



HIGHWAYS ADVISORY COMMITTEE

5 January 2016

Subject Heading:

Hill Grove – Waiting Restrictions

CMT Lead:

Andrew Blake-Herbert

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Policy context:

Traffic & Parking Control

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

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

SUMMARY

This report outlines the responses received to the advertised proposals to introduce Waiting Restrictions in Hill Grove.

RECOMMENDATIONS

1. That the Committee having considered the information set out in this report and the representations made recommends to the Cabinet Member for Environment that the following recommendations as shown on the drawing in Appendix A be implemented as advertised:
 - a) the introduction of a waiting restriction on the even side of Hill Grove, operational between the hours of 8:30am and 6:30pm Monday to Saturday;
 - b) the effect of the scheme be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £500 and can be funded from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following a number of complaints from residents regarding access issues within Hill Grove, the council proposed to install a single yellow line operational between 8:30am and 6:30pm Monday to Saturday inclusive, along the even side of Hill Grove, to deter commuter and obstructive parking. A copy of the plan outlining the proposals is appended to this report as **Appendix A**.
- 1.2 The proposals were subsequently designed and publicly advertised on 6th November 2015. This report outlines the responses received arising from the public consultation and recommends a further course of action.

2.0 Results of public consultation

- 2.1 On 6th November 2015, residents in the area 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. All proposals were advertised in the Romford Recorder and London Gazette.
- 2.2 At the close of public consultation on 27th November, a total of 31 responses were received. Out of the 31 responses, 29 were in favour of the proposals and 2 were against the proposals. A table summarising these responses is appended to this report as **Appendix B**.

3.0 Staff Comments

By installing a waiting restriction along the even side of Hill Grove, the council and emergency services will have full access to the road at all times.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £500

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 in regards to actual implementation and scheme detail. Therefore, final costs may be 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 parking bays require public 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:

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. 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, children, young people and older people), this will assist the Council in meeting its duty under the act.

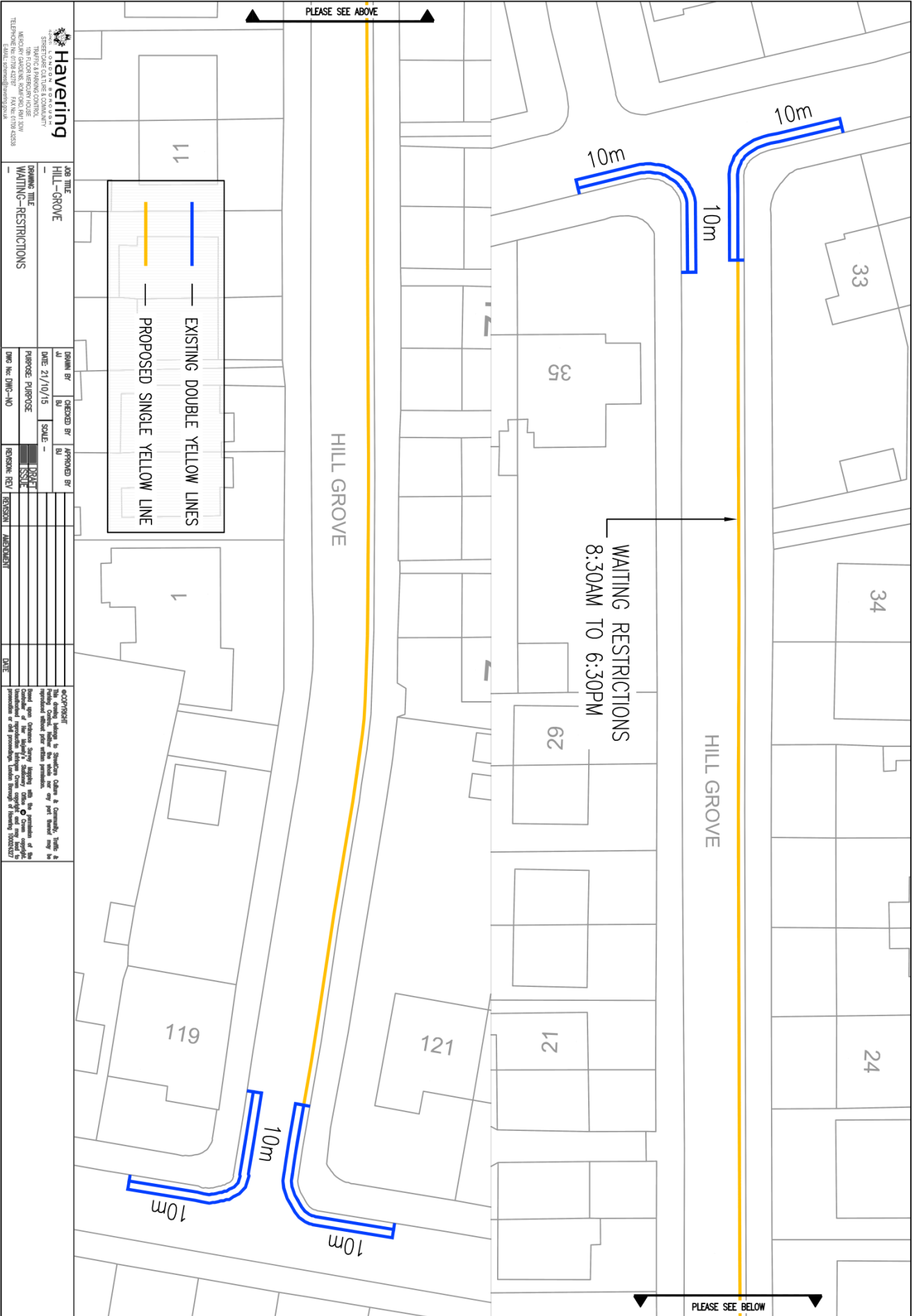
The proposals included in the report have been publicly advertised and subject to public consultation. All residents perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at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

