

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

AGENDA

7.30 p.m.	Tuesday 6 November 2007	Nelmes Primary School, Wingletye Lane, Hornchurch
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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 Söderberg (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, 6 November 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, 6 November 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, 6 November 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. MINUTES

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

PART 2

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

5. PUBLIC FORUM AND SURGERY (30 minutes)

Ward Councillors 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**6. CHAIRMAN'S REPORT****7. STRATEGY REGARDING EMPTY PROPERTIES - PRESENTATION**

There will be a presentation from the Environmental Health Service.

8. Sustrans Connect 2 Project – Verbal Report

There will be an oral report from Technical Services.

9. AREA COMMITTEE CAPITAL PROJECTS – Report attached

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

PART 4**10. PROPOSED CYCLE FACILITIES ALONG A12 COLCHESTER ROAD, BETWEEN PAINES BROOK AND M25 (JUNCTION 28) - Report attached****11. PEDESTRIAN FACILITIES – Slewins Lane – Report attached****12. PEDESTRIAN FACILITIES – Parkstone Avenue, Hornchurch – Report attached****PART 5****13. FUTURE AGENDAS**

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

14. DATE OF NEXT MEETING

The next meeting will be held on **Tuesday 22 January 2008 at 7.30pm** venue to be confirmed.

15. URGENT BUSINESS

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

CHERYL COPPELL
Chief Executive

Emerson Park and Harold Wood Area Committee, 6 November 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.



MEETING	DATE	ITEM
EMERSON PARK & HAROLD WOOD AREA COMMITTEE	6 November 2007	10

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: PROPOSED CYCLE FACILITIES ALONG A12 COLCHESTER ROAD, BETWEEN PAINES BROOK AND M25 (JUNCTION 28)

SUMMARY

The Directorate of Road Network Development, part of Transport for London (TfL) had commissioned traffic consultants, Faber Maunsell to undertake a review of possible cycle facilities along A12 Colchester Road. The route forms the eastern section of the Link 90 which is part of the strategic London Cycle Network+.

The study link is 3.5 kilometres long, commencing from the Gallows Corner roundabout and continues along A12 Colchester Road up to junction 28 of the M25 motorway. This report exclusively deals with proposed cycle facilities between Paines Brook and the M25 motorway.

The estimated cost for implementing the measures is £1,000,000 which would be met entirely by Transport for London, at no cost to the Council.

RECOMMENDATIONS

1. Members to note that TfL are notifying Havering Council as the adjacent Highway Authority about the proposals to provide cycle facilities along A12 Colchester Road between Paines Brook and M25, junction 28. The proposals are scheduled to be implemented in

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2008/09. The proposals are shown in details on drawing nos. MK/A12/001 to MK/A12/006.

The Parade, Harold Wood – footway along south side

2. That cycling is permitted in both directions on the existing footway situated along the south side of the road is agreed in principle. The proposals are shown on drawing no. MK/A12/004.
3. St. John's Terrace, Harold Wood
 - 3.1 That cycling is permitted in both directions in the carriageway of St John's Terrace are agreed in principle. The proposals are shown on drawing no. MK/A12/004.
 - 3.2 That the speed limit in entire length of St John's Terrace is reduced from 30mph to 20 mph.
 - 3.3 That speed cushions are installed outside the properties named Wayside and Durgan are agreed in principle. The proposals are shown on drawing no. MK/A12/004.
4. That the traffic orders needed for item nos. 2, 3.1 and 3.2 above are drafted and publicly advertised. The Head of Technical Services be delegated in consultation with the Chairman to determine any representations received and decide whether to proceed with the Order or refer the matter to the Committee.
5. Subject to the outcome of Recommendations 2 and 3 above, that the Head of the Technical Services formerly writes to TfL stating that the proposals were publicly noted at the Area Committee meeting and asking them to proceed with the works as scheduled in their programme for 2008/09.

REPORT DETAIL

Background

1. The Directorate of Road Network Development part of Transport for London (TfL) had commissioned traffic consultants, Faber Maunsell to undertake a review of identifying possible cycle facilities along A12

Colchester Road. The route forms the eastern section of the Link 90 which is part of the strategic London Cycle Network+.

