

## **HIGHWAYS ADVISORY COMMITTEE**

### **9 January 2018**

<b>Subject Heading:</b>	<b>Cambridge Avenue / Warwick Gardens SCH17 – comments to advertised proposals</b>
<b>CMT Lead:</b>	<b>Dipti Patel</b>
<b>Report Author and contact details:</b>	<b>John-Paul Micallef Technical Officer <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of implementation is £800 and will be met by the Parking Strategy Investment (A2017)</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]

<b>SUMMARY</b>
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#### **Squirrels Heath Ward**

This report outlines the results of the formal consultation to introduce a residents parking scheme in the Cambridge Avenue / Warwick Gardens 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, Regulatory Services and Community Safety that:
  - (a) The proposals to introduce a resident's parking scheme (Permit Parking Area), operational Monday to Saturday 8.00am – 6.30pm inclusive be abandoned due to the weight of objections.
  - (b) The proposals to introduce the 'At any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens, to be implemented as advertised.
  - (c) The effects of any implemented proposals to be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £800, which will be met by the Parking Strategy Investment (A2017).

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in June 2015, this Committee agreed in principle to review the parking restrictions in Cambridge Avenue/ Warwick Gardens, due to increasing complaints about the level of long term non-residential parking. Cambridge Avenue is mainly unrestricted, is close to Gidea Park railway station and has a Cross Rail site located at its south-eastern end.
- 1.2 To gauge residents thoughts on parking in the area, on 28<sup>th</sup> October 2016, residents and businesses that were perceived to be affected by the review were sent letters and questionnaires, with a return date of 18<sup>th</sup> November 2016. The responses to the questionnaire were collated and reported to this Committee at its meeting on 10<sup>th</sup> January 2017.
- 1.3 At the meeting on 10<sup>th</sup> January 2017, the Committee considered the responses received to the informal consultation exercise and agreed that residents of the area should be formally consulted on a designed residents parking scheme.
- 1.4 On 13<sup>th</sup> October 2017 residents were formally consulted on a residents parking scheme operational Monday – Saturday, 8.00am – 6:30pm inclusive, along with associated double yellow lines for access and safety reasons. Copies of the consultation letter and the plan of the proposals are appended to this report as Appendix B and C respectively. All responses to the formally advertised proposals were to be received by Friday 3<sup>rd</sup> November 2017.
- 1.5 During the consultation period, from the 102 properties consulted, Staff received a petition signed by 59 signatories objecting to the proposals, of which 16 also wrote

under separate cover reiterating their objections. There were 5 other responses received, 4 objecting to various elements of the proposals, with 3 of these not giving their address. The last response preferred the operational hours to be changed to apply between 8am and 10am Monday to Friday. All responses received are summarised and tabled in the table appended to this report as Appendix A

- 1.5 One Squirrels Heath Councillor agreed to the recommendations verbally, whilst the other Ward Councillors did not respond.

## **2.0 Staff Comments**

- 2.1 Given the amount of objections from the residents of the area and no more reports of non-residential parking, which the Ward Councillors are receiving, it is recommended that the residents parking scheme is to be abandoned but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens

## **IMPLICATIONS AND RISKS**

### **Financial implications:**

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £800 for implementation will be met by the Council's allocation for Parking Strategy Investment approved budget (A2017).

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. 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 Revenue budget.

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

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I 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 and General Directions 2002 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:**

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

### **Equalities implications and risks:**

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

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 proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions will be publicly advertised and subject to formal consultation.

Consultation responses will be carefully considered to inform the final proposals.

There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 3 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit businesses rather than be a detriment. This will not be applicable to Blue Badge Holders, as they will still be able to park without charge and for the full duration of the hours of operation.