The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes are necessary, the issues will be reported back to this Committee so that a further course of action can be agreed.

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.

BACKGROUND PAPERS

Appendix A



Appendix B

	Respondent	Summary of Comments	Staff Comments
1	A resident of Hill Grove.	In favour of the proposals.	None
2	A resident of Hill Grove.	In favour of the proposals.	None
3	A resident of Hill Grove.	In favour of part of the scheme. They feel that the proposals do not totally resolve the matter of acceptable clearance at each end of the road for access at all times for council vehicles and emergency services. They have suggested extending the double yellow lines on the northern side of the road with free parking on the southern side. They feel this will maximise the use of available space.	All new restrictions that are implemented are monitored to measure their effect. If the council are made aware that parts of the scheme are not working, then further restrictions can be considered and can be referred to the committee to agree a way forward.
4	A resident of Hill Grove.	In favour of the proposals.	None
5	A resident of Hill Grove.	In favour of the proposals.	None
6	A resident of Hill Grove.	Not in favour of the proposals. The resident feels that the Waiting Restrictions, if installed, would have a detrimental effect on their house price. They bought the house 5 years ago on the basis that the road didn't have any parking restrictions. They have explained that they were asked to sign a petition to install parking restrictions along Hill Grove but they categorically refused.	While the residents' concerns are noted, it is considered that a road heavily parked would have more of a detrimental effect on property prices than an easily accessible road with parking controls.
7	A resident of Hill Grove.	In favour of the proposals.	None
8	A resident of Hill Grove.	In favour of the proposals.	None
9	A resident of Hill Grove.	In favour of the proposals.	None
10	A resident of Hill Grove.	In favour of the proposals.	None
11	A resident of Hill Grove.	In favour of the proposals.	None

12	A resident of Hill Grove.	Not in favour of the proposals. They feel that the proposals have been instigated by a couple of residents being territorial about people parking near their houses. They think that the yellow line will unnecessarily penalise other residents and their guests.	It is suggested that from the level of response and the percentage of residents in favour of the proposals that there is a long term non-residential parking problem in this road.
13	A resident of Hill Grove.	In favour of the proposals.	None
14	A resident of Hill Grove.	In favour of part of the proposals. They feel that the proposals will remove 10 parking spots and will not stop non-residents parking in the street. They have suggested introducing footway parking at the north east end of the road to improve access and keep the amount of parking currently within the road. They have also suggested Permit Parking between the hours of 8am to 11am and 15:30pm to 18:30pm to reduce the amount of non-residents parking in the road.	All new restrictions that are implemented are monitored to measure their effect. If the council are made aware that parts of the scheme are not working, then further restrictions can be considered and can be referred to the committee to agree a way forward.
15	A resident of Hill Grove.	In favour of the proposals.	None
16	A resident of Hill Grove.	In favour of the proposals.	None
17	A resident of Hill Grove.	In favour of the proposals.	None
18	A resident of Hill Grove.	In favour of the proposals.	None
19	A resident of Hill Grove.	In favour of the proposals.	None
20	A resident of Hill Grove.	In favour of the proposals.	None

21	A resident of Hill Grove.	In favour of the proposals.	None
22	A resident of Hill Grove.	In favour of the proposals.	None
23	A resident of Hill Grove.	In favour of the proposals.	None
24	A resident of Hill Grove.	In favour of the proposals.	None
25	A resident of Hill Grove.	In favour of the proposals.	None
26	A resident of Hill Grove.	In favour of the proposals.	None
27	A resident of Hill Grove.	In favour of the proposals.	None
28	A resident of Hill Grove.	In favour of the proposals.	None
29	A resident of Hill Grove.	In favour of the proposals.	None
30	A resident of Hill Grove.	In favour of the proposals.	None
31	A resident of Hill Grove.	In favour of the proposals.	None