



HIGHWAYS ADVISORY COMMITTEE

26 April 2016

Subject Heading:	TPC815 Orchis Way, 'At Any Time' Waiting Restrictions- comments to advertised proposals
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	John-Paul Micallef Engineering Technician John-paul.micallef@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £900 for implementation will be met by 2016/17 revenue budget for Minor Traffic and Parking.

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 introduce 'At Any Time' waiting restrictions in Orchis Way, which are designed to improving road safety and traffic flow and prevent obstructive parking.

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 proposed 'At any time' waiting restrictions, as shown on the plan appended to this report as Appendix B, be implemented in Orchis Way and at its junction with Peterfield Avenue.
2. Members note that the estimated cost for the proposals in Orchis Way as set out in this report is £900, will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Following persistent reports from local residents and council officers of general access issues caused by vehicles being parked on both sides of the road, the parking in Orchis Way has been reviewed with the intention to improve traffic flow, prevent obstructive parking and prevent the current issues.
- 1.2 The item was approved by the Highways Advisory Committee at their meeting in January 2016.
- 1.3 The proposals were subsequently designed and publicly advertised on 19th February 2016. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised of them by site notices with the attached plan. Eighteen statutory bodies were also consulted.
- 1.4 The proposals are to introduce 'At Any Time' waiting restrictions on the south-east side, south-west of that kerb-line and between its south-western extremity and the north-east of that kerb-line. Also, north-west side, between its south-western extremity and south-east of the common boundary of Nos 9 and 1- Orchis Way. 'At Any Time' waiting restrictions are also proposed around the junctions of Orchis Way and Peterfield Avenue.

2.0 Responses received

- 2.1 At the close of public consultation on Friday 11th March 2016, one response was received. The only response was partly in favour with the scheme. The resident sent in a response with a suggested amendment to the initial design, which is reflected on the plan appended to this report as Appendix B and is recommended for implementation.

3.0 Staff Comment

- 3.1 The proposals have been designed to ensure that parking in this area will not lead to problems with access to the road for people trying to access their garage and general vehicles. Whilst it is appreciated that removing potential parking places of the highway is not ideal, we are obliged to ensure that parking restrictions keep the highway free from obstruction. The existing parking situation in Orchis Way causes potential danger where emergency vehicles cannot safely access, the general access to drivers who are unable or struggle to access/egress the road or designated parking areas.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £900.

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.

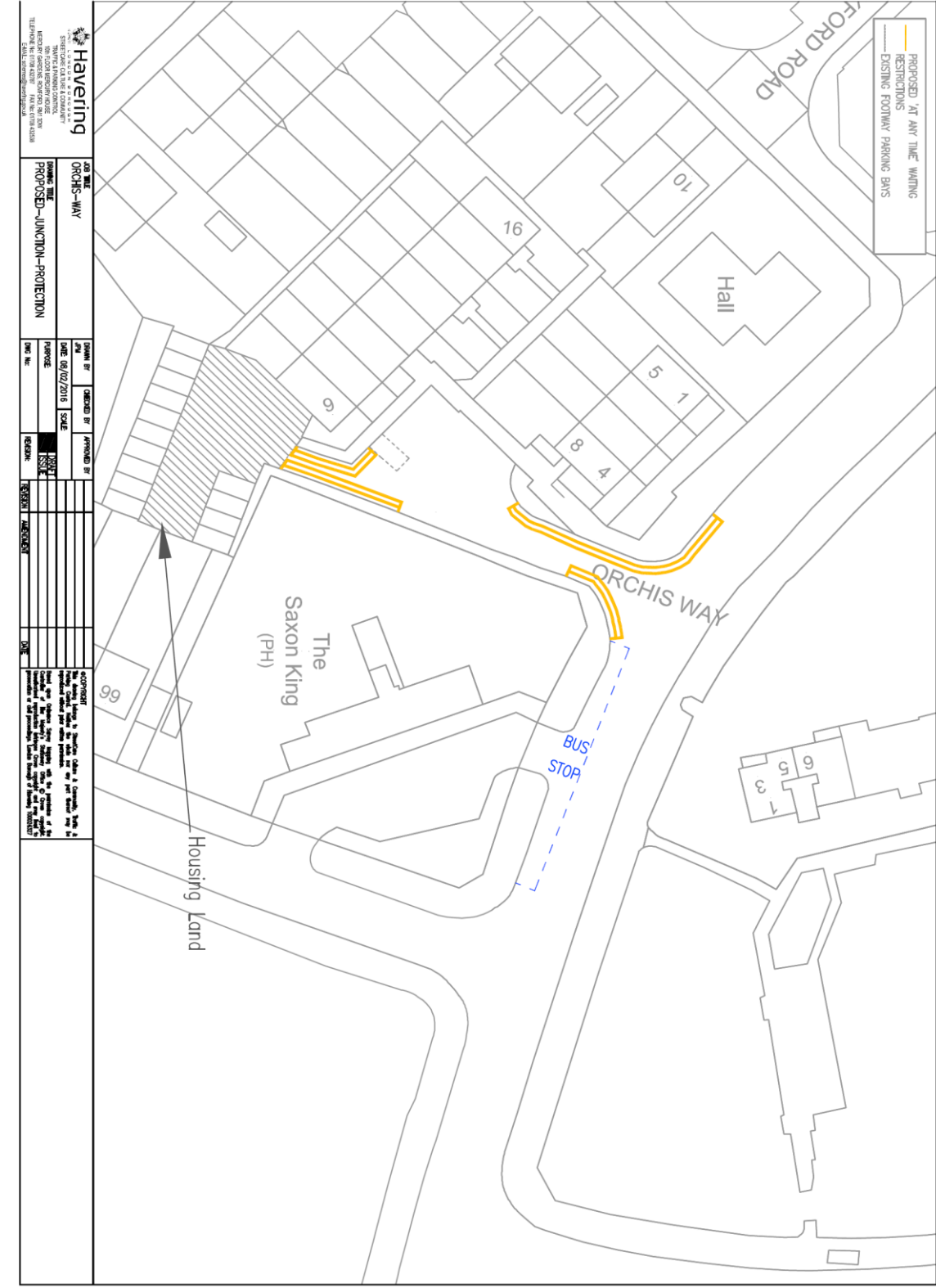
The proposals included in the report have been publicly advertised and subject to public consultation. All residents perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at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



<p>Haverling TRAFFIC ENGINEERING CONSULTANTS 100, THE GARDENS, SOUTHAMPTON, SO9 4NS TEL: 01703 606000 FAX: 01703 606001 WWW.HAVERLING.CO.UK</p>		<p>ORCHIS-WAY</p>
<p>PROPOSED-JUNCTION-PROTECTION</p>	<p>DATE: 06/02/2016</p>	<p>SCALE: 1:500</p>
<p>DESIGNER: [Signature]</p>	<p>CHECKED BY: [Signature]</p>	<p>APPROVED BY: [Signature]</p>
<p>DATE: [Blank]</p>	<p>DATE: [Blank]</p>	<p>DATE: [Blank]</p>
<p>NOTES:</p> <p>1. This plan shows the proposed junction protection for the junction of Orchis Way and Ford Road. The proposed protection is shown in yellow. The existing footway parking bays are shown in dashed lines. The bus stop is shown in blue dashed lines.</p>		