2. For Member's information, A12 and A127 are part of the Transport for London Road Network (TLRN) which is managed by TfL through their appointed consultants and the borough has no jurisdiction over its management and operations.
3. The A12 Colchester road is a very busy road with high traffic speeds and a speed limit of 50mph over the majority of its length. The volume and speed differential between motor vehicles and cyclists presents a considerable deterrent to cycling on the road. There are currently no cycle facilities, either on the road or off the road. The only crossing facilities are at the main signal controlled junctions except for Harold Court Road which is partly signalised to control vehicular traffic.
4. The purpose of this study was to undertake a systematic review of the existing conditions for cycling on the study link, taking into account of local knowledge, land constraints and any new developments in the area. The proposals were considered in conjunction with stakeholders with a view to upgrading the cycle route and improving safety along the route. The stakeholders usually include representatives of the local cycling groups (i.e. Havering Cycling Campaign and Cycling Touring Club), emergency services and other interested parties that use the roads. Views of the Havering Cycling Campaign, Transport for London (Bus Priority Team) and the Metropolitan Police were taken into account when the draft designs were prepared.
5. The study link is 3.5 kilometres long, commencing from the Gallows Corner roundabout and continues along A12 Colchester Road up to junction 28 of the M25 motorway. This report exclusively deals with proposed cycle facilities between Paines Brook and the M25 motorway. This report exclusively deals with a proposed cycle route along A12 Colchester Road between Paines Brook and the M25 motorway whereas the section between the Gallows Corner and Paines Brook will form the subject of a separate report in the future.

Description of Proposals

- 6 **Proposed eastbound cycle route along A12 Colchester Road.**

6.1 General route alignment

The eastbound cycle route will commence from east of Paines Brook and continue along the northern footway up the junction with Petersfield Avenue. From this point, cyclists will continue eastwards for a distance of 200 metres and cross the A12 via a new toucan crossing to continue their journey along the southern footway of the westbound carriageway up to the M25 motorway. The new cycle route between Paines Brook and Harold Court Road will be shared facilities where both cyclists and pedestrians will use the enhanced facilities. Majority of the proposals are located entirely within the TLRN boundary with the exception of The Parade and St Johns Terrace which are part of Borough's highway. The route is described in details below:

- 6.2 The proposed cycle route will commence approx. 20 metres east of Paines Brook and continue on the existing footway along the eastbound carriageway of the A12. This will involve widening the existing footway to 2.5 metres and it will involve additional strip of grass verge being converted into a footway. The proposals are shown on drawing no. MK/A12/002.

7 Proposed crossing point in the central reservation of A12 Colchester Road.

- 7.1 The location where the cycle would commence, there is an existing access in the central reservation. It is proposed to improve the existing pedestrian access in the central reservation which will provide an uncontrolled crossing point for both cyclist and pedestrians between the two carriageways. Visibility at this location is poor due to overgrown vegetation. The vegetation will be cut back in order to widen the footway and enhance visibility. Lighting on both sides of the footway will be improved to enhance safety for users and also improve the visibility for drivers.
- 7.2 The existing bus stop situated to the rear side of property nos. 26 to 36 Retford Road creates a pinch point for cyclists due to the presence of the existing bus shelter which reduces the width of the path to less than 2.5 metres wide. The scope of widening the footpath is limited, therefore, the best option is to maximise the existing area by removing the existing bus shelter and replacing it with a cantilevered structure, set at the back of the kerb line. In addition, the existing lamp column will need to be relocated to the back of the footway. It is anticipated these measures will reduce

obstacles for cyclists. The proposals are shown on drawing no. MK/A12/01.

8 Proposed cycle facilities at Petersfield Avenue junction with A12 Colchester Road

- 8.1 The cycle route continues up to Petersfield Avenue which is one of the main junctions in the route. As part of the studies, it was identified to provide controlled crossings across the junction on long term basis but due to its close proximity to the A12, the proposal was abandoned as it will involve extensive layout of new traffic signals to control the traffic movements.
- 8.2 Other works involve relocating the existing drop kerbs and removing the existing guard rails on the eastside of Petersfield Avenue. Tactile paving will be provided at the crossing points and green coloured surfacing across the crossing. The existing footway adjacent to the subway will be widened to 3 metres and converted to a shared use path.
- 8.3 At present, pedestrians cross the busy A12 via the existing subway which is situated east of the junction with Petersfield Avenue. Pedestrians and cyclists generally try to avoid using subways particularly during the hours of darkness.
- 8.4 To overcome the problem, it is proposed to provide a controlled crossing at surface level to the eastside of Harold Court Road. Pedestrians and cyclists can cross the busy A12 in two stages. The proposals are shown on drawing no. MK/A12/003.

