



## HIGHWAYS ADVISORY COMMITTEE

### Tuesday 1 March 2016

<b>Subject Heading:</b>	<b>TPC748 Kenilworth Gardens, proposed Waiting Restrictions – comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Andrew Blake-Herbert</b>
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<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of £1350 for implementation will be met by 2015/16 revenue budget for Minor Traffic and Parking.</b>

### 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 formal consultation to extend the boundary of the Hornchurch Controlled Parking Zone to the end of Kenilworth Gardens and recommends a further course of action.

## RECOMMENDATIONS

1. 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 boundary of the Hornchurch Controlled Parking Zone in Kenilworth Gardens, with the associated 'At any time' and Monday to Friday 10.30 am to 11.30am waiting restrictions, as shown on the plan appended to this report at Appendix A, be implemented as advertised; and
  - b. the effect of any agreed proposals be monitored.
2. Members note that the estimated cost for the proposals in Kenilworth Gardens, as set out in this report is £1350, which will be met from the 2015/16 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 Following reports of excessive commuter parking in the unrestricted area of Kenilworth Gardens, these proposals have been designed with the intention to prevent obstructive parking, improve traffic flow and limit commuter parking.
- 1.2 The item was approved in principle by the Highways Advisory Committee at their meeting in August 2015.
- 1.3 The proposals were subsequently designed and publicly advertised on 18<sup>th</sup> January 2016. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those affected by the proposals were advised of them by letter with the attached plan. Eighteen statutory bodies were consulted and site notices were also placed at the location.
- 1.4 The proposals are to extend the existing single yellow lines in Kenilworth Gardens, operational from Monday to Friday 10:30am to 11:30am, to cover the wider section of the road and to restrict the junctions of Belmont Road, Chiltern Gardens and the narrow section of Kenilworth Gardens fronting Nos. 137-149 with 'At any time' waiting restrictions.

## **2.0 Responses received**

2.1 At the close of public consultation on Friday 15th January 2016, eighteen responses were received to the proposals, with 14 responses being in favour of the proposals (these are not shown in the table of responses) 2 responses were not in favour of the proposal whilst 2 were partly in favour of the proposal. The responses not in favour of the proposals are outlined in the table appended to this report as Appendix B.

## **3.0 Staff Comment**

- 3.1 The proposals have been designed to ensure that commuter parking in this road is limited, prevent obstructive parking and improve traffic flow.
- 3.2 With the majority of Kenilworth Gardens already restricted from Monday to Friday 10.30 am to 11.30am, the unrestricted area seems to be a magnet for long term non-residential parking.

# **IMPLICATIONS AND RISKS**

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1350.

