209
 barbara.matthews@havering.gov.uk


St Andrews



Michael Winter
Residents' Group
12 Milton Road
Romford RM1 2QB
 01708 747997 (H)
 07866 335438
 michael.winter@havering.gov.uk

Hacton



Steve Whittaker
Residents' Group
70 Sowrey Avenue
Hornchurch RM13 7N
 steve.whittaker@havering.gov.uk

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.

Hornchurch Area Committee, 3 October 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:

- 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

Hornchurch Area Committee, 3 October 2007

- Reports on highways and other environmental issues
- 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)

Hornchurch Area Committee, 3 October 2007**RULES AND CONVENTIONS FOR AREA COMMITTEES**

1. Area Committee meetings will be treated as just one element of community engagement and be used as a means by which community engagement can be promoted.
 2. Area Committees will be constituted under the Local Government Act 1972 and will have the purpose set out in Article 10 of Part 2 of the Constitution (as revised).
 3. There will be nine Area Committees, each covering two electoral wards as set out in Article 10 of Part 2 of the Constitution (as revised).
 4. Each Area Committee will decide the fixed venue where it will hold its meetings except in exceptional circumstances as determined by the Chairman. Additional meetings would ordinarily be held at the same venue.
 5. Ordinary Area Committee meetings will start at 7.30pm.
 6. Area Committees will meet four times a year, but will have the facility for holding special meetings. The Chairman may also arrange informal meetings of the Area Committee, alone or jointly with others, where to do so is conducive to dealing with particular items of business.
 7. Area Committees should and can –
 - (a) consult the public to inform the decision makers;
 - (b) be used for the Council to inform the public;
 - (c) be used for non-Council agencies to inform or consult;
 - (d) be entitled to specifically invite appropriate people or organisations to meetings.
 8. Area Committee Chairmen –
 - (a) operate under the Job Description, as agreed from time to time by the Governance Committee;
 - (b) take the role of steering committee and collective Member activity, and
 - (c) be required to report to each area committee meeting on their activities since the last meeting as well as an annual report to be submitted to the last ordinary meeting of the Committee of the Municipal Year.
 9. In respect of Public Question Time -
 - (a) 30 minutes be allocated for questions from the public at each ordinary meeting, with the Chairman having discretion to modify that length of time, as the first part of the Agenda;
 - (b) Area Committee Chairman be responsible for dealing with questions and co-ordinate their replies.
 10. Area Committee Members appointed to area-specific bodies on behalf of the Area Committee by the Governance Committee be required to report to the Area Committee at least once a year on their activities.
- 7 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 17 July 2007, and to authorise the Chairman to sign them.

PART 2

5. PUBLIC FORUM AND SURGERY

Ward Councillors, officers from StreetCare and possibly other Council services and the Local Police (where the Area Chairman has arranged), will be in

Hornchurch Area Committee, 3 October 2007

attendance to give the chance for residents to raise issues with staff, the Police (if present) or Members.

PART 3

6. CHAIRMAN'S REPORT

7. PEDESTRIAN FACILITIES – SUTTON GARDENS, HORNCHURCH

PART 4

8. SAFER NEIGHBOURHOOD TEAMS - PRESENTATION

There will be a presentation by the Police

9. RESTRUCTURING OF THE NORTH EAST LONDON MENTAL HEALTH NHS TRUST - PRESENTATION

There will be a presentation from the North East London Mental Health NHS Trust

10. STRATEGY REGARDING EMPTY PROPERTIES - PRESENTATION

There will be a presentation from the Environmental Health Service

11. ENVIRONMENTAL CAPITAL SCHEMES – Report to follow

To consider a report giving details of spend to date and bids for the environmental capital schemes

PART 5

12. FUTURE AGENDAS

Hornchurch Area Committee, 3 October 2007

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 Wednesday 30 January 2008 at Langton's Junior School, Westland Avenue, Hornchurch

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 A MEETING OF THE
HORNCHURCH AREA COMMITTEE
Langton's Junior School,
Westland Avenue, Hornchurch
17 July 2007 (7.30pm – 8:50pm)**

Present: 4

COUNCILLORS:

John Mylod (in the Chair at the beginning of the meeting), Ray Morgon, Steve Whittaker and Mike Winter

There were no apologies for absence.

A representative of the press and 4 members of the public were present.

There were no declarations of interest.

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

1 ELECTION OF CHAIRMAN

Nominations were sought for the office of Chairman of the Committee. Only Councillor Ray Morgon was nominated.

Councillor Ray Morgon was declared duly elected and took the chair for the remainder of the meeting.

2 ELECTION OF VICE-CHAIRMAN

The Chairman sought nominations for the appointment of Vice-Chairman of the Committee.

Only Councillor John Mylod was nominated and he was, therefore, declared duly elected

3 MINUTES

The minutes of the meeting of the Committee held on 19 April were agreed as a correct record and signed by the Chairman.

4 COMMUNITY AND POLICE CONSULTATIVE GROUP

The Chairman sought nominations for the appointment of a representative to the Community and Police Consultative Group.

Only Councillor John Mylod was nominated and he was, therefore, declared duly elected

5 PUBLIC FORUM AND SURGERY

Members of the public present raised issues, as set out in Appendix 1

6 CHAIRMAN'S REPORT

The Chairman did not give a report.

