



# HIGHWAYS ADVISORY COMMITTEE

11 November 2014

# REPORT

**Subject Heading:**

**Mashiters Walk – TPC70**

Proposed waiting restrictions – comments to advertised proposals

**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 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 waiting restrictions in Mashiters Walk (Pettits Ward) which will prevent commuter parking and improve traffic flow.

## RECOMMENDATIONS

- 1 That the Committee having considered the representations made recommends to the Cabinet Member for Environment that:
  - the waiting restrictions shown on **Appendix 1** of this report be implemented as advertised;
  - that the effect of the scheme be monitored.
- 2 Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 Following reports of commuter parking, at its meeting in October 2012, this Committee agreed in principle to the proposals to implement waiting restrictions between 10am and 11am on an unrestricted section of Mashiters Walk.
- 1.2 The scheme was subsequently designed and publicly advertised on 11<sup>th</sup> July 2013 and this report outlines the responses received arising from the public consultation, which are summarised and appended to this report, as **Appendix 2**.

### 2.0 Outcome of Public consultation - Responses received

On 11<sup>th</sup> July 2014, residents in the area, which were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

At the close of public consultation on the 1<sup>st</sup> August 2014, 8 responses' were received to the proposals, with 5 respondents in favour of the proposals and 3 respondents against the proposals. All responses received are outlined in this report attached to **Appendix 2**

### 3.0 Staff Comments

The proposals are designed to ensure that traffic flow is maintained during traffic sensitive times and to ensure access for Emergency Services, and larger vehicles. These proposals will prevent long term commuter parking, which should create available kerb space for residents to park outside of the proposed restricted hours. The commuter parking is likely to be caused by the implementation of the restrictions in the Lake Rise and Rosemary Avenue area and therefore Officers recommend that the proposals should be implemented as advertised.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

This report is asking the Highways Advisory Committee to recommend to the 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 £1000 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 with 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 an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

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

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

### **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:**

The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted formally and informally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

At the close of public consultation 8 responses were received, with 5 respondents in favour of the proposals and 3 respondents against. The respondents opposing the proposals did not raise any equality related concerns.

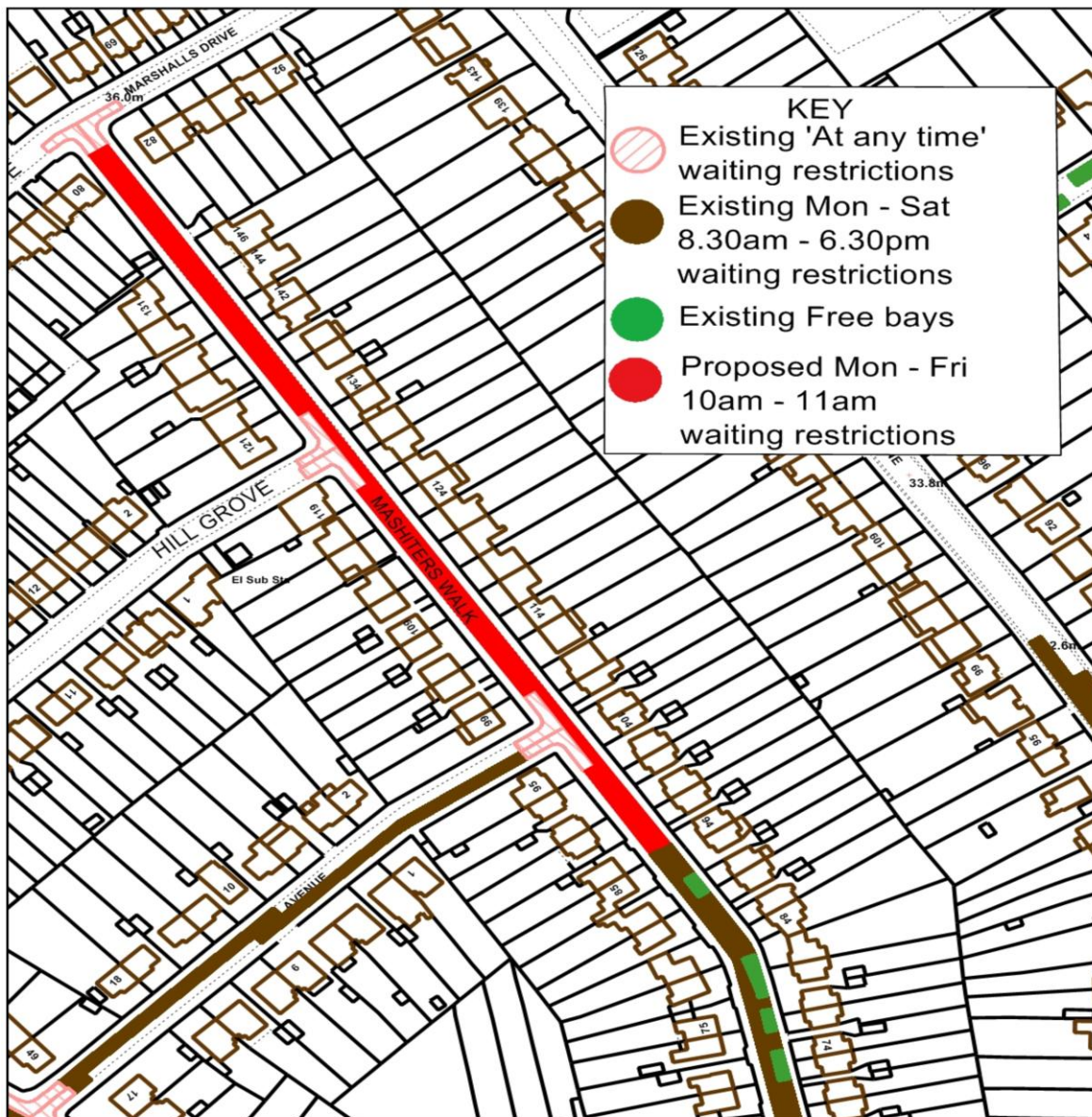
After careful consideration officers have recommended that the proposal be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impact is mitigated.



