

Report title: Proposed 20mph Speed Limit on the Three Arch and Eastham Estate, Brentwood	
Report to: Councillor Eddie Johnson, Cabinet Member for Highways and Transport	
Report author: Mike Thompson, Contract Director	
Date: 14/11/2016	For: Decision
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County Divisions affected: Brentwood South	

1. Purpose of Report

- 1.1. This report seeks permission to start the formal process for making a traffic regulation order in respect of a 20mph speed limit on the Three Arch and Eastham Estate located within the Brentwood South Division, Brentwood.

2. Recommendations

- 2.1 Authorise the publication of proposals to make a traffic regulation order to introduce a 20mph speed limit on the following roads for their entire length:

Orchard Avenue, Beech Avenue , Cherry Avenue, Hawthorn Avenue, Lime Avenue, The Limes, Maple Close, Oaktree Close, Rowan Green West, Rowan Green East, Boleyn Gardens, Knights Way, Eastham Crescent, St Stephens Crescent, Plashet Gardens, Thrift Green, The Boardwalk South, The Boardwalk North, Grangewood Close, Vernon Crescent, Saxon Close and Norman Crescent.
- 2.2 That the Director for Transportation and Infrastructure is authorised to make an order to implement the proposals if there are no objections to the scheme.

3. Summary of issue

- 3.1 The Brentwood Local Highways Panel have commissioned the implementation of a 20mph speed limit on the Three Arch and Eastham Estate in Brentwood.
- 3.2 Essex County Council (ECC) Policy states that mean speeds must be below 24mph for a 20mph speed limit to be introduced.
- 3.3 Speed surveys were most recently carried out in November 2015 on the roads within the Estate. The mean speeds recorded were:
 - Cherry Avenue: 27.1mph
 - Hawthorn Avenue: 21.0mph
 - Orchard Avenue: 25.8mph

- Knights Way: 23.5mph
 - Eastham Crescent: 23.4mph
 - St Stephens Crescent: 15.2mph
 - Lime Avenue: 19.3mph
 - Beech Avenue: 24.1mph
 - Vernon Crescent: 20.4mph
- 3.4 Cherry Avenue, Orchard Avenue and Beech Avenue have mean speeds above 24mph which is outside of ECC Policy.
- 3.5 The Department for Transport has published a policy on speed limits in Circular 01/2013. The Council has an adopted Essex Speed Management Strategy. The need to change speed limits can arise for many reasons, including changes in traffic flows and volumes, changes to the topography of an area (e.g. if new development takes place) and changes to policy and practice or a change in patterns of traffic incidents.
- 3.6 ECC therefore keeps speed limits under review. Where Officers consider that the speed limits on the length of highway should be changed, the proposal is advertised in the press and by site notices. In addition specific consultation is undertaken with the police, other local authorities and the County Councillor(s) for the local Division. Those consultees are asked to respond to the consultation and indicate whether or not they support the proposal.
- 3.7 It is proposed to implement a 20mph speed limit at the below locations and as shown on Drawing No. DC5175/00/001 (Appendix 1):
- Orchard Avenue for its entire length.
 - Beech Avenue for its entire length.
 - Cherry Avenue for its entire length.
 - Hawthorn Avenue for its entire length.
 - Lime Avenue for its entire length.
 - The Limes for its entire length.
 - Maple Close for its entire length.
 - Oaktree Close for its entire length.
 - Rowan Green West for its entire length.
 - Rowan Green East for its entire length.
 - Boleyn Gardens for its entire length.
 - Knights Way for its entire length.
 - Eastham Crescent for its entire length.
 - St Stephens Crescent for its entire length.
 - Plashet Gardens for its entire length.
 - Thrift Green for its entire length.
 - The Boardwalk South for its entire length.
 - The Boardwalk North for its entire length.
 - Grangewood Close for its entire length.
 - Vernon Crescent for its entire length.
 - Saxon Close for its entire length.
 - Norman Crescent for its entire length.