7 JUNCTION OF CRYSTAL AVENUE/DAWES AVENUE – PROPOSED CHANGE TO PRIORITY

Members were advised that following comments made by several respondents during a consultation for traffic calming in the Crystal Avenue/Dawes Avenue, staff and local councillors met to review the junction. Staff also reviewed the injury collision rate for the junction and as a result a change of priority was proposed.

The report detailed the existing junction layout and the proposed change to priority.

The Committee **RESOLVED to recommend** that:

- 1. changes to the priorities of the junction of Crystal Avenue and Dawes Avenue be agreed in principle as described below; and staff be authorised to undertake public consultation;**
 - Traffic on Crystal Avenue currently has priority over Dawes Avenue. It was proposed that the priorities be changed to give Dawes Avenue priority over Crystal Avenue.**

- 2. the approval proves 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 they proceed to public consultation.**

3. 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 £4,000 be met by the Borough Roads Minor Safety Budget, subject to finance being available.

8 PROPOSED BUS LANE IN HIGH STREET, HORNCHURCH

The Committee was advised that the report was not available for consideration, and would be presented at a future meeting of the committee.

9 LICENSING OF GAMBLING ACTIVITY

The Licensing Divisional Manager 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 or 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.

Hornchurch Area Committee Minutes, 17 July 2007

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 casino's, 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.

10 REVIEW OF PRIMARY EDUCATION

The Committee received a presentation from the Head of Strategy & Commissioning, outlining proposals for the re-organisation 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

Hornchurch Area Committee Minutes, 17 July 2007

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

11 DATE OF NEXT MEETING

It was noted that the next meeting would take place on Wednesday 3 October at the same venue.

Appendix 1

MATTERS RAISED AT THE MEETING BY MEMBERS OF THE PUBLIC**(a) Future of Lloyds no. 1 and Kings Head site**

A resident asked if there was any further news on the Lloyds no. 1 site. The Chairman advised the resident that an application for a mixed residential and retail development had been withdrawn and that there were no new applications concerning the site. The Kings Head had closed and he understood that the restaurant chain Prezzo's had expressed an interest in the site, but that no planning application had yet been received.

A resident commented that there had been posters advertising the auction of the Kings Head on 7 July.

(b) Parking restrictions – Mavis Grove

A resident reported parking issues on Mavis Grove where drivers were speeding down the grove and were parking on the corner of Station Lane to access the pubs and café nearby. He asked whether traffic calming measures and yellow lines could be installed. It was reported that there was no budget for traffic calming measures as this was paid for by Transport for London, who primarily targeted the funding towards projects that would reduce road traffic accident casualties across London. For yellow lines, the Council had a budget for waiting restrictions, but the demands on this budget were such that there was a delay as each financial year's parking budget was limited. However, discussions were being had with a potential developer and, if the development proceeds, the developer would be required to introduce double yellow lines to prevent any overspill parking from the development.

(c) Sinks outside Hornchurch Library

A resident reported that the church had been promised the sinks that stood outside the old library when it was redeveloped. The sinks had gone, but the church had not received them, so asked the Committee locate them.

The Chairman agreed to investigate the matter.

MATTERS RAISED AT THE MEETING BY MEMBERS OF THE PUBLIC**(a) Future of Lloyds no. 1 and Kings Head site**

A resident asked if there was any further news on the Lloyds no. 1 site. The Chairman advised the resident that an application for a mixed residential and retail development had been withdrawn and that there were no new applications concerning the site. The Kings Head had closed and he understood that the restaurant chain Prezzo's had expressed an interest in the site, but that no planning application had yet been received.

A resident commented that there had been posters advertising the auction of the Kings Head on 7 July.

(b) Parking restrictions – Mavis Grove

A resident reported parking issues on Mavis Grove where drivers were speeding down the grove and were parking on the corner of Station Lane to access the pubs and café nearby. He asked whether traffic calming measures and yellow lines could be installed. It was reported that there was no budget for traffic calming measures as this was paid for by Transport for London, who primarily targeted the funding towards projects that would reduce road traffic accident casualties across London. For yellow lines, the Council had a budget for waiting restrictions, but the demands on this budget were such that there was a delay as each financial year's parking budget was limited. However, discussions were being had with a potential developer and, if the development proceeds, the developer would be required to introduce double yellow lines to prevent any overspill parking from the development.

(c) Sinks outside Hornchurch Library

A resident reported that the church had been promised the sinks that stood outside the old library when it was redeveloped. The sinks had gone, but the church had not received them, so asked the Committee locate them.

The Chairman agreed to investigate the matter.



| COMMITTEE | DATE | ITEM |
|----------------------------------|-----------------------|----------|
| HORNCHURCH AREA COMMITTEE | 3 OCTOBER 2007 | 7 |

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: PEDESTRIAN FACILITIES – Suttons Gardens, Hornchurch

Wards: Hacton

SUMMARY

Pedestrian facilities – Various locations was one of the schemes approved by Transport for London for funding. A feasibility study has recently been carried out to identify pedestrian facilities along Suttons Gardens, Hornchurch.

This report details the findings of the feasibility study. The proposals include pedestrian refuge, kerb build out, centre hatch and slow markings. It is recommended that the pedestrian facilities at the identified location should be approved in principle.

RECOMMENDATIONS

1. That the Area Committee approves the following in principle to:
 - (a) Agree the pedestrian facility proposals along Suttons Gardens as shown on Plan No. QE184/04.
 - (b) Authorise staff to carry out a public consultation on the above proposals.

