

**REGENERATION, CULTURE AND ENVIRONMENT
OVERVIEW AND SCRUTINY COMMITTEE**

17 OCTOBER 2019

**MEMBER'S ITEM: SPEED RESTRICTIONS FOR LUTON
ROAD, CHATHAM**

Report from: Richard Hicks, Director Regeneration, Culture
Environment and Transformation and Deputy Chief
Executive

Author: Ruth Du-Lieu, Assistant Director Front Line Services

Summary

This report sets out a response to an issue, raised by Councillor Osborne concerning speed restrictions for Luton Road, Chatham

1. Budget and Policy Framework

1.1 Under Medway Constitution Overview and Scrutiny rules (Chapter 4, Part 5, Paragraph 9.1) Councillor Osborne has requested that an item on this matter is included on the agenda for this meeting.

2. The Issue

2.1 Councillor Osborne has requested that an item be placed on the agenda and the reasons are set out as follows:

2.2 "The Committee is asked to note the following and confirm the process for the introduction of Road Safety measures for the Luton Road area.

Due to the concern raised by residents on and surrounding Luton Road concerning road safety the Council is requested to engage in feasibility for road safety measures for the Luton Road.

Officers have met and have proposed the following timetable.

- September 2019: Councillors met with officers of the Road Safety team to discuss Road safety measures

- April 2020: Proposals are to be tabled and discussed on road traffic calming measures and presented to Members and interested stakeholders and be sent as a Member Note to this committee
- April 2021: End date of proposals delivered on Road Safety for Luton Road

The Member's item would like the committee to endorse officers and councillors on soliciting improvements to Luton Road and agree the above timetable".

3 Director's comments

- 3.1 The Council's investigations to date have indicated that collision occurrence at Luton Road, Chatham, and the resulting road casualty record require further detailed investigation. The Council, via the Integrated Transport Service, has committed to completing the necessary investigations. This is important to identify any patterns, commonalties, and contributory factors that may be present.
- 3.2 This work is likely to result in recommendations that would reduce collisions and casualties at this location. These can then form the basis of a potential future highway alteration scheme as appropriate.
- 3.3 The timescales set out within Councillor Osborne's request are considered achievable (subject to the scale of any resulting highway scheme), and there is a shared aspiration to improve road safety at this location if possible.
- 3.4 At this point it is appropriate to record that there are clearly a number necessary stages to successfully complete before any potential improvements on the ground can be confirmed. Whilst it is not possible to prejudge the outcomes of the required stages, the aim of delivering casualty reduction and therefore commencing the above process is agreed.

4 Risk Management

Risk	Description	Action to avoid or mitigate risk	Risk rating
Resource (availability)	Insufficient officer resource to achieve outcomes in accordance with timescales	1. Effective management and prioritisation of resources	Low
Financial	At this stage, the costs of potential interventions are unknown and could be high	1. Development of a suite of interventions that can tailored to meet available budget 2. Budget estimate at design initiation	Low

		stage. 3. Cost estimate and scheme approval at appropriate stage (pre delivery).	
Reputational	Uncertainty around the deliverability of a future highway improvement scheme	1. Appropriate project management processes followed. 2. Clear communication plan at initiation, and at key future milestones.	Low Low

5. Legal Implications

- 5.1 The investigation of road safety issues is in line with the Council's statutory duties under Section 39 of The Road Traffic Act 1988.

6. Financial Implications

- 6.1 The investigative work has been incorporated into the work programme for 2019/20 and costs will be met through the Council's Local Transport Plan capital funding. Funding for any subsequent interventions will be sought from the capital budget allocation for 2020/21, and is subject to agreement with the Portfolio Holder for Frontline Services. This would take into account the findings of the investigative stage, and subsequent scheme budget estimation

7. Recommendations

- 7.1 The Committee is asked to note the detailed investigation proposed in section 3 of the report and the aspiration to improve road safety at this location.

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Appendices:

None

Background Papers

None