9 Cycle route between Harold Court Road and Willow Way.

- 9.1 During the feasibility studies, it was proposed to provide a contra-flow cycle lane in The Parade whereas cyclists travelling in the westbound direction will travel on the carriageway of A12 along with other traffic. It was considered that installing a dedicated contra-flow cycle lane in The Parade would reduce the width of the carriageway which includes converting the existing footway for two wheel parking.
- 9.2 The alternative option agreed was to convert the existing footway along the south side in The Parade to shared use facility in both directions. This option will not involve any changes to the existing carriageway. The existing surface water drainage is hazardous for cyclists and it will be relocated. The footway will be re-profiled to

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direct the surface water to the carriageway. The proposals are shown on drawing no.MK/A12/003.

10 **Cycle route between Willow Way and Maylands Way**

- 10.1 There are several constraining factors in St John's Terrace which limits the design of cycle facilities. Firstly, the road is narrow i.e. 3.5 metres wide. Secondly, there is no scope for widening the footway to create a shared use path as there is no footway along its entire length. Thirdly, the road allows one way traffic from the A12 i.e. in westbound direction.
- 10.2 During the feasibility studies it was proposed to provide two-way cycling in St. John's Terrace but without any dedicated cycle markings as the existing carriageway is of sub-standard of 3.5 metres.
- 10.3 A Road Safety Audit (RSA) was carried out to meet the Department of Transport's guidelines about safety on schemes. For Members' information, the RSA is carried out independently from the designer and this involves identifying problem areas and providing solutions to the problems.
- 10.4 As part of the RSA, the average speed recorded over a seven day period is 17.7 mph. The 85% recorded is 20.2mph which means that 85% of the drivers will not exceed 20.2 mph. Three measures were as below:
- Reduce speed limit in St John's Terrace to 20mph.
 - Provision of speed cushions to reduce the speed of the traffic to 20 mph.
 - Provision of a raised entry treatment at the mouth of the junction with Maylands Way. The purpose is to slow down the traffic when entering into the side road. The proposals are shown on drawing no. MK/A12/004. In addition, the footway on the southwest corner of Maylands Way will be modified to allow cyclists to join the footway built out on the west side of Maylands Way. The modified footway will enhance forward visibility for both cyclists and pedestrians to cross Maylands Way.
 - The above would require a successful completion of a full independent road safety audit before any works are undertaken and this would extend to reviewing the safe operation of the layout.
- 10.5 The existing Traffic Management Order would be revoked and new order drafted permitting cyclists given that the road permits one way traffic.

11. **Cycle route between Maylands Way and M25, junction 28**

- 11.1 The proposals involves widening the existing footway immediately east of Maylands Way by removing a strip of grass approx. 1 metre wide. However, there will be substantial area of grass verge in front of houses, so the new facility should not detract from the overall appearance of the area. The overhanging branches of the existing trees will need to be pruned to prevent them from obstructing cyclists and pedestrians.
- 11.2 The footway widening will terminate close to the exit side of the existing bus stop situated and commence again along the south west corner of junction 28 of the M25 motorway. The proposed cycle facility will permit cycling in both directions. The proposals are shown on drawing nos.MK/A12/004 to MK/A12/006.

12 **Proposed westbound cycle route along A12 Colchester Road.**

13 **Proposed cycle route between M25 and Harold Court Road**

The westbound cycle route will commence from southeast corner of the roundabout at junction 28 of M25 and continue along the southern footway up to Harold Court Road. The new cycle route will be a shared facility for both cyclists and pedestrians. It is proposed to provide raised tables at the entrance of Maylands Way and Willow Way to slow down the traffic when entering into the side roads. The proposals are shown on drawing nos. MK/A12/004 to MK/A12/ 006.

14 **Proposed cycle route between Harold Court Road and Paines Brook**

- 14.1 It is proposed to widen the existing footpath along the southern side of A12 between Harold Court Road and Paines Brook to 2.5 metres wide to be in consistent with the rest of the route. The current positioning of street furniture would need to be changed i.e. the concrete bollards on the corners of David Drive, Court Avenue and Paines Brook would need to be relocated to the grass verge adjacent to the footway.

