

HIGHWAYS ADVISORY COMMITTEE

7 June 2016

Subject Heading:

PROPOSED 20 MPH ZONES
Dunningford Close, Gooshays East,
Harle Way, Harold Wood Hospital site,
Passive Close, Raven Close, Torrance
Close and Former Whitworth Centre Site
Outcome of public consultation

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Policy context:

**Havering Local Development
Framework (2008)**
**Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

The estimated cost of £6500 for
implementation will be met from the road
adoptions revenue budget which includes
contributions from the relevant developers
who built the roads set out in the report.

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

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

This report sets out the responses to the consultations for the introduction of 20mph zones at eight new developments at: Dunningford Close (Elm Park ward), Gooshays East (Gooshays and Harold Wood wards), Harle Way (Rainham & Wennington ward), Former Harold Wood Hospital site (Harold Wood ward), Passive Close (South Hornchurch ward), Raven Close (Brooklands ward), Torrance Close (Hylands ward) and Former Whitworth Centre Site (Heaton ward).

RECOMMENDATIONS

1. That the Committee, having considered the report and representations made, recommends to the Cabinet Member for Environment that the proposals for the 20mph zones set out in this report and shown on the following drawings (contained within Appendix I) are implemented as advertised.
 - Dunningford Close - QO043/04.A
 - Gooshays East - QO043/03.A
 - Harle Way - QO043/06.A
 - Harold Wood Hospital site - QO043/02.A
 - Passive Close - QO043/07.A
 - Raven Close - QO043/08.A
 - Torrance Close - QO043/05.A
 - Former Whitworth Centre Site - QO043/01.A
2. The estimated cost of £6500 for implementation will be met from the road adoptions revenue budget which includes contributions from the relevant developers who built the roads set out in the report.

REPORT DETAIL

1.0 Background

- 1.1 Residents now occupy these developments with construction work still on going at the former Harold Wood Hospital site and Gooshays East.
- 1.2 All of the developments were designed with the intention of the roads becoming 20mph zones. The layout of the roads are such that driving of vehicles at speed is not practical, although there will always be some who

continue to drive inappropriately. 20mph is the lowest enforceable speed limit in the UK.

- 1.3 None of the estate highways have formally been adopted yet, and whilst construction continues, some will not be for some time. However, all the highways have been constructed to our standards and adoption will happen in due course. The introduction of 20mph zones can happen in advance of the adoption.
- 1.4 All of the estates have some form of recognised horizontal or vertical traffic calming feature, whether it's a speed hump, flat top table or chicane. Along with the terminal signs at the entrance to these estates, the proposal will provide for the inclusion of 20mph roundels painted on the carriageway. These measures are necessary to make the 20mph zone self-enforcing.
- 1.5 Enforcement is a matter for the police; nevertheless the roads have been designed to accommodate a maximum speed of 20mph. Without the implementation of a 20mph zone it would not be possible to enforce the speed limit for which the roads were designed, greatly undermining safety.
- 1.6 At the Harold Wood Hospital site, some streets are signed with a 9mph limit. This is actually for construction traffic and is unenforceable for the public.

2.0 Outcome of Public Consultation

- 2.1 Seven hundred and eighty one letters and drawings were delivered by post to residents within the estates. Scheme details were also advertised on the Council's website. A summary of the consultation responses is contained in Appendix II.
- 2.2 The draft traffic order was advertised at each estate entrance and in the Romford Recorder and London Gazette.
- 2.3 By the close of consultation on 6th May, nine responses were received.
- 2.4 Four respondents agreed, two objected and three neither agreed nor disagreed or made other comments. General comments were expressed as follows:
 - Questioning why the limit is proposed.
 - At the former Harold Wood Hospital site, changing the speed limit from 9mph to 20mph is in effect doubling the speed limit. A 20mph limit will encourage drivers to exceed this.
 - Further traffic management and parking restrictions are required at Dunningford Close (Egbert Close).

- At Torrance Close (Bridgefields Close) vehicles drive too fast and there is ambiguity over who has priority.

3.0 Staff Comments

- 3.1 It was always the Council's intention to make these estates 20mph and without them, the default speed limit is 30mph. To not implement them is not in the residents' best interest; as none of the estates are through-routes.
- 3.2 Parking restrictions can only be considered once the streets are formally adopted.

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 £6500 for implementation will be met from the road adoptions revenue budget which includes contributions from the relevant developers who built the roads set out in the report.

The costs shown are an estimate of the full costs of the scheme, should all proposals 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 Neighbourhoods 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 Neighbourhoods Revenue budget.

Legal implications and risks:

The provision of a 20mph zone requires advertisement and consultation before a decision on implementation can be taken.

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.

BACKGROUND PAPERS

Project file: QO043, 20mph Zones at Developments

**APPENDIX I
SCHEME DRAWINGS**

**APPENDIX II
SUMMARY OF CONSULTATION RESPONSES**