

97/19



# Havering

LONDON BOROUGH

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	Proposed removal of existing speed table from outside property No. 202 London Road- Outcome of Public Consultation.
<b>Cabinet Member:</b>	Cllr Osman Dervish Environment
<b>SLT Lead:</b>	Dipti Patel Assistant Director for Environment
<b>Report Author and contact details:</b>	Musood Karim Engineer Street Management 01708 432804 highways@havering.gov.uk
<b>Policy context:</b>	Havering Local Development Framework (2008) Havering Local Implementation Plan 2018/19 Delivery Plan
<b>Financial summary:</b>	The estimated cost of the removal of the speed tables is £0.006m which will be met from the Revenue Budget (A24030).
<b>Relevant OSC:</b>	Environment
<b>Is this decision exempt from being called-in?</b>	No

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

Communities making Havering	<input type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input type="checkbox"/>
Connections making Havering	<input checked="" type="checkbox"/>

## **Part A – Report seeking decision**

### **DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION**

That having considered the information contained in this report, the Assistant Director for Environment authorises the removal of existing speed table from outside property No. 202 London Road, Romford as shown on the drawing attached in Appendix 2 of this report.

### **AUTHORITY UNDER WHICH DECISION IS MADE**

Council's Constitution:

Assistant Director, Environment; Part 3, Section 3.8.3,

Paragraph (b)

Other than in those matters delegated to the Lead Member following consideration by the Highways Advisory Committee, to exercise all powers and duties in respect of maintaining and improving highways, providing facilities, and interference with highways arising under Parts IV, V, VII, IX and XIV of the Highways Act 1980.

### **STATEMENT OF THE REASONS FOR THE DECISION**

This report deals with the removal of an existing speed table in London Road and it provides the background information on its original installation and the post implementation problems that residents have subsequently been experiencing.

#### **1.0 Background**

1.1 In October 2017, the Highways Advisory Committee considered a report (Agenda item 7) on proposed safety improvements in London Road as part the London Road Accident Reduction programme.

1.2 The proposals had identified accident remedial measures in London Road between Jutsums Lane and St. Andrews Road. The measures involved installing a mini-roundabout at the junction of Jutsums Lane, speed tables at existing pelican crossings (3 Nos) in London Road primarily aimed at reducing the traffic speeds and a speed table outside No 202 London Road. The scheme was implemented in early 2018 and it was funded by Transport for London through the Local Implementation Plan allocation for 2017/18 Accident Reduction Programme.

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- 1.3 As the highway works were completed, occupiers in the immediate vicinity where the speed table was installed in London Road by Cromer Road had complained that they were experiencing ground borne vibrations as vehicles travel over these profiles. They have complained that the speed table has a detrimental effect on their health such loss of sleep, increase in pollution etc.
- 1.4 Officers had visited the site to identify if there any other sources which could possibly generate vibrations such as loose manhole covers, sunken utility trench or pot holes. There were none identified on site, and it was confirmed that the speed table is the main source for generating vibrations when traffic travels over it.

### 2.0 Outcome of the public consultation

45 letters were hand delivered to the local occupiers in London Road between property Nos. 196 to 232. Furthermore, the proposals were advertised in the local press, in accordance with the Provisions of the Highways (Road Humps) Regulations 1999 to remove the speed tables.

In addition, to the above the local Ward members were also notified.

Only 4 responses were received agreeing to the removal of the speed table. The responses have been analysed carefully and the results are included in Appendix 1 of this report.

### 3.0 Recommendations

That the existing speed table is removed as advertised and consulted. The location of the speed table is shown in the drawing attached in Appendix 2 of this report.

#### Staff comments and conclusions

On receipt of the complaints from the occupiers of London Road, staff had visited the site to establish the origin of the problem. Consideration was also given to identify if the other associated sources such as loose manhole covers, sunken utility trench potholes etc were generating the ground borne vibrations, however, there were none identified.

The speed table was installed with a view to reduce traffic speeds and road accidents, however, time will confirm if the removal of the measure has been justified. The removal of the speed table will improve the quality of lives of those residents who had been subject to detrimental effects arising from the speed table over a considerable period of time.

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**OTHER OPTIONS CONSIDERED AND REJECTED**

Consideration was given to lowering the existing speed table but the measure was rejected as alteration is not financially viable.

**PRE-DECISION CONSULTATION**

A Public Notice under the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999 was advertised in the local press for the removal of the existing speed tables.

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

Name: Musood Karim

Designation: Engineer

Signature: *Musood Karim*

Date: 11<sup>th</sup> November 2019

## **Part B - Assessment of implications and risks**

### **LEGAL IMPLICATIONS AND RISKS**

The Council's power to construct and remove road humps in highway maintainable at public expense is set out in Part V of the Highways Act 1980 ("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 ("Regulations") are complied with.

The report confirms that the provisions under the HA 1980 and the Regulations have been complied with.

The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

### **FINANCIAL IMPLICATIONS AND RISKS**

This report is asking the Assistant Director of Environment to authorise the removal of existing speed table in London Road, situated outside No. 202 London Road.

The estimated cost for removal of the speed table is £0.006m. The funding for carrying out the works will be met from the Revenue Budget (A24030-681140-8034-000 000-000 000).

This is a standard project for Street Management and there is no expectation that the works cannot be contained within the cost estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

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

There are no HR implications that impact directly on the Council's workforce.

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**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. 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.

Decisions need to be made which are in accordance with equalities considerations, the details of which will be reported in detail to the Committee so that a recommendation may be made to the Cabinet Member for Environment, Regulatory Services and Community Safety.

**BACKGROUND PAPERS**

none

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**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**

Proposals agreed as below:

- i) Removal of the existing speed table in London Road, Romford situated outside property No. 202.

**Details of decision maker**

Signed x



Name: Dipti Patel, Assistant Director for Environment

Cabinet Portfolio holder: Councillor Osman Dervish

Cabinet Portfolio held: Cabinet Member for Environment

CMT Member title: Dipti Patel – Assistant Director for Environment

Other manager title: John Deasy – Team Leader, Highways Engineering

Date: x

**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 5/12/18

Signed A-N-C

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**Appendix 1**

Summary of the consultation responses



London Road -Summary of Consultation responses

No	Respondent	Comments	Agree	Disagree
1	Respondent 1	The existing speed table has been a menace for pollution, noise and vibrations. Since the time of its installation, residents have experienced increase in noise generated by vehicles and air pollution. The main problem has been vibrations caused by vehicles 'hitting' the speed table. The respondent has developed severe anxiety problems which has resulted him in taking medication.	1	
2	Respondent 2	The respondent has registered support for the removal of the speed table. The traffic is generating noise, vibrations and damaging property. The respondent has further stated that the removal of the speed table will restore peace and tranquility.	1	
3	Respondent 3	The resident has lost sleep since the time the speed table was installed. The resident has to sleep later during the day time to make up for the lost sleep. The respondent has requested the removal of the speed table so that they can get a good night's sleep.	1	
4	Respondent 4 (No address provided)	The respondent has stated although they live away from the speed table but they still feel the vibrations when vehicles travel over them.	1	
	<b>Total</b>		<b>4</b>	

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**Appendix 2**

Drawing showing the location  
of the speed table



