



Havering
LONDON BOROUGH

**HIGHWAYS
ADVISORY
COMMITTEE**

12 August 2014

REPORT

Subject Heading:

TPC373 Amersham Road – extension to existing School Keep Clear - comments to advertised proposals.

Report Author and contact details:

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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 to extend the School Keep Clear marking, in Amersham Road at Mead School, which was agreed in principal by this Committee at its meeting in December 2013 and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for Environment** that:

- a. The proposals to extend the existing School Keep Clear marking in Amersham Road, outside Mead School, as shown on the plan appended to this report, be implemented as advertised.
- b. The effect of the scheme be monitored.
- c. 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 and Outcome to Public Consultation

- 1.1 Following a request from a resident living opposite the northern entrance to Mead School to extend the School Keep Clear marking fronting the property, as vehicles are reported to regularly block the vehicle access, Officers presented the item to the Highways Advisory Committee in December 2013, where it was agreed in principal to design and consult on proposals.
- 1.2 On 21st February 2014 residents who were perceived to be affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.3 By the close of consultation on 14th March 2014, there was one response against the proposals. This respondent commented on inadequate enforcement of the existing School Keep Clear markings suggesting that further restrictions would be ineffective if not enforced.

2.0 Officer Comments

- 2.1 The introduction of the new School Keep Clear restrictions are 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 proposals would be to introduce a further 25.56 metre School Keep Clear no stopping restrictions, operational between 8 am and 5 pm on Mondays to Fridays inclusive. The restrictions would be operational around the apex of the bend, opposite Mead School entrance. Outside of these hours parking would be permitted.

- 2.2 The Mead School site is included in the parking enforcement rota four times a week. However, it is not possible for Civil Enforcement Officers to be available at all times and a small minority of parents/guardians will always be willing to take the risk of parking on restrictions, to be as close to the school entrance as possible.
- 2.3 The school actively works to prevent vehicles parking on the School Keep Clear markings. The School has attached a large banner to the railings at the northern entrance to the site, warning of the restrictions. .

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:

The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

By the end of the consultation no equality concerns or issues have been raised and only one response was received against the proposal. The respondent is focussing on the lack of enforcement of the existing School Keep Clear markings and therefore felt that further restrictions would be ineffective. After careful consideration officers have recommended that the proposal be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impact is mitigated.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally and local businesses. However, parking restrictions in residential areas and around school sites are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of children and young people.

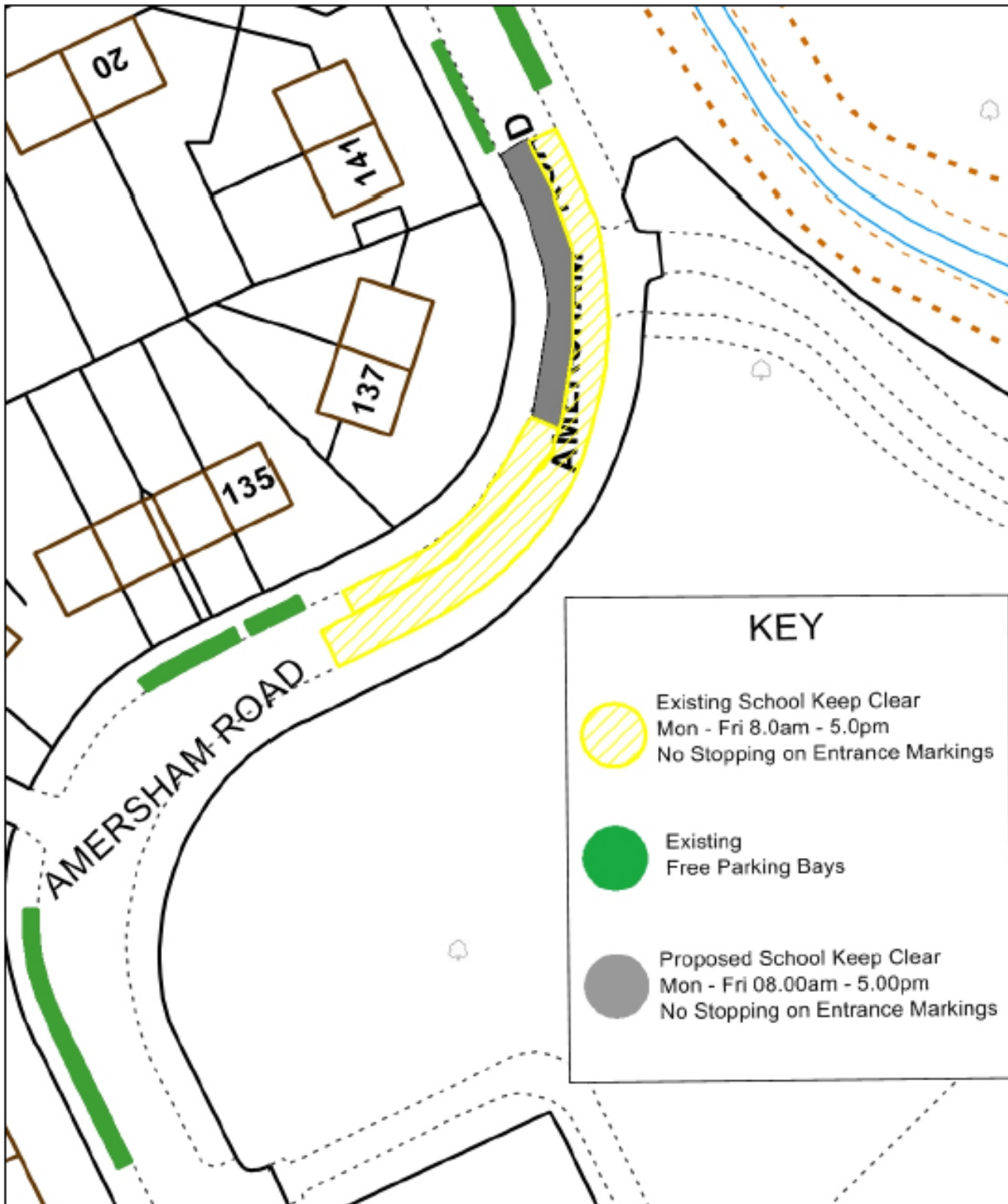
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.




BACKGROUND PAPERS

Appendix A

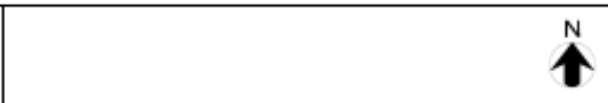
Appendix A



KEY


-  Existing School Keep Clear
Mon - Fri 8.0am - 5.0pm
No Stopping on Entrance Markings
-  Existing
Free Parking Bays
-  Proposed School Keep Clear
Mon - Fri 08.00am - 5.00pm
No Stopping on Entrance Markings

TPC 373 Amersham Road



Scale: 1:500
Date: 12 February 2014



 **Havering**
LONDON BOROUGH

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