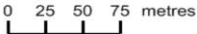

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled and older people, residents living locally and local businesses. However, parking restrictions in residential are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of local residents.

There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded. Reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duties under the Equality Act 2010.

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.

**BACKGROUND PAPER**



|   |   |
|---|---|
| <p>Mashiters Walk - TPC70</p>   |    |
|    | <p>Scale: 1:1500<br/>Date: 01 July 2014</p>  |
|  <p>London Borough of Havering<br/>Town Hall, Main Road<br/>Romford, RM1 3BD<br/>Tel: 01708 434343</p> | <p>© Crown copyright and database rights 2014<br/>Ordnance Survey 100024327</p>   |

## Appendix 2

|   | <b>Respondent</b> | <b>Road</b>    | <b>Summary of Comments</b>  | <b>Staff Comments</b>  |
|---|-------------------|----------------|---|--|
| 1 | A Resident        | Mashiters Walk | The resident is in favour for the proposed 'No waiting' restrictions in Mashiters Walk  | No comment   |
| 2 | A Resident        | Mashiters Walk | The resident is in favour of the proposed 'No waiting' restrictions and would like to know when this will be installed as they feel this the proposals are needed   | When practicably possible if the Committee agree to move forward to implementation   |
| 3 | A Resident        | Mashiters Walk | The resident is in favour of the proposed 'No waiting' restrictions and is happy that at least something is being done in Mashiters Walk  | No comment   |
| 4 | A Resident        | Mashiters Walk | The resident is in favour of the proposed 'No waiting' restrictions as this is a very narrow road and feels this is a very good idea  | No comment   |
| 5 | A Resident        | Mashiters Walk | The resident is in favour of the proposed 'No waiting' restrictions and feels this will be received well by the residents as many people have to have had skips delivered at 7.00am in the morning to beat commuter parking | No comment   |
| 6 | A Resident        | Mashiters Walk | The resident is not in favour of the proposals as there's no logical reason for the restrictions at these times other than to serve to increase revenue for the Council.  | <p>Road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles, sometimes caused by commuter parking. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands.</p> <p>Any funds generated by on-street parking charging and enforcement are ring-fenced to fund further provisions of parking, highway, regeneration and environmental improvements. The Local Authority is also required to provide a copy of the parking account to the Secretary of State and London Mayor detailing all annual income and expenditure</p> |

|   |            |                |  |  |
|---|------------|----------------|--|--|
| 7 | A Resident | Mashiters Walk | <p>The resident is not in favour of the proposals as this means that residents cannot park outside their own properties during the restricted hours.</p>   | <p>Road users wish to be able to park conveniently close to their destinations, but on the other hand they do not want the roads obstructed by parked vehicles, sometimes caused by commuter parking. The local authorities responsible for managing highways are charged with finding the correct balance between these two conflicting demands. However, in order to deal with the issue of households where there is a capacity issue privately on site, perhaps the Highways Advisory Committee could consider the option of a permit parking scheme in order to facilitate the needs of this resident. This would require sufficient residential, business and Councillor support in the form of a petition before an application can be considered and presented to the Committee.</p> |
| 8 | A Resident | Mashiters Walk | <p>The resident is not in favour of the proposals as they feel the proposal will cause more problems for Mashiters Walk due to shift-workers, and will also force local workers (Police Officers, Council workers &amp; Romford shop workers) to park in neighbouring streets.</p> | <p>In order to deal with the issue of households where there is a capacity issue privately on site, or where there are timed waiting restrictions, perhaps the Highways Advisory Committee would consider the option of a permit parking scheme in order to facilitate the needs of this resident. This would require sufficient residential, business and Councillor support in the form of a petition before an application can be considered and presented to the Committee.</p>  |