



HIGHWAYS ADVISORY COMMITTEE

15 April 2014

REPORT

Subject Heading:

**Mawney Road – TPC355
Proposed implementation of ‘At any
time’ restrictions – comments to
advertised proposals**

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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 checked="" 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 introduce ‘At Any Time’ waiting restrictions in Mawney Road (Mawneys Ward), outside and opposite the entrance of King Georges Park.

RECOMMENDATIONS

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

- a. implement the 'At any time' Waiting Restrictions which will prevent obstructive parking and improve traffic flow in the vicinity of the pedestrian refuge. As detailed in this report and shown on the plan attached to **Appendix A** of this report;
- b. that the effect of the scheme be monitored.

Members note that the estimated cost of this scheme as set out in this report is £800 and can be funded from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 15th October 2013, this Committee agreed in principle to the proposals to implement double yellow lines extending in both directions of the traffic island, to improve traffic flow and prevent obstructive parking.
- 1.2 The scheme was subsequently designed by staff and publicly advertised on 13th December 2013. This report outlines the responses received arising from the public consultation.

2.0 Proposed Scheme

2.1 Mawney Road– Appendix A

The scheme proposes to introduce 'At Any Time' waiting restrictions in Mawney Road, outside and opposite the entrance of King Georges Park. These proposals are designed to deter motorists from parking in the vicinity of the pedestrian island which has been reported to be causing a conflict to traffic movements and congestion, especially to the local bus services.

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 19 residents were consulted on the proposals. Two site notices were also fixed to street furniture in the vicinity of the proposals.

At the close of public consultation on the 10th January 2013, 4 responses' were received to the proposals, with 3 in favour and 1 against.

Residents in favour

Response 1 - a resident of Mawney Road.

The resident is in favour for the proposed 'At Any Time' waiting restrictions, although they have concerns that parking will be taken away from residents as there are already limited parking spaces for carers and essential services.

Response 2 – a resident of Mawney Road

The resident is in favour of the proposed 'At Any Time' waiting restrictions but feels that the proposed restrictions need to be extended up to number 252 Mawney Road due to vehicles parking outside his property.

Response 3 – a resident of Mawney Road

The resident is in favour of the proposed 'At Any Time' waiting restrictions.

Residents against

Response 4 – a resident of Mawney Road

The resident feels that the proposed 'At Any Time' waiting restrictions will not help the problem. They would like either the bus stop or crossing moved as this would alleviate the congestion.

4.0 Staff Comments

The proposals are designed to ensure that traffic flow is maintained on one of the busiest roads in to Romford, especially during traffic sensitive times, mornings and evenings. This design will also improve journey times for the transport services as this area will remain free from obstruction allowing larger vehicles to negotiate the traffic island. Additionally this will offer improvements to forward visibility for pedestrians and other road users.

A ward Councillor has reported incidents of anti-social behaviour at this location where local residents have been verbally abused by people that are parking inconsiderately.

Officers fully support the scheme and would recommend the proposals be implemented as advertised and the effects be monitored.

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 £800 including advertising costs. This cost can be met from the 2014/2015 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to 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 overspend, the balance would be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

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

Human Resources implications and risks:

There are no human resource implications associated with this scheme.

Equalities implications and risks:

All proposals included in the report have been publicly advertised and subject to public consultation. Additionally a drop-in session was organised by Officers to inform stakeholders about the proposed changes and answer their questions.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally.

