

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	<b>Additional P&amp;D bays in Hornchurch Town Centre</b>
<b>Cabinet Member:</b>	Cllr Osman Dervish
<b>SLT Lead:</b>	Barry Francis Director of Neighbourhoods
<b>Report Author and contact details:</b>	Gareth Nunn Engineering Technician <a href="mailto:Gareth.nunn@havering.gov.uk">Gareth.nunn@havering.gov.uk</a> <b>01708 431723</b>
<b>Policy context:</b>	Havering Local Development Framework (2008)
<b>Financial summary:</b>	<b>Estimated cost of £0.0125m to be funded from cost centre A3001, Parking – Capital Funds</b>
<b>Relevant OSC:</b>	Environment
<b>Is this decision exempt from being called-in?</b>	No

**Non-key Executive Decision**

**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]

## **Part A – Report seeking decision**

### **DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION**

This Executive Decision approves an experimental scheme of traffic control under section 9 of the Road Traffic Regulation Act 1984 to:

- 1) Introduce 29 paid for parking spaces (pay & display and cashless) at the following locations:
  - (a) Fentiman Way, Hornchurch – conversion of 12 parking spaces (as detailed on the plan in Appendix A);
  - (b) Fairkytes Avenue, Hornchurch – conversion of 14 parking spaces (as detailed on the plan in Appendix B);
  - (c) Mavis Grove, Hornchurch – conversion of 3 parking spaces (as detailed on the plan in Appendix C); and
- 2) implementation of ‘at any time’ waiting restrictions at the following roads:
  - (a) Fentiman Way, Hornchurch (as detailed on the plan in Appendix A);
  - (b) Fairkytes Avenue, Hornchurch (as detailed on the plan in Appendix C).

### **AUTHORITY UNDER WHICH DECISION IS MADE**

Council’s Constitution

Constitution

Part 3 3.8.3 of the Councils Constitution delegates to the Assistant Director of Environment to:

- (k) To authorise the issue of temporary traffic orders, temporary traffic notices and temporary prohibitions of waiting and loading; and
- (t) To amend or suspend any experimental traffic management order.

### **STATEMENT OF THE REASONS FOR THE DECISION**

The proposed experimental parking scheme has been designed to increase short stay parking provisions in and around Hornchurch Town Centre in an attempt to increase foot fall in to the shopping area and in turn help our local businesses recover from the Covid-19 pandemic. Parking availability has been a key considered in supporting the high street recovery and we are anticipating that additional bays with an hours free parking will encourage some shoppers to visit and shop in the area.

The proposals have been reviewed for ‘road safety’ implications as well as implications for general accessibility and impact on existing parking provision.

## **Non-key Executive Decision**

A safety audit has also been undertaken by an external company. The results of this audit have been considered and actioned accordingly with a previously identified road being removed from this proposal and an amendment to the Fentiman Way design as per their recommendation. These changes have resulted in the overall amount of spaces being introduced reduce from 36 to 29.

The proposals are in roads just outside the main shopping area and therefore in locations that drivers might not currently consider parking in. The use of these bays will be monitored and their implementation under an experimental order, which will allow us to make necessary changes in the first 6 months or withdraw the bays in the event that they do not have the desired effect.

The roads have been identified as suitable due to being within walking distance to the main Hornchurch shopping area. They have also been identified as they are adjacent to footways that do not front residential properties. It is though acknowledged that the Fairkytes Avenue proposal is opposite residential properties and particular attention will be given to the impact the bays have at this location.

The request for the introduction of further paid for parking provisions in and around Hornchurch Town Centre was discussed at theme board and flagged for special urgency under the parking exit strategy executive decision to support the high street recovery.

## **OTHER OPTIONS CONSIDERED AND REJECTED**

The option to not progress the scheme was considered but rejected. The primary purpose of this scheme is to increase on street parking provisions in and around Hornchurch Town centre in order to assist high street recovery after the Covid-19 pandemic.