Hornchurch Area Committee, 3 October 2007

- (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.
2. That, the estimated cost of £12,000 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. Pedestrian facilities – various locations was one of the schemes approved by TfL. A feasibility study has been carried out to identify pedestrian facilities along Suttons Gardens. The proposals, as described in the recommendations are considered to improve pedestrian facilities along Suttons Gardens by Suttons Avenue. This location was originally requested by residents and occupiers.

Proposals

2. It is proposed to provide pedestrian refuge, kerb build-outs, centre hatch and slow markings along Suttons Gardens as shown on Plan No. QE184/04. Motorists are currently travelling at speed at the Suttons Gardens / Suttons Avenue junction in both direction, particularly left turners from Suttons Gardens and right turners from Suttons Avenue. The provision of pedestrian refuge and kerb build-

Hornchurch Area Committee, 3 October 2007

out would reduce the vehicle speeds at this junction. The proposals would provide pedestrian facilities and minimise accidents at this location.

Consultation

3. 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

4. The estimated cost of the proposals is £12, 000. Pedestrian facilities – various locations including Suttons Gardens was 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

5. None.

Human Resources Implications and Risks

6. None.

Equalities and Social inclusion Implications and Risks

7. There would be some visual impact from the pedestrian facility proposals, however these proposals would generally improve safety for both pedestrians and vehicles.

Conclusions

8. The proposals including pedestrian refuges, kerb build-out, centre hatch and slow markings are proposed to improve pedestrian facility

Hornchurch Area Committee, 3 October 2007

and safety along Suttons Gardens and Suttons Avenue. It is therefore recommended that the proposals in the recommendation should be approved in principle.

Staff Contact : SIVA Velup
Designation : Senior Engineer
Telephone No : 01708 433751
E-Mail Address : Velup.Siva@Havering.gov.uk

CHERYL COPPELL

Chief Executive

Background papers: None

**HORNCHURCH
AREA COMMITTEE
(Hacton and St. Andrew's Ward)**

**SUPPLEMENTARY
AGENDA**

| | | |
|---------------|-------------------------------------|---|
| 7:30pm | Wednesday 3 October 2007 | Langton's Junior School, Westland Avenue Hornchurch RM11 3SD |
|---------------|-------------------------------------|---|

Agenda item 14A is submitted with the agreement of the Chairman as an urgent matter, pursuant to Section 100B (4) of the Local Government Act 1972

