



HIGHWAYS ADVISORY COMMITTEE

16 August 2011

Subject Heading:

**PARK LANE AREA PARKING REVIEW
Outcome of consultation on proposed
parking scheme**

Report Author and contact details:

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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 presents the views of those responding to a public consultation on an extension to the Romford Controlled Parking Zone, parking restrictions at junctions and other minor parking alterations.

RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the following items be implemented as shown on the relevant Drawings,
 - (a) Double yellow line and single yellow line restriction (reduced operation times) at Park Lane junction with Malvern Road, (at location of previous school crossing patrol), Drawing QJ054.OF.102.B;
 - (b) Double yellow line restriction in Park Lane opposite junction with Hillcrest Road (past pedestrian refuge), Drawing QJ054.OF.103.B;
 - (c) Double yellow line restriction in Park Lane at the junction and opposite junction with Bush Elms Road (revised length), (at pedestrian refuge), Drawing QJ054.OF.103.B;
 - (d) Double yellow line restriction (revised length) in Park Lane at the junction with Hornchurch Road, (approach to traffic lights), Drawing QJ054.OF.104.B;
 - (e) Alteration to the existing school keep clear restriction in Clifton Road, Drawing QJ054.OF.105.B
 - (f) Parking bay extension and removal of school keep clear marking in Malvern Road, Drawing QJ054.OF.106.B;
 - (g) Alter voucher parking bay to residents' bay in Malvern Road, Drawing QJ054.OF.106.B;
 - (h) Single yellow line (reduced operation times) and double yellow line restriction in Globe Road at the junction and opposite junction with Benjamin Close, QJ054/OF/107.B;
 - (i) Double yellow line restrictions in Globe Road junction with Hillcrest Road, Drawing QJ054.OF.107.B;
 - (j) Double yellow line restrictions at junction of Hornchurch Road and Cheviot Road, Drawing QJ054.OF.108.B

2. That the Committee having considered the responses and information set out in this report rejects the remainder of the scheme.

3. That it be noted that the estimated cost of implementing the residual elements of the scheme is £1,500 which can be met from the 2011/12 revenue allocation for Minor Parking Schemes.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting of 13th July 2010, the Committee considered a Highways Scheme Application (Item 20) for a number of parking-related matters in the Park Lane (Hornchurch) Area, raised by residents, Councillors and the Council's Road Safety Unit.
- 1.2 The HAC agreed that the Head of StreetCare should proceed with the detailed design and consultation of the following as shown on Drawings QJ054.101.B to QJ054.OF.109.A;
- Bring Clifton Road and the northern end of Park Lane into the current Controlled Parking Zone (north of Malvern Road);
 - Provide double yellow line parking restrictions at junctions and through pedestrian refuges etc.;
 - Amend and propose school keep clear markings with revised restriction times;
 - Provision of business permit bays.
- 1.3 The detailed proposals were advertised and site notices placed on 1st July 2011, with seven hundred letters being hand-delivered to those potentially affected by the scheme, with a closing date for responses being Monday 31st July 2011 (which should have been 1st August 2011).

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation twenty seven responses had been received which is a 3.8% response rate. The comments are summarised in Appendix II.
- 2.2 The general comments received are summarised as follows;
- Those in favour of joining the existing CPZ would like to see continuous parking bays otherwise they lose the parking bay across their private driveways,
 - Single yellow line restrictions to operate during school times only,
 - Complaints about problems parking,
 - Comments about there not being a parking problem,
 - Double yellow line restrictions being too long, displacing parking,
 - Not enough parking enforcement around the school and in existing resident bays,
 - Business parking bays being too far from businesses in Park Lane (although not received from the businesses),
 - Comments that the proposals are a money-making scheme/ tax,

Highways Advisory Committee, 16 August 2011

- 2.3 In terms of a specific responses, despite the enthusiasm for inclusion within the existing CPZ from the residents of Clifton Road and Park Lane (north of Malvern Road), the response to the detailed proposals was very low, with the majority of respondents objecting to the proposals.
- 2.4 Seafields Fostering, the only business to respond, at 29/31 Malvern Road has ongoing business parking problems in that they suggest they pay for 4 business permits for a two-car dual-use bay outside their property but this is often parked in by residents.
- 2.5 They had requested in their response to the original survey for it to be made a business permit bay. In trying to balance the demands of residents and a business within the centre of a residential area, Staff proposed changing an existing residents' bay at the Globe Road end of the street to a dual-use bay (3 vehicles) and providing a new dual-use bay in Globe Road (3 vehicles); Seafields offered no comment.
- 2.6 Those responding from Malvern Road and Claremont Road objected to the proposed changes in bay use and school keep clear restrictions, but response rate was very low.
- 2.7 In terms of Globe Road, responses were very low and centred on objections to measures to assist the school crossing patrol which serves the recently opened Hylands Primary School. (This school crossing patrol was moved from its previous location in Park Lane near Malvern Road.)
- 2.8 Finally, the responses to the proposals for double yellow lines on junctions and through pedestrian refuges in the area attracted a low response rate with those responding all objecting.

