

Croydon Council

REPORT TO:	TRAFFIC MANAGEMENT ADVISORY COMMITTEE 6th October 2015
AGENDA ITEM:	9
SUBJECT:	Extension of 30mph speed limit on Hayes Lane
LEAD OFFICER:	Jo Negrini Executive Director of Place
CABINET MEMBER:	Councillor Kathy Bee, Cabinet Member for Transport and Environment
WARDS:	Kenley
CORPORATE PRIORITY/POLICY CONTEXT: <ul style="list-style-type: none">- The benefits of the recommendation as set out below is in line with Croydon's Community Strategy of creating a connected and sustainable city and improving the environment and also The Croydon Plan 2013-15- Competing as a place- Manage need and grow independence- Protect the priorities of our residents and customers- Caring City, Improving health and wellbeing by reducing congestion	
LOCAL AREA AGREEMENTS(LAA) Targets – These are not applicable for this report	
FINANCIAL IMPACT The estimated cost of implementing the scheme as recommended in this report is £5,000 to be met from the Council's 2015/16 Local Implementation Plan allocation for accident prevention schemes.	
KEY DECISION REFERENCE NO.: Not a key decision	

For General Release

1. RECOMMENDATIONS

That the Traffic Management Advisory Committee recommend to the Cabinet Member for Transport and Environment to:

- 1.1 Authorise the giving of public notice in respect of the proposal to extend the 30mph speed limit along Hayes Lane as detailed in the report, at an estimated cost of £5,000, to be met from the Council's 2015/16 Local Implementation Plan allocation.
- 1.2 Authorise the Highways Improvement Manager, Streets to carry out the statutory consultation, serve notices and make the necessary Traffic Management Orders under the Road Traffic Regulation Act 1984 (as amended), in order to introduce the changes, subject to receiving no material objections following public notice.
- 1.3 Note that any material objections received following the giving of public notice will be reported to a future meeting of the Traffic Management Advisory Committee for Member's consideration and onward recommendation to the Cabinet Member for Transport and Environment.

2. EXECUTIVE SUMMARY

- 2.1 To consider extending the 30mph speed limit on that section of Hayes Lane currently 40mph, from outside house number 279 to a point approximately 180metres further south.

3. DETAIL

- 3.1 This proposal came from the local Councillor for that area and a few of the local residents. As there is an issue with speeding vehicles and accidents on the approach to a residential area. the proposal is to relocate the point at which the 30mph speed limit starts so that it covers the entrances to those properties on Hayes Lane south of Old Lodge Lane, and to a point some 180 metres further to the south, to ensure good sightline visibility. This will also provide sufficient distance for motorists to slow down in advance of these properties. In addition to the standard speed limit signs, it is also proposed to provide two additional 'SLOW' carriageway markings and a 30mph roundel within a red colored surface treatment on entry to the new section of 30mph speed limit.

4. CONSULTATION

- 4.1 In order to lower the speed limit, it will be necessary to make a Traffic Management Order under Section 84 of the Road Traffic Regulation Act 1984. This will involve the giving of public notices and the consideration of any material objections that may be received.

- 4.2 Official bodies such as the Metropolitan Police, London Fire Brigade, London Ambulance Service, Cyclists Touring Club, The Pedestrian Association, Age UK, The Owner Drivers Society, The Confederation of Passenger Transport and bus operators are consulted separately at the same time as the public notice is issued. Up to 27 Bodies in total are consulted depending on the relevance of the proposal.
- 4.3 Subject to the necessary public notices will be published in the local paper and posted on site in accordance with the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

5.1 Revenue and Capital consequences of report recommendations

	Current year	Medium Term Financial Strategy – 3 year forecast		
	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000
Revenue Budget				
Expenditure				
Income				
Effect of decision from report				
Expenditure				
Income				
Remaining budget				
Capital Budget				
Expenditure	5			
Effect of decision from report				
Expenditure	5			
Remaining budget				

5.2 The effect of the decision

This scheme is funded by Transport for London (TfL) from the Council’s 2015/16 Local Implementation Plan allocation for Accident Prevention Schemes. A decision to proceed will result in that allocation is spent partially or wholly, subject to successful outcome of consultations.

5.3 Risks

There is a risk that if the scheme cannot be implemented, for example, by negative outcome of public consultation, funding would then have to be reallocated this would be subject to the agreement of TfL. Should this prove impossible then the funding would need to be returned.

5.4 Options

Should the scheme not be agreed then the do nothing option remains.

5.5 Savings/ future efficiencies

There are no savings or future efficiencies arising from this report.

Approved by: (Dianne Ellender, on behalf of head of Finance, Place Department)

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

6.1 The Solicitor to the Council comments that Section 6, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (as amended) provides powers to introduce, vary and implement Traffic Management Orders. In exercising this power, section 122 of the Act Imposes a duty on the Council to have regard (so far as practicable) 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. The Council must also have regard to such matters as the effect on the amenities of any locality affected.