<b>BACKGROUND PAPERS</b>
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## **Appendix A.**

<b>Respondent</b>	<b>Summary of resident's comments</b>	<b>Staff Comments</b>
Resident	<p>The resident objects to the scheme:</p> <p><i>"1) there is not such a significant parking issue in the area (if you exclude the Crossrail staff cars from the equation) to warrant introducing controlled parking;</i></p> <p><i>2) the daily period of control is excessively long and consequently,</i></p> <p><i>3) the duration of the visitor passes is unacceptably short."</i></p> <p><i>"I propose that if the scheme must proceed then the duration of visitor passes (per daily period) must correlate with the parking restriction duration (in your proposal, for 1 day between the hours of 08:30 – 18:00). I find myself convinced that any parking issues that will be solved by a permit controlled scheme would be solved equally well if the restriction was placed 11:00 – 15:00 Hours. This would enable you to reasonably implement the proposed 4 hour visitor pass at a charge of £1.25 each."</i></p>	<p>Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandoned the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.</p>
Resident	<p>The resident feels that the parking restriction would be solved if they are reduced to 8am and 10am. It would discourage commuters and the shorter term problem of Crossrail contractors. The extra double yellows are a good idea to help traffic flow.</p>	<p>After the initial consultation (informal), more residents were in favour of a Monday – Saturday, 8.00am – 6:30pm resident's parking scheme. Officers reported back to the Highways Advisory Committee which is was agreed to consult formally on the times above.</p>
Resident	<p>The resident is not in favour of the proposals. They are unhappy that they have paid for a vehicle crossing and now they cannot park outside their crossing unless they pay.</p>	<p>The resident's comments will be taken into consideration when reporting back to the Highways Advisory Committee.</p>
Resident	<p>The resident is not in favour of the proposals. They are disappointed with the proposals as they do not feel they have a problem with non-residential parking.</p>	<p>Officers have investigated the area, and spoken to local Ward Councillors, in which it was agreed to abandoned the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.</p>
Resident	<p>The resident is not in favour of the proposals. They believe there is no parking issue in Cambridge Avenue / Warwick Gardens The resident also explains they think it's a money</p>	<p>Officers have investigated the area, and spoken to local Ward Councillors, in which it was agreed to abandoned the</p>

	making exercise on the Councils part.	resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.
Resident	The resident is not in favour of the proposals. They cannot understand why the proposals have been proposed on a Saturday between 8am – 6:30pm.	The proposals were advertised as Monday – Saturday 8.00am – 6:30pm due to the initial consultation, the majority of residents were in favour of the days and times above.
Resident	The resident is disgusted with the decision. The resident explained that not all the resident's in Warwick Gardens received a letter to the informal consultation. Furthermore, this will cause additional financial cost to the resident.	Letters were sent to all of the residents within the zone as appended to this report as Appendix B. If residents did not receive a letter, then they will need to contact their carrier (Royal Mail etc) in regards to this issue. The resident's comments have been taken into consideration.
Resident	<p>The resident is not in favour of the proposals. The resident explains that the parking issues are actually caused by the resident's in the road.</p> <p>"Traffic Flow: There is no issue with traffic flow in Cambridge Avenue. Quite the contrary, there is too much, fast flowing, traffic in Cambridge Avenue as it is always being used as a shortcut to the A12/A127 by motorists. Perhaps more recently, traffic impediment has been mainly caused by Crossrail Construction Vehicles. From time to time, Crossrail construction traffic has attempted to access the site in Cambridge Avenue using Belgrave Avenue contrary to instructions to contractors and signage. Presumably work will come to an end some day and these problems will cease. What my husband and I would not want is to be saddled with a permanent Residents Permit Parking Scheme, in order to deal with naughty contractors that Crossrail ought to manage. I also note we have lost a large and beautiful street tree in order to facilitate vehicles turning right into the Crossrail site and this was without residents consultation.</p> <p>Non-residents Parking There are few problems with non-residents parking in Cambridge Avenue - most non residents parking in Cambridge Avenue are actually invited guests of residents.</p>	Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandon the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.

