



HIGHWAYS ADVISORY COMMITTEE

Date 15 April 2014

REPORT

Subject Heading:

Lessington Avenue-TPC329-Proposals to install School Keep Clear markings and No Waiting At Any time waiting restrictions

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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 checked="" 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 outlines the responses received to the advertised proposals for Lessington Avenue with regards to a School Keep Clear and 'At any time' waiting restrictions. This is due to the area becoming heavily congested during school term time.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Community Empowerment that the proposals as shown on **Appendix 1** of this report be:

- a. That the No Waiting at anytime restrictions and School Keep Clear markings shown on **Appendix 1** be implemented as advertised; or
- b. that only the School Keep Clear markings be implemented as advertised and that the No waiting at anytime restrictions be abandoned; or
- c. the proposals are rejected.

Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background & Outcome to Public Consultation

- 1.1 Following a request from Crowlands Primary school and Road Safety Officers the presented the item to The Highways Advisory Committee in June 2013 where it was agreed in principal to design and consult of proposals.
- 1.2 Approximately 14 letters were hand delivered to the area on 13th December 2013 with a closing date of 3rd January 2014.
- 1.3 By the close of consultation, 7 responses had been received a 50% response rate overall. Of the 7 responses, 5 were in favour of the school keep clear element, with 2 against the same restriction.
- 1.4 All 7 respondents were against the No waiting at any time restrictions with 5 responses being from the same address.
- 1.5 Additionally Key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press.

2.0 Staff Comments

- 2.1 The introduction of the new School Keep Clear restrictions is considered to be very important to the operation of the school site and for the safety of pedestrians and visitors, in particular children. The effect of the prohibition of stopping outside schools would be to impose School Keep Clear no stopping restrictions operational between 8 am and 5 pm on Mondays to Fridays. Outside of these hours parking would be permitted.

The residents that are against the part of the proposals relating to the No waiting at any time restrictions feel that this would impact on them greatly outside of school term times by minimising the on-street parking availability. It is therefore recommended that the School Keep Clear markings be implemented as proposed as set out in **recommendation b**, and that the waiting restrictions be abandoned. Officers will monitor the site and the effects of the scheme to ensure that the new parking arrangements work sufficiently for the area, and any subsequent proposals are put forward to this Committee.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Lead Member the implementation of the above scheme.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 including advertising costs. This cost can be met from the 2014/2015 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to 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 StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Waiting restrictions and school keep clear markings require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

Equalities implications and risks:

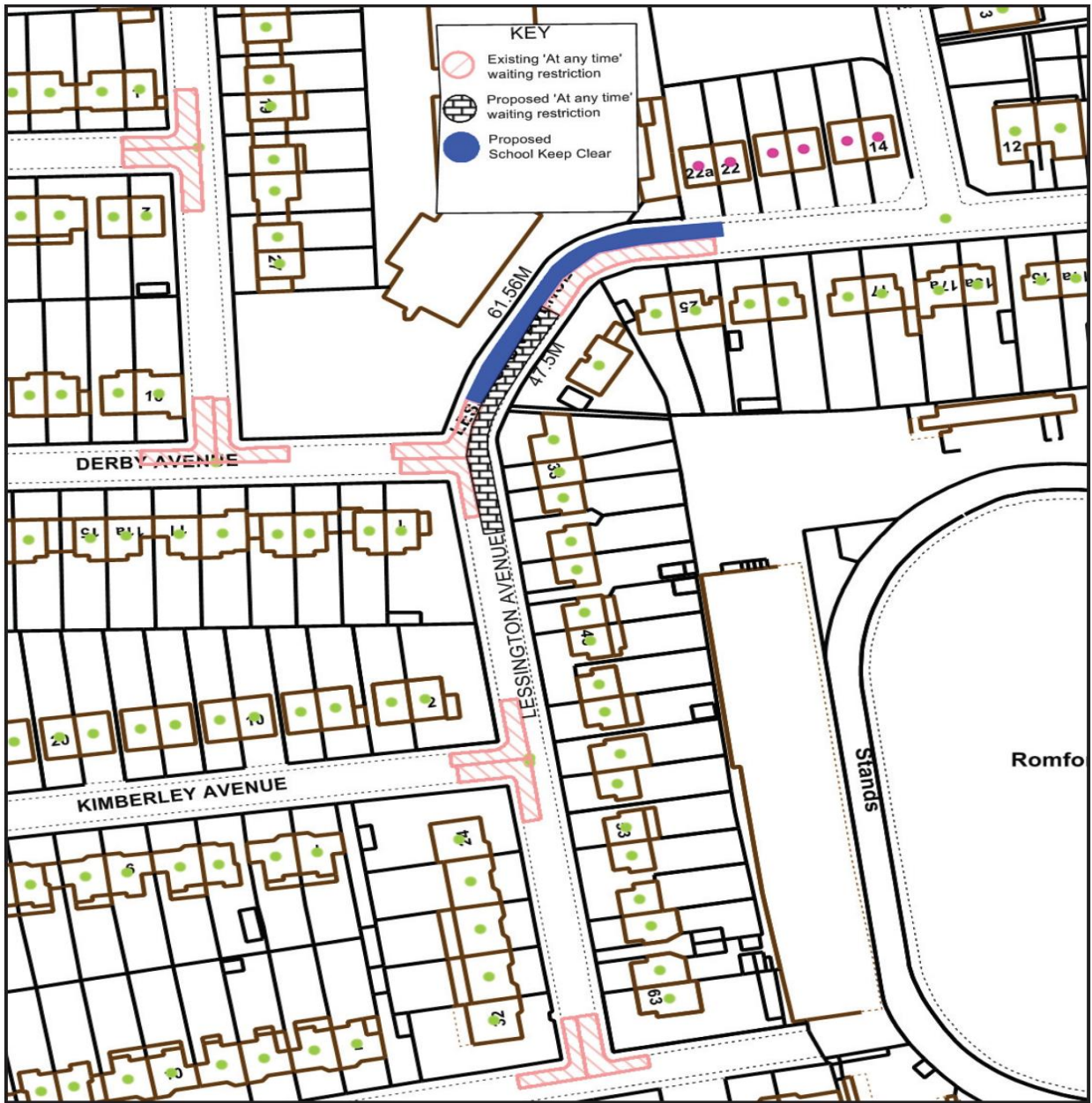
All proposals included in the report have been publicly advertised and subject to public consultation.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking.

As potential/likely equalities issues and concerns raised through the consultation have been factored into the final proposal, officers recommend that the proposed changes be implemented as set out in option b of this report and the effects be monitored on a regular basis.

BACKGROUND PAPERS

Appendix A – Lessington Avenue



Lessington Avenue	
	Scale: 1:1000 Date: 03 April 2014
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