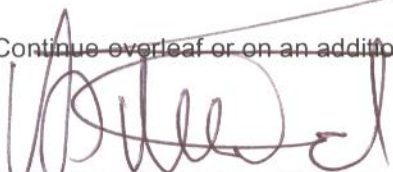


## ED2. EXECUTIVE DECISIONS BY A CABINET MEMBER OR AN OFFICER

<b>A. Report Title:</b> Herringham School – 20mph Zone	
<b>B. Report Author(s):</b> Julie Nelder	<b>Tel: 01375-413366</b> <b>E-mail:</b> jnelder@thurrock.gov.uk
<b>C. Decision Maker:</b> Andrew Millard	
<b>D. Position held:</b> Head of Strategic Planning and Delivery	
<b>E. Key decision: YES/NO</b>	<b>F. Delegation ref:</b>
<b>G. Is the decision urgent? YES/NO</b>	
<b>H. If yes, state why.</b>	

<b>I. DECISION (strike out whichever does not apply) :</b>	
1. I agree the recommendations in the attached report for the reasons given in the report; <b>OR</b>	
<del>2. *My decision is:</del>	
*The reason for my decision is:	
* Continue overleaf or on an additional sheet if necessary.	
<b>Signed:</b> 	<b>Date:</b> 16.6.10

### URGENCY

Democratic Services will arrange for the completion of the following:	
<b>J. I confirm that in my opinion a decision on this matter is urgent and cannot reasonably be delayed:</b>	
<b>Signed:</b>	<b>Date:</b>

*To be completed by Democratic Services*

<b>Date decision received by Dem. Services:</b>	<b>Date decision published:</b>
<b>Implementation date:</b>	
<b>Relevant O &amp; S Committee:</b>	

<b>May 2010</b>		<b>ITEM</b>
<b>Delegated Decision Report</b>		
<b>HERRINGHAM SCHOOL – 20MPH ZONE</b>		
<b>Portfolio Holder:</b> Councillor Yash Gupta, Environment		
<b>Wards and communities affected:</b> Chadwell-st-Mary	<b>Key Decision:</b> No	
<b>Accountable Head of Service:</b> Andrew Millard, Head of Strategic Planning and Delivery		
<b>Accountable Director:</b> Bill Newman, Corporate Director of Sustainable Communities		
<b>This report is Public</b>		
<b>Purpose of Report:</b> To consider an objection to a proposal to implement a 20mph Zone in Claudian Way outside Herringham Primary School, Chadwell-st-Mary.		

## **EXECUTIVE SUMMARY**

### **1. RECOMMENDATIONS:**

- 1.1 It is recommended that the 20mph Zone is implemented.**
- 1.2 It is further recommended that a statutory consultation is undertaken with a view to implementing speed cushions to complement the 20mph Zone and make it self enforcing.**

### **2. INTRODUCTION AND BACKGROUND:**

- 2.1 Under the Safer Routes to School budget within the 2009/2010 Integrated Transport Programme, funding was made available to implement a 20mph Zone outside Herringham Primary school.**
- 2.2 The statutory consultation process was carried out between 05/03/2010 and 26/03/2010. One objection was received to the proposal which was from Essex Police.**

### **3. ISSUES AND/OR OPTIONS:**

- 3.1 The reason given for the objection was due to the current average vehicle speeds being in excess of 20mph. This means that potential Police enforcement issues would be created by the implementation of a lower speed limit.
- 3.2 A 7 day speed and volume survey was carried out in July 2009. The average speed of vehicles in a 24 hour period is recorded to be 23.8mph. However, with a daily volume of traffic of approximately 800 vehicles per day (24hrs), a number of vehicles have been recorded to be travelling at speeds in excess of 23.8mph.
- 3.3 Current legislation states that 20mph Zones must be self enforcing which means physical measures must be implemented as part of the scheme. Physical traffic calming measures can include measures such as red surfacing, rumble strips, road markings etc. Each type of measure has a different impact on vehicle speeds. However, the Police are concerned that without speed cushions, vehicle speeds will not be reduced greatly enough for an enforcement problem not to be created. The Department for Transport (DfT) is currently consulting on a proposal to allow the implementation of 20mph Zones without physical measures providing vehicle speeds are within a given threshold. Existing regulations should be adhered to until such time they are revised.
- 3.4 Many of the traffic calming features available are not suitable for residential areas due to the noise that is created by vans and large vehicles passing over them. Measures that restrict parking or cause waiting vehicles are often unacceptable to residents. In this instance, as Claudian Way is a bus route, it is recommended that speed cushions are implemented as opposed to alternative measures that may cause sudden braking or waiting. Buses and larger vehicles are able to straddle speed cushions and cause little noise. Cushions are therefore mostly acceptable to residents.
- 3.5 New signage is required to be erected at the start and finish points of a 20mph Zone. In order to increase awareness of road safety, Herringham School pupils were invited to produce a drawing suitable to be incorporated into the road signs. Should the 20mph Zone be implemented, the winning drawing will be incorporated into the sign.

### **4. CONSULTATION (including Overview and Scrutiny, if applicable)**

Ward Members were consulted between 08/06/2010 and 14/06/2010. Cllr Fish has shown support for the proposal. Cllrs B and G Rice also support the proposal providing full width humps are not implemented.

### **5. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT**

- 5.1 These actions accord with the Council priorities to create a safer environment.

## 6. IMPLICATIONS

### 6.1 Financial

Implications verified by: Meinir Hall  
Telephone and email: 01375 652147  
mhall@thurrock.gov.uk

There are sufficient funds within the Capital budget E1832 9881 T3121 to implement the 20mph Zone and associated traffic calming measures.

### 6.2 Legal

Implications verified by: **Remi Aremu**  
Telephone and email: **Planning Solicitor**  
**01375 652 994**      **raremu@thurrock.gov.uk**

Should the 20mph Zone be implemented, it will be subject to the making of a Traffic Regulation Order.

Speed cushions are subject to the completion of the statutory consultation process.

### Diversity and Equality

Implications verified by: Samson DeAlyn  
Telephone and email: 01375 652472  
[SDeAlyn@thurrock.gov.uk](mailto:SDeAlyn@thurrock.gov.uk)

There are no diversity and equality implications arising out of this report.

### 6.4 Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental

None

## 7. CONCLUSION

7.1 Due to a number of vehicles travelling at speeds higher than 23.8mph, it is recommended that the 20mph Zone is implemented with the addition of traffic calming features to make it self enforcing.

## BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Objection

**APPENDICES TO THIS REPORT:**

- None

**Report Author Contact Details:**

**Name:** Julie Nelder

**Telephone:** 01375 413366

**E-mail:** [jnelder@thurrock.gov.uk](mailto:jnelder@thurrock.gov.uk)