

# HIGHWAYS ADVISORY COMMITTEE

10 March 2020

Subject Heading:	Bryant Avenue – Request to formally advertise
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	John-Paul Micallef Engineering Officer <a href="mailto:Schemes@haverling.gov.uk">Schemes@haverling.gov.uk</a>
Policy context:	Havering Local Implementation Plan 2018/19 Delivery Plan
Financial Summary:	The estimated cost of implementation is £0.008m this will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

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]

## SUMMARY

### Harold Wood Ward:

This report is requesting agreement from the Highways Advisory Committee (HAC) to formally advertise the proposals in Bryant Avenue following reports of commuter parking.

## 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 introduce payment parking and voucher parking facilities, operational Monday – Saturday 8.30am-6.30pm inclusive, in Bryant Avenue (shown on the plan in **Appendix A**), proceed to formal advertisement and consultation;
  - (b) the proposals to introduce ‘at any time’ waiting restrictions with an ‘at any time’ loading ban and a loading facility, in Bryant Avenue (as shown in **Appendix A**), proceed to formal advertisement and consultation;
  - (c) if at the close of consultation, no objections are received to the proposals at 1(a/b) above, then the scheme proceed to full implementation.

Members note that the estimated cost of implementation is £0.008m this will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

## REPORT DETAIL

### 1.0 Background

- 1.1 This item was advanced onto Calendar Brief in February 2020 to review parking in Bryant Avenue due to the level of complaints received by the Council regarding perceived commuter parking.
- 1.2 Bryant Avenue is a single lane for traffic in both directions, running between A12 and A127. It is heavily used by commercial delivery drivers to access commercial units.
- 1.3 In January 2020, officers met with the Harold Wood Ward Councillors to discuss a variety of options to rationalise the parking provisions in Bryant Avenue.
- 1.4 It was agreed at the meeting that all parties were in favour of implementing payment, voucher and loading facilities for commercial uses. Furthermore, it was proposed to add an ‘at any time’ restriction on any part of the highway not restricted with an ‘at any time’ loading ban throughout Bryant Avenue, to ensure a smooth flow of traffic is maintained.

### 2.0 Staff Comments

- 2.1 There is no identifiable residential parking within Bryant Avenue. The proposals will assist with the turnover of the local amenities whilst providing the businesses with a loading facility for any deliveries.

- 2.2 All three of the Harold Wood 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, Members note that the estimated cost of implementation is £0.008m this will be met by the S106 Contribution for P0702.08 reference A2678 – 1.0 Former Harold Wood Hospital Controlled Parking Zone S106 Contribution granted planning consent on 14-11-2011.

It should be noted that subject to the recommendations of the committee a final decision then would 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") The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part 1 RTRA 1984. Schedule 1 of the RTRA 1984 lists those matters as to which Orders can be made under section 6. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

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.

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 officers

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.

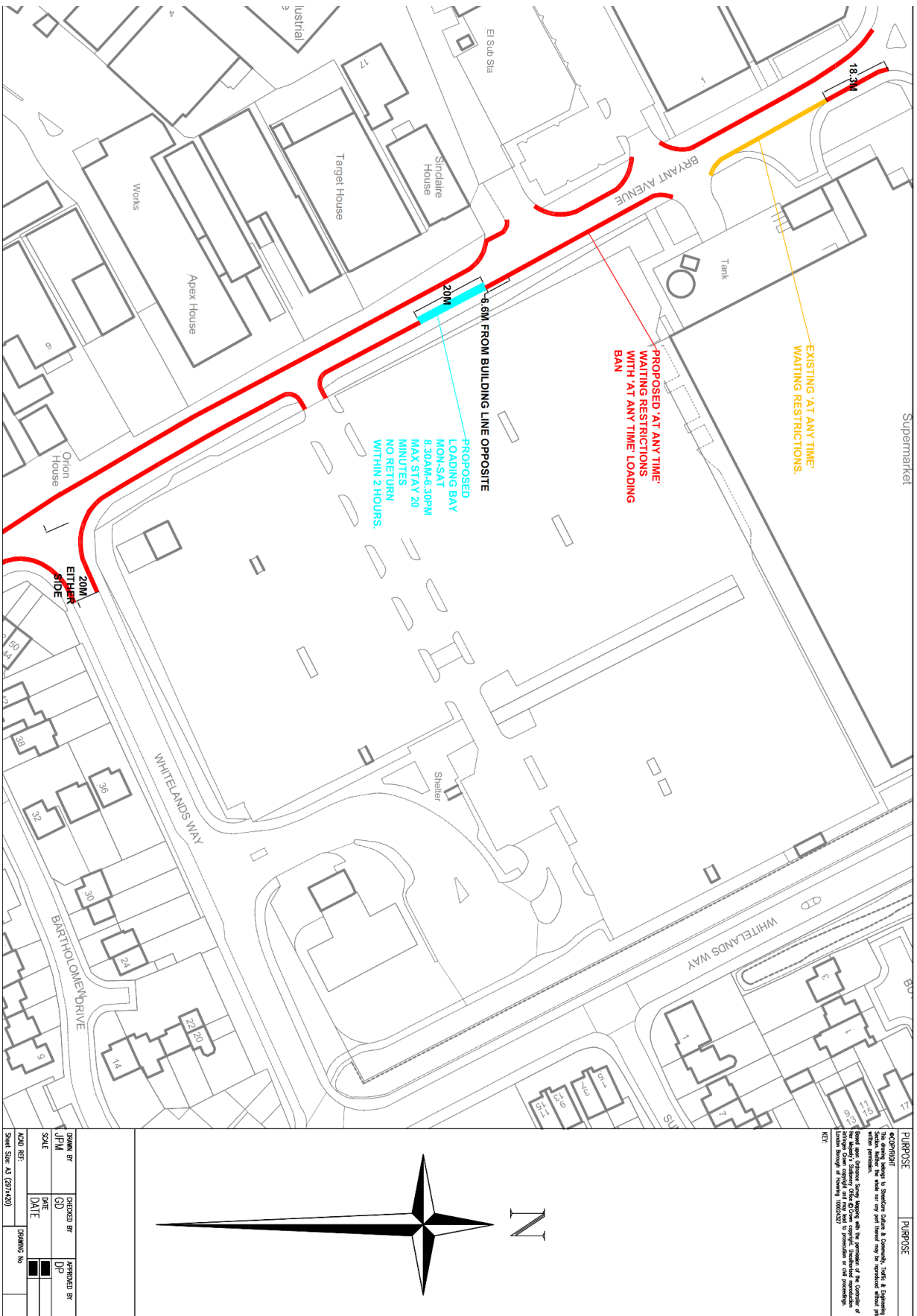
Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