7 PEDESTRIAN FACILITIES – SUTTON GARDENS, HORNCHURCH – map attached

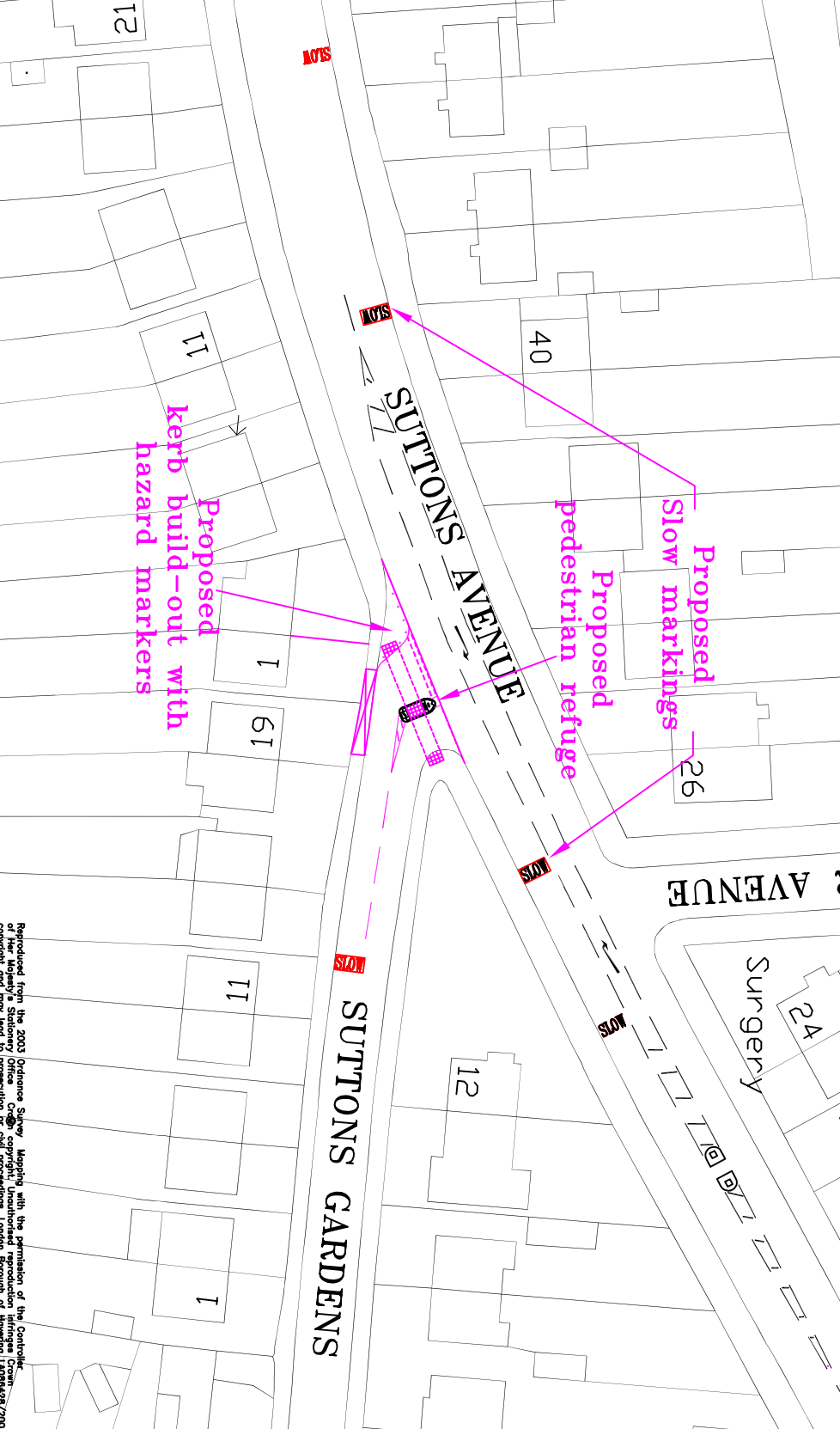
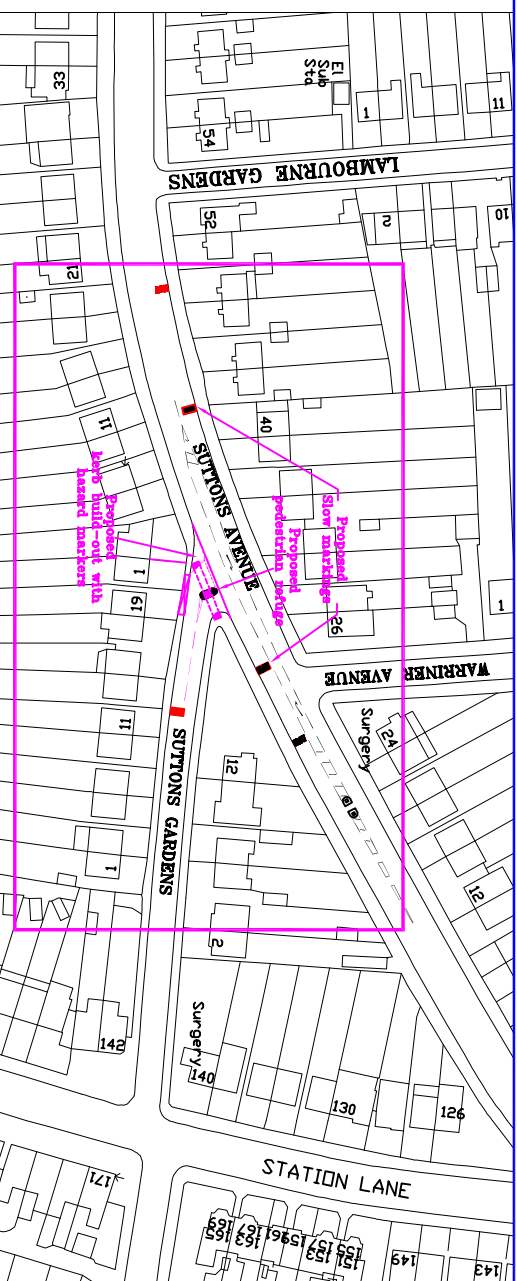
Please find attached the map relating to the scheme

11 AREA COMMITTEE CAPITAL PROJECTS – report attached

Please find attached the report marked as to follow on the agenda.

14A PROPOSED BUS PRIORITY MEASURES IN HIGH STREET, HORNCHURCH – report attached

**For information about the meeting please contact: Sara Allmond (01708) 432432
E-mail: sara.allmond@haverling.gov.uk**



© COPYRIGHT IN THIS DRAWING BELONGS TO BUILDING AND TECHNICAL SERVICES NEITHER THE WHOLE NOR ANY PART THEREOF MAY BE REPRODUCED WITHOUT THE PRIOR PERMISSION IN WRITING FROM TECHNICAL SERVICES.

Notes

| revision suffix | Revision details | Date |
|-----------------|------------------|------|
| | | |

Job Title

PEDESTRIAN REFUGE

Drawing Title

**SUTTONS GARDENS
BY SUTTONS AVENUE**

**LONDON BOROUGH
OF HAVERING**

TRAFFIC & ENGINEERING
TECHNICAL SERVICES
THE WHITWORTH CENTRE
NOAK HILL ROAD
ROCHFORD RM3 7VA
TELEPHONE No. 01708 433704
FAX No. 01708 433719
E-MAIL: technicalservices@havering.gov.uk



| | | | | | |
|--------------------------|--------|----------------|----------|----------|--------|
| Date | AUG 07 | Scales | NTS | Drawn By | V.SIVA |
| ACAD Dwg | | Drawing Number | QE184/04 | Rev | A |
| Sheet Sizes A3 (297x420) | | | | | |

Reproduced from the 2003 Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering (2008)24/2003



| MEETING | DATE | ITEM |
|----------------------------|----------------|-----------|
| Hornchurch Area Committees | 3 October 2007 | 11 |

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: Area Committee Capital Projects

WARD: Hacton and St Andrew's

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 15th 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.