- 3.8 The Council must undertake a statutory consultation process on proposals to make an Order. The Council must place a public notice, notify local residents and consult District and Parish Councils along with the emergency services, utilities and any NHS trust in the area.
- 3.9 Once the consultation process has been undertaken the Council may make the order if it is satisfied that it is advantageous to make the order whilst considering all the representations, despite the mean speeds of Cherry Avenue and Knights Way being outside of ECC Policy.
- 3.10 The Council undertook an informal consultation on proposals, consultees were asked to respond stating whether or not they supported the proposal. The result of this consultation was as follows:
- The Chief Constable does not support this scheme as some of the speeds recorded were too high to meet ECC's own criteria to implement a 20mph limit. Concern was also expressed as to the location of the speed data taken in Knights Way. It was stated that it was highly likely that speeds would have been significantly higher if data had been taken closer to Running Waters / Pondfield Lane.
 - County Member David Kendall was consulted but raised no objection.
 - Brentwood District Councillors Andrew Wiles and Julie Morrissey were consulted but raised no objection.
 - Brentwood District Councillor Gareth Barrett was consulted and supports the scheme
 - Network Management did not oppose the scheme given that the proposal would be facilitated by mass signage. It was stated however that speed compliance was already very good in most cases. It was emphasized that monies spent on the implementation of the proposal may not result in any further improvements to speed.
- 3.11 The statutory consultation process can now be undertaken using the descriptions set out in Paragraph 3.7 and Appendix 1 (DC5175/00/001).

4. Options

- 4.1 Option A - Authorise the publication of proposals to make a traffic regulation order to introduce a 20mph Speed Limit on the Three Arch & Eastham Estate, Brentwood
- 4.2 Option B - Reject the proposals to make a traffic regulation order to introduce a 20mph Speed Limit on the Three Arch & Eastham Estate, Brentwood

5. Issues for consideration

5.1 Financial implications:

The total estimated cost of the scheme is £35,000 which is being funded by the Brentwood Local Highways Panel. The costs of implementing this scheme can be met within this budget. The advertising and design element of the scheme is to be financed from this year's budget (£7,000) and delivered in this financial year. The implementation of the 20mph speed limit is expected to be delivered in the 2017/2018 financial year.

5.2 Legal implications:

The Road Traffic Regulation Act 1984 gives the Council a statutory duty to exercise its traffic functions to secure the expeditious, convenient and safe movement of traffic of all kinds, including pedestrians and to provide suitable and adequate parking facilities. So far as practical the council is also required to have regard to:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected so as to preserve or improve the amenities of the areas through which the roads run;
- (c) the importance of facilitating the passage of buses and their passengers.

Justifiable speed limits assist with the expeditious, convenient and safe movement of traffic and pedestrians.

6. Equality and Diversity implications

6.1 The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires us to have regard to the need to:

- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc on the grounds of a protected characteristic unlawful
- (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
- (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

6.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).

6.3 The equality impact assessment indicates that the proposals in this report will not have a disproportionately adverse impact on any people with a particular characteristic. The Equality Impact Assessment can be found in Appendix 2.

7. List of appendices:

Appendix 1 - Site Plan (DC5175/00/001)

Appendix 2 - Equality impact assessment

8. List of Background papers

Essex Speed Management Strategy

(http://www.essexhighways.org/Uploads/Files/strategy_speed_management_strategy.pdf)

Vision for Essex 2013-2017 (http://www.essex.gov.uk/Your-Council/Strategies-Policies/Documents/Vision_for_Essex.pdf)

DFT Circular 01/2013

(https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf)

I do not approve the above recommendations set out above for the reasons set out in the report.	Date
Option B is selected (4.2 in the report) to reject the proposals.	6
Councillor Eddie Johnson Cabinet Member for Highways and Transport	December 2016

In consultation with:

Role	Date
Executive Director for Corporate and Customer Services (\$151 Officer)	Consent not needed
Margaret Lee	
Monitoring Officer	Consent not needed
Paul Turner	
Essex Highways	17 November 2016
Vicky Presland on Behalf of Mike Thompson	