

## **HIGHWAYS ADVISORY COMMITTEE**

### **5 December 2017**

**Subject Heading:**

**Cedar Road, Romford  
Potential relocation of road closure.  
Outcome of public consultation**

**SLT Lead:**

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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 £0.0035m for  
implementation will be met by the  
Council's Capital Allocation for Minor  
Highway Improvements (A2225)**

### **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 potential relocation of the existing modal filter in Cedar Road.

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 and Community Safety that either;
  - (i) the modal filter be retained at the common boundary of Nos.15a and 17a Cedar Road (shown on Drawing QQ042/101); or
  - (ii) the modal filter be relocated to a position at the common boundary of Nos.21 and 23 Cedar Road (shown on Drawing QQ042/101).
2. That it be noted that the estimated cost of £0.0035m for implementation will be met by the Council's Capital Allocation for Minor Highway Improvements (A2225).

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting of 6<sup>th</sup> June 2017, the Highways Advisory Committee considered a request made by some of the businesses in Chesham Close for the relocation of the modal filter outside Nos.15a and 17a Cedar Road.
- 1.2 The modal filter was installed to prevent the drivers of motor vehicles passing between Mawney Road and North Street, following the completion of an experimental scheme where it was decided to make the modal filter permanent. Although the experimental traffic order was made permanent, the temporary materials, concrete blocks and bollards, remain in place pending this latest consultation.

- 1.3 The businesses requested that the modal filter be (permanently) relocated southwest of its existing position in order to provide sufficient space for large vehicles to reverse from Cedar Road into Chesham Close.
- 1.4 The committee recommended that the Assistant Director of Environment should proceed with the advertisement and consultation of an alternative location. The Assistant Director of Environment decided to proceed with Executive Decision 40/17.
- 1.5 In locating an alternative location, Staff had to seek an area which would provide the space requested by the businesses, but which would not impact on the vehicle crossings to residents' driveways. The most appropriate location was found to be the common boundary of Nos.21 and 23 Cedar Road. Drawing QQ042-101 shows the existing and alternative location for the permanent closure. The drawing also shows a general arrangement for a permanent layout which would be implemented regardless of the final position of the closure. The permanent layout would be fully accessible to people cycling as with the experimental layout.
- 1.6 37 letters were sent to residents in the immediate vicinity of the existing/alternative locations and the businesses on Chesham Close on 29<sup>th</sup> September 2017, with a closing date of 27<sup>th</sup> October 2017 for representations. In addition, the Council's standard consultees and ward councillors were advised of proposals.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, five responses were received. Three were from residents and two were from businesses.
- 2.2 Four responses were unequivocally in support of the alternative location. One business while in support, felt that the alternative location didn't need to be so far away from the current position, that parking management is required to assist turning drivers and that some carriageway widening should take place in the entrance to Chesham Close.

## **3.0 Staff Comments**

- 3.1 The alternative location of the filter is the only reasonable one given the constraints set out above.
- 3.2 A localised parking review will take place once a decision is taken on the position of the modal filter and this will include the proposition of double yellow line (at any time) waiting restrictions at crucial points.
- 3.3 Carriageway widening is not appropriate as pedestrian space is already tight at the entrance to Chesham Close.

## IMPLICATIONS AND RISKS

### Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member that the modal filter either be retained in its current location or moved to an alternative location. Both options are identically costed.

The estimated cost of £0.0035m for implementation will be met by the Council's Capital Allocation for Minor Highway Improvements (A2225).

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 overspend, 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 of traffic feature restricting vehicular use of the 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 the officer's 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.

**BACKGROUND PAPERS**

None



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