

HIGHWAYS ADVISORY COMMITTEE SUPPLEMENTARY AGENDA

11 December 2012

The following reports are attached for consideration and is submitted with the agreement of the Chairman as an urgent matter pursuant to Section 100B (4) of the Local Government Act 1972

20 HAYNES ROAD - PROPOSED EXTENSION OF EXISTING AT ANY TIME RESTRICTIONS (RESPONSES TO ADVERTISED PROPOSALS) (Pages 1 - 6)

Report attached

21 LITTLE GAYNES LANE, PROPOSED WAITING RESTRICTIONS (RESPONSES TO ADVERTISED PROPOSALS) (Pages 7 - 16)

Report attached

22 CHERRY WALK & RAINHAM ROAD - PROPOSED EXTENSION TO THE EXISTING 'AT ANY TIME' RESTRICTIONS (RESPONSES TO ADVERTISED PROPOSALS) (Pages 17 - 22)

Report attached

**Ian Buckmaster
Committee Administration and
Member Support Manager**

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HIGHWAYS ADVISORY COMMITTEE

11 December 2012

REPORT

Subject Heading:

**Haynes Road
Proposed extension of existing 'At any
time' restrictions – responses to
advertised proposals**

Report Author and contact details:

Sarah Rogers
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sarah.jane.rogers@havering.gov.uk

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 outlines the responses received to the advertised proposals to extend the existing 'At any time' Waiting Restrictions in Haynes Road, at its junction with Squirrels Heath Lane.

RECOMMENDATIONS

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:-

- a. the proposals to extend the 'At any time' Waiting Restrictions on the eastern kerb-line of Haynes Road to the northern boundary of No.1 Haynes Road, as shown on drawing Ref: Haynes Road/Squirrels Heath Lane, be implemented as advertised.
- b. the effect of the scheme be monitored;
- c. Members note that the estimated cost of this scheme as set out in this report is £250 and can be funded from the 2012/13 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 25th January 2011, Highways Advisory Committee agreed in principle proposals to extend the existing double yellow lines on the eastern side of Haynes Road, at its junction with Squirrels Heath Lane
- 1.2 The scheme was subsequently designed by staff and publicly advertised on 26th October 2012. This report outlines the responses received arising out of the public consultation.

2.0 Proposed Scheme

2.1 Haynes Road– Drawing No. Haynes Road/Squirrels Heath Lane.

The scheme is within the Squirrels Heath Ward and was recommended for consultation by Committee on 25th January 2011.

- 2.2 The scheme proposes to extend the existing 'At any time' waiting restrictions on the eastern side of Haynes Road, at its junction with Squirrels Heath Lane, to the northern boundary of number 1 Haynes Drive. These proposals are designed to improve road safety and prevent obstructive parking.

3.0 Outcome of Public consultation - Responses received

- 3.1 The proposals were advertised in the Romford Recorder and London Gazette. In addition, 18 statutory bodies and 3 residents were consulted on the proposals. Three site notices were also fixed to street furniture in the road.
- 3.2 At the close of public consultation on 16th November 2012, one response had been received to the proposals.

3.3 The response was from a resident of Haynes Road, who agrees that something needs to be done with the current parking situation in Haynes Road. They frequently get motorists knocking on their door asking them to move their vehicle, when they do not have their vehicle parked in the road. In some cases drivers of delivery vehicles and lorries just blow their horns and wait for the resident to come out and move their vehicles. The resident is requesting that the Council implement further waiting restrictions on the western side of the road to deter commuter parking.

4.0 **Staff Comments**

4.1 It would seem from the resident's comments, that there is inconsiderate or obstructive parking taking place in the area where the extension of the waiting restriction is proposed. The proposal will improve access into Haynes Road from Squirrels Heath Lane and limit any further displacement of parking into Haynes Road. It is suggested to the Committee that the proposals should be implemented as advertised and the affects measures, prior to any further restrictions being considered in the road.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £250.00 including advertising costs. This cost can be met from the 2012/13 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to 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 StreetCare 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 Minor Parking revenue Schemes budget.

Legal implications and risks:

Waiting restrictions and parking bays require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

None.

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.

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, the young and older people), this will assist the Council in meeting its duty under the Act.