	<p>From time to time we might get the odd commuter. We have found they are quickly discouraged by a polite request to move on. Most of the recent issues caused by non-residents parking have been caused by Crossrail workers who are not using public transport to get to their place of work but who are driving to the site and parking their cars in Cambridge Avenue or parking inconsiderately in Cambridge Avenue. I have always found Crossrail operatives to be very considerate, when I have asked the security operatives to ask Crossrail staff not to block our driveway, the operatives have been polite and responsive and have moved their vehicles elsewhere. Presumably work will come to an end some day and these problems will cease. What my husband and I would not want it to be saddled with a permanent residents permit parking in order to deal with naughty Crossrail workers that Crossrail can manage.</p> <p>Improved Parking Provisions for Residents I fail to see how Residents Permit Parking for 104 households, most with two cars, some with three, will result in improved parking provision for residents. I should think this scheme will cause knock-on problems for all the neighbouring roads. I think the only winners from this scheme would be:-</p> <ul style="list-style-type: none"> <li>• the Council in terms of income generated from the sale of parking permits,</li> <li>• the Council in terms of income generated from fines imposed through the enforcement of the scheme</li> <li>• and the couple of households with only one car and a dropped kerb and garage of which there are not many in Cambridge Avenue/Warwick."</li> </ul>	
Resident	The resident strongly objects to the scheme. The resident does not believe that there are long terms parking issues that warrant the council's intervention. The resident is also unhappy about paying for a permit.	The resident is clearly not in favour of the proposals. Furthermore, their comments have been taken into consideration.
Resident	The resident is not in favour of the proposals. They do not believe there is a parking issue within Cambridge Avenue / Warwick Gardens. The resident also attached some photographs to their response clearly showing free parking space for vehicles to park during the day. They are unhappy that the Council are proposing the scheme when clearly space is available for the resident's within the area.	The photos attached do show evidence that there is available kerb space within the area.

Resident	The resident strongly objects to the scheme. The problem the resident can only see, are the ones that arise from parking by cross rail workers but these are few and far between. Additionally, the cross rail site is near to completed and the problem will go soon.	The resident is clearly not in favour of the proposals. Furthermore, their comments have been taken into consideration.
Resident	The resident has concerns for the parking permits. The resident is totally against the permits, and also questions the days and times of operation.	After the initial consultation (informal), the majority of residents were in favour of a residents parking scheme, operational Monday – Saturday 8.00am – 6:30pm inclusive. The resident is not in favour of the proposals.
Resident	<p>The resident is not in favour of the proposals.</p> <p>“1 Regarding the proposed hours and days of operation there has been hardly any problem parking during these times.</p> <p>2 The problem arises outside of these times and is related solely to the fact that residents parking mainly in the evening and weekends do not have enough parking space for the number of cars per household.</p> <p>3 The problem is particularly bad start of Cambridge Avenue up to the junction with Belgrave Avenue as it is the last area of road unbroken by dropped kerbs. This then encourages residents visitors to park here as well.</p> <p>4 The proposal to put double yellow lines outside 59 Cambridge will result in the loss of 2 more parking spaces putting more pressure on the remaining spaces</p> <p>5 As it stands in the evenings and weekends after having been out there are times when all spaces have gone and we have to park in Belgrave Avenue or the other half of Cambridge Avenue.</p> <p>As I understand your proposal is to improve parking provision for residents. I finish with the comment that it will be no help to residents at this end of Cambridge and we will find ourselves paying for the privilege of not being able to park in Cambridge Avenue.”</p>	Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandoned the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.
Resident	The resident objects to the proposals. The resident explains they do not need the extra expense parking outside their property. There was a problem with the Crossrail <i>company</i> parking at times but this seems to have been	The resident is not in favour of the proposals and their comments have been taken into consideration.



	sorted by the people in charge and is only a temporary issue. Once the railway is completed there won't be that problem.	
Resident	<p>The resident is not in favour of proposals.</p> <p>“Traffic Flow: I am very surprised that the Council would think impeded traffic flow a problem, given modern traffic calming methods. Most residents think there is too much, fast flowing traffic in Cambridge Avenue. The on-street parking actually helps regulate the speed of traffic using Cambridge Avenue as a short cut between Upper Brentwood Road and the 412IA127. On-street parking rarely impedes traffic flow in an absolute sense. It is often the Council's waste lorry that impedes traffic flow and we accept that as a necessary service. More recently Crossrail construction traffic has impeded traffic but this is a rare and temporary inconvenience.</p> <p>Non-residents Parking It is accepted that from time to time there may be a problem with Non-residents parking in Cambridge Avenue and Warwick Avenue but most non-residents are our own guests. We can manage the problems that our guests sometimes cause to other neighbours by being more considerate and asking our guests to park considerately.</p> <p>From time to time we may get the odd commuter trying to park in Cambridge Avenue but they are quickly discouraged by polite requests to find alternate parking. Most recent issues with non-resident parking have been caused by Crossrail workers. Crossrail is generally very helpful when this happens and the cars are promptly moved once the registration numbers are reported to Crossrail site management. The Council is aware that Crossrail have a temporary site in Cambridge Road, but that does not justify the imposition of a permanent residents permit parking scheme.</p> <p>Improved Parking provision for Residents. There are over 100 households in Cambridge Avenue and Warwick Avenue. The removal of free, on-street parking will disadvantage families with children who have more than one car. For them, the scheme will be costly and inconvenient. Residents who have already paid to drop their kerbs will be required to purchase and display a permit if they want to be able to park over their dropped kerbs during the hours the</p>	<p>Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandon the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.</p>