Various roads around Hornchurch Town centre were considered for the introduction of new or further pay & display bays, however the roads identified were done so due to the aforementioned suitability (distance from shopping area and not directly fronting residential properties).

A further road (Appleton Way) was initially identified but removed from the proposals due to an external safety audit highlighting concerns that would require further detailed design. In light of the urgency to assist the high street recovery it was decided to progress with the proposals excluding Appleton Way. Introducing further 'pay & display/cashless parking bays in Appleton Way may be considered at a later date.

Removing Appleton Way from the proposals has resulted in the overall amount of 'pay & display/cashless parking spaces being introduced reduce from 36 to 29.

## **Non-key Executive Decision**

### **PRE-DECISION CONSULTATION**

As this proposal is to be implemented as an experimental order, no consultation has taken place. If agreed, the scheme will be advertised via the Councils social media and other communication channels. Businesses and residents within the vicinity of the scheme/s will also be posted leaflets advising them of the changes.

Comments will be welcomed from residents and businesses as to how the scheme is working, any comments will be considered when making any necessary amendments.

Due to the postponement of recent Highways Advisory Committee (HAC) meetings caused by Covid-19 (the next one not scheduled until 26<sup>th</sup> August 2020) and the urgent need for these proposals, it has been decided to seek an Executive Decision and if agreed implement the proposals under an experimental order.

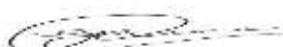
The experimental traffic order allows us to make changes within the first 6 months of the order going live. This proposal will be presented to HAC when their meetings resume where any potential changes to the scheme can be considered. A HAC decision will also be sought for any decision to make the scheme permanent or withdraw it before the experimental order expires.

### **NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER**

Name: Gareth Nunn

Designation: Engineering Technician

Signature:



Date: 20/07/2020

## Part B - Assessment of implications and risks

### LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for implementation of pay and display parking and 'at any time' waiting restriction under an experimental traffic scheme that pursuant to the Council's Constitution requires an executive decision by the Assistant Director of Environment.

The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 ("RTRA 1984") to impose an experimental traffic order to charge for parking places on the highway (s45 RTRA 1984) and/or regulate or control vehicular traffic on roads as set out in Part 1 of the RTRA 1984.

Before an experimental order is made the Council should ensure that the statutory procedures set out in section 22 of the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. If the experimental order is to be made permanent, Section 23 of the Regulations must be considered. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force. Section 9 RTRA 1984 (3) provides that an experimental order shall not continue in force for longer than 18 months.

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.

### FINANCIAL IMPLICATIONS AND RISKS

The estimated costs of £0.0125m which includes resident engagement and implementing the proposal as described above and shown on the attached plan will be met from the A3001, Parking – Capital Funds budget which at the time of this report has sufficient available budget.

This is a standard project for Environment and there is no expectation that the works cannot be contained within the cost estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

Pay & Display Bays	Estimated Cost £ ££12,500
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**HUMAN RESOURCES IMPLICATIONS AND RISKS  
(AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)**

The proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

**EQUALITIES AND SOCIAL INCLUSION 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.

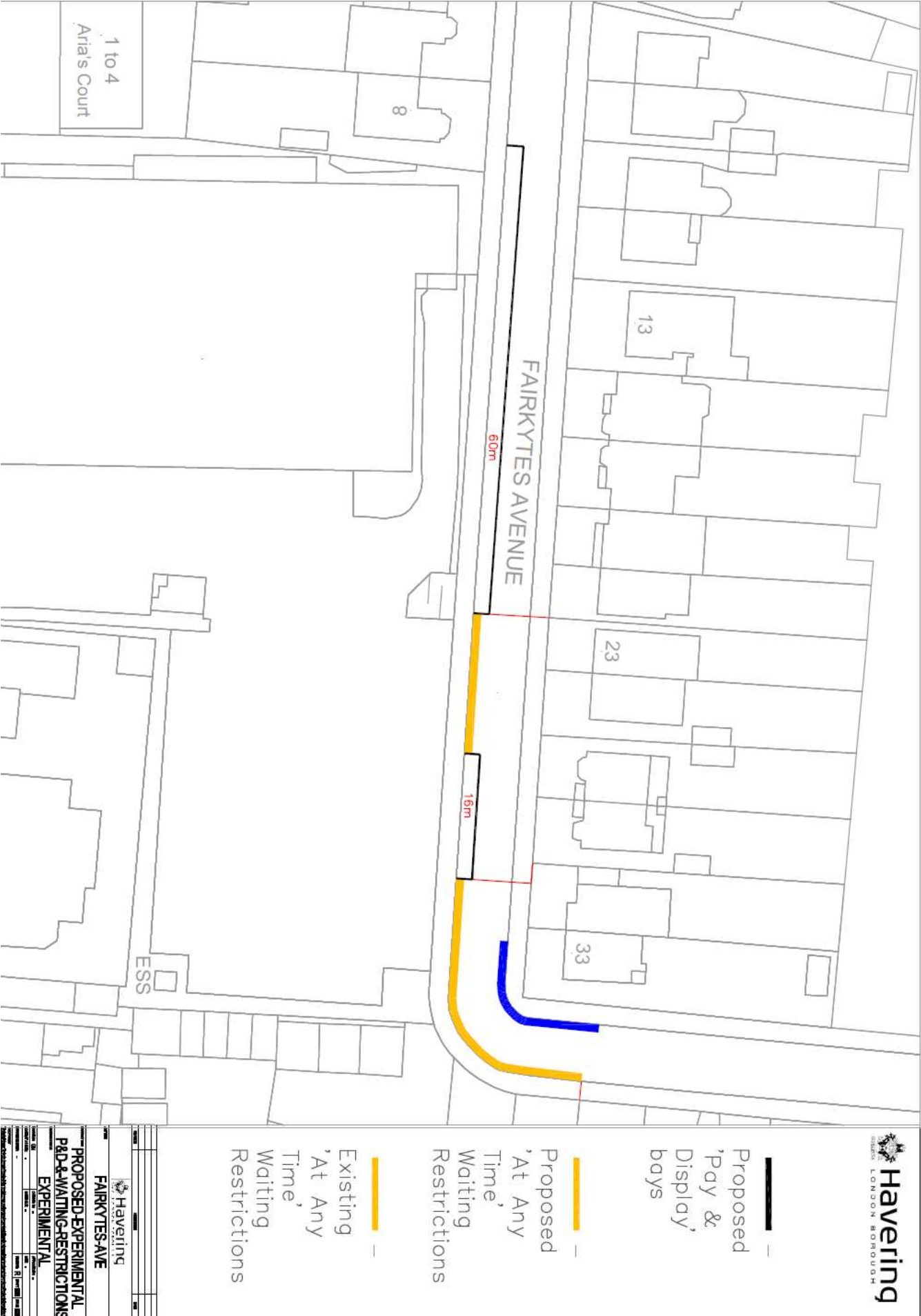
There is a provision for disabled people within this scheme.