- 14.2 It is proposed to provide raised entry treatments at the mouths of the junctions of Geoffrey Avenue, David Drive and Court Avenue and allow both cyclists and pedestrians.
- 14.3 Provision of raised entry treatments at the mouth of the junctions will provide a smooth crossing for cyclists. Cyclists will not have priority at the junction due to the proximity to the A12, but in the presence of the entry treatment should help alert drivers to the potential hazard ahead. Give markings will be installed on the footway to remind cyclist and pedestrians that vehicles have the priority.
- 14.4 The ramps proposed would be 2 metres long to minimise the gradient onto the raised table. This will minimise the impact on the high speed vehicles when entering into Geoffrey Avenue, David Drive and Court Avenue.

15. **Preliminary Consultations**

Draft drawings of the proposals were sent out to representatives of the local cycling groups (i.e. Havering Cycling Campaign and Cycling Touring Club), emergency services and other interested parties such as local schools that use the roads. 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.

16. **Financial Implications and Risks**

The estimated cost to implement the toucan crossing facility is £1,000,000. The funds for the crossing will be met by Transport for London. There would be no cost to the borough.

17. **Legal Implications and Risks**

The changes to St John's Terrace will require a traffic order before they can be implemented. The proposed toucan crossing and minor alterations to the shared footway on A12 Colchester Road will also require traffic orders which will be for TfL to organise.

18. Human Resources Implications and Risks

There are no Human Resources implications associated with the proposals.

19. Equalities and Social Inclusion Implications and Risks

- 19.1 The proposed cycle facilities along A12 Colchester Road would provide a safe cycle facilities and pedestrians and will conform in accordance with the Disability Discrimination Act.
- 19.2 There would be some visual impact arising from the additional traffic signs, coloured surfacing and carriageway markings. However, in road safety terms, it is considered that this is an acceptable impact.
- 19.3 The provision of a toucan crossing at surface level would make it easier for all sectors of the community to cross busy dual carriageways of the A12, but is especially helpful to the elderly, disabled people and children (both lone and accompanied).

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CHERYL COPPELL
Chief Executive

Emerson Park & Harold Wood Area Committee, 6th November 2007

Background Paper List

Proposed Cycle facilities along A12 Colchester Road (between Paine's Brook and M25, junction 28) – Report by Faber Maunsell, dated November 2006.

The above listed documents shall be open for inspection by appointment at the offices of the Head of Building and Technical Services, Whitworth Centre, Noak Hill Road, Romford, Essex RM3 7YA



COMMITTEE	DATE	ITEM
EMERSON PARK AND HAROLD WOOD AREA COMMITTEE	6 NOVEMBER 2007	11

REPORT OF THE CHIEF EXECUTIVE

SUBJECT: PEDESTRIAN FACILITIES – Slewins Lane, Hornchurch

Wards: Emerson Park and Squirrels Heath

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 and accident remedial measures along Slewins Lane, Hornchurch.

This report details the findings of the feasibility study. The proposals include upgrading existing pedestrian refuges, speed cushions, 'At any time' waiting restrictions, centre hatch and slow markings. It is recommended that the pedestrian facilities at the identified location should be approved in principle.

As Gidea Park and Emerson Park & Harold Wood Area Committees are each responsible for a section of Slewins Lane, 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

Emerson Park and Harold Wood Area Committee, 06th November 2007

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 upgrading existing pedestrian refuges, speed cushions, 'At any time' waiting restrictions, centre line hatched and slow markings as shown on Plan Nos.QE184/06.
 - (b) Authorise the preparation and advertising of draft traffic management order and traffic notice to introduce at any time waiting restrictions and speed cushions as shown on the above plan.
 - (c) Authorise staff to carry out a public consultation on the above proposals.

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 Slewins Lane. The proposals, as described in the recommendations are considered to improve pedestrian facilities along Slewins Lane.

