

# HIGHWAYS ADVISORY COMMITTEE

11 February 2020

<b>Subject Heading:</b>	<b>SCH34 - Hacton Drive - Request to formally advertise Residents' Parking Bays</b>
<b>CMT Lead:</b>	<b>Councillor Osman Dervish</b>
<b>Report Author and contact details:</b>	<b>Dean R Martin Technical Support Assistant <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Havering Local Implementation Plan 2019/20 Delivery Plan</b>
<b>Financial Summary:</b>	<b>The estimated cost of implementation is £0.001m and will be met from the LIP allocation 2019/2020 - A2904</b>

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

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[x]
Connections making Havering	[x]

<b>SUMMARY</b>
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**Hacton Ward:**

This report is requesting agreement from the Highways Advisory Committee (HAC) to formally advertise the proposals to convert the existing free parking bays into resident permit bays in Hacton Drive.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that:
  - (a) the proposals to convert the existing free parking bays in Hacton Drive into residents parking permit bays, operational, Monday to Friday 8.30am to 6.30pm (as shown on the plan in Appendix A) proceed to formal consultation;
  - (b) if at the close of consultation, no objections are received to the proposals at 1(a) above, then the scheme proceed to full implementation.
2. Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs is £0.001m and will be met from the LIP 2019/2020 funding allocation – A2904 (funding carried over).

## REPORT DETAIL

### 1.0 Background

- 1.1 This item was advanced onto Calendar Brief in August 2016 to review parking in Hacton Drive, as there were regular reports by local residents of long term non-residential parking and also obstructive parking in the road.
- 1.2 The extent of the proposals is shown on the plan attached in Appendix A.

### 2.0 Staff Comments

- 2.1 Hacton Drive is a small residential road with Double Yellow Lines and unrestricted parking bays already existing in parts of the road. Hacton Drive lies in close proximity to Hornchurch Station so the unrestricted parking bays are frequently occupied by long term non-residential / commuter parking. Officers have also received reports of obstructive parking with vehicles parking both sides of the carriageway. This occurs on unrestricted parts of the road, causing access issues for larger vehicles, and in particular the emergency services.
- 2.2 All Ward Councillors have been made aware of the proposals as set out in the recommendation, and all three Ward Councillors have confirmed their support for the scheme to proceed to public consultation.

## IMPLICATIONS AND RISKS

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

This report is asking HAC to recommend to the Cabinet Member the implementation and accept the recommendations made by officers of the above scheme

Should all proposals be implemented, the estimated costs of £0.001m which includes advertising costs and implementing the proposals as described above and shown on the attached plans will be met from the LIP allocation 2019/2020 - A2904. It should be noted that subject to the recommendations of the committee a final decision would then be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment 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 overall Environment budget.

### **Legal implications and risks:**

The Council's powers to make an order creating a controlled parking zone or for charging for parking on the highway is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984")

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with.

The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

### **Human Resources implications and risks:**

The enforcement of Controlled Parking Zones is a labour intensive task. Currently, there are sufficient employees to undertake enforcement.

**Equalities implications and risks:**

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

This scheme, if implemented, will allow all Blue Badge Holders to park for free, and is not in the immediate proximity of a place of faith, so should have a low impact environmentally and diversely.

There will be some physical and visual impact from the required signing and lining works.

**BACKGROUND PAPERS**

**Appendix A – Design for public consultation**

# Appendix A – Design for public consultation

