

19/54
Not for Call In



Havering
LONDON BOROUGH

Notice of Non-key Executive Decision

Subject Heading:	BRENTWOOD ROAD ACCIDENT REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS (The outcome of public consultation)
Cabinet Member:	Cllr Osman Dervish Environment
SLT Lead:	Dipti Patel Assistant Director of Environment
Report Author and contact details:	Velup Siva Senior Engineer Street Management velup.siva@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2019/20 Delivery Plan
Financial summary:	The estimated cost of £0.090m for the works will be met by Transport for London through the 2019/20 Local Implementation Plan allocation for Accident Reduction Programme.
Relevant OSC:	Environment
Is this decision exempt from being called-in?	No

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

Communities making Havering
Places making Havering
Opportunities making Havering
Connections making Havering

[]
[X]
[]
[X]

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision approves the implementation of safety improvements including humped zebra crossings, pedestrian refuges, wider kerb build-outs, speed cushions, road markings and road signs in Brentwood Road, following the completion of public consultation and at the recommendation of the Highways Advisory Committee as set out on drawing Nos QR003-1, QR003-2, QR003-3 and QR003-4.

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3, Section 2.5, paragraph (s) To consider recommendations of the Highways Advisory Committee relating to highways and traffic schemes and to make decisions relating to them.

Part 3, Section 2.6, paragraph (y) Portfolios to be assigned to individual Cabinet Members - Highways & Traffic Schemes

STATEMENT OF THE REASONS FOR THE DECISION

At its meeting of 31st July 2018, the Highways Advisory Committee (HAC) considered a report on the proposals (copy attached) and the following recommendations;

- 1 (a) Brentwood Road between Wheatsheaf Road and Albert Road
(Plan No:QR003-1)
 - Speed cushions west of Wheatsheaf Road
 - Pedestrian refuge with speed cushions west of Kyme Road
 - Speed cushions east of Craigdale Road
 - Speed cushions east of Douglas Road
- (b) Brentwood Road / Albert Road / Park Lane Mini Roundabout
(Plan No.QR003-2)
 - Wider kerb build-outs (as shown)
- (c) Brentwood Road between Manor Road and Osborne Road
(Plan No:QR003-3)
 - Speed cushions west of Manor Road
 - Speed cushions outside property Nos.212 and 214
 - Speed cushions outside property Nos. 219a/224
 - Humped zebra crossing outside property Nos.227 and 229

Non-key Executive Decision

(d) Brentwood Road between Osborne Road and Clive Road
(Plan No:QR003-4)

- Speed cushions east of Osborne Road
- Humped zebra crossing outside property Nos. 263/265/267

2. That the committee notes, as a result of public consultation results, the pedestrian refuge proposal along Brentwood Road north of Cavenham Gardens will be omitted from the original advertised scheme.

(3) That, it be noted that the estimated costs of £0.090m, can be met from the Transport for London's (TfL) 2018/19 Local Implementation Plan allocation for Accident Reduction Programme.

The HAC, having considered the report, made the following Recommendations;

That the scheme is implemented as recommended in the report.

This decision reflects the recommendations of the HAC and adopts the justification for the decision set out in the report to the HAC.

OTHER OPTIONS CONSIDERED AND REJECTED

The alternative options given in the Committee report were considered. None were considered appropriate in the circumstances.

PRE-DECISION CONSULTATION

None.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Velup Siva

Designation: Senior Engineer

Signature: *Siva*

Date: 16/07/19

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

The Council's power to construct and maintain places of refuges for the protection of pedestrians in the maintained highway is set out in Part V of the Highways Act 1980 ('HA1980')

The Council's power to construct road humps in highway maintainable at public expense is set out in Part V of the HA 1980. Before making an order under this provision the Council should ensure that the statutory procedures set out in section 90C, Part V of the HA 1980 and the Highways (Road Humps) Regulations 1999 are complied with. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

The Council's power to create a pedestrian crossing on roads is set out in Part III of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Before making an order under this provision the Council should ensure that the statutory procedures set out in Part III of the RTRA 1984 and the Zebra, Pelican and Puffin Pedestrian Crossing Regulations and General Directions 1997 are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

FINANCIAL IMPLICATIONS AND RISKS

The estimated cost of 0.080m for feasibility, consultation and implementation will be met by Transport for London through the 2019/20 Local Implementation Plan allocation for Brentwood Road Accident Reduction Programme (A3081). The funding will need to be spent by 31st March 2020, to ensure full access to the grant.

Although the scheme of works has reduced (2. the pedestrian refuge proposal along Brentwood Road north of Cavenham Gardens will be omitted from the original advertised scheme), the financial impact of the reduction in works is deemed to be minimal. Any reduction in cost will impact on the funding received from TFL, and therefore have no financial impact on the Councils budgets.

Non-key Executive Decision

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 Environment 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 Environment Capital budget.

**HUMAN RESOURCES IMPLICATIONS AND RISKS
(AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)**

None

EQUALITIES AND SOCIAL INCLUSION 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.

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

BACKGROUND PAPERS

None.

Non-key Executive Decision

Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

That the following proposals are agreed for implementation as considered by the Highways Advisory Committee;

- 1(a) Between Wheatsheaf Road & Albert Road (Plan No: QR003-1)
 - Pedestrian refuge west of Kyme Road, **excluding** the speed cushions,
- 1(b) Brentwood Road/ Albert Road/ Park Lane mini-roundabout (Plan No: QR003-2)
 - Wider kerb build outs
- 1(c) Between Manor Road and Osborne Road (Plan No: QR003-3)
 - Humped zebra crossing outside Nos.227 and 229
- 1(d) Between Osborne Road and Clive Road (Plan No: QR003-4)
 - Humped zebra crossing outside No.263/265/267

In all cases, the proposed speed cushions are all rejected pending a further period of monitoring with the potential taking forward a second phase of the scheme.

Details of decision maker

Signed



Name: Councillor Osman Dervish

Cabinet Portfolio held: Environment

In consultation with the Leader of the Council, Councillor Damian White

Date: 31/7/2019

Non-key Executive Decision

Lodging this notice

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Democratic Services Officer in Democratic Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on 31/7/2019

Signed 

