



HIGHWAYS ADVISORY COMMITTEE

11 December 2012

REPORT

Subject Heading:

**HAROLD HILL LEARNING VILLAGE,
SETTLE ROAD
Proposed 20mph Zone & Speed Table
Outcome of public consultation**

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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 recommends that a 20mph Zone and speed table within Settle Road along with repaving and surfacing be approved for implementation, following the completion of public consultation.

The scheme is within **Gooshays** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the 20mph Zone and speed table, with repaving and surfacing in Settle Road be approved for implementation as detailed in this report and shown on Drawings QL017/100 and QL017/101.
2. That it be noted that the estimated cost of £90,000 for implementation will be met by Transport for London through the 2012/13 Local Implementation Plan allocation for the Learning Village Access Improvements.

REPORT DETAIL

1.0 Background

- 1.1 The area around Settle Road, Harold Hill was designated for the development of new and improved school facilities known as the “Learning Village”, incorporating the Kings Wood, Pyrgo Priory and Dycorts Schools. This project falls within the overall Harold Hill Ambitions programme.
- 1.2 Of the proposed development, Kings Wood School has been redeveloped into a new academy school, Drapers’ Academy, which fully opened in new premises in September 2012. Improvements elsewhere are currently on hold because of a reduction in central government funding, although the Council seeks to secure funding in the future.
- 1.3 In order to support the opening of Drapers’ Academy and to improve the highway environment for the other schools, the Council’s Regeneration and Streetcare services have been working on a set of plans to improve a section of Settle Road to complement the work which has been carried out for the new school.
- 1.4 Settle Road is already partially traffic calmed with 3 speed tables at the junctions with Dagnam Park Drive, Oakley Drive and Sheffield Drive and so engineering Staff suggested that it might be appropriate to continue the theme with a further speed table outside the new Drapers’ Academy. Some of the original master-planning for the Learning Village sought to establish this area with improved highway surfaces to complement the new open spaces surrounding the school buildings and so Staff incorporated such treatments within the proposed speed table.

- 1.5 Drawing QL017/100 shows the proposed surface treatments and speed table which would be constructed over some 110 metres. The speed table would provide a level surface and seeks to prioritise pedestrians. The central “carriageway” area would be finished to match the new school building and the “footway” areas would be finished in the same paving as the footpaths within the school grounds.
- 1.6 In taking the proposals forward, it was also felt beneficial to establish the road as a 20mph Zone given the access to the schools and Dagnam Park. Drawing QL017/101 shows the extent of the proposed 20mph Zone.

2.0 Public Consultation

- 2.1 8 letters were hand-delivered to those residents potentially affected on or just after 26th October 2012 (there are only 8 residential properties in Settle Road) along with copies of consultation information being provided for the three schools, ward councillors and HAC members. The consultation period ran until 16th November.
- 2.2 By the close of consultation, no responses were received, but Staff met with representatives of Drapers’ Academy and Dycorts on 5th November to discuss the project. Pyrgo Priory were not available to meet, but have been kept fully informed of progress.
- 2.3 Drapers’ Academy and Dycorts expressed support for the speed table and 20mph Zone, although Dycorts asked if the speed table could be extended to their entrance to further assist with keeping traffic speeds low.

3.0 Staff Comments

- 3.1 Staff have considered the request from Dycorts, but unfortunately, there is not sufficient funding available. A further stand alone speed hump has been suggested just north of the school entrance (which can be funded) along with some localised paving works by the school entrance. Dycorts have confirmed they are happy with this approach and so the matter will be reported separately once the proposal has been advertised.
- 3.2 Given the lack of responses, but the support of the schools, Staff recommend that the scheme proceeds as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £90,000 for implementation will be met by Transport for London through the 2012/13 Local Implementation Plan allocation for the Learning Village Access Improvements. The funding will need to be spent by 31st March 2013, to ensure full access to the grant.

This is a standard project for StreetCare 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 StreetCare Capital budget.

Legal implications and risks:

20mph Zones 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 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.

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:
QL017 Harold Hill Learning Village Improvements 2012/13