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Notice of Non-key Executive Decision

Subject Heading:	Proposed traffic calming measures in Mead School Area - Amersham Road and Harlesden Road - Outcome of Public Consultation.
Cabinet Member:	Cllr Osman Dervish Environment
SLT Lead:	Dipti Patel Assistant Director for Environment
Report Author and contact details:	Eugene Ochi Senior Engineer Street Management 01708 434671 highways@havering.gov.uk
Policy context:	Havering Local Development Framework (2008) Havering Local Implementation Plan 2018/19 Delivery Plan
Financial summary:	The estimated cost of £0.040m for implementation will be met by Transport for London through the Local Implementation Plan bid allocated to the borough for traffic Calming Measures in Mead School Area for 2019/20(A3068).
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 [X]
- Opportunities making Havering []

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Connections making Havering

[X]

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision approves the implementation of traffic calming measures in the Mead School Area as set out on drawing attached in appendix 1 of this report following a recommendation of the Highway Advisory Committee.

A Public Notice under the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999 will be advertised in the local press for the implementation of one speed table and 20mph roundels in the proposed area.

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 proposals for the implementation of safety improvements in the Mead School Area – Amersham Road and Harlesden Road (copy attached) with the following recommendations.

- 1.0 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 safety improvements as detailed below and shown on the relevant drawing be implemented as follows:
 - a. A maximum 20 mph zone in all six roads with Mead School Area – Amersham Road, Amersham Close, Harlesden Road, Harlesden Close, Waltham Close and Harlesden walk (associated roundels) as shown on drawing in Appendix

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1.

- b. 20mph signage and markings including one speed table to be laid within the zone.

The HAC, having considered the report, recommended implementation of the proposals.

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

OTHER OPTIONS CONSIDERED AND REJECTED

Consideration was given to increase the number of speed humps and tables but the measures were rejected on the grounds that the number of speed and accident statistics or financial involvement cannot be justified.

PRE-DECISION CONSULTATION

2.0 Outcome of the public consultation

234 letters were posted to the local residents of the scheme area and Mead school that were considered would be affected by the proposals. In addition, the proposals were publicly advertised in the local press and emergency services were also consulted.

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

At the close of consultation 4 responses were received out of 243 letters distributed to the residents in the area, which represents a 1.7% of response rate. 3 respondents (including the Metropolitan Police and London fire Brigade) were in favour of the proposed measures in the area, 1 respondent objected to the scheme and said there were no speed problems in the area. Mead school authorities consulted were in support of the proposed scheme. The responses were analysed carefully.

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

Name: Eugene Ochi

Designation :Senior Engineer

Signature:



Date: 28th October 2019

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

The Council's power to make an Order altering speed limits in highway maintainable at public expense is set out in Part VI of the HA 1980. Before an order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedures) (England & Wales) Regulations 1996 (SI1996/2489) (as amended) are complied with.

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. These include:

'For prescribing rules as precedence to be observed as between vehicles proceeding in the same direction, in opposite directions or when crossing.'

The implementation of pinch points with priority given to vehicular traffic proceeding in opposite direction is compliant with the Council's powers under the RTRA.

Before an Order is made the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996(SI1996/2489) are complied with. The Traffic Signs Regulations & General Directions2016) govern the traffic signs and road markings.

Section122 RTRA 1984 proposes 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 are taken into account.

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

FINANCIAL IMPLICATIONS AND RISKS

This report is asking the Assistant Director for Environment to approve the implementation of speed table and speed roundels in Mead School area.

The estimated cost for the implementation of the speed tables is £0.040m. The funding for carrying out the works will be met from the Local Implementation bid allocated to the borough for Traffic Calming Measures in Mead School Area for 2019/20(A3068).

This is a standard project for Street Management 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 Environmental budget.

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

There are no HR implications that impact directly on the Councils 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. 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.

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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:

1. Implementation of Speed table with tactile paving and 20mph roundels in Amersham Road, Harlesden Road, Waltham Close and Harlesden walk.
2. Implementation of 20mph zone signage on all roads within the scheme area.

Details of decision maker

Signed x



Cabinet Portfolio holder: Councillor Osman Dervish
Cabinet Portfolio held: Cabinet Member for Environment

06/02/2020

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 24/2/20

Signed A.H. Cm