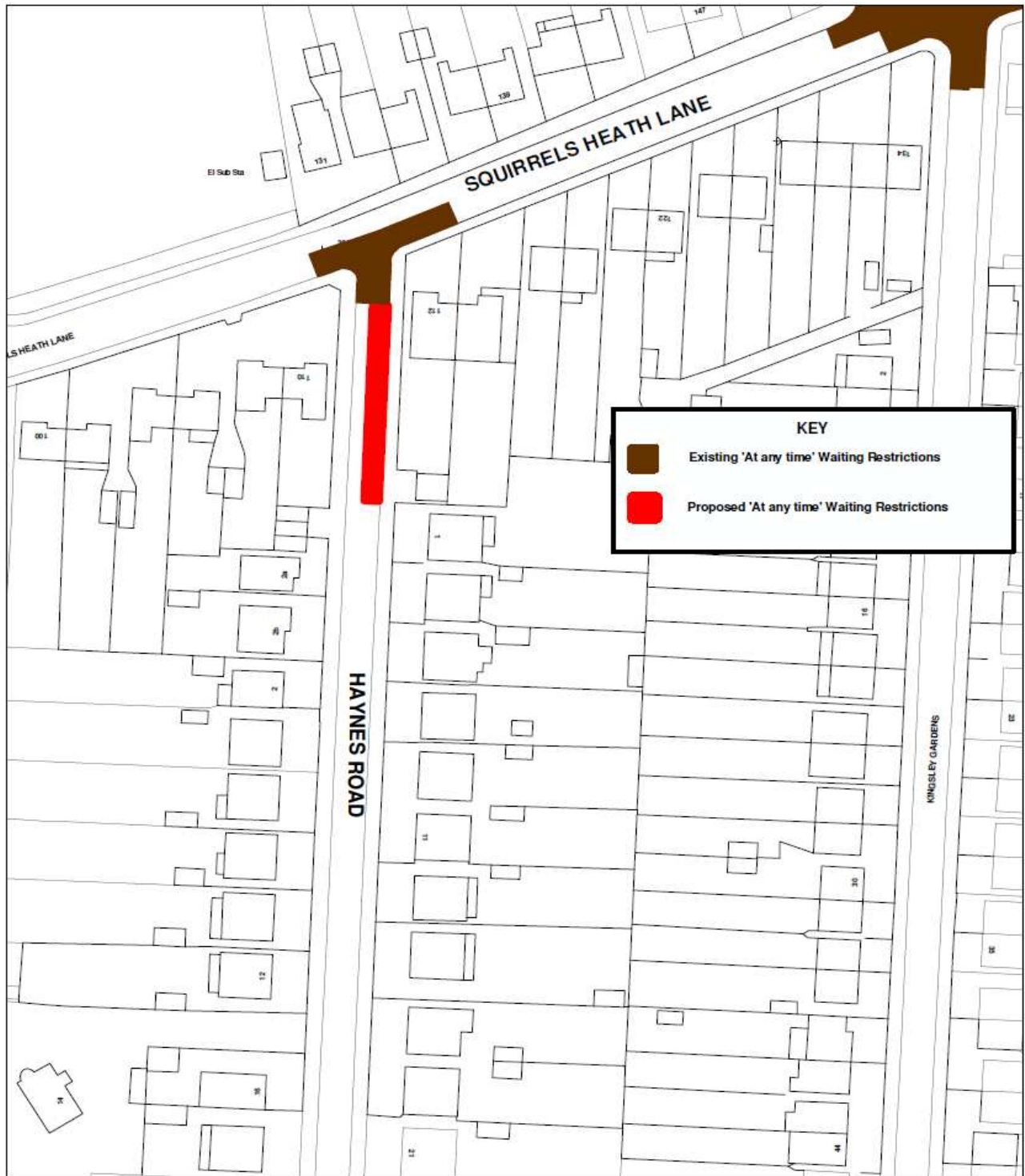
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others.



Disabled 'Blue' Badge holders are currently able to park with an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

There will be a visual impact from further signing and lining.

BACKGROUND PAPERS


Drawing: Haynes Road/ Squirrels Heath Lane.



