



Notice of Non-key Executive Decision

Subject Heading:	RAINHAM ROAD CASUALTY REDUCTION PROGRAMME – PROPOSED SAFETY IMPROVEMENTS (The outcome of public consultation)
Cabinet Member:	Cllr Osman Dervish Environment
SLT Lead:	Barry Francis Director of Neighbourhoods
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 total estimated cost of £0.070m for the works will be met by Transport for London through the 2019/20 Local Implementation Plan allocation for Casualty Reduction Programme – Rainham Road (A3067)

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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	<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

This Executive Decision approves the implementation of wider pedestrian refuge with minor carriageway widening, vehicle activated sign, mini roundabout with minor carriageway widening and pedestrian refuges along Rainham Road as set out on drawing Nos. QS004/1, QS004/2, QS004/3 and QS004/4 following a recommendation of the Highways Advisory Committee.

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 17th December 2019, the Highways Advisory Committee (HAC) considered a report on the proposals (copy attached) and the following recommendations:

1. That the Committee having considered the representations and information set out in this report recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that the safety improvements as detailed below and shown on the relevant drawings be implemented as follows:
 - (a) Rainham Road east of Dunningford Close
 - Replacing existing pedestrian refuge with wider Pedestrian refuge;
 - Minor carriageway widening as shown on drawing reference QS004/1.

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- (b) Rainham Road opposite to property No.275 Rainham Road
 - 30mph vehicle activated sign as shown on drawing reference QS004/2.
- (c) Rainham Road / Fyfield Road Junction
 - Mini roundabout
 - Pedestrian refuge with minor carriageway widening as shown.
 - Relocation of speed table as shown on drawing reference QS004/3.
- (d) Rainham Road outside property Nos: 9 and 11 Rainham Road
 - Pedestrian refuge as shown on drawing reference QS004/4.

2. That, it be noted that the estimated costs of £0.070m, will be met from the Transport for London's (TfL) 2019/20 Local Implementation Plan allocation for Casualty Reduction Programme.

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

That recommendations 1(a), 1(b), 1(c) and 1(d) are implemented as proposed.

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: 18/12/2019

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 make an Order regulating or controlling vehicular traffic on roads is set out in section 6 of Part 1 of the Road Traffic Regulations Act 1984 ("RTRA" 1984). Schedule 1 of the RTRA 1984 lists those matters as to which Orders can be made under section 6. The Traffic Signs Regulations and General Directions 2016 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

This report is asking Cabinet Member approve the implementation of the above scheme.

The estimated cost of £0.070m for feasibility, consultation and implementation will be met by Transport for London through the 2019/20 Local Implementation Plan allocations for Rainham Road Casualty Reduction Programme (A3067). The funding will need to be spent by 31st March 2020, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented.

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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 budget.

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

The recommendations made in this report do not give rise to any identifiable HR risks or implications that would affect either the Council or its workforce.

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.

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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

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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

That the following proposals are agreed for implementation after considering the recommendations of Highways Advisory Committee;

- (a) Rainham Road east of Dunningford Close
 - Replacing existing pedestrian refuge with wider Pedestrian refuge;
 - Minor carriageway widening as shown on drawing reference QS004/1.

- (b) Rainham Road opposite to property No.275 Rainham Road
 - 30mph vehicle activated sign as shown on drawing reference QS004/2.

- (c) Rainham Road / Fyfield Road Junction
 - Mini roundabout
 - Pedestrian refuge with minor carriageway widening as shown.
 - Relocation of speed table as shown on drawing reference QS004/3.

- (d) Rainham Road outside property Nos: 9 and 11 Rainham Road
 - Pedestrian refuge as shown on drawing reference QS004/4.

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: 06/02/2020

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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 21/2/20

Signed A.H. CM