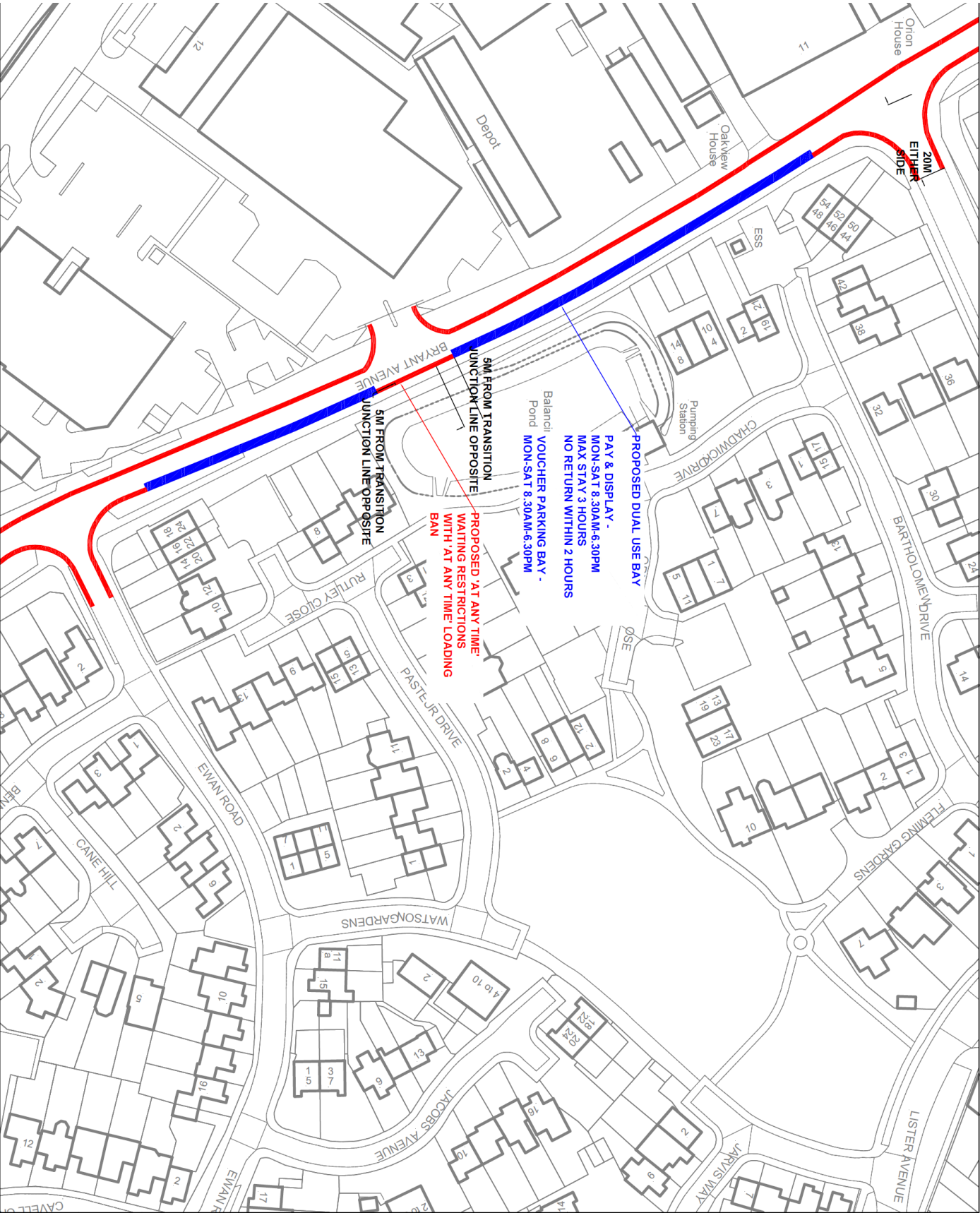
The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all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

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

**BACKGROUND PAPERS**

## Appendix A

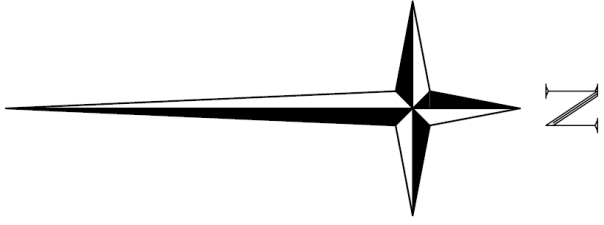




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