6.2 The Council needs to comply with the necessary requirements of the Local Authorities Traffic Order Procedure (England and Wales) Regulations 1996 by giving the appropriate notices and receiving representations. Such representations must be considered before a final decision is made.

6.3 Approved by: Gabriel MacGregor, Head of Corporate Law on behalf of the Council Solicitor and Monitoring Officer.

7. HUMAN RESOURCES IMPACT

7.1 There are no human resources implications arising from this report.

7.2 Approved by Adrian Prescod, HR Business Partner, for and on behalf of Director of HR, Resources Department.

8. EQUALITIES IMPACT

8.1 There are no Equalities Impact

9. ENVIRONMENTAL IMPACT

9.1 The lowering of traffic speeds along Hayes Lane will reduce the impact of noise and pollution on the local wildlife, Residents and encourage cycling, walking and horse riding in the area.

10. CRIME AND DISORDER REDUCTION IMPACT

10.1 There are no crime and disorder reduction impacts in this report.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 11.1 To improve road safety and prevent accidents and improve the area for local resident.

12. OPTIONS CONSIDERED AND REJECTED

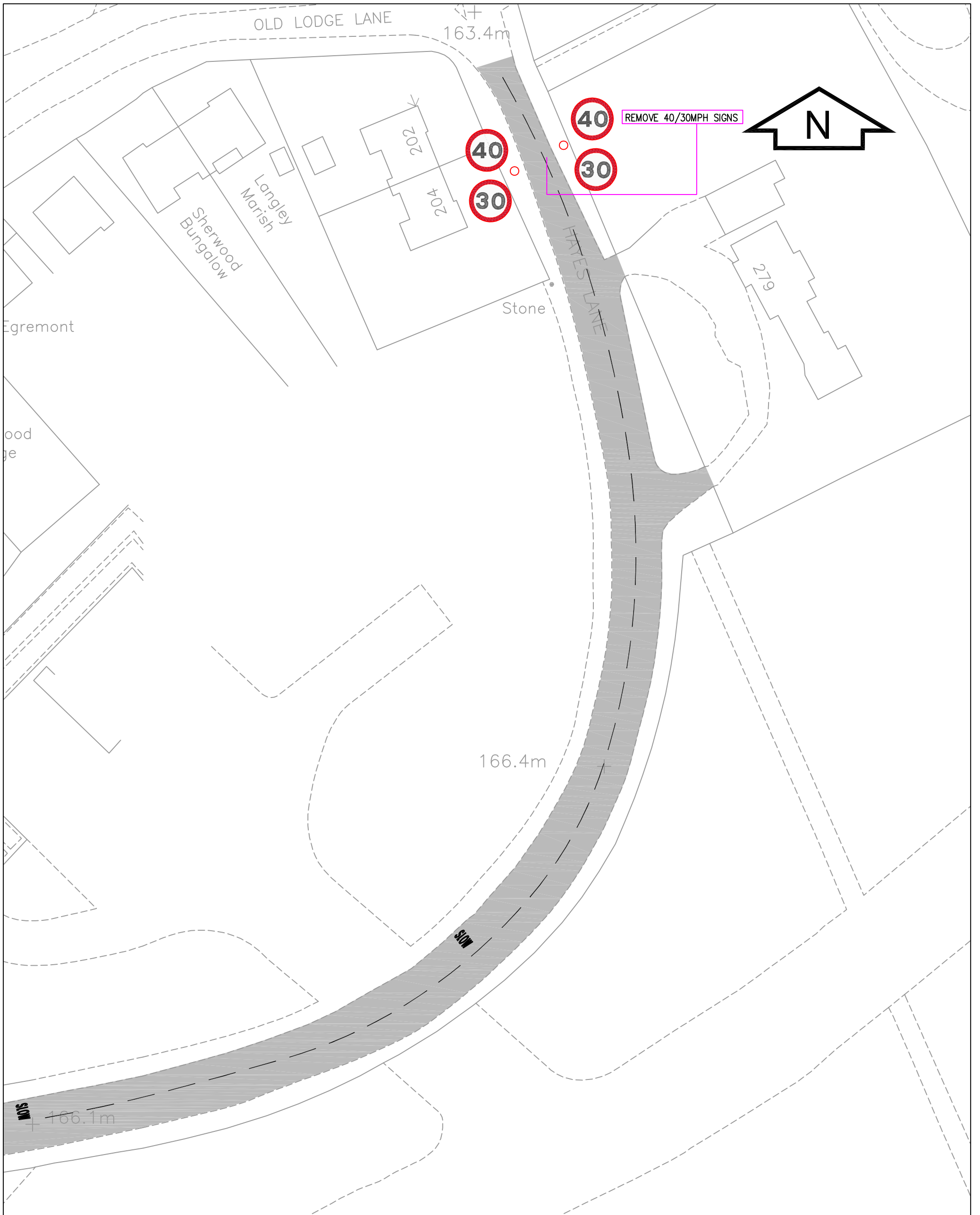
- 12.1 A 30mph speed limit around the whole aerodrome was looked into but is unlikely to be complied with due to the very rural nature of this area. Such a proposal would also provide no indication that traffic is approaching the properties close to the mini-roundabout at Old Lodge Lane and therefore no incentive to slow down.