Staff Contact Julia Pearman
Designation: Policy Officer
Telephone No: 432079
E-mail address Julia.pearman@haverling.gov.uk

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. |
| | | |



| MEETING | DATE | ITEM |
|--------------------------------------|-----------------------|------------|
| HORNCHURCH AREA COMMITTEE | 3 October 2007 | 14A |

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: PROPOSED BUS PRIORITY MEASURES IN HIGH STREET, HORNCHURCH

SUMMARY

Transport for London had commissioned traffic consultants to assess the current causes of congestion and delays experienced by both traffic and buses travelling through High Street in Hornchurch.

Several measures have been identified to improve the traffic flow such as interlinking the traffic signal at the major junctions of Abbs Cross Lane and Billet Lane with the existing pelican crossings in High Street. In addition, the proposals include an eastbound bus lane on the approach to the junction of Billet Lane. The bus lane would commence from the eastern flank wall of property no. 17, extending eastwards for 120 metres and end approximately 30 metres before the existing stop line at its junction with Billet Lane. The bus lane would operate from 7am to 7pm, seven days a week. The proposals are shown on drawing no. MK/QF035/01.

The estimated cost of implementing the measures is £480,000, which would be met by Transport for London, at no cost to this Council.

RECOMMENDATIONS

1. That the proposal for an eastbound bus lane in Hornchurch High Street is agreed in principle. The bus lane would be in two sections. The first section would commence 3 metres from a point opposite the eastern flank wall of no.17, extending eastwards for 80 metres

Hornchurch Area Committee, 3 October 2007

and the second section would commence 3 metres west of the western flank wall of no. 35 and continue eastwards for 40 metres up to the eastern flank wall of nos. 39 to 45. The proposal is shown on drawing no. MK/QF035/01.

2. That the proposed bus lane in Hornchurch High Street which will operate between the hours of 7am to 7pm, seven days a week, be agreed in principle. The proposals are shown on drawing no. MK/QF035/01.
3. That the proposal to reduce the footway width on the southern side of High Street to accommodate the realignment of the existing bus stop lay-by and to extend the bus cage to 49 metres on the approach side of the existing bus lay-by, situated outside nos. 46 to 54 High Street be agreed in principle. The proposals are shown on drawing no. MK/QF035/01.
4. That the permanent removal of the existing bus stop from outside the Hornchurch Methodist Church be agreed in principle. The location of the stop in question is shown on drawing no. MK/QF035/01.
5. That a loading bay (12 metre long) is provide outside properties nos. 53 to 57 in High Street Hornchurch is agreed in principle. The proposals are shown on drawing no. MK/QF035/01.
6. That the businesses and residential occupiers in the immediate vicinity of the proposals be consulted. If there are any objections received, the Head of Technical Services, in consultation with the Chairman of the Hornchurch Area Committee be authorised to decide whether the proposals should go ahead as advertised, be amended as considered necessary, or a further report be submitted to the Area Committee.

REPORT DETAILBackground

1. In June 2005, a Joint Inspection Meeting (JIM) was held by Transport for London (TfL) in conjunction with London Buses and the borough for bus route 248. The purpose of the JIM was to identify locations where buses experience delays along the route corridor with a view of carrying out potential improvements in the future. The report had identified several key locations where buses and general traffic suffer excessive delays. It also provided

Hornchurch Area Committee, 3 October 2007

recommendations and suggestions to alleviate the current problems.

2. The borough in conjunction with TfL had considered the recommendations of the JIM report carefully and had identified problem sites where it was considered necessary to undertake detailed studies and provide solutions in reducing delays to general traffic and improve the journey times for bus passengers. As a result, TfL had commissioned JMP Consulting to carry out detailed studies in High Street, Hornchurch.
3. JMP Consulting carried out feasibility studies to establish the current sources of delays. Several measures have been identified including an eastbound bus lane in High Street and interlinking the existing traffic signals at the junctions of Abbs Cross Lane and Billet Lane with the existing pelican crossings.
4. Existing traffic conditions in Hornchurch High Street.
 - 4.1 Hornchurch High Street conveys considerable amount of both local and long distance traffic which results in long queues of traffic developing on all arms of the junctions of Abbs Cross Lane and Billet Lane particularly during the peak periods.
 - 4.2 High Street is part of the A124 which forms part of the major network of local distributor roads. To the north, High Street is joined by Billet Lane and North Street which both lead to Butts Green Road which in turn connects to the A127 Southend Arterial Road, thus providing access to the M25 motorway. The eastern arm of High Street continues to Upminster whereas the western arm connects to Roneo Corner and continues into the Borough of Barking and Dagenham. In the south, it is connected by Station Lane and Abbs Cross Lane both which lead towards Rainham, A1306 and A13 New Road.

Configuration of traffic lanes at High Street / Billet Lane junction

- 4.3 At the eastbound approach to the above junction, there is one traffic lane which divides into two lanes. The near side lane permits left turn movements into Billet Lane and the off side lane permits ahead movements. On the westbound approach to the junction, there are two traffic lanes, the near side lane permits ahead movements whereas the off side lane is dedicated for right turn movements. In addition, there are Advance Stop Markings for cyclists on both approaches of the above junction.
- 4.4 All the pedestrian crossing facilities in High Street are signal controlled, two of which are at the main junctions of Abbs Cross

Hornchurch Area Committee, 3 October 2007

Lane and Billet Lane. In addition, there are three pelican crossings, one of which is outside Sainsbury Superstore, the second is outside no 132 and the third is outside no.158.