Proposals

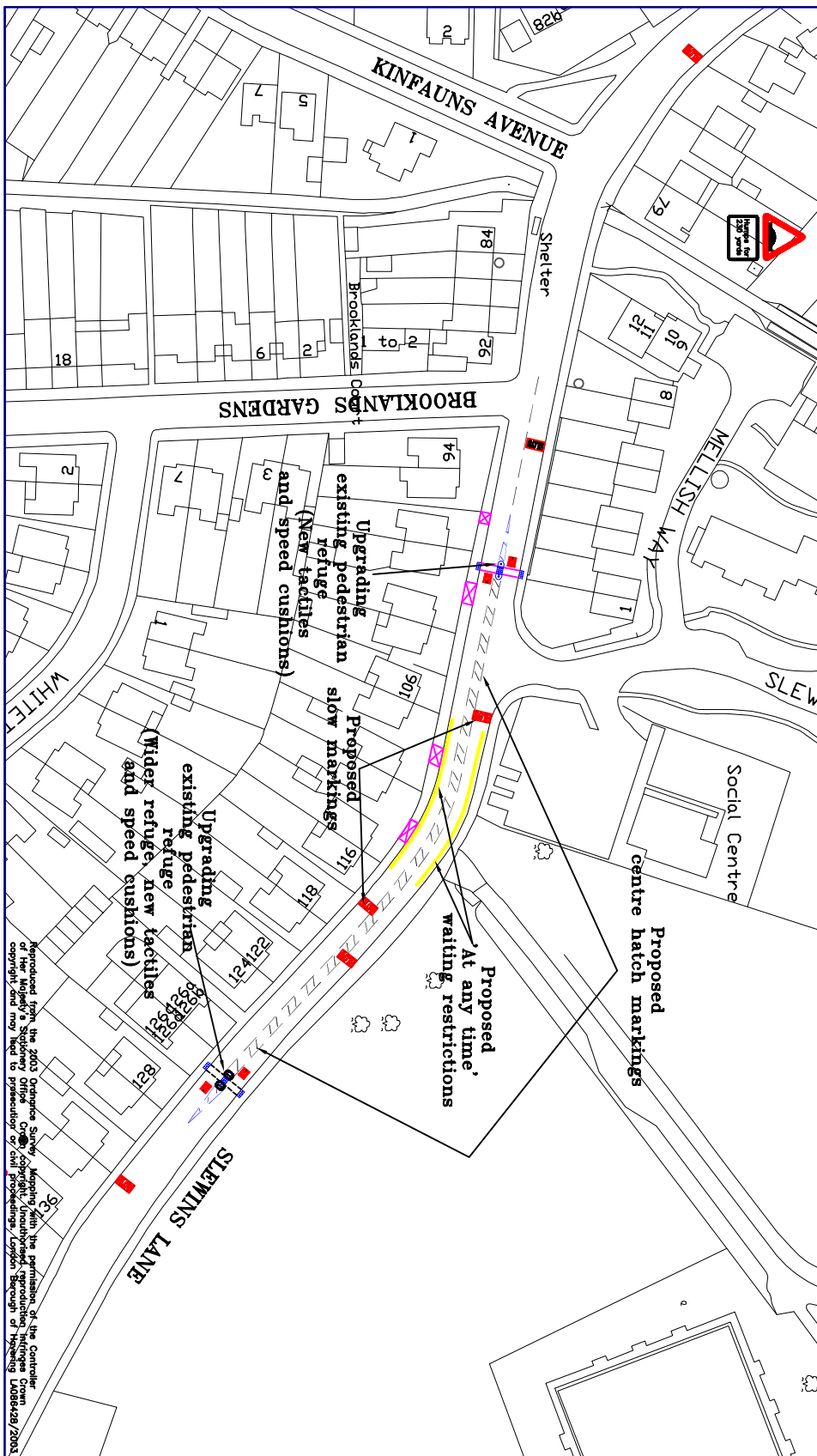
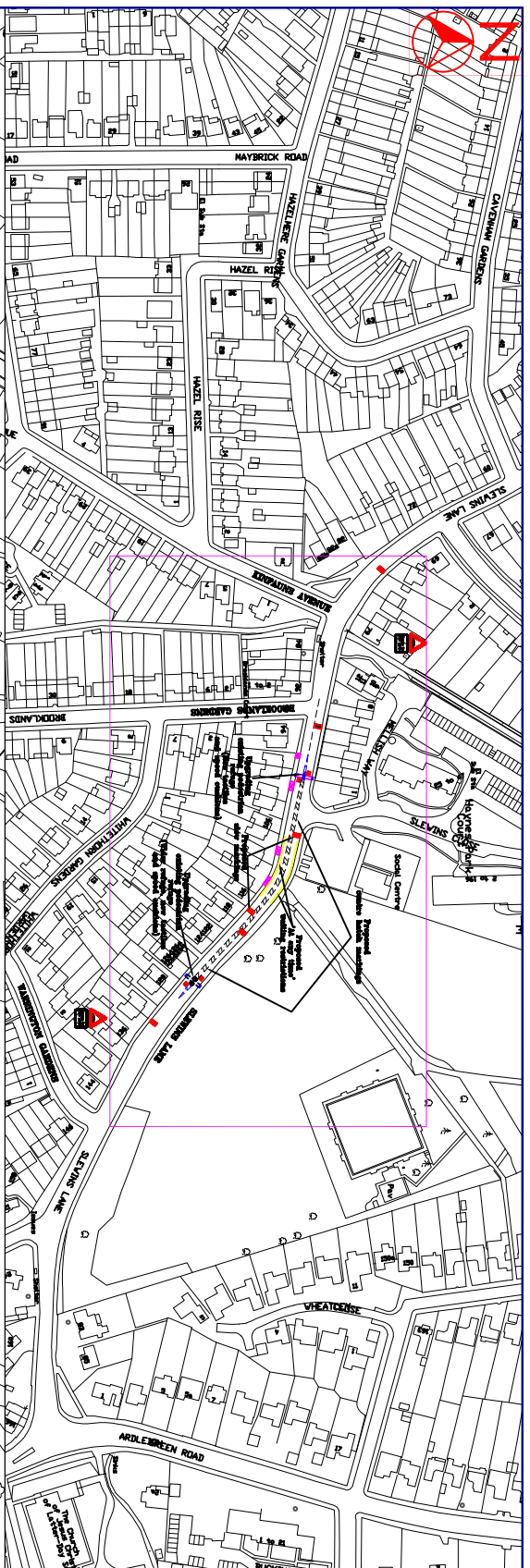
2. It is proposed to provide wider pedestrian refuges (upgrading existing pedestrian refuges), speed cushions, 'At any time' waiting restrictions, centre hatch and slow markings along Slewins Lane as shown on Plan No. QE184/06. Accident analysis showed that four personal injury accidents (PIAs) occurred along Slewins Lane between Brooklands Gardens and Warrington Gardens over three year period to December 2006. Of the total, two PIAs occurred at the bend outside the Park's entrance. The vehicle speeds appear to be high along this stretch of the road. The proposed measures would help to reduce vehicle speeds along this road. The proposals