	<p>scheme operates, for example between 8am and 6,30pm Mon-sat, Where now they park for free. Indeed, given the scheme's inclusion of a total prohibition of parking on a section of bend in Cambridge Avenue, it is likely that the scheme will result in a loss of total available parking for residents and the introduction of parking enforcement. I therefore object to the proposed scheme on the above grounds."</p>	
Resident	<p>The resident is not in favour of the proposals.</p> <p>"Traffic Flow: I am very surprised that the Council would think impeded traffic flow a problem, given modern traffic calming methods. Most residents think there is too much, fast flowing traffic in Cambridge Avenue. The on-street parking actually helps regulate the speed of traffic using Cambridge Avenue as a short cut between Upper Brentwood Road and the A12/A127. On-street parking rarely impedes traffic flow in an absolute sense. It is often the Council's waste lorry that impedes traffic flow and we accept that as a necessary service. More recently Crossrail construction traffic has impeded traffic but this is a rare and temporary inconvenience.</p> <p>Non-residents Parking It is accepted that from time to time there may be a problem with Non-residents parking in Cambridge Avenue and Warwick Avenue but most non-residents are our own guests. We can manage the problems that our guests sometimes cause to other neighbours by being more considerate and asking our guests to park considerately. From time to time we may get the odd commuter trying to park in Cambridge Avenue but they are quickly discouraged by polite requests to find alternate parking. Most recent issues with non-resident parking have been caused by Crossrail workers. Crossrail is generally very helpful when this happens and the cars are promptly moved once the registration numbers are reported to Crossrail site management. The Council is aware that Crossrail have a temporary site in Cambridge Road, but that does not justify the imposition of a permanent residents permit parking scheme.</p> <p>Improved Parking Provision for Residents. There are over 100 households in Cambridge Avenue and Warwick Avenue. The removal of</p>	<p>Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandoned the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.</p>

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	<p>parking scheme.</p> <p>Improved Parking Provision for Residents: There are over 100 households in Cambridge Avenue and Warwick Avenue. The removal of free, on-street parking will disadvantage families and children who have more than one car. For them, the scheme will be costly and inconvenient. Residents who have already paid to drop their kerbs will be required to purchase and display a permit if they want to be able to park over their dropped kerbs during the hours the scheme operates, for example between 8am and 6.30pm Monday-Saturday, whereas now they park for free. Indeed, given the scheme's inclusion of a total prohibition of parking on a section of bend in Cambridge Avenue, it is likely that the scheme will result in a loss of total available parking for residents and the introduction of parking enforcement."</p>	
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	<p>discouraged by polite requests to find alternative parking.</p> <p>Improved Parking Provision for Residents: There are over 100 households in Cambridge Avenue and Warwick Avenue. The removal of free, on street parking will disadvantage families with children who have more than one car. For them, the scheme will be costly and inconvenient. Residents who have already paid to drop their kerbs will be required to purchase and display a permit if they want to be able to park over their dropped kerbs during the hours the scheme operates, for example between 8am and 6.30pm Mon-Sat, whereas now they park for free. Indeed given the scheme's inclusion of a total prohibition of parking on a section of bend in Cambridge Avenue, it is likely that the scheme will result in a loss of total available parking for residents and the introduction of parking enforcement."</p>	
Resident	<p>The resident objects to the scheme.</p> <p>"Firstly the traffic flow along this road is minimal at best. To create a clear road would only serve to increase traffic speeds along this road creating a danger to pedestrians and local residents, Whereas at present there are no issues regarding the speeds of the few vehicles that do use this road. Since this is not a Main Road of any shape or form, to increase traffic flows would cause a problem and Danger for residents.</p> <p>Secondly, Many residents have paid the local authority to have dropped curbs installed at a great expense to the many residents who have paid for this service to happen, for which they already enjoy the use outside their properties for uninterrupted parking, so by doing so this has already limited non-residential parking in this area, eliminating this issue, so it is not a problem. Due to the fact there are many dropped curbs in this area, there isn't a problem with unwanted parking. Infact both myself and my neighbours are happy to encourage visiting family and friends to park across driveways and dropped curbs outside their homes to make visiting easier for all concerned. In addition to this should someone require trades to visit their property to carry out essential maintenance or repairs there would be a cost implication due to the increased risk of parking fines to the visiting trades persons and their vehicles, so some trade persons</p>	<p>Officers have considered all responses to the consultation and reported back to local Ward Councillors. Officers and Councillors have agreed to abandoned the resident's parking scheme, but to go ahead as advertised with the 'at any time' waiting restrictions on the bend of Cambridge Avenue and in Warwick Gardens.</p>