- 4.5 There are three lay-bys dedicated for buses in High Street between the junctions of Abbs Cross Lane and Billet Lane. The problem associated with lay-bys is that car drivers sometimes park in them indiscriminately thus causing buses to stop in the road to alight or pick up passengers. This in turn has knock on affect general traffic and provides poor accessibility for passengers particularly the disabled, elderly or mothers with push chairs.
- 4.6 Site observations and traffic flow data shows that queuing is predominately worst during the evening peak period between 5:30 and 6:30 with queues reaching 11 vehicles (average) in each lane. The figure only represents the stationary queue at the time when the lights turn green, but it does not represent any vehicles which are in the rolling queue waiting to join the stationary queue on the approach to the junction. Further observations show that the queuing is even greater on this stretch of road between 3 and 4pm, during the school peak times.
- 4.7 Another contributory factor which causes traffic congestion in High Street are the traffic signals at the main junctions of Abbs Cross Lane and Billet Lane operating independently from the existing pelican crossings. When the eastbound traffic exits the signals at Abbs Cross Lane, it is held up at the lights of Billet Lane and subsequently at the pelican crossings further along the road. As the traffic starts and stops constantly this contributes to congestion along High Street.
- 4.8 Public Transport facilities in Hornchurch Town Centre
 - 4.8.1 Hornchurch High Street conveys relatively high frequency of bus movements. The current bus routes are 193(8), 165(5), 248(7) and 372 (2). The figures in the bracket indicate number of buses per hour in each direction. In total, there are 44 buses operating per hour in both directions.
 - 4.8.2 In addition to the above routes, there is a school bus (648) which operates on school days only. Two buses operate in the morning travelling towards Cranham and two in the afternoon travelling towards Romford.
5. Proposed eastbound bus lane in Hornchurch High Street
 - 5.1 A 3 metre wide bus lane is proposed in High Street in the eastbound direction at its approach to the junction with Billet Lane.

Hornchurch Area Committee, 3 October 2007

The bus lane would be in two sections. The first section would commence 3 metres from a point opposite the eastern flank wall of no.17, extending eastwards for 80 metres and the second section would commence 3 metres west of the western flank wall of no. 35 and continue eastwards for 40 metres up to the eastern flank wall of nos. 39 to 45. The break in the bus lane is for the entrance and exit from the Bingo Hall car park. The bus lane would operate between the hours of 7am to 7pm, seven days a week. The proposals are shown on drawing no. MK/QF035/01.

- 5.2 Hornchurch High Street is 7.2 metres wide so it does not have the capacity to accommodate a 3 metre wide bus lane and two 3 metre wide lanes for general traffic. The proposals will involve widening the carriageway into the footway along the full length of the bus lane.
- 5.3 As part of the feasibility studies, the Billet Lane junction was modelled to assess the impact of traffic on it. The output of the results indicated that the bus lane would not have any adverse effects on the general traffic movements in High Street.
- 5.4 The proposal will involve the removal of two matured trees. The first tree is situated outside no. 35 and the second is between the entrance and exit of the Bingo car park. The trees obscure the visibility line of the CCTV camera and by the virtue of their overhang are constantly being hit by large vehicles such as buses and lorries. These will be replaced by planting new trees of similar species.

6. Proposed Waiting and Loading restrictions

- 6.1 A loading survey was undertaken during week time in High Street, Hornchurch. The purpose of the survey was to identify if loading or unloading would be affected during the hours of operation of the bus lane and whether further measures were necessary to incorporate in the design.
- 6.2 The bus lane would operate 7am to 7pm, seven days a week, so loading would be restricted between 7am to 7pm, seven days a week. At Any time waiting and loading restrictions would apply between the start of bus lane and the junction with Billet Lane.
- 6.3 It is considered that the proposed restrictions will not affect or displace any parking as firstly the High Street is congested during peak periods which gives limited opportunity to park in the road. Secondly, there are eight public car parks in Hornchurch town centre i.e. Appleton Way, Bingo Hall, Dorington Gardens, Fentiman Way, Keswick Road, Nalgo Club, Sainsbury and the Queen's Theatre.

Hornchurch Area Committee, 3 October 2007

- 6.4 As part of the loading survey, particular attention was given to the impact of deliveries to property nos. 39 to 45. It was noted that these properties have private accesses along their adjacent sides leading from the High Street to the rear sides, therefore these properties will not be deprived from receiving deliveries. It was also noted that property nos. 1 to 29 have private forecourts where deliveries can be made safely.
- 6.5 Further consideration was given to enhance deliveries to the shops close to the junction with Billet Lane. It is proposed to provide a loading bay mainly for heavy goods vehicles outside property nos. 53 to 57 in High Street.
- 6.6 In view of good parking facilities available in the area, it is unlikely that parking or deliveries in particular would be affected significantly..
7. Proposals to interlink the existing signals at junctions with pelican crossings
- 7.1 During the feasibility studies it was identified that the main signals at Abbs Cross Lane and Billet Lane operate independently. In addition, there are three pelican crossings in High Street between Billet Lane and the Station Lane gyratory which again operate independently from the signals. These crossings are situated outside the Sainsbury Superstore, 132 and 158 High Street. As a result, this arrangement can cause traffic to start and stop in a random manor thus leading to excessive delays. The locations of the crossings in question are shown on drawing no. MK/QF035/02.
- 7.2 To overcome the problem, it is proposed to interlink the pelican crossings with the main traffic signals at the junctions of Abbs Cross Lane and Billet Lane. The arrangement would operate when the eastbound traffic exits the traffic signals at Abbs Cross Lane whereby travelling vehicles would receive a green light when approaching the signals at Billet Lane. Likewise, the pelican crossing further along the corridor will display green light thus maintaining a continuous stream of traffic flow.
- 7.3 The traffic arrangements as described in para.7.2 will operate in a similar manner for westbound traffic.
8. Proposed Environmental and Streetscape Enhancements
- 8.1 TfL has agreed to provide additional funds for streetscape improvements in High Street including resurfacing the private forecourts. This will have the advantage of enhancing the corridor and improving parking for private forecourts. TfL will only provide the funds subject to the full agreement of the scheme by the Area