3.0 Staff Comments

- 3.1 The response rates to the scheme as a whole and the various elements are considered by Staff to be very low.
- 3.2 Staff are surprised with the low level of response from Clifton Road given that with the original questionnaire, 22 out of 28 respondents indicated a desire to join the existing CPZ. It may be that some residents assumed that comments at that stage were sufficient, or conversely, seeing the detail of a scheme, residents were not happy with the implications for them. Staff are further surprised given the level of interest from residents and ward councillors in the period between the questionnaire and detailed scheme consultation.
- 3.3 The two respondents from Clifton Road supporting the inclusion within the CPZ did so, but only if bays were marked continuously across dropped kerbs, which is no longer the practice.

Highways Advisory Committee, 16 August 2011

- 3.4 Given the lack of support from Park Lane and Clifton Road, Staff are only able to suggest the Committee rejects the extension to the CPZ.
- 3.5 Seafields Fostering maintained their request for a dedicated business bay outside their premises and did not comment on the proposals for additional dual-bays in the area; plus some residents did not support dual-use bays. Again, the lack of interest in the proposals does lead Staff to conclude that the matter should not be taken forward.
- 3.6 With regard to the proposed double yellow lines at junctions and past refuges, plus measures designed to assist pupils walking to local schools, the response rate was low and again with objection. Whilst the Committee may wish to reject these items, Staff remain of the view that some of the issues would be useful to help with road safety and traffic flow and would recommend implementation with minor changes as listed in Recommendations above.
- 3.7 Some residents and businesses may still be left with issues, but in the absence of a higher response rate and support, such issues would have to be dealt with on a case by case basis.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £1,500 for residual elements of the scheme can be met from the Council's 2011/12 revenue budget for Parking Schemes.

Legal implications and risks:

Parking management schemes (including restrictions and 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 management schemes 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.

Blue-badge holders are able to park with an unlimited time in resident permit bays and up to three hours on restricted areas (unless a loading ban is in force).

There will be some visual impact, due to the required signing and road markings.

BACKGROUND PAPERS

Project File: QJ 054 Park Lane Area Parking Review

**APPENDIX I
CONSULTATION LETTER**



Havering

LONDON BOROUGH



Havering

LONDON BOROUGH

Bob Wenman
Head of StreetCare

Culture & Community
London Borough of Havering
10th Floor, Mercury House
Mercury Gardens
Romford, RM1 3DW

Resident / Occupier / Business

Parts or all of: Park Lane, Claremont Road, Clifton Road, Malvern Road, Hillcrest Road, Bush Elms Road, Truston Gardens, Mendip Road, Maygreen Crescent, Globe Road, Benjamin Close, Rossall Close, Norman Road, Cheviot Road and Hornchurch Road.

Please call: Traffic & Engineering
Telephone: 01708 433103 or 433704
Fax: 01708 433721
Email: highways@havering.gov.uk

My Ref: QJ054/NC
Your Ref:

Dear Sir or Madam,

PARK LANE AREA – PARKING REVIEW

Date: 1st July 2011

The Council conducted a car parking survey of some residents in the Park Lane area in August 2010. The main conclusion drawn from this was that a majority of residents and businesses in Clifton Road and in Park Lane north of Malvern Road wanted to be included in the existing Romford Sector 3 Controlled Parking Zone (CPZ).

The Council's Highways Advisory Committee agreed that the residents, businesses and occupiers of Clifton Road and Park Lane north of Malvern Road should be consulted on joining the local permit scheme, junction parking restrictions and other minor parking related issues and alterations.

The proposed extension to the CPZ will operate between 8:30am and 6:30pm, Monday to Saturday, as existing. Proposed residents' parking bays have been provided where possible having regard for access and servicing.

In addition, short term parking bays have been proposed in Albert Road, but this results in the loss of the existing Voucher parking bay.

The new primary School, Hylands, opened on 8th June. The school crossing patrol has moved from Park Lane to Globe Road and is being monitored by Havering's Road Safety Team. However this may not change the number of children still wishing to cross Park Lane. Single yellow line restrictions have therefore been proposed in Park Lane to assist pedestrians crossing Park Lane to access the school.

Double yellow lines have been proposed on all junctions and through pedestrian refuges within the wider review area to ensure good visibility for pedestrians crossing junctions and to maintain flow of vehicular traffic.

Attached is Drawing no. QJ054/101.B which shows the entire site locating each proposal drawing, and one or some of the proposal drawings QJ054.102.A to QJ054/109.A; you have been sent those drawings relevant to your vicinity. A copy of the draft Traffic Order will be placed on site near all locations affected by a proposal. The supporting schedules can be viewed in the Romford Recorder and the Romford and Havering Post newspapers from Friday 01 July 2011.

You may comment on the proposals in writing or by email, details above, which should be received by **Monday 31st July 2011**. If you have any questions, please contact me on the above telephone numbers. Please note that all comments received are open to public inspection.

Yours faithfully,

Nicola Childs IEng AMICE, Traffic & Engineering

**APPENDIX II
CONSULTATION RESPONSE SUMMARY**