



# HIGHWAYS ADVISORY COMMITTEE

18 February 2014

# REPORT

**Subject Heading:**

**SQUADRONS APPROACH  
PROPOSED PART TIME WAITING  
RESTRICITONS  
Outcome of public consultation**

**Report Author and contact details:**

Mark Philpotts  
Principal Engineer  
01708 433751  
mark.philpotts@havering.gov.uk

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

## SUMMARY

This report sets out the responses to a consultation for the part time waiting restrictions in Airfield Way at the entrance to Hornchurch Country Park and seeks a recommendation that the proposals be implemented.

The scheme is within **Elm Park** ward.

## RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the part time waiting restrictions set out in this report and shown on the following drawings are implemented;
  - QK051/HCP/01
2. That it be noted that the estimated cost of £750 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Improved Access to Hornchurch Country Park.

## REPORT DETAIL

### 1.0 Background

- 1.1 Planning consent has been granted to the Essex Wildlife Trust to develop a visitor centre within Hornchurch Country Park (Planning Reference P1138.12).
- 1.2 Part of the development includes the creation of a coach turning place within the edge of the site to provide access for school and other community-based trips where travel is by coach or minibus.
- 1.3 The coach turning place would make use of the existing turning head on the public highway to the south-western end of Squadron's Approach, together with changes within the vehicular access to the site.
- 1.4 Because of parking within the south-western end of Squadron's Approach, proposals to restrict the turning head from parking (no waiting) were developed which would operate between 9:30am and 4pm, Monday to Friday, to coincide with likely school trip times. The proposals are shown on Drawing QK051/HCP/01.
- 1.5 The proposals were publicly advertised, along with residents in the immediate area (Bennions Close, Carbury Close and Squadron's Approach) being provided with hand-delivered consultation letters on or just after 16<sup>th</sup> December 2013, with a closing date for comments being 17<sup>th</sup> January 2014.

1.6 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.

## **2.0 Outcome of Public Consultation**

2.1 By the close of consultation, no responses had been received.

## **3.0 Staff Comments**

3.1 Staff recommend that the proposals be implemented as consulted.

# **IMPLICATIONS AND RISKS**

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

The estimated cost of £750 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Improved Access to Hornchurch Country Park. The funding will need to be spent by 31st March 2014, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should it 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 StreetCare 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 StreetCare Capital budget.

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

Waiting restrictions require public advertisement and consultation before a decision can be taken on implementation.

### **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 users. 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.

## **BACKGROUND PAPERS**

Project file: QK051, Small Projects, Squadron's Approach