



## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	TPC.... – Brentwood Road, the Drill Public House – Proposed 'At Any Time' waiting restrictions
<b>Cabinet Member:</b>	Cllr Robert Benham
<b>CMT Lead:</b>	Andrew Blake-Herbert
<b>Report Author and contact details:</b>	Iain Hardy – Technical Officer – <a href="mailto:iain.hardy@havering.gov.uk">iain.hardy@havering.gov.uk</a> - 01708 432440 -
<b>Policy context:</b>	No
<b>Financial summary:</b>	The estimated cost of £1,500 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.
<b>Relevant OSC:</b>	Environment
<b>Is this decision exempt from being called-in?</b>	No

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

## Part A – Report seeking decision

### **DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION**

At its meeting on 7<sup>th</sup> July 2015, the Highways Advisory Committee agreed that the scheme be implemented as outlined below:

The proposals are to implement 'At Any Time' waiting restrictions in Brentwood Road around the Drill Public House.

### **AUTHORITY UNDER WHICH DECISION IS MADE**

Highways Advisory Committee

### **STATEMENT OF THE REASONS FOR THE DECISION**

These proposals have been designed following reports of obstructive parking taking place in Brentwood Road around The Drill Public House, Tesco and Ginger Spice.

### **OTHER OPTIONS CONSIDERED AND REJECTED**

None

### **PRE-DECISION CONSULTATION**

On 24<sup>th</sup> April 2015, residents and businesses in the area, which were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

At the close of the public consultation on 15<sup>th</sup> May 2015, 17 responses were received to the consultation.

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**NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER**

Name: Iain Hardy

Designation: Technical Officer

Signature: *Iain Hardy*

Date: 20/07/2015

## **Part B - Assessment of implications and risks**

### **LEGAL IMPLICATIONS AND RISKS**

The proposals of Resident Parking Bays, and waiting restrictions requires a consultation, the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction

### **FINANCIAL IMPLICATIONS AND RISKS**

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1500 including advertising costs. This can be met from the Transport for London 2015/16 Local Implementation Plan allocation for Freight Loading Facilities

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.

### **HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)**

The proposal can be delivered within the standard resourcing within StreetCare, and has no specific impact on staffing/HR issues.

### **EQUALITIES AND SOCIAL INCLUSION 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 formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

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 are often installed to improve road safety and prevent short-term or long-term non-residential parking.

No equality implications were raised as part of the consultation.

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

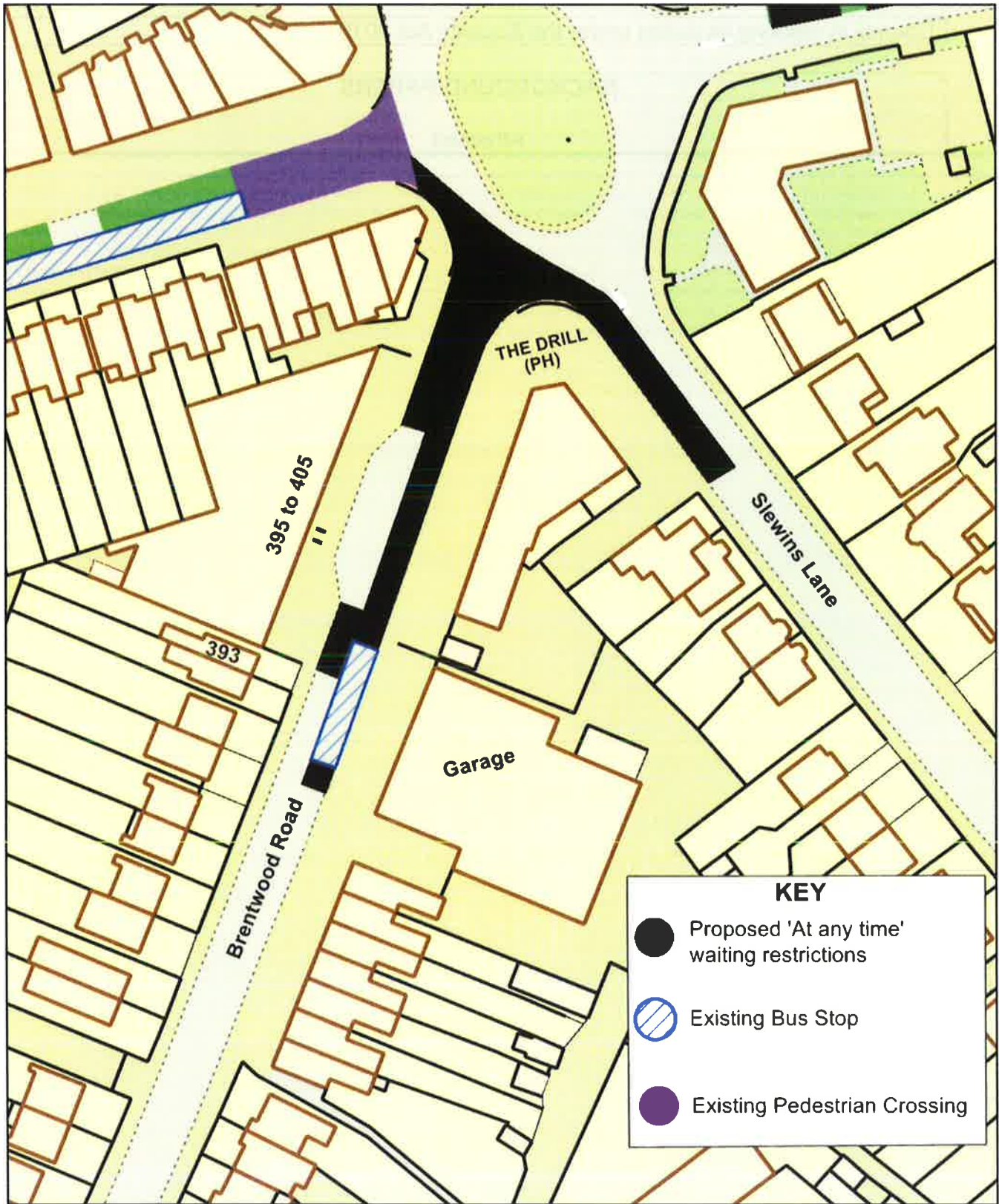
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Council in meeting its duties under the Equality Act 2010.




**BACKGROUND PAPERS**

Attached

**Non-key Executive Decision**



**KEY**

-  Proposed 'At any time' waiting restrictions
-  Existing Bus Stop
-  Existing Pedestrian Crossing

Brentwood Road - The Drill






 Ordnance Survey  
 Licensed Partner

Scale: 1:750  
 Date: 22 April 2015




**Havering**  
 LONDON BOROUGH

London Borough of Havering  
 Town Hall, Main Road  
 Romford, RM1 3BD  
 Tel: 01708 434343

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 Ordnance Survey 100024327

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**Part C – Record of decision**

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

**Decision**

Proposal agreed

**Details of decision maker**

Signed 

Name: ROBERT FENWICK

Cabinet Portfolio held: Environment

CMT Member title:

Head of Service title

Other manager title:

Date: 20th July 2015

**Lodging this notice**

The signed decision notice must be delivered to the proper officer, Andrew Beesley, Committee Administration & Interim Member Support Manager in the Town Hall.

**For use by Committee Administration**

This notice was lodged with me on 22 JULY 2015

Signed 