



HIGHWAYS ADVISORY COMMITTEE

13 August 2013

REPORT

Subject Heading:

Broxhill Road, Havering-atte-Bower
Speed limit reduction
Outcome of public consultation

Report Author and contact details:

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 seeks a recommendation that a reduction in the speed limit for part of Broxhill Road be approved for implementation following the completion of public consultation.

The scheme is within **Havering Park** ward.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the measures are approved for implementation as detailed in this report and shown on the following drawing:
 - QM040 Should be QL040/14/01
2. That it be noted the cost of carrying out the works is £2,000. This would be met from the Council's 2013/14 revenue budget for Borough Roads Minor Safety Improvements.

REPORT DETAIL

1. Background

- 1.1 A request to relocate the 30/40mph terminal point on Broxhill Road from the western side to the eastern side of Bedford's Park was agreed in principle by the Highways Advisory Committee at its meeting of 16th October 2012.
- 1.2 Staff advice at the time was as follows;

Current terminal point has one sign assembly and therefore there are doubts with its enforceability. There is no highway space to provide a second sign and so a new terminal position is recommended.
- 1.3 Staff reviewed suitable positions for a new 30/40mph terminal point and a location just east of Mylands Farm was selected as it has good visibility for drivers and was convenient for a power connection with which to arrange lighting of the signs. The implication is that the current 30mph is extended from The Roundhouse to the new position. Drawing QL040/14/01, shows the extents of the proposal.
- 1.4 The proposals were advertised on 5th July 2013 with a closing date for comments as 26th July 2013. Letters were sent to the 11 frontagers most affected by the proposals, as well as Havering-atte-Bower Conservation Society and Engineering Services' standard list of consultees.

2. Outcome of Public Consultation

- 2.1 By the close of consultation, 3 responses had been received and are summarised as follows;

Respondent	Comments
London Buses	No problem for London Buses as no buses operate here.
Local Resident	Agree with the speed change to 30MPH. It is a very dangerous road, especially when trying to pull out of our drives.
Local Resident	Agree with the speed change to 30MPH. It is a very dangerous road, especially when trying to pull out of our drives.
Metropolitan Police Traffic Unit	Police support the proposed extension of the 30mph limit in Broxhill Road.

3. Staff Comments & Recommendations

- 3.1 The new location of the 30/40mph terminal point will allow the provision of the required pairs of lit signs and will be clearly visible to drivers. Given the small but positive response (including the police), Staff recommend implementation.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost of carrying out the works is £2,000 This would be met from the Councils 2013/14 revenue budget for Borough Roads Minor Safety Improvements.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

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 over spend the balance would need to be contained within the overall Streetcare revenue budget.

Legal Implications and risks:

Speed limit changes require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources Implications and risks:

The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

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.

BACKGROUND PAPERS

Scheme project file: QL040/14 Broxhill Road Speed Limit Change