KEY	
	Existing 'At any time' Waiting Restrictions
	Proposed 'At any time' Waiting Restrictions

Haynes Road/Squirrels Heath Lane	Map Reference: TQ5389SE	↑ N
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  	Scale @ A4 1:900 Date: 18/10/2012	Scale 0 8 16 24 32 40 m 
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 Havering LONDON BOROUGH	London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343	© Crown copyright and database rights 2012 Ordnance Survey 100024327
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HIGHWAYS ADVISORY COMMITTEE

11 December 2012

REPORT

Subject Heading:

**LITTLE GAYNES LANE, PROPOSED
WAITING RESTRICTIONS - comments
to advertised proposals**

Report Author and contact details:

Iain Hardy
Technical Officer
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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 outlines the responses received to the advertised proposals for waiting restrictions in Little Gaynes Lane and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:-

- a. the 'At any time' waiting restrictions for 15 metres on all of the Corbets Tey Road junction with Little Gaynes Lane, to introduce 7.00am to 6.30pm Monday to Friday waiting restrictions on the eastern side of Little Gaynes Lane from a point 15 metres north of the northern kerbline of Corbets Tey Road, to the common boundary of nos. 10 and 12 and to introduce, on the western side, 7.00am to 8.30am Monday to Friday waiting restriction, from a point 15 metres north of the northern kerbline of Corbets Tey Road, to a point opposite the common boundary of nos. 10 and 12, be implemented as advertised and shown on Plan Ref. Corbets Tey Road/ Little Gaynes Lane
- b. the effect of the scheme be monitored;
- c. Members note that the estimated cost of this scheme as set out in this report is £1,500 and can be funded from the 2012/13 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1. At its meeting on 20th March 2012, Highways Advisory Committee agreed in principle to proposals to introduce further waiting restrictions in Little Gaynes Lane and at its junction with Corbets Tey Road.

2.0 Proposed Scheme

2.1 Little Gaynes Lane - Plan Ref. Corbets Tey Road/ Little Gaynes Lane

- 2.2 The scheme is within the Upminster Ward and was recommended for consultation by Committee on 20th March 2012.

- 2.1 The proposals are to introduce 'At any time' waiting restrictions for 15 metres on all of the Corbets Tey Road junction with Little Gaynes Lane, introduce 7.00am to 6.30pm Monday to Friday waiting restrictions on the eastern side of Little Gaynes Lane from a point 15 metres north of the northern kerbline of Corbets Tey Road, to the common boundary of nos. 10 and 12 and on the western side, introduce 7.00am to 8.30am Monday to Friday waiting restriction, from a point 15 metres north of the northern kerbline of Corbets Tey Road, to a point opposite the common boundary of nos. 10 and 12.

2.2 These proposals were subsequently designed and publicly advertised. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised by a letter and copy of the plan appended to this report. Site notices were also placed in both roads.

2.3 This report looks at the responses received to the advertised proposals, which are summarised in Appendix B, along with staff comments and recommends a further course of action.

3.0 **Outcome of Public consultation - Responses received**

3.1 The proposals were advertised in the Romford Recorder and London Gazette. In addition, 18 statutory bodies and 61 residents were consulted on the proposals. Site notices were also fixed to street furniture in the area

3.2 At the close of public consultation on 1st October 2012, twelve responses had been received to the proposals a 20% response rate. The responses are summarised in Appendix B.

4.0 **Staff Comments**

4.1 There has been a reasonable response to the consultation, which generally indicates that there is a problem in the area. Out of the 12 responses from the residents of the area 9 residents support the proposals, with some wanting further restrictions around and opposite the junction of Little Gaynes Gardens. The residents that commented against the proposals were mainly concerned over the displacement of parked vehicles into other areas. Staff monitor the affects of any changes to parking controls, to ensure that parking problems can be kept to a minimum and if it is considered that further controls are necessary, the issue can be reported back to this Committee and a further course of action can be agreed.

4.2 Officers considered carefully each of the consultation responses and have tried to minimise, if not eliminate, the potential negative impact arising from these proposals, in terms of improving accessibility, safety and convenience for local residents and businesses.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1,500 including advertising costs. This cost can be met from the 2012/13 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to 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 StreetCare 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 Minor Parking revenue Schemes budget.

Legal implications and risks:

Waiting restrictions and parking bays require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

None.

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.

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, the young and older people), this will assist the Council in meeting its duty under the Act.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others.

