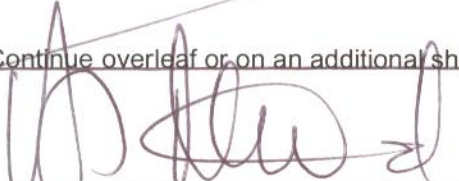


ED2. EXECUTIVE DECISIONS BY A CABINET MEMBER OR AN OFFICER

A. Report Title: Carew Close – Proposed implementation of raised junction table	
B. Report Author(s): Julie Nelder	Tel: 01375-413366 E-mail: jnelderthurrock.gov.uk
C. Decision Maker: Andrew Millard	
D. Position held: Head of Strategic Planning and Delivery	
E. Key decision: YES/NO	F. Delegation ref:
G. Is the decision urgent? YES/NO	
H. If yes, state why.	

I. DECISION (strike out whichever does not apply) :	
1. I agree the recommendations in the attached report for the reasons given in the report; OR	
2. *My decision is:	
*The reason for my decision is:	
* Continue overleaf or on an additional sheet if necessary.	
Signed: 	Date: 16.2.10

URGENCY

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

To be completed by Democratic Services

Date decision received by Dem. Services:	Date decision published:
Implementation date:	
Relevant O & S Committee:	

January 2010		ITEM
Delegated Decision Report		
CAREW CLOSE – PROPOSED IMPLEMENTATION OF RAISED JUNCTION TABLE		
Portfolio Holder: Cllr Neil Rockliffe – Highways and Transportation		
Wards and communities affected: Chafford & North Stifford	Key Decision: No	
Accountable Head of Service: Andrew Millard – Head of Strategic Planning and Delivery		
Accountable Director: Bill Newman - Corporate Director of Sustainable Communities		
This report is Public		
Purpose of Report: To consider an objection to the proposal to implement a raised junction table at the Carew Close/Clockhouse Lane junction.		

EXECUTIVE SUMMARY

An objection was received by a local bus operator to a proposal to implement a raised junction table at Clockhouse Lane/Carew Close.

1. RECOMMENDATIONS:

- 1.1 In view of the public support for the implementation of the table, it is recommended that the objection is overruled and the raised junction table is implemented as soon as possible.
- 1.2 It is further recommended that the objector is notified accordingly.

2. INTRODUCTION AND BACKGROUND:

- 2.1 As part of the Integrated Transport Programme, funding has been made available to implement traffic calming measures in Chafford Hundred.
- 2.2 Several requests have been received in the past, for improvements to be carried out to the Clockhouse Lane/Carew Close junction due to restricted visibility when exiting Carew Close.
- 2.3 Visibility at the junction is restricted due to vegetation that was planted by the developer at the time the flats were constructed. (The area of land in question

is privately owned). Residents are further concerned with the speed at which vehicles are approaching the junction.

- 2.4 On several occasions trimming works have been carried out to the vegetation but this remedial action alone is not considered to be sufficient to resolve the problem in the long term.

3. ISSUES AND/OR OPTIONS:

- 3.1 Clockhouse Lane, to the north of Carew Close, is currently traffic calmed with full width humps and tables. Clockhouse Lane to the south of Carew Close is traffic calmed with speed cushions.
- 3.2 There is a currently a mini roundabout on Clockhouse Lane at the Carew Close junction. The Give Way lines on a mini roundabout are set back further into the junction than Give Way lines at a T junction. This is another factor in the causation of restricted visibility.
- 3.3 Some requests have been received for the set of speed cushions closest to Carew Close to be changed to a full width hump or that a full width hump is provided between the existing speed cushions and the Carew Close junction. To provide an additional measure between the existing cushions and the mini roundabout would create inconsistency in the spacing of the measures and this is not therefore recommended.
- 3.4 The most appropriate remedial action to resolve the issues at this junction is to provide a raised junction table at the Carew Close junction, incorporating the mini roundabout. The ramps to the table would extend approximately 8m into each junction approach to ensure that speeds of approaching vehicles are reduced prior to entering the Give Way lines of the mini roundabout. The vegetation is also due to be removed completely. Permission from the landowner for these works were sought and are programmed to be carried out in March 2010.
- 3.5 The statutory consultation proposing that the raised junction table is implemented was carried out in December 2010. One objection was received. The objection was from a bus operator who regularly runs a bus service along Clockhouse Lane. The bus operator claims that humps and tables cause delays to the bus timetable and also causes unnecessary discomfort to their passengers. In addition to the objection, 5 letters of support from residents were received.
- 3.6 The views of the bus company are appreciated and wherever possible, speed cushions are implemented on bus routes, as buses are able to straddle them. However, in this instance it is considered that a raised table incorporating the mini roundabout is the most appropriate measure to treat the problem and deal with the concerns of the residents. It is not considered that the addition of one raised table to a road that is already extensively traffic calmed will adversely affect the buses.

3.7 The cost of implementing the raised table will be approximately £37,000. There are sufficient funds within the Integrated Transport Programme allocation (E1829 9881 T1011) to cover the cost of these works.

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

4.1 Ward Members were consulted on the content of this report between 26th January 2010 and 3rd February 2010. Cllr Hague and Cllr Rockcliffe gave their support of the recommendations on 16th February 2010.

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 Integrated Transport Programme allocation (E1829 9881 T1012) to cover the cost of these works.

6.2 Legal

Implications verified by: **Alison Stuart**
 Telephone and email: **01375 652 040**
 astuart@thurrock.gov.uk

The intention to implement the raised junction table was advertised on 27th November 2009 in accordance with the Highways Act 1980 and the Highways (Road Humps) Regulations 1996.

6.3 Diversity and Equality

Implications verified by: **Samson DeAlyn**
 Telephone and email: **01375 652472**
 sdealyn@thurrock.gov.uk

The implementation of a raised table at the Clockhouse Lane/Carew Close junction will improve safety for all road user types.

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

click this box once and type any other implications that are relevant to this report

7. CONCLUSION

- 7.1 In view of the public support for the implementation of the table, it is recommended that the objection is overruled and the raised junction table is implemented as soon as possible.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Letter of objection (via email)
- Letters of support from residents

APPENDICES TO THIS REPORT:

- None

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