



## HIGHWAYS ADVISORY COMMITTEE

### 6 March 2018

**Subject Heading:**

ROMFORD LEISURE CENTRE  
COACH/ VEHICLE DROP-OFF  
FACILITY  
Outcome of statutory advertisement

**SLT Lead:**

Dipti Patel

**Report Author and contact details:**

Mark Philpotts  
Principal Engineer  
01708 433751

**Policy context:**

mark.philpotts@havering.gov.uk  
Havering Local Development Framework  
(2008)  
Havering Local Implementation Plan  
2017/18 Delivery Plan

**Financial summary:**

The estimated cost of £0.004m for the works will met by the Council's capital budget for the Romford Leisure Centre (A1544).

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

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[ ]
Connections making Havering	[X]

## SUMMARY

This report sets out the responses to a statutory consultation for the provision of a drop off/ pick up parking bay on Grimshaw Way to serve the Romford Leisure Centre as conditioned in the scheme's planning consent. The report seeks a recommendation that the proposal is implemented.

The scheme is within **Romford Town** ward.

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment and Community Safety that the proposed drop off/ pick up parking bay on Grimshaw Way shown on Drawing QQ063/101/A is implemented permanently.
2. That it be noted that the estimated cost of £0.004m for the works will met by the Council's capital budget for the Romford Leisure Centre (A1544).

## REPORT DETAIL

### 1.0 Background

- 1.1 The development of the Romford Leisure Centre on Western Road, Romford requires the provision of a coach/ vehicle drop-off facility as set out in Condition 21 (planning reference P1492.12);

*The coach/ vehicle drop-off facility shall be provided and available for use, in accordance with details which shall previously be submitted to and approved in writing by the local Planning Authority before the building is occupied. The approved facility provided shall be retained permanently thereafter and shall not be used for any other purpose.*

- 1.2 The intention was that the facility would be provided on the public highway near the centre and therefore a traffic management order is required to enable the Council to create and enforce such a drop-off facility.
- 1.3 In taking a proposal forward, Staff reviewed the highway space available near the centre. The width of the carriageway in Grimshaw Way and the fact

it is part of a one-way system provides an opportunity for a simple on-carriageway solution, with ample space for all classes of traffic to pass the bay in use.

- 1.4 In addition, as Grimshaw Way is to the side of the centre, a bay in this location would allow easy and safe pedestrian access to the centre. This would be especially helpful for school trips and other coach-based transport serving the site.
- 1.5 Drawing QQ063/101/A shows the proposed layout. The bay would be 30.7m in length which is sufficient to contain 2-coaches. The bay would be marked and signed in such a way that the maximum stay is 10 minutes, which is sufficient to load or unload a coach. This time limit would be consistent with the use of such bays at other community facilities in Havering and is compliant with the Council's Special Authorisation from the Department for Transport for this type of bay.
- 1.6 The bay would not provide an exemption for blue badge holders, but they are accommodated within the private parking of the centre and this is considered to be acceptable.
- 1.7 The proposals were advertised on 5<sup>th</sup> January 2018 with 21 days provided for comments on the proposals. Ward and HAC members were advised of the proposals as well as the Council's standard consultee list.
- 1.8 The leisure centre opened on 3<sup>rd</sup> February 2018, 2-months in advance of the originally planned opening date. In order to ensure that a drop off facility was available for the opening, the bay has been installed using temporary powers and a temporary traffic management order. A permanent order would supersede the temporary situation.

## **2.0 Outcome Of Public Consultation**

- 2.1 By the close of consultation, 1 response was received by a ward councillor. The councillor had some concern that the proposal would lead to potential traffic hold ups and drivers mounting the opposite footway to pass.

## **3.0 Staff Comments**

- 3.1 The bay has been placed in such a way that all classes of traffic may pass coaches using the drop off bay. There are no waiting and no loading (both "at any time") restrictions on the approach, exit and opposite the bay already in place and this will ensure traffic can pass.
- 3.2 Staff do not expect any particular issues to arise in terms of traffic flow where the bay is being accessed. In the event more than two coaches need to access the bay, there is a parking bay just beyond in Slaney Road which allows a 20 minute stay.

- 3.3 Staff recommend that the proposals be installed on a permanent basis to support the operation of the leisure centre and to provide compliance with the planning condition.

## IMPLICATIONS AND RISKS

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

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

The estimated full cost of £0.004m for the advertisement of the proposals and the subsequent implementation of the scheme (if ultimately approved) will be met by the Council's capital budget for the Romford Leisure Centre (A1544).

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 Asset Management Capital budget.

It should be noted that to date the scheme has a remaining £0.001m to spend on advertising the permanent traffic order.

### **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:

*'Places in streets where vehicles, or vehicles of any class, may, or may not, wait, either generally or at particular times.'*

The provision of a drop-off bay is complaint with the Councils 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 & 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 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.

The Council is satisfied that the proposed works will be of benefit to the public in terms of enabling coach and other vehicle drop-offs at the Romford Leisure Centre; and the works are compliant with the Councils powers under the 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.

A drop off/ pick up bay of the nature described in this report does not provide any exemption for blue badge holders in terms of the ability to stay longer than 10 minutes. However, the leisure centre has provision for parking for blue badge holders within the demise of the site and this is considered to be acceptable by Staff.

<b>BACKGROUND PAPERS</b>
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None.

**APPENDIX  
SCHEME DRAWING**