

HIGHWAYS ADVISORY COMMITTEE

24 January 2012

REPORT

Subject Heading:

Proposals to Improve Traffic Flow and
Parking in Upminster Town Centre –
Additional Measures

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report deals with the outcome of a consultation to convert the existing Disc Parking to Pay and Display parking in St Mary's Lane, east side of the Bell Corner junction and the provision of waiting restrictions in Howard Road to improve access for shop keepers in Upminster Town Centre.

The scheme is within **Upminster** Ward.

RECOMMENDATIONS

1. That the Committee having considered the responses to the information set out in this report recommends to the Cabinet Member for Community Empowerment that:

between 09:30 hours and 18:30 hours, Monday to Saturdays a scheme be implemented to covert existing Disc Parking to Pay and Display in the following lengths of road:

- a. St. Mary's Lane, the north side from the common boundary of Nos. 157 and 159 St Mary's Lane to a point 3.2 metres east of the eastern boundary of No. 189 St. Mary's Lane;
- b. St. Mary's Lane, the north side from a point 0.7 metres west of the common boundary of Nos. 193 and 195 St. Mary's Lane to a point 7.0 metres east of the western boundary of Nos. 209 to 213 St. Mary's Lane.

The various elements of this proposal are shown on Drawing **QJ019-of-105-C**.

2. That the Committee having considered the responses to the information set out in this report recommends to the Cabinet Member for Community Empowerment that:

a scheme be implemented to introduce At Any Time Waiting Restrictions and Sunday Loading Restrictions operable between 08:00 hours and 18:30 hours in the following length of road:

- a. **Howard Road, Upminster**, the north side, between the western flank wall of No. 1 Howard Road and a point 9.5 metres west of that flank wall.

The various elements of this proposal are shown on Drawing **QJ019-of-101-C**.

3. Committee notes that the cost to implement the measure is £9,000, which would met by Transport for London through the allocation for 2011/12 Local Implementation Plan for the Upminster Town Centre Package.

REPORT DETAIL

1. **Background**

On 18th October 2011 the Council's Highway and Advisory Committee considered a report on improving traffic flow at the Bell Corner in Upminster. The report proposed the conversion of existing Disc Parking to Pay together with the provision of additional Pay and Display parking.

Committee approved the following measures:

- Alter the traffic signal phasing to improve safety for pedestrians and timings at Bell Corner to improve traffic flow;
 - Provision of new loading bays in Corbets Tey Road and Station Road for businesses;
 - Install kerb build outs at two puffin crossings in Corbets Tey Road;
 - Conversion of existing bus stops to clearways in Corbets Tey Road and Station Road;
 - Conversion of existing Disc parking to Pay & Display in Corbets Tey Road, Gaynes Road, Howard Road with the exception of the Disc Parking in St Mary's Lane, east arm of the Bell Corner;
 - New Pay and Display parking in Corbets Tey Road, adjacent to the Upminster Park. To accommodate this parking, the existing guard railing will be relocated to the rear side of the footway;
 - 'At Any Time' waiting and loading restrictions in Corbets Tey Road, Station Road, St Mary's Lane, Sunnyside Gardens and Tudor Gardens;
2. As explained above, it was not part of the proposals to convert the existing Disc Parking bay in St Mary's Lane, east of the Bell Corner junction to Pay and Display. Members considered that this arrangement would form two different types of parking in the town centre which will be confusing for both the local residents and particularly visitors coming from outside the area.
3. To overcome the problem, Members had suggested that the exiting Disc parking in St Mary's Lane be converted to Pay and Display and that these proposals should be considered separately as a new scheme.

4. **Outcome of the consultation**

Approximately 100 letters were hand delivered in the consultation area and the proposals were also advertised in the Romford Recorder on 4th November 2011. In addition, site notices were displayed at various locations in the consultation area.

The closing date for receiving any comments was 25th November 2011.

1 response was received from a business owner on St Mary's Lane which is summarised as follows:

- Fully supports the proposals;
- Shop keepers often park their cars/vans in the existing bays for most of the day. This means that there is rarely any space available for customers to park.
- Valuable business is lost as a result of parking abuse.
- As the cost of the Disc Parking Permit has increased it is suggested that Pay and Display scheme is implemented sooner.

Staff comments

The comments raised have been noted and these are in line with the objective of the measures proposed.

Conclusions

Proposals have the potential to attract shoppers from outside Upminster which would be of economic benefit to the area.

It is anticipated that the demand for parking in Upminster is likely to increase due to Aldi Stores, Marks & Spencer, Waitrose Supermarkets and other planned developments in the future, therefore, the converting the Disc Parking to Pay and Display would increase the turnover of parking which is essential for businesses in Upminster.

IMPLICATIONS AND RISKS

Financial Implications and risks:

It is estimated that the cost to implement the measures is £9,000, which would be met by Transport for London through the allocation for 2011/12 Local Implementation Plan for the Upminster Town Centre Package.

Legal Implications and risks:

The Waiting and Loading restrictions and Pay & Display parking requires traffic management orders to be drafted and publicly advertised in the local press in accordance with the relevant Regulations before a decision can be taken on their implementation.

Human Resources Implications and risks:

It is anticipated cash collection from the new facilities can be met from within existing resources. However, demand for new facilities may require cash collection and response levels to be reviewed at a later date.

Equalities Implications and risks:

Blue-badge holders are able to park for unlimited period of time in Pay and Display bays and up to three hours where restrictions apply (unless a loading ban is in force).

Waiting restrictions can sometimes displace on-street parking, but are considered vital in some special circumstances to enhance road safety particularly at junctions. There would be some visual impact arising from any required signing and new road markings.

BACKGROUND PAPERS

Project scheme file: QJ019 – HAC report on Proposals to Improve Traffic and Parking in Upminster Town Centre

Appendix

Proposed layout drawings
(QJ019-of-101-C and /105-C)