Emerson Park and Harold Wood Area Committee, 06th November 2007

would also provide pedestrian facilities and minimise accidents at this location.

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Notes



revision suffix	Revision details	Date

Job Title

PEDESTRIAN FACILITIES

Drawing Title

**SLEWYNS LANE
HORNCHURCH**

**LONDON BOROUGH
OF HAVERING**

TRAFFIC & ENGINEERING
TECHNICAL SERVICES
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Date	Sept 07	Scales	NTS	Drawn By	V.SIVA
ACAD Dwg			Drawing Number	Q1184/06
				Rev	A

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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 Slewins Lane 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. Contained in the report.

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 upgrade existing pedestrian refuges, speed cushions, 'At any time' waiting restrictions, centre hatch and slow markings are proposed to improve pedestrian facility and safety along Slewins Lane. It is therefore recommended that the proposals in the recommendation should be approved in principle.

Emerson Park and Harold Wood Area Committee, 06th November 2007

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CHERYL COPPELL
Chief Executive
Background papers: None



COMMITTEE	DATE	ITEM
EMERSON PARK AND HAROLD WOOD AREA COMMITTEE	6 NOVEMBER 2007	12

REPORT OF THE CHIEF EXECUTIVE

**SUBJECT: PEDESTRIAN FACILITIES – PARKSTONE AVENUE,
HORNCHURCH**

Wards: Emerson Park

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 Parkstone Avenue, Hornchurch.

This report details the findings of the feasibility study. The proposals include pedestrian refuge, 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 Parkstone Avenue as shown on Plan No. QE184/07.
 - (b) Authorise staff to carry out a public consultation on the above proposals.
 - (c) Delegate the approval process to the Head of Technical Services in consultation with the Chairman of the Area

Emerson Park and Harold Wood Area Committee, 6 November 2007

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 £8, 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 Parkstone Avenue. The proposals, as described in the recommendations are considered to improve pedestrian facilities along Parkstone Avenue.

