

HIGHWAYS ADVISORY COMMITTEE

6 June 2017

Subject Heading:

**One-Way Street at New Development of
Quilter Way, Harold Hill**

SLT Lead:

**Outcome of public consultation
Dipti Patel**

Report Author and contact details:

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

Policy context:

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

Financial summary:

**The estimated cost of £1000 for
implementation will be met from the
road adoptions revenue budget which
includes contributions from the
developer of Quilter Way.**

**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 response to a consultation to formally make the traffic order to accompany existing one-way signs in Quilter Way.

The scheme is within **Gooshays ward**.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Regulatory Services and Community Safety that officers proceed to make the necessary Traffic Management Order(s) (TMO) to control vehicular use of the one-way street identified in this report and shown on the following drawing (contained within Appendix I);
 - QP018/01.A – Quilter Way
2. That it be noted that the estimated cost of £1000 for implementation will be met from the Environment road adoptions revenue budget which includes contributions from the developer of Quilter Way.

REPORT DETAIL

1.0 Background

- 1.1 The housing development at Quilter Way (granted planning consent under P1279.12), Harold Hill, was completed some time ago and is inhabited.
- 1.2 Quilter Way was designed as a one-way road and planning consent was granted with this as part of the layout. It is signed as a one-way road by the developer. A Traffic Management Order (TMO) is now required to be made to formally regulate the use of the road.
- 1.3 The TMO was advertised with a closing date of 16th September 2016 for responses.

2.0 Outcome of Public Consultation

- 2.1 By the close of advertisement, no responses were received.

3.0 Staff Comments

- 3.1 Staff recommend that the proposals be implemented as consulted and intended as part of the design.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member implementation of the above scheme.

The estimated cost of £1000 for implementation will be met from the road adoptions revenue budget which includes contributions from the relevant developers who built the roads set out in the report.

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 Revenue 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 routes to be followed by all classes of traffic, or by any class or classes of traffic, from one specified point to another, either generally or between specified times (Schedule 1 Section 1 RTRA 1984)';

'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).

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 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

None

**APPENDIX I
SCHEME DRAWINGS**