

## HIGHWAYS ADVISORY COMMITTEE

7 June 2016

<b>Subject Heading:</b>	<b>TPC731 David Drive - Removal of resident bay – comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
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<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial Summary:</b>	<b>The estimated cost of this scheme as set out in this report is £600, which can be funded from 2016/17 Minor Parking Schemes Budget.</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 public consultation of proposals to remove the existing resident parking bay across a dropped kerb and extend the existing Single Yellow Line 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 existing resident parking bay crossing the dropped kerb outside No.20 David Drive, as shown on the drawing in Appendix A (Ref: TPC731, David Drive) be removed and the single yellow line restriction in David Drive be extended in this area to prevent obstructive parking (as advertised);
  - (b) the effects of any implemented proposals be monitored.
2. That it be noted that the estimated cost of this scheme as set out in this report is £600, which can be funded from 2016/17 Minor Parking Schemes Budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in July 2015, this Committee agreed in principle to the proposals to remove the existing resident parking bay crossing the dropped kerb outside No.20 David Drive, as shown on the drawing in Appendix A, and extend the existing Single Yellow Line restriction in David Drive across the dropped kerb to prevent obstructive parking. The proposed extension to the Single Yellow Line restriction would be operational between Mon-Sat, 8:30am-6:30pm.
- 1.2 On 18<sup>th</sup> December 2015, 16 residents who were 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.

### 2.0 Results of public consultation

- 2.1 By the close of the public consultation on 15th January 2015, out of the 16 letters sent to residents, there were no responses received to the advertised proposals.

### **3.0 Staff Comments**

The proposals are intended to remove obstructive parking. There were no responses received to the advertised proposals. It is recommended that the proposals be implemented as advertised.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £600 can be funded from the 2016/17 Minor Parking Schemes 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 Neighbourhood 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 Neighbourhood 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:**

None

### **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 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.

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 and 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.**