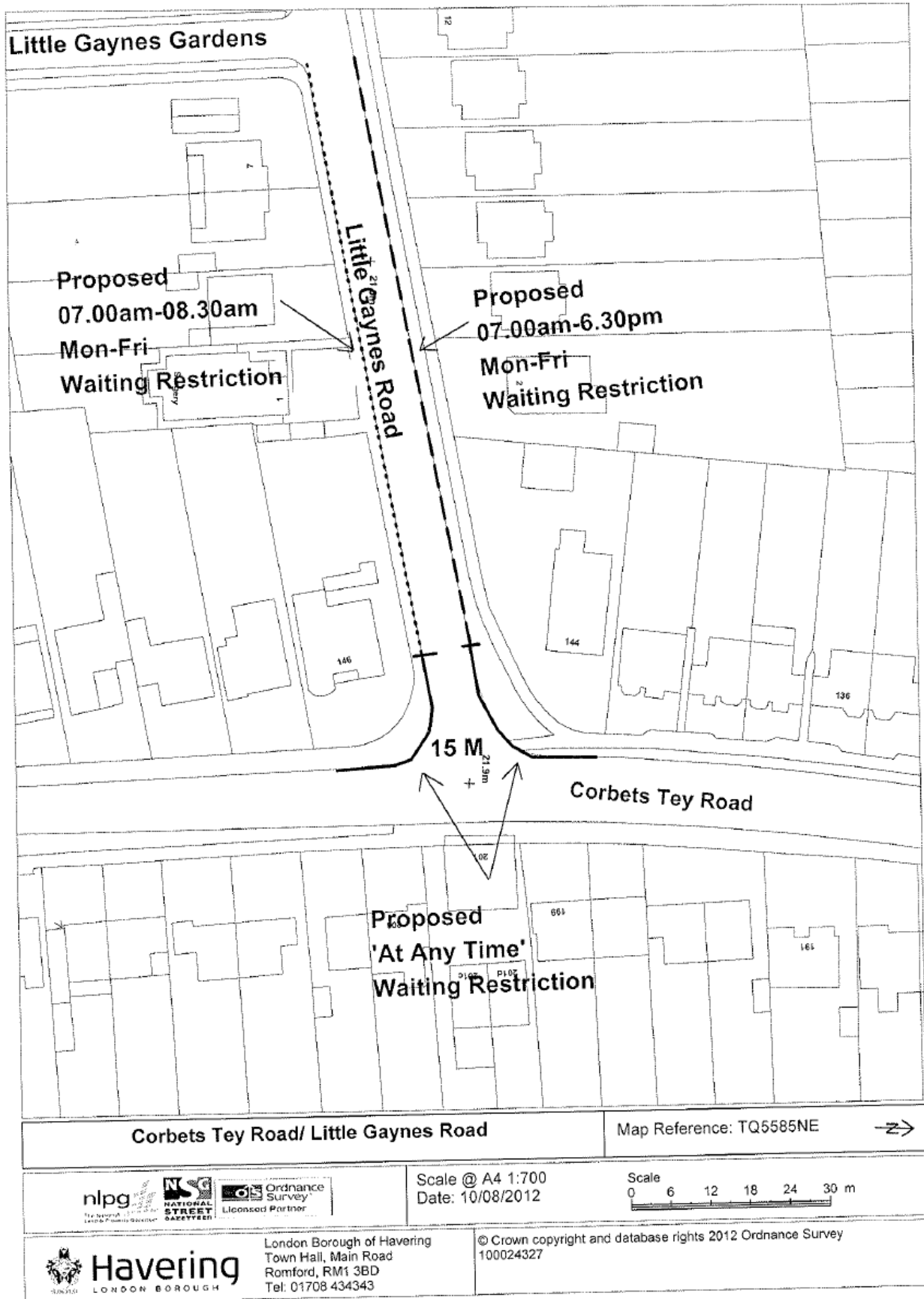
Disabled 'Blue' Badge holders are currently able to park with an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

There is a Care Home situated on the Corner of Corbets Tey Road and Little Gaynes Lane and a Doctors surgery situated within the proposed restricted area of Little Gaynes Lane, this is to be noted and considered by the Committee.

There will be a visual impact from the required signing and lining.

BACKGROUND PAPERS

Drawings: Ref: Corbets Tey Road/ Little Gaynes Lane



Little Gaynes Lane - Plan Ref. Corbets Tey Road/ Little Gaynes Lane

The proposals are to introduce 'At any time' waiting restrictions for 15 metres on all of the Corbets Tey Road junction with Little Gaynes Lane, introduce 7.00am to 6.30pm Monday to Friday waiting restrictions on the eastern side of Little Gaynes Lane from a point 15 metres north of the northern kerbline of Corbets Tey Road, to the common boundary of nos. 10 and 12 and on the western side, introduce 7.00am to 8.30am Monday to Friday waiting restriction, from a point 15 metres north of the northern kerbline of Corbets Tey Road, to a point opposite the common boundary of nos. 10 and 12.

Consultation

61 letters with attached plans of the proposals were delivered to residents in Corbets Tey Road and Little Gaynes Lane. At the close of public consultation there were 12 responses received to the proposals, a 20% response rate. The responses are summarised below.

