



# HIGHWAYS ADVISORY COMMITTEE

13 January 2015

# REPORT

**Subject Heading:**

**SIMPSON ROAD,  
JUNCTION WITH RAINHAM ROAD  
PROPOSED SPEED TABLE  
Outcome of public consultation**

**Report Author and contact details:**

Mark Philpotts  
Principal Engineer  
01708 433751  
mark.philpotts@havering.gov.uk

**The subject matter of this report deals with the following Council Objectives**

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This report sets out the responses to a consultation for a speed table in Simpson Road at its junction with Rainham Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Elm Park** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the speed table at Simpson Road, junction with Rainham Road, set out in this report and shown on the following drawing (contained within Appendix I ) be implemented;
  - QN021-OF-102-A
2. That it be noted that the estimated cost of £10,000 for implementation will be met by the Greater London Authority through the 2014/15 Big Green Fund allocation.

## REPORT DETAIL

### **1.0 Background**

- 1.1 The Council is currently implementing a project which seeks to provide improved links between the Beam Valley Country Park (within Barking & Dagenham), Bretons Park, Brittons Park and Ingrebourne Hill (all within Havering). The project will promote the access objectives of the All London Green Grid and the Thames Chase Community Forest.
- 1.2 A series of new and improved pathways are under construction within the various open spaces, including the construction of a new bridge over the River Beam which forms the boundary between Havering and Barking & Dagenham.
- 1.3 In order to better link Bretons Park and Brittons Park, a series of footway improvements have been identified along Rainham Road between the entrances to Breton's Park and a new path accessed from the north-western corner of Brittons Park.
- 1.4 The route utilises the existing zebra crossing by Breton's Park and continues on the eastern side of Rainham Road. Where the route crosses the entrance to Simpson Road, Staff have proposed a speed table to provide a level crossing point for pedestrians to make the route accessible for all. This aspect of the work requires public advertisement and consultation before a decision can be taken on implementation.

- 1.5 Approximately 33 letters were hand-delivered to those potentially affected by the scheme on 10<sup>th</sup> November 2014, with a closing date for comments of 1<sup>st</sup> December 2014.
- 1.6 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information. Public notices were also placed on site and the proposals advertised in the Romford Recorder. The committee will note that councillors were sent the consultation information in early December, following the close of the formal consultation.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, no responses were received.
- 2.2 Following circulation of the proposals to councillors, Cllr Thompson confirmed support for the scheme.

## **3.0 Staff Comments**

- 3.1 Staff recommend that the proposals be implemented.

# **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £10,000 for implementation will be met by the Greater London Authority through the 2014/15 Big Green Fund allocation. The funding will need to be spent by 31st March 2015, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall StreetCare Capital budget.

**Legal implications and risks:**

Road humps (including speed tables) require advertisement and consultation before a decision can be made on their implementation.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

**BACKGROUND PAPERS**

Project file: QN021, Big Green Fund 2014/15