BACKGROUND PAPERS

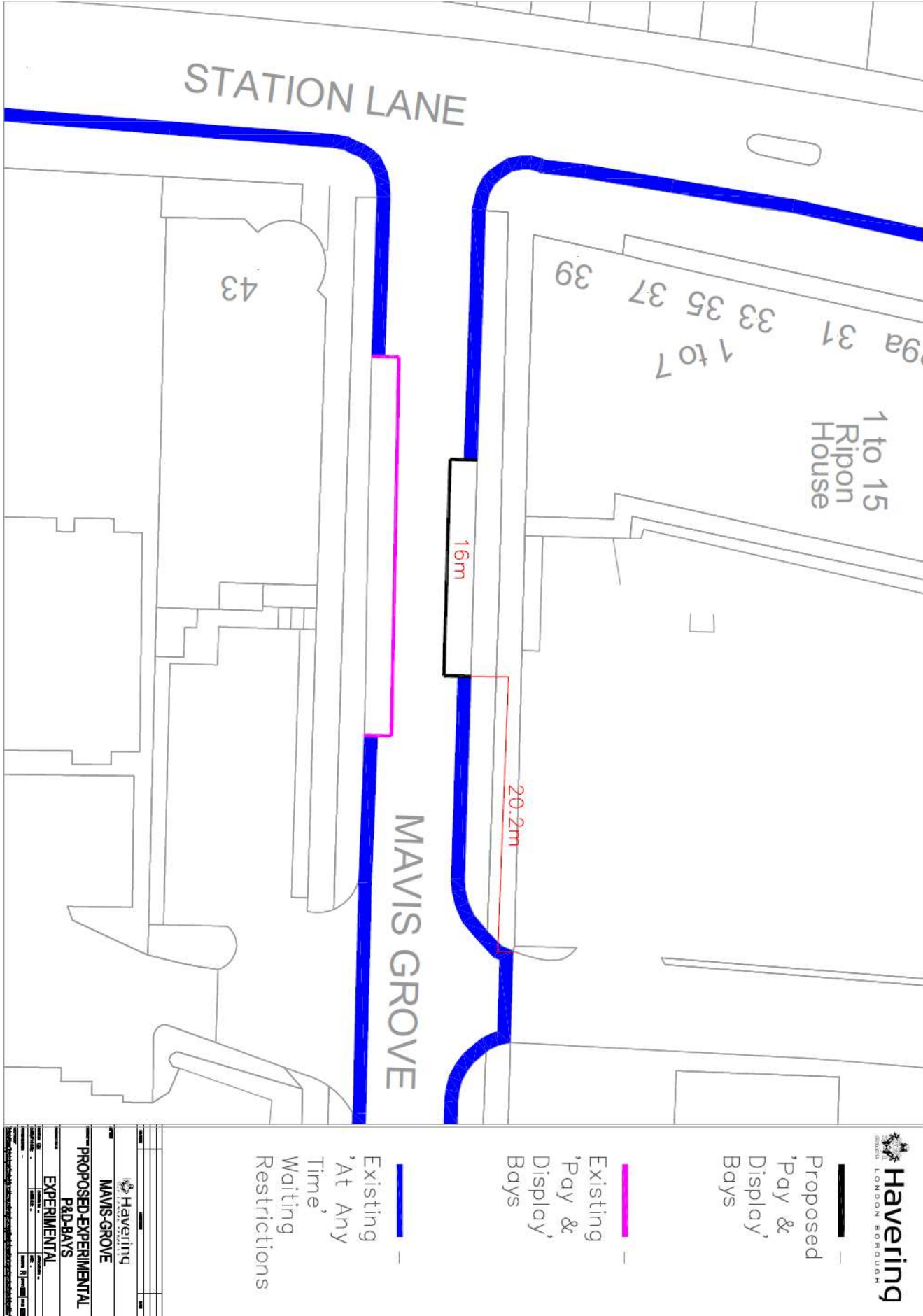
Appendix A – Fentiman Way



Appendix B – Fairkytes Avenue



Appendix C – Mavis Grove



**Non-key Executive Decision**

**Part C - Record of decision**

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

**Decision**

Proposal agreed

1. Introduce 29 paid for parking spaces (pay & display and cashless) at the following locations:

- (a) Fentiman Way
- (b) Fairkytes Avenue
- (c) Mavis Grove

2. The introduction of 'at any time' waiting restrictions under an experimental traffic order in:-

- (c) Fentiman Way
- (d) Fairkytes Avenue

**Details of decision maker**

Signed 

Name: Sue Harper (Interim Assistant Director of Environment)

Date: 22/07/2020

**Lodging this notice**

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Democratic Services Officer in Democratic Services, in the Town Hall.

**For use by Committee Administration**

This notice was lodged with me on \_\_\_\_\_

Signed \_\_\_\_\_