Summary of responses

Response 1

From a resident of Little Gaynes Lane, who wishes to object in the strongest terms, as they feel that the proposals will push parking further into Little Gaynes Lane and into the side roads. It is felt that the proposed extension of Branfil School will flood the local roads with parking related to the school. The proposed yellow line in Little Gaynes Lane will make it difficult for the elderly and patients to visit the doctor's. They also point out that when all the other properties have visitors, there will be nowhere left. There are also concerns over emergency vehicles gaining access through the roads as it is felt that they will inevitably be double parking.

Staff comments

The proposals will certainly address the current parking problems in the road, although there is a chance that some parking will be displaced into other areas. In respect of the extension to Branfil School causing further parking problems in Little Gaynes Lane, it is considered that this road would experience little or no effect of from parents parking for short periods at peak times. Any agreed proposed restrictions will be monitored and if further action is required, the situation will be reported to this Committee, who will agree a further course of action.

Response 2

From a resident of Little Gaynes Lane, who support the proposals, strictly if they include double yellow lines around the junction of Little Gaynes Lane and Little Gaynes Gardens and the proposed 7.00am to 6.30 pm Monday to Friday waiting restrictions on the eastern side of little Gaynes Lane being extended to the common Boundary of Nos. 12and 14.

They advise that they regularly see vehicles being parked for long durations on the junction of Little Gaynes Lane and Little Gaynes Gardens and outside their property, creating a potential hazard. On more than one occasion, refuse lorries have not been able to access Little Gaynes Gardens, due to inconsiderate commuter parking.

The resident feels that the suggested amendments to the scheme are what other residents want and should have been progressed in this regard. The resident also attached a plan that was amended showing their proposed amendments to the scheme.

Staff comments

While it should be noted that the resident support the proposals, if they include further element, any extension of the proposals or new proposals, would require further approval by this Committee and the Lead Member for Community Empowerment further advertisement of the proposals, with public consultation and the consultation process being followed.

Response 3

From a resident of Little Gaynes Gardens, who feels that the council are trying to fix something and will just create another pile of problems. They outline that the extension of the parking restrictions on Corbets Tey Road, from near The Approach to just past Gaynes Park Road caused the current problems in Little Gaynes Lane and that Little Gaynes Lane could not take the extra parking because of parking related to the doctors. They believe that by introducing parking restrictions in this road, parking will be displaced into Little Gaynes Gardens.

They also feel that Little Gaynes Gardens cannot take parking on both sides of the road. There are constantly access problems for the refuse lorry and refuse is not collected, just because of one car. There is already problem in the road with commuter parking.

The resident outlines that there was a recent death in the street and the ambulance had to be parked in Little Gaynes Lane and the paramedics had to walk to the end of the road with a stretcher. It is felt that there are problems in the road with street cleaning and the expected increase of parking will make this situation worse. The resident does not know what can be done to resolve the situation, but it is felt that just moving the current problem is just ridiculous.

Staff comments

From the implementation of any parking restrictions there could be vehicles displaced into other areas. However, the proposed restrictions will certainly deal with the current parking problems in Little Gaynes Lane. Any agreed proposed restrictions will be monitored and if further action is required, the situation will be reported to this Committee, who will agree a further course of action.

Response 4

From a resident of Little Gaynes Lane, who supports the proposed waiting restriction on the following grounds:-

1. Every day Monday to Friday the area of the proposed waiting restriction is used on both sides of the road for commuters, and those visiting the Nursing Home (recently extended) and the busy doctor's surgery. This causes traffic chaos and is dangerous for access by emergency service vehicles.
2. We are very grateful that in the last 10 years since the surgery has been extended, no one has been injured or killed in this overused piece of road. However, without

these restrictions, it is only a matter of time for a serious injury to take place, and this is likely to be a school child on the way to or from Gaynes School.

3. The issue is made considerably worse with the use of the car park within the doctor's surgery, albeit with limited capacity. But this means there are continually vehicles turning in and out, exacerbating the problem. As the use of surgeries move towards extended hours of operation, as cajoled by successive governments, so the danger to school children will only increase.
4. The proposal makes much sense, as it does provide some capacity to the Nursing Home and Doctors Surgery – this is badly needed. When we conducted a survey of users of the surgery prior to rebuilding, we found that 80% of people came by car, whether this was for a consultation, or just to collect a prescription.

Staff comments

The proposals should alleviate the current parking problems in the road while having no effect on visitors to the doctors after 8.30am.