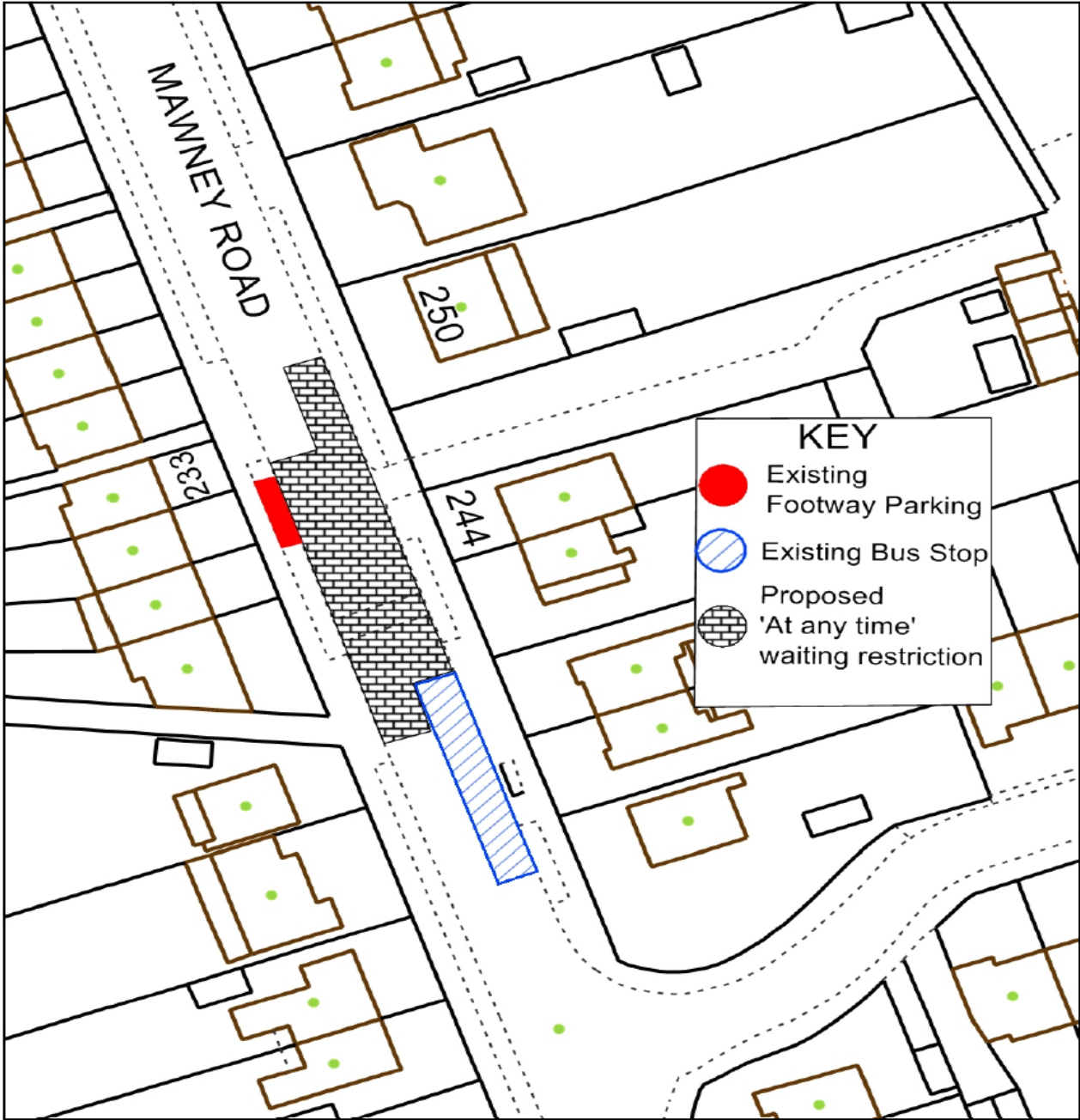
However, parking restrictions in residential areas are often installed to improve road safety and accessibility for all road users.

Disabled 'Blue' Badge holders are able to park for up to three hours on restricted areas (unless a loading ban is in force).

As potential/likely equalities issues and concerns raised through the consultation which affect those with protected characteristics under section 149 of the Equality Act 2010 have been factored into the final proposal, officers recommend that the proposed changes be implemented as advertised and the effects be monitored on a regular basis. The impact on those holding 'Blue Badges' will be mediated as 'Blue' Badge holders are able to park for up to three hours on restricted areas (unless a loading ban is in force).

BACKGROUND PAPER

Appendix A – Mawney Road



Mawney Road	
	Scale: 1:500 Date: 03 April 2014
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