Hornchurch Area Committee, 3 October 2007

Committee. It is envisaged that the landscaping enhancements will support revitalisation and the economic regeneration of the town centre.

8.2 The streetscape enhancement proposals were discussed with the Council's StreetCare Services in relation to its future maintenance by the Council. The purpose was to ensure that the materials prescribed in the design are affordable within the remit of their maintenance budget.

9. Accessibility enhancement to existing bus lay-by outside nos. 46 to 54 High Street

9.1 There are proposals to cut back the footway along the southern side of High Street on the approach side of the existing bus lay-by situated outside nos. 46 to 54 High Street and extend the bus stop cage to 49 metres. This arrangement will enhance accessibility for passengers particularly the disabled, elderly and mothers with push chairs. The proposal is shown on drawing no. MK/QF035/01.

9.2 It is further proposed to permanently remove the existing bus stop from outside Hornchurch Methodist Church. The bus stop suffers from indiscriminate parking which results buses in having to stop in the road thus disrupting the traffic flow. In addition, there is an existing bus stop situated within a short distance outside nos. 39 to 45 High Street. The exiting stops are positioned at substandard distance apart given that London Buses normally install stops at intervals of 400 metres apart. As buses stop at both stops, the loading time increase which contributes to delays.

Economic Evaluation of the Scheme

10. The economic evaluation for the scheme involves quantifying the benefits in terms of monetary when the new scheme comes into operation. This evaluation is a requirement of Transport for London's funded schemes that exceed over £50K when applying for bus priority funding to ensure that the scheme provides good value for money. In this case the total cost of bus priority works is estimated at £180,000, whereas the streetscape enhancements will cost approx. £300,000. The calculated First Year Rate of Return is £149,700. As a result, the scheme would satisfy the TfL requirement of a scheme paying for itself within 5 years.

11. **Financial Implications & Risks**

11.1 The estimated cost of implementing the measures is £480,000, which would be met entirely by Transport for London, at no cost to the Council.

Hornchurch Area Committee, 3 October 2007

- 11.2 The proposal has been spread over a two year programme i.e. the feasibility studies to be undertaken in the current financial year whereas the implementation in 2008/09 financial year, subject to the agreement of the Area Committee.

12. Legal Implications & Risks

The bus lane and loading restrictions require the provision of traffic management orders to be drafted and publicly advertised in the local press in accordance with Regulations.

13. Human Resources & Risks

There are no Human Resource implications associated with the scheme.

Equalities, Social Inclusion Implications & Risks

14. There would be some visual impact arising from the red surfacing of the bus lane and additional signs would be installed. The measures to improve the reliability would be of particular benefit to bus users, especially those without access to private cars. The improved reliability and reduced journey times would encourage some drivers to use the public transport, thus leading to reduction in congestion. The proposals contribute towards implementation of the Council's Transport Strategy, to encourage the use of public transport.

15. Conclusions

- 15.1 The proposals described in this report is to improve the traffic flow and reliability of bus services in Hornchurch High Street which is heavily trafficked particularly during morning and evening peak periods. The output of the traffic simulation model has indicated that the bus lane and inter linking the traffic lights would save each bus approx. 68 and 36 seconds at peak periods when excessive queues develop at the junction. This will in turn improve the interchange time (i.e. between buses and trains) for long distance commuters to board their trains at scheduled times.
- 15.2 The road is not wide enough to accommodate a bus lane on the approach to the junction with Billet Lane as a consequence it will involve widening the carriageway along the north side, commencing from the eastern flank wall of no 17, extending eastwards for 120 metres and terminate approx. 30 metres before the existing stop line at its junction with Billet Lane.