Response 5

From a resident of Corbets Tey Road, who fully agrees with the proposed waiting restrictions for Corbets Tey and Little Gaynes Lane.

The resident thanks staff for their help and can't wait to be able to get in and out of their drive with ease.

Staff comments

None

Response 6

From a resident of Corbets Tey Road, who outlines their fully support the above proposal.

Staff comments

None

Response 7

From a resident of Little Gaynes Lane, who cannot see the purpose behind this plan. They feel that many streets suffer from parking problems, so why is the quiet little road of Little Gaynes in need of special care, especially since it will cause considerable inconvenience for residents and those visiting friends and family in Little Gaynes Residential Home.

They feel that this seems to me that this is just another restriction/rule where there is no benefit but considerably hardship attached to it.

Staff comments

The proposals are designed to prevent parking at the junction of Corbets Tey Road and Little Gaynes Lane, while preventing commuter parking and permitting parking for the doctor's surgery and the nursing home after 8.30am.

Response 8

The respondent feels that these are good proposals and it is about time they were put in place. They also feel that the parking situation has been an accident waiting to happen. They suggest that with the proposals residents will be able to exit their properties safely and when we want.

Staff comments

None

Response 9

From a resident of Little Gaynes Lane who support the proposals, as they are particularly concerned about the commuter parking on both sides of Little Gaynes Lane, together with parking by staff/visitors of the nursing home in Corbets Tey Road and visitors to the Doctors Surgery in Little Gaynes Lane. It is felt that parking in this area causes difficulties for traffic turning into and out off Little Gaynes Lane.

Parking in this area also causes difficulties for residents leaving their driveways, for vehicles such as emergency service, dustcarts, deliveries and problems for the elderly and children wishing to cross Little Gaynes Lane.

Staff comments

The proposals will alleviate the current parking problems in Little Gaynes Lane and at its junction.

Response 10

From residents of Corbets Tey Road, who approves in principal of some of the proposals. They outline that they have noticed for that cars are being parked in this area all day and it is believed they are commuters who walk down to the Station, which is approx a 20 minute walk. They advise that the cars park dangerously close to the end of Little Gaynes Lane, which restricts vehicles turning safely into and out of Little Gaynes Lane. This has become a nuisance.

Although the proposed 07.00am-8.30am waiting restrictions don't directly affect them, they do feel that cars parked currently on the right side of the road will just park on the left side instead. They advise that the road narrows further along Little Gaynes Lanes and drivers will find it difficult to pass parked vehicles.

Further to this they consider that any changes made will ultimately have a knock-on effect and those same people parking across the road from their property will then look for somewhere else to park.

They also are concerned that parking will be displaced on to Corbets Tey Road, which is a busy road during the rush hours and weekends. .They are worried that being opposite the junction and if vehicles park here it will cause chaos and will be dangerous for drivers

turning out of Little Gaynes Lane, which is a very busy junction all day. Their other concern is that their vehicle crossover could be obstructed and the drivers would not be able to be contacted in order to move their vehicles.

The resident points out that Corbets Tey Road is a busy and it is already difficult to pull out into the road from their crossover and they are concerned about vehicles being parked both sides of the crossover. It is also pointed out that that with vehicles being parked on this side of the road, double decker buses, which now use Corbets Tey Road, will be forced out into the centre of the road. The bus stop is only a few doors down from their property and they already find that it is becoming difficult to manoeuvre off their drive, when cars overtake stationary buses at speed. They feel that if there are cars parked on the road as well, it could potentially cause a serious accident.

Staff comments

The residents are clearly concerned about parking being displaced on to Corbets Tey Road and the further effects of displaced parking. From the implementation of any parking restrictions there could be vehicles displaced into other areas. However, the proposed restrictions will certainly deal with the current parking problems in Little Gaynes Lane. Any agreed proposed restrictions will be monitored and if further action is required, the situation will be reported to this Committee, who will agree a further course of action.

Response 11

From a resident of Little Gaynes Lane, who considers themselves to be a resident severely affected by the current parking situation and who strongly support the proposed waiting restrictions, which they feel are well overdue.

However, they refer to a meeting between Little Gaynes Lane residents and a Ward Councillor when it was reportedly agreed that the proposed yellow lines would go up to Little Gaynes Garden and would incorporate the area outside No. 12 Little Gaynes Lane, which is immediately opposite Little Gaynes Gardens. It is the residents understanding that this element of the scheme has been overlooked, due to misunderstanding or oversight. They request that the Highways Advisory Committee accept this small modification to the Plan as it was never intended that No 12 be excluded.