Proposals

2. It is proposed to provide pedestrian refuge, centre hatch and slow markings along Parkstone Avenue as shown on Plan No. QE184/07. Since two bus stops are located in the vicinity of Parkstone Avenue / Nelmes Road junction, the proposed pedestrian refuge would help potential passengers to cross this road. Accident analysis showed that nine personal injury accidents (PIAs) occurred at this junction over four year period to December 2006. Of the total, two PIAs were speed related. The proposed pedestrian refuge would help to reduce the vehicle speeds in the vicinity of the above 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 £8, 000. Pedestrian facilities – various locations including Parkstone Avenue 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

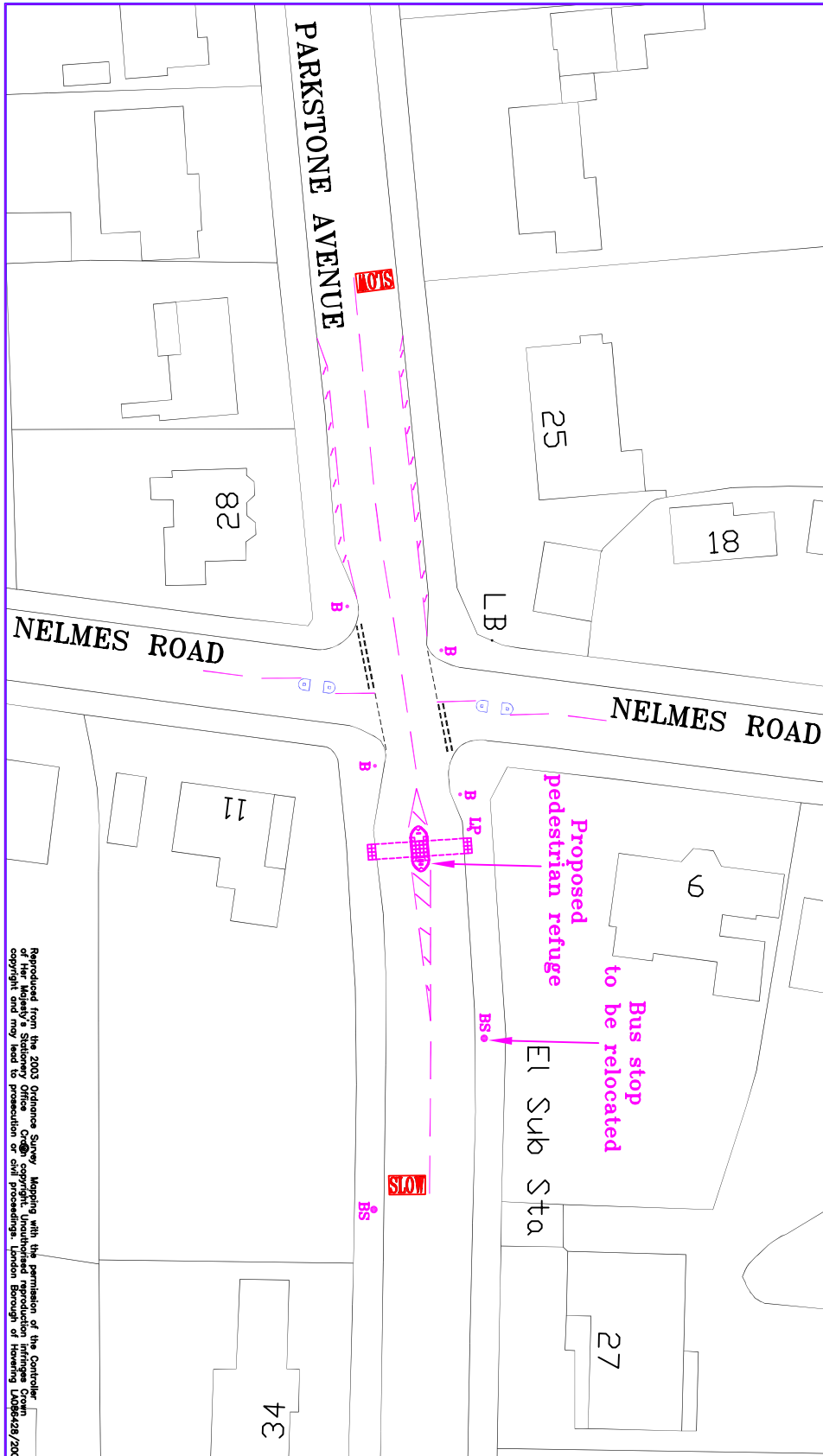
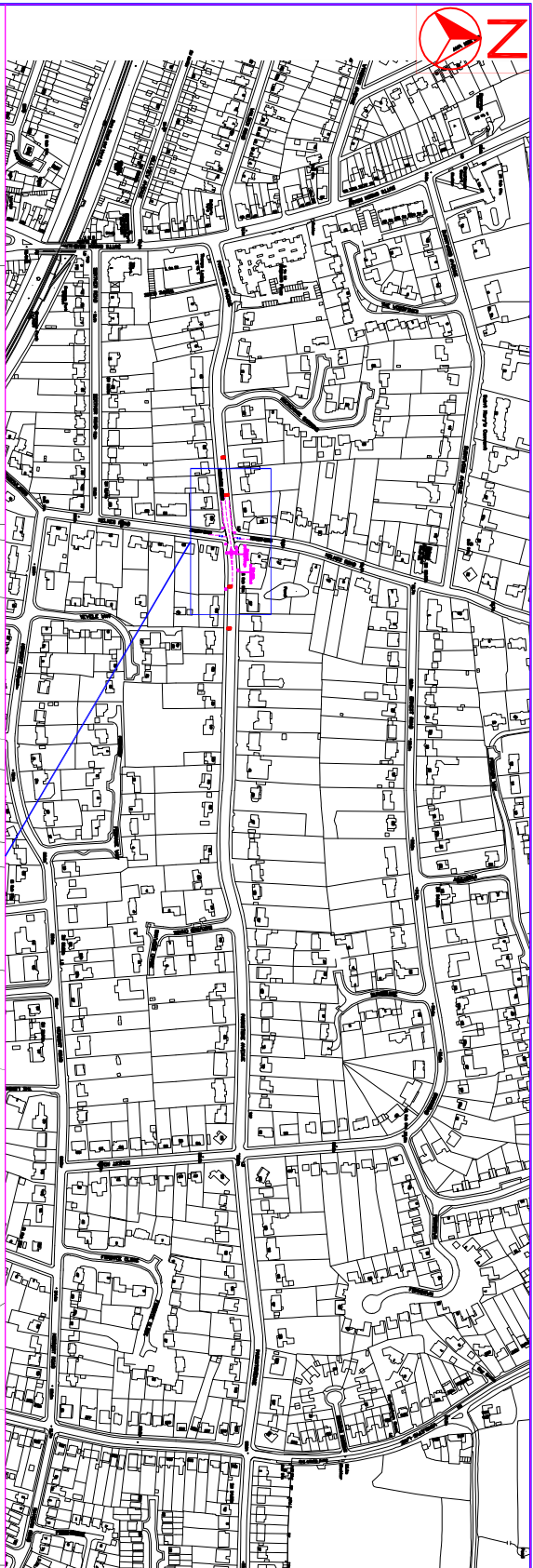
8. The proposals including pedestrian refuges, centre hatch and slow markings are proposed to improve pedestrian facility and safety along Parkstone Avenue. It is therefore recommended that the proposals in the recommendation should be approved in principle.

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Emerson Park and Harold Wood Area Committee, 6 November 2007

**CHERYL COPPELL
Chief Executive**

Background papers: None



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Notes

revision suffix	Revision details	Date

Job Title
PROPOSED PEDESTRIAN REFUGE

Drawing Title
PEDESTRIAN FACILITIES
PARKSTONE AVENUE

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Date SEPT 07
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Drawn By V.SIYA
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**EMERSON PARK AND HAROLD WOOD
AREA COMMITTEE
(Emerson Park and Harold Wood Wards)
SUPPLEMENTARY AGENDA**

7.30 p.m.	Tuesday 6 November 2007	Nelmes Primary School, Wingletye Lane, Hornchurch
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**10 PROPOSED CYCLE FACILITIES ALONG A12 COLCHESTER ROAD, BETWEEN
PAINES BROOK AND M25 (JUNCTION 28) - Plans attached**

(The appended plans are to be read in conjunction with item 10 on the agenda)

For information about the meeting please contact: Grant Söderberg (01708) 433091
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Emerson Park and Harold Wood Area Committee, 24 July 2007