	<p>would avoid working in this area, which would make things much more difficult for the residents living here.</p> <p>Thirdly, The fact that you are proposing to Charge Residents and visitors for parking outside their own properties is simply a Tax on those who live in this area, a Charge we do not need, as it benefits no one living here or visiting here or needing to carry out work here.”</p>	
Resident	<p>The resident objects to the proposals. The objection we raise is that the ‘at any time’ waiting restrictions extend too far and restricts the resident ability to access the garage at the rear of the property. There is a vehicle crossings outside which enable the resident to access the garage for loading and unloading. The resident has requested to reduce the ‘at any time’ waiting restrictions to enable the resident to access their garage on an unrestricted basis.</p>	<p>Officers have taken time to have a look at the reduction of the ‘at any time’ waiting restrictions. If the restrictions were to be reduced, this could cause parked vehicles parking both sides of the road. Vehicles can load and unload on ‘At any time’ waiting restrictions for no time limit, but have to be seen loading and unloading in a safe and legal manner.</p>

## Appendix B –



## Appendix C-



# Havering

LONDON BOROUGH

### IMPORTANT PARKING NOTICE ENCLOSED

The Resident/Occupier

### Street Management Schemes

London Borough of Havering  
Town Hall,  
Main Road  
Romford RM1 3BB

Please call: Schemes  
T: 01708 431056 or 433464

Dear Sir/ Madam,

E: [schemes@haverling.gov.uk](mailto:schemes@haverling.gov.uk)

### Proposed Resident Permit Parking Area – Cambridge Avenue / Warwick Gardens

Date: 13<sup>th</sup> October 2017

I am writing to advise you that following the detailed consultation in October 2016, Havering Council have developed a 'Residents Permit Zone' parking proposal for Cambridge Avenue / Warwick Gardens. The aims of this proposal are to help improve traffic flow, limit non-residential parking and improve parking provisions for the residents of Cambridge Avenue, Warwick Gardens and their visitors. The proposals are for the residents parking zone to operate Monday to Saturday, 8am – 6:30pm.

Full details of the proposals, including relevant orders, are available for inspection for a period of 21 days at [www.haverlingtraffweb.co.uk](http://www.haverlingtraffweb.co.uk) or by prior appointment in the Public Advice and Service Centre, Liberty Shopping Centre, Romford, between 9am and 4pm, Monday to Friday. Further information may also be obtained via [schemes@haverling.gov.uk](mailto:schemes@haverling.gov.uk).

Any comments to the proposals should be sent in writing to the Highways, Street Management Group Manager, Havering Town Hall, Main Road, Romford RM1 3BB or via email to [schemes@haverling.gov.uk](mailto:schemes@haverling.gov.uk) and should be received by Friday 3<sup>rd</sup> November 2017. Any objections must state the grounds on which they are made.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Assistant Director of Environment and any issues will be addressed at that time. All comments received are open to public inspection.

For your information, the costs of permits are shown below:

Current Resident & Business permits charges	
Residents permit per year	1st permit £35.00, 2nd permit £60.00, 3rd permit and any thereafter £85.00
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

Yours faithfully,

**John-Paul Micallef**  
Engineering Technician  
Schemes Team