Staff comments

While it should be noted that the resident strongly support the proposals, any extension of the proposals or new proposals, would require further approval by this Committee and the Lead Member for Community Empowerment further advertisement of the proposals, with public consultation and the consultation process being followed.

Response 12

From a resident of Little Gaynes Avenue, who feels that the junction of Little Gaynes Lane and Corbets Tey Road is very busy and vehicles parking close to the junction cause a hazard for pedestrians and motorists alike and the proposals should be installed as soon as possible.

Staff comments

The proposals will alleviate the current parking problems at the junction.

HIGHWAYS ADVISORY COMMITTEE

11 December 2012

REPORT

Subject Heading:

CHERRY WALK & RAINHAM ROAD
Proposed extension to the existing 'At any time' restrictions – responses to advertised proposals

Report Author and contact details:

Sarah Rogers
01708 432810
sarah.jane.rogers@havering.gov.uk

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 outlines the responses received to the advertised proposals for waiting restrictions in Cherry Walk and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:-

- a. the proposals to extend the 'At any time waiting restrictions in Cherry Walk, on its south-eastern side, from a point 15 metres south-west of the south-western kerblines of Rainham Road, to the north-eastern flank wall of No. 1 Faray Terrace, Cherry Walk, and on the north-western side, from a point 13.5 metres south-west of the south-western kerblines of Rainham Road, to a point 15 metres south-west of the south-western kerblines of Rainham Road, which are shown on Drawing ref: TPC158 Cherry Walk, be implemented as advertised.
- b. the effect of the scheme be monitored;
- c. Members note that the estimated cost of this scheme as set out in this report is £500 and can be funded from the 2012/13 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 The scheme request originated from a Ward Councillor via a Highways Officer within Streetcare. It had been reported that there were access and egress issues for all road users, in particular refuse and emergency vehicles. It was also reported that vehicles have been mounting the footway endangering pedestrians and causing subsequent damage.
- 1.2 At its meeting on 13th December 2011, Highways Advisory Committee agreed in principle to the proposals to extend the existing double yellow lines in Cherry Walk, to improve access and egress.
- 1.3 The scheme was subsequently designed by staff and publicly advertised on 26th October 2012. This report outlines the responses received arising out of the public consultation.

2.0 Proposed Scheme

Cherry Walk – Drawing No. TPC158 Cherry Walk.

The scheme is within the South Hornchurch Ward and was recommended for consultation by Committee on 13th December 2011.

- 2.1 The proposals are to extend the existing 'At any time waiting restrictions in Cherry Walk, on its south-eastern side, from a point 15 metres south-west of the south-western kerblines of Rainham Road, to the north-eastern flank wall of No. 1 Faray Terrace, Cherry Walk, and on the north-western side, from a point 13.5 metres south-west of the south-western kerblines of Rainham Road, to a point 15 metres south-west of the south-western kerblines of Rainham Road.

3.0 **Outcome of Public consultation - Responses received**

The proposals were advertised in the Romford Recorder and London Gazette. In addition, 18 statutory bodies and 4 residents were consulted on the proposals. Two site notices were also where placed on site within the vicinity of the proposals.

At the close of public consultation on 16th November 2012, 1 response was received to the proposals.

Response 1- From a resident of Cherry Walk.

The resident has stated that they are 37 weeks pregnant and has just moved into a property within Cherry Walk and finds it hard to find a parking space. The resident also suffers from depression and can find it very stressful at times when bringing home shopping or other items. The resident is requesting that we implement the 'At any time' Waiting Restrictions but we should also mark in a reserved parking bay for the resident.

4.0 **Staff Comments**

Parking is a premium in Cherry Walk and as such the scheme has been designed so that on-street parking is maximised with the long term safety and access of the road user in mind.

The proposals are to extend the waiting restrictions on the side of the road where vehicles mainly park for a distance of 1.5 metres.

As outlined above, only one response was received to the proposal. Officers considered carefully this response and have tried to minimise, if not eliminate, the potential negative impact arising from these proposals, in terms of improving accessibility, safety and convenience for local residents and businesses.

Staff sympathise with the issue of resident having to park some distance from where they reside and have been corresponding with the respondent to better understand their concern and needs. With regard to the resident's request staff have advised that disabled parking bays are only installed on the public highway if the applicant has a significant mobility issue and if their needs have been assessed by the Occupational Therapists. The resident has advised staff that they will contact Social Service and have their need assessed with a view to being approved for a Disabled Parking Bay.