CONTACT OFFICER:

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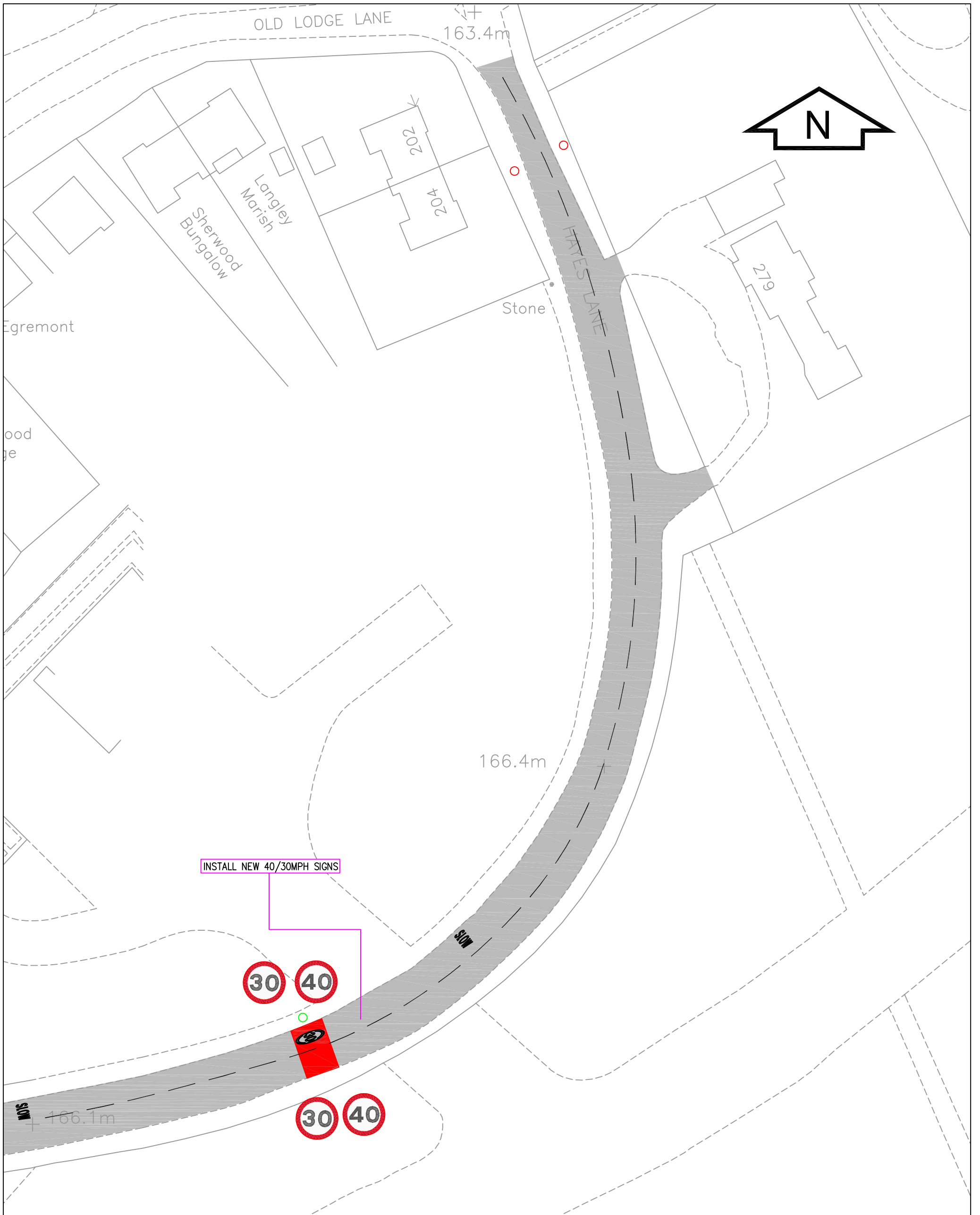
BACKGROUND PAPERS:

None



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JOB NAME Hayes Lane				DEVELOPMENT AND ENVIRONMENT DEPARTMENT DIRECTOR - ANTHONY BROOKS		DRAWING NO HWY-30MPH-Hayes Lane	
DRAWING TITLE Existing Road Layout						HIGHWAY IMPROVEMENTS	
DESIGNER BF	VERIFIED BF	SCALE AT A3 1:500	DATE 07/07/15				



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JOB NAME Hayes Lane				DEVELOPMENT AND ENVIRONMENT DEPARTMENT DIRECTOR - ANTHONY BROOKS		DRAWING NO HWY-30MPH-Hayes Lane
DRAWING TITLE Proposed 30mph Extension				HIGHWAY IMPROVEMENTS		CROYDON www.croydon.gov.uk
DESIGNER BF	VERIFIED BF	SCALE AT A3 1:500	DATE 07/07/15			