



HIGHWAYS ADVISORY COMMITTEE

11 December 2012

REPORT

Subject Heading:

**Rainham Traffic Management Scheme
Additional parking bay and traffic
calming proposals**

Report Author and contact details:

Outcome of public consultation

Mark Philpotts

Principal Engineer

01708 433751

mark.philpotts@havering.gov.uk

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report sets out the comments received in response to a public consultation on additional proposals for traffic management measures in support of the Rainham Traffic Management scheme and seeks a recommendation to the Cabinet Member for Community Empowerment that the measures be implemented.

This scheme is within **Rainham & Wennington** ward.

RECOMMENDATIONS

1. That the Committee recommends to the Cabinet Member for Community Empowerment that the following measures be implemented along with the making of relevant Traffic Regulation Orders as described in this report and shown on Drawings QK039/PR03 and QK039/PR04A.
2. That it be noted that the cost of the works involved are contained within the existing contract with Breheny Ltd to deliver the Traffic Management Scheme and will be met from the Rainham Traffic Management Grant Funded Capital Budget.

REPORT DETAIL

1.0 Background

- 1.1 The Highways Advisory Committee considered a report at its meeting of 16th October 2012 for a set of proposals in support of the Rainham Traffic Management Scheme as shown on Drawings QK039/PR/03 and 04.
- 1.2 Staff explained that because of representations made during the consultation process for these proposals, some adjustments had been made and were subject to an additional consultation as shown on Drawing QK039/PR/04A and as follows;
 - An additional 4 pay-and-display parking bays outside 47/53 Upminster Road South, to be in operation between 8:30am and 6:30pm, Monday to Saturday, 2 hours maximum stay;
 - An additional 4 pay-and-display parking bays outside 65/73 Upminster Road South, to be in operation between 8:30am and 6:30pm, Monday to Saturday, 2 hours maximum stay;
 - A speed table outside 67 Upminster Road South to further help ensure the local 20mph Zone restriction is observed.
- 1.2 In taking these proposals forward, letters were hand-delivered to those potentially affected by the proposals on or just after 6th November 2012, along with standard consultees (London Buses, police etc), with a closing date of 23rd November 2012 for comments. The scheme was also advertised and site notices placed.

2.0 Outcome of Public Consultation

2.1 By the close of public consultation, no responses had been received.

3.0 Staff Comments

3.1 These additional proposals were advertised following feedback from the original public consultation and Staff recommend they be incorporated into the scheme.

IMPLICATIONS AND RISKS

Financial implications and risks:

The costs of the additional works involved will be delivered through the existing contract with Breheny Ltd to deliver the Traffic Management Scheme and will be met from the Rainham Traffic Management Grant Funded Capital Budget.

This is a standard project for the Council 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 budget for the capital scheme.

Legal implications and risks:

Parking bays and speed tables require advertisement and consultation before a decision can be taken on implementation.

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. 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.

Traffic calming can help reduce traffic speeds, traffic volumes and the risk of collisions, especially involving vulnerable users. Older and younger people find it more difficult to judge traffic speed and they are especially at risk of being involved

in a collision. Some people may be intimidated by traffic speed and so traffic calming may assist in reducing the problem.

BACKGROUND PAPERS

Project Scheme File Ref: QK039 Rainham Traffic Management Scheme