

## **HIGHWAYS ADVISORY COMMITTEE**

**7 November 2017**

**Subject Heading:**

**St Edward's Primary School, The  
Mawney Foundation School and  
Crowlands Primary School –  
Quiet Cycle Route**

**SLT Lead:**

**Dipti Patel**

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**Policy context:**

**Havering Local Development  
Framework (2008)  
Havering Local Implementation Plan  
2017/18 Delivery Plan (2016)**

**Financial summary:**

**The estimated cost of £0.021M for  
implementation will be met by the  
Transport for London Local  
Implementation Plan Allocation for STP  
Engineering Measures - St Edwards,  
Mawney and Crowlands Schools  
(A2633)**

**The subject matter of this report deals with the following Council  
Objectives**

Communities making Havering  
Places making Havering  
Opportunities making Havering  
Connections making Havering

[X]  
[X]  
[ ]  
[X]

## SUMMARY

This report sets out the responses to a consultation for the introduction of a No Motor Vehicle restriction at the location of three existing fire gates in Romford.

The scheme is within **Brooklands** ward.

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends the Cabinet Member for Environment, Regulatory Services and Community Safety agrees to the introduction of a No Motor Vehicle restriction at the following locations;
  - Como Street j/w North Street - QQ023/01.A
  - Marks Road - QQ023/02.A
  - Pretoria Road/Marks Road - QQ023/03.A
2. That it be noted that the estimated cost of £0.021M for implementation will be met by the Transport for London Local Implementation Plan Allocation for STP Engineering Measures - St Edwards, Mawney and Crowlands Schools (A2633)

## REPORT DETAIL

### 1.0 Background

- 1.1 Through their work promoting sustainable travel, it was known that St Edwards School, Mawney Foundation School and Crowlands Primary School are successful at actively encouraging their pupils to cycle to school. However, a common problem at many schools is parents' reluctance to allow their children to cycle due to dangers associated with traffic volume and speed.
- 1.2 The cycling route linking St Edwards School, Mawney Foundation School and Crowlands Primary School consists of quiet residential streets, however the route is interrupted by three fire gates.

- 1.3 By removing the fire gates and installing bollards as agreed with the London Fire Brigade and installing drop kerbs, on-road cycling is permitted and is made fully accessible. The proposals will benefit anyone cycling along this route as it removes the need to cycle on the footway to avoid a fire gate. The route avoids part of the Romford ring road, London Road and two large roundabouts.
- 1.4 A Traffic Order to exclude motor vehicles was advertised at each location between 22 September 2017 and 15<sup>th</sup> October 2017 and one hundred and sixty five letters were hand delivered to local residents. Details were emailed to the three primary schools.
- 1.5 Local Brooklands Ward Councillors were consulted and – due to locations very near to the boundary of the Romford Town Ward – Romford Town Members were also advised of the proposals.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, three responses were received; none were objections.
- 2.2 One response was received through Traffweb from an address outside Havering, agreeing with the proposal but commenting that a solid barrier should remain.
- 2.3 Crowlands Primary School head teacher fully supports the proposals, stating that although their pupils have had high quality cycle training, it is often other road users that put them at risk. This proposal will ensure the route is safer for cyclists and pedestrians.
- 2.4 The other comment was from Havering Cyclists, agreeing with the proposal, that it is something they have been asking for some time.

## **3.0 Staff Comments**

- 3.1 Staff recommend proceeding with the introduction of No Motor Vehicles restrictions and the removal of three fire gates in order to make the cycle route fully accessible.
- 3.2 The Mawney Foundation School and Crowlands Primary School are going to work on a planting scheme for the brick planter at Marks Road, reinforcing the message on how sustainable travel links with our environment.
- 3.3 Replacing the fire gates with a bollard restriction will improve permeability but also create a safer footway for pedestrians and vulnerable users with cyclists and large mobility scooters no longer needing to mount the footway to navigate around the restrictions.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

This report is asking HAC to recommend to the Cabinet Member that the No Motor Vehicle restrictions be introduced.

The estimated cost of £0.021M for implementation will be met by the Transport for London Local Implementation Plan Allocation for STP Engineering Measures - St Edwards, Mawney and Crowlands Schools (A2633)

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an over-spend, the balance would need to be contained within the overall Environment Capital budget.

### **Legal implications and risks:**

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984"). Schedule 1 of the RTRA 1984 lists those matters as to which orders can be made under section 6. These include:

*'For prescribing streets which are not to be used for traffic by vehicles, or by vehicles of any specified class or classes, either generally or at specified times (Schedule 1 Section 2 RTRA 1984);*

*'The erection or placing or the removal of any works or objects likely to hinder the free circulation of traffic in any street or likely to cause danger to passengers or vehicles (Schedule 1 Section 19 RTRA 1984).'*

The installation and modification of closures and a restriction on vehicles of a particular class from using a road is compliant with the Council's powers under the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 as amended by the Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, 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. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

**Human Resources implications and risks:**

None.

**Equalities Implications and Risks:**

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

Some people rely on the use of cycles as a mobility aid. This can include disabled people who can cycle for far greater distances than they could walk, disabled people who use non-standard cycles as part of their mobility (such as hand cycles and tricycles) and indeed families who use non-standard cycles for transport. Fully accessible cycling design will ensure that those using cycles for mobility aids will be properly enabled to cycle as well as ensuring good access for everyone else.

<b>BACKGROUND PAPERS</b>
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None



**APPENDIX I**  
**SCHEME DRAWINGS**