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £500 including advertising costs. This cost can be met from the 2012/13 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to 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 StreetCare 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 Minor Parking revenue Schemes budget..

Legal implications and risks:

Waiting restrictions and parking bays require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

None.

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.

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, the young and older people), this will assist the Council in meeting its duty under the Act.

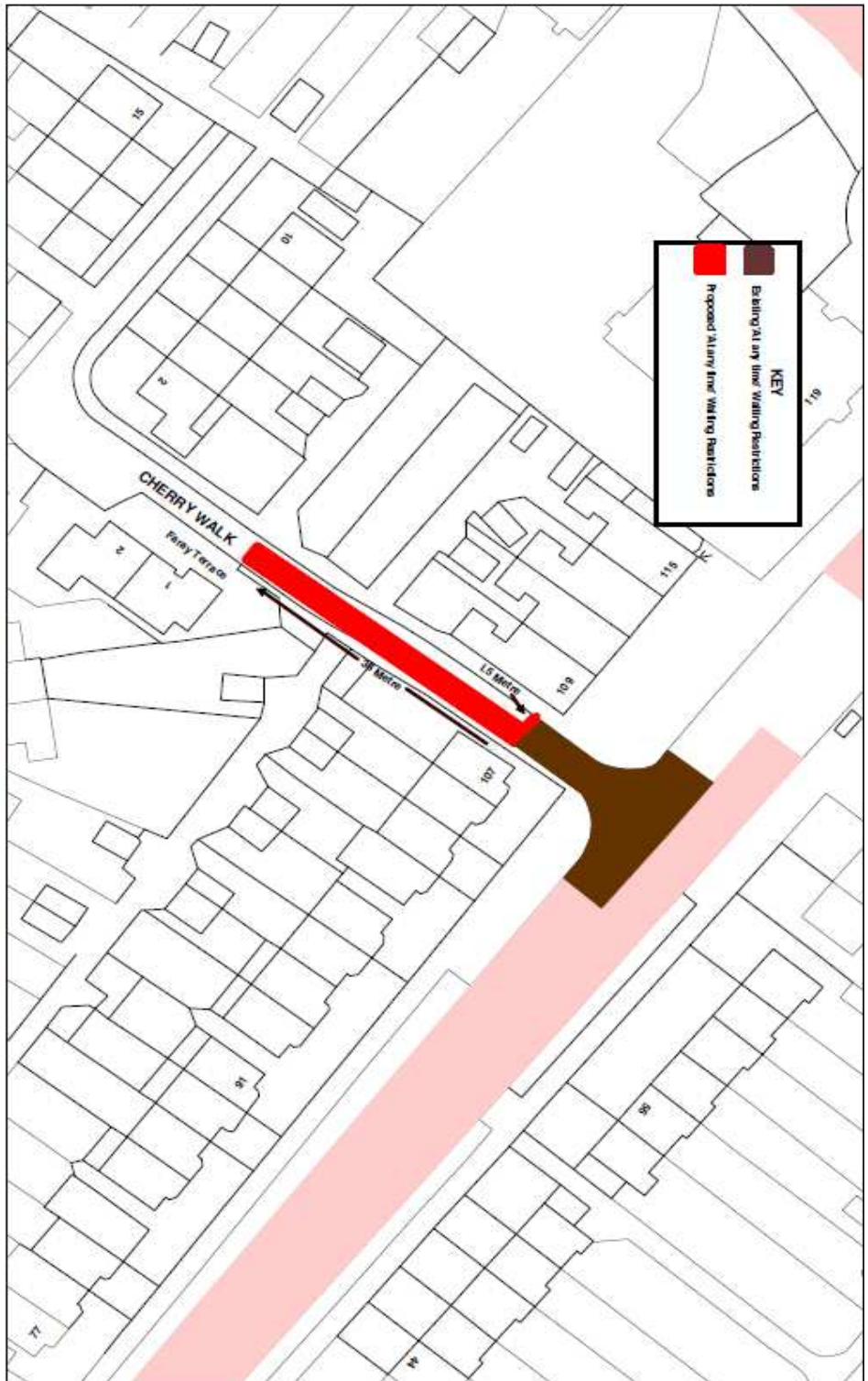
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others.

Disabled 'Blue' Badge holders are currently able to park with an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

There will be a visual impact from further signing and lining.

BACKGROUND PAPERS

Appendix A Drawing ref - TPC158 Cherry Walk



TPC158 Cherry Walk

London Borough of Havering
Town Hall, Main Road
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