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 resource

## **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.

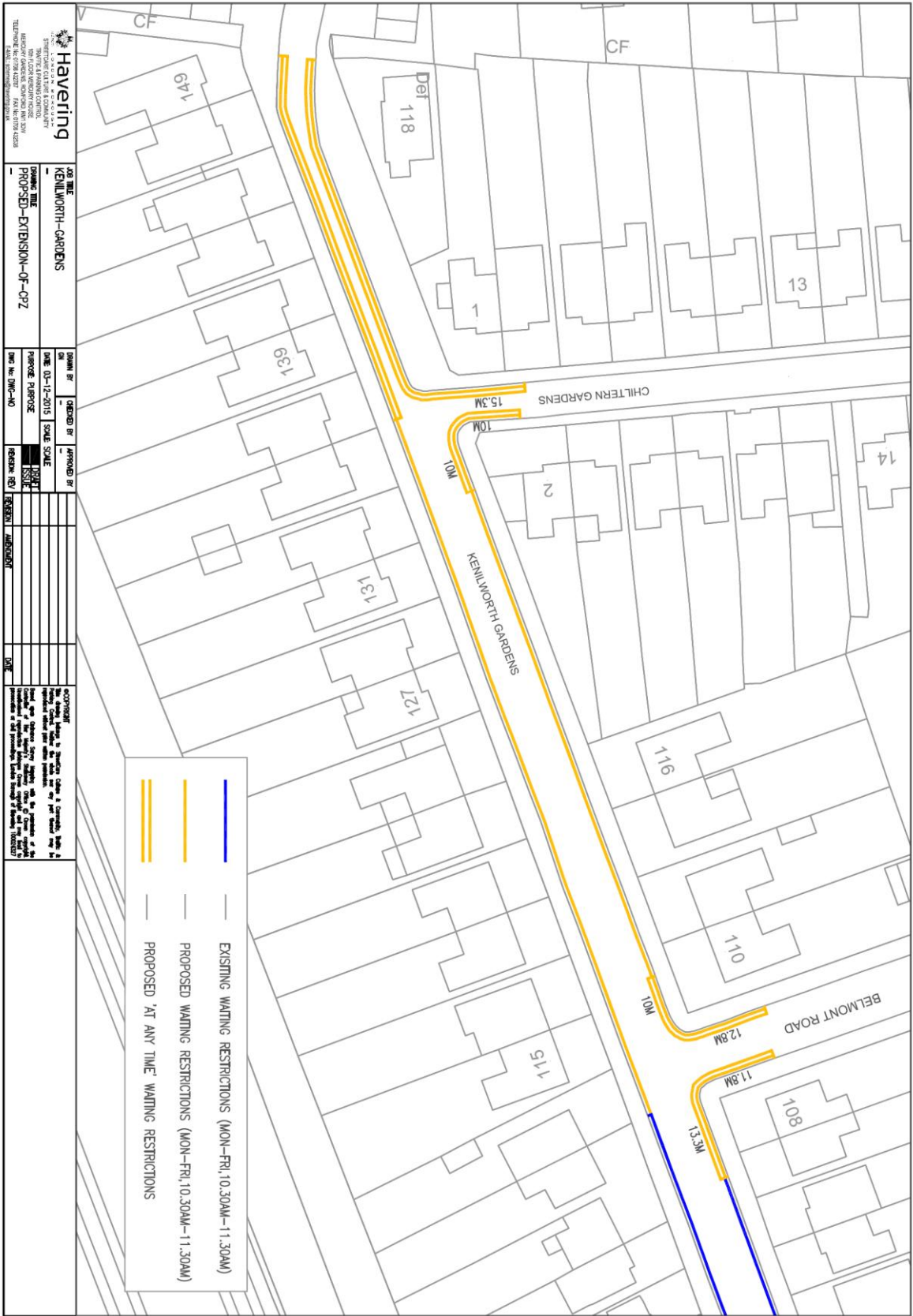
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

## **BACKGROUND PAPERS**

**Appendix A**

**Appendix B**

# Appendix A



**Appendix B**

	Respondent	Summary of Comments	Staff Comments
1	A resident of Kenilworth Gardens	Not in Favour. The resident feels that there is no issue with parking in the narrow part of Kenilworth Gdns (137-149) so therefore feels the proposed lines would be a waste of money. They also explain there is an issue with knowing who has right of way on this stretch and also with vehicles parking on the junctions with Belmont Road and Chiltern Gdns.	Whilst parking may not currently be an issue in the narrow stretch of road, if the proposed restrictions are to go ahead this may disperse the current commuter parking on to the narrow stretch. Double yellow lines on the junctions of Belmont Road and Chiltern Gdns are part of the overall proposal.
2	A resident of Kenilworth Gardens	Not in Favour. The resident gives no explanation as to why they are not in favour of the proposals.	No comments
3	A resident of Kenilworth Gardens	In favour of part of the scheme. Resident is in favour of the Mon - Fri waiting restrictions but not in favour of the junction protections, particularly the junction with Belmont Road.	The highway code states that vehicles must not park on a junction. The proposed 'at any time' waiting restrictions on the junctions merely reinforce that parking is not permitted.
4	A resident of Kenilworth Gardens	In favour of part of the scheme. Resident is concerned that the 'at any time' waiting restrictions may cause vehicles to be parked over his dropped kerb.	This is an enforcement issue and the resident has been advised of how to report such issues.