Hornchurch Area Committee, 3 October 2007

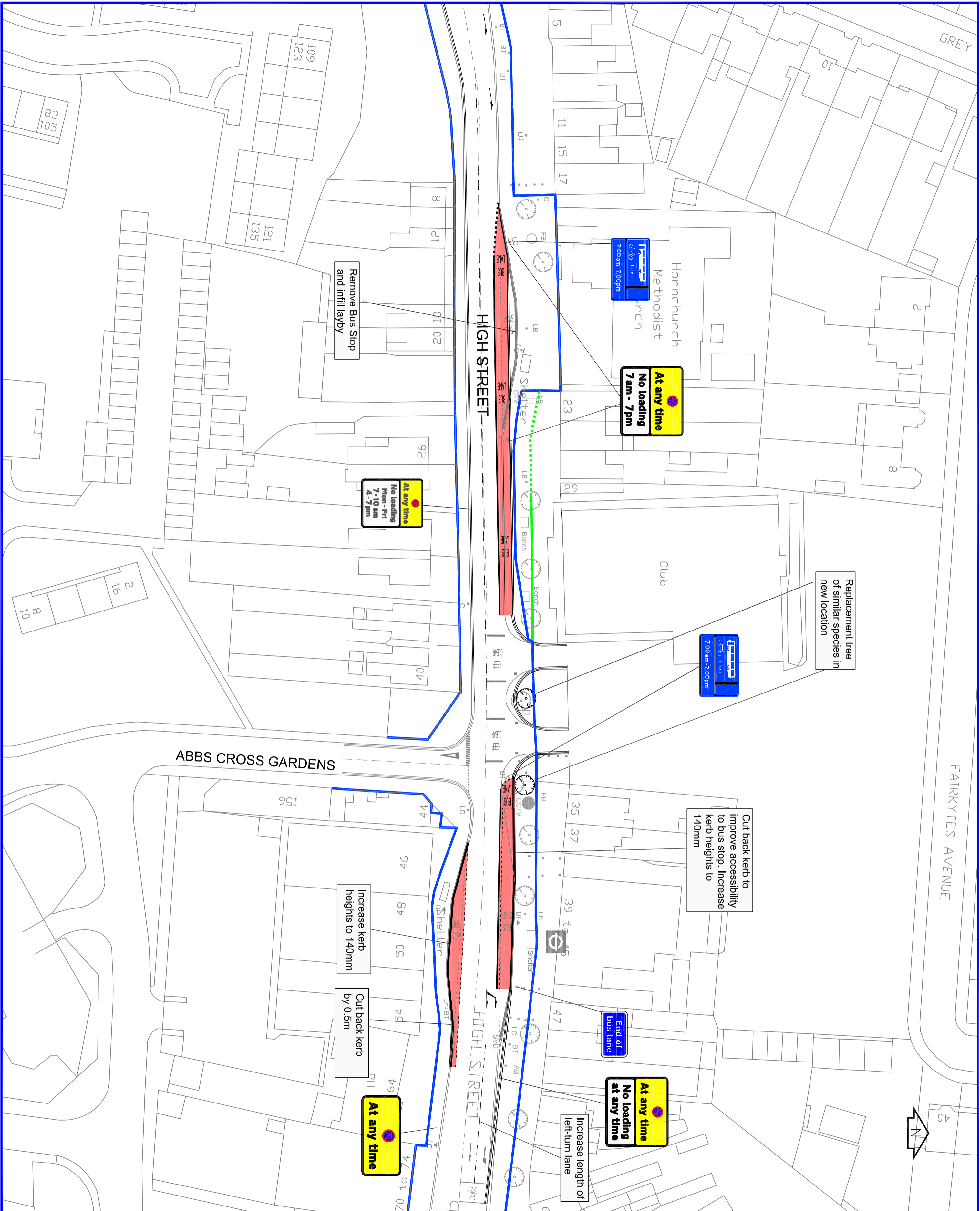
- 15.3 The proposal is not perceived to affect or displace any on-street parking. This is based on the findings of the study that firstly the High Street is congested during peak periods which gives very limited opportunity to drivers to park in the road. Secondly, the shops have large forecourts where parking can take place. More importantly, there are 8 public car parks in Hornchurch town centre i.e. Appleton Way, Bingo Hall, Dorington Gardens, Fentiman Way, Keswick Road, Nalgo Club, Sainsbury and the Queen's Theatre. In view of good parking facilities available in the area, it is unlikely that the proposals, as set out in this report, will have any adverse affect on the existing parking trends in the area. Regarding loading and unloading during the hours of operation of the bus lane, deliveries can be made using the forecourts of those properties which have the facilities available.

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

CHERYL COPPELL
Chief Executive

Background Paper List

1. Feasibility report on Hornchurch High Street - bus priority measures by JMP Consulting, dated November 2006.



- Land Registry Highway Boundary
- Highway Boundary
- Site measured Highway Boundary
- - - - - Assumed Highway Boundary (site measured)

| Rev. | Date | Revision Details | Drawn/Approved |
|------|----------|------------------------------------|----------------|
| C | 20/06/07 | Amendments due to Highway Boundary | AT VB |
| B | 09/06/07 | Amendments due to Highway Boundary | AT VB |
| A | 19/02/07 | Change sign detail | KR VB |

© The drawings are the property of JMP Consulting Limited and the information on only be reproduced with their prior permission.
 8TH FLOOR
 3 HARBOUR EXCHANGE SQUARE
 LONDON
 E14 9GE
 T 020 7536 8040
 F 020 7005 0462
 E docklands@jmp.co.uk
 W www.jmp.co.uk

JMP CONSULTING

Client
 LONDON BOROUGH OF HAVERING
Project
 HORNCURCH TOWN CENTRE STUDY

| Scale | Original file size | Date |
|-------|--------------------|----------|
| 1:500 | A2 | 09/02/07 |

| Drawn/Status | Checked | Approved | Rev. |
|--------------|---------|----------|------|
| KR | VB | VB | VB |

Project Information
 Drawing Number: MK/QP/035/01
 Rev: C