



## HIGHWAYS ADVISORY COMMITTEE

11 November 2014

# REPORT

**Subject Heading:**

TPC 418 – Carlton Road – Proposed extension of Sector 1 residents parking scheme – 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 extend the boundary of the Romford Controlled Parking Zone (Sector 1) further along Carlton Road, which were agreed in principal by this Committee at its meeting in April 2014 and recommends a further course of action.

## RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for the Environment** that:

- a. That the proposals to extend the Romford CPZ (Sector 1) residents parking scheme in Carlton Road to the common boundary of numbers 145 and 147, 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 £1,500 and can be funded from the 2014/15 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background and outcome to Public Consultation

- 1.1 Following a request from residents of Carlton Road, Officers presented this item to the Highways Advisory Committee at its meeting on the 15<sup>th</sup> April 2014. Proposals were agreed in principle to design and consult on an extension of the Romford CPZ (Sector 1) residents parking scheme in Carlton Road, from the common boundary of Nos.121 and 123 to the common boundary of 145 and 147.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan of the proposals is appended to this report as **Appendix A**.
- 1.3 On 25<sup>th</sup> July 2014 residents who 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.
- 1.4 By the close of the consultation on the 15<sup>th</sup> August 2014, from the 46 letters sent to residents, there were thirteen responses received to the advertised proposals.

### 2.0 Responses received

- 2.1 From the 46 letters sent to residents, there were 13 responses a 28% response. Out of the 13 responses received, 2 responses were in favour of the proposals, 1 response outlined that the proposals will not affect them and 10 responses objected to the proposals. Out of the 46 letters sent to residents, only 10 responses 21% were against the proposals. All the

responses received to the proposals are summarised and along with staff comments are appended to this report as Appendix B.

### **3.0 Staff Comments**

- 3.1 The advertised proposals will affectively introduce residents parking bays operational 8:30am to 10:00am Monday to Friday adjacent to the raised kerb areas in this area of Carlton Road, which is currently restricted between 8:00am to 10:00am Monday to Friday. The parking bays will be located 1.5 metres back from the bottom of the vehicle crossovers, so there should not cause any problems with vehicles overhanging crossovers and obstructing resident's access. In fact, by virtue of the bay being marked, it should reduce the likelihood of vehicles being parked and overhanging driveways. The proposed residents parking bays will still protect residents from long term non-residential parking, but would be less restrictive to them by giving them more parking spaces for them and their visitors.
- 3.2 The existing single yellow lines in the extension area are proposed to have the hours of operation changed from 8:00am to 10:00am Monday to Friday inclusive to 8:30am to 10:00am Monday to Friday inclusive. This is to fall into line with the existing residents parking scheme which operates in the Carlton Road area. The proposed change of the waiting restrictions is expected to have little or no effect on the parking situation in this section of the road.

## **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 £1,500 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 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 and cash collection activities required for these proposals can be met from within current staff resources.

**Equalities implications and risks:**

All proposals included in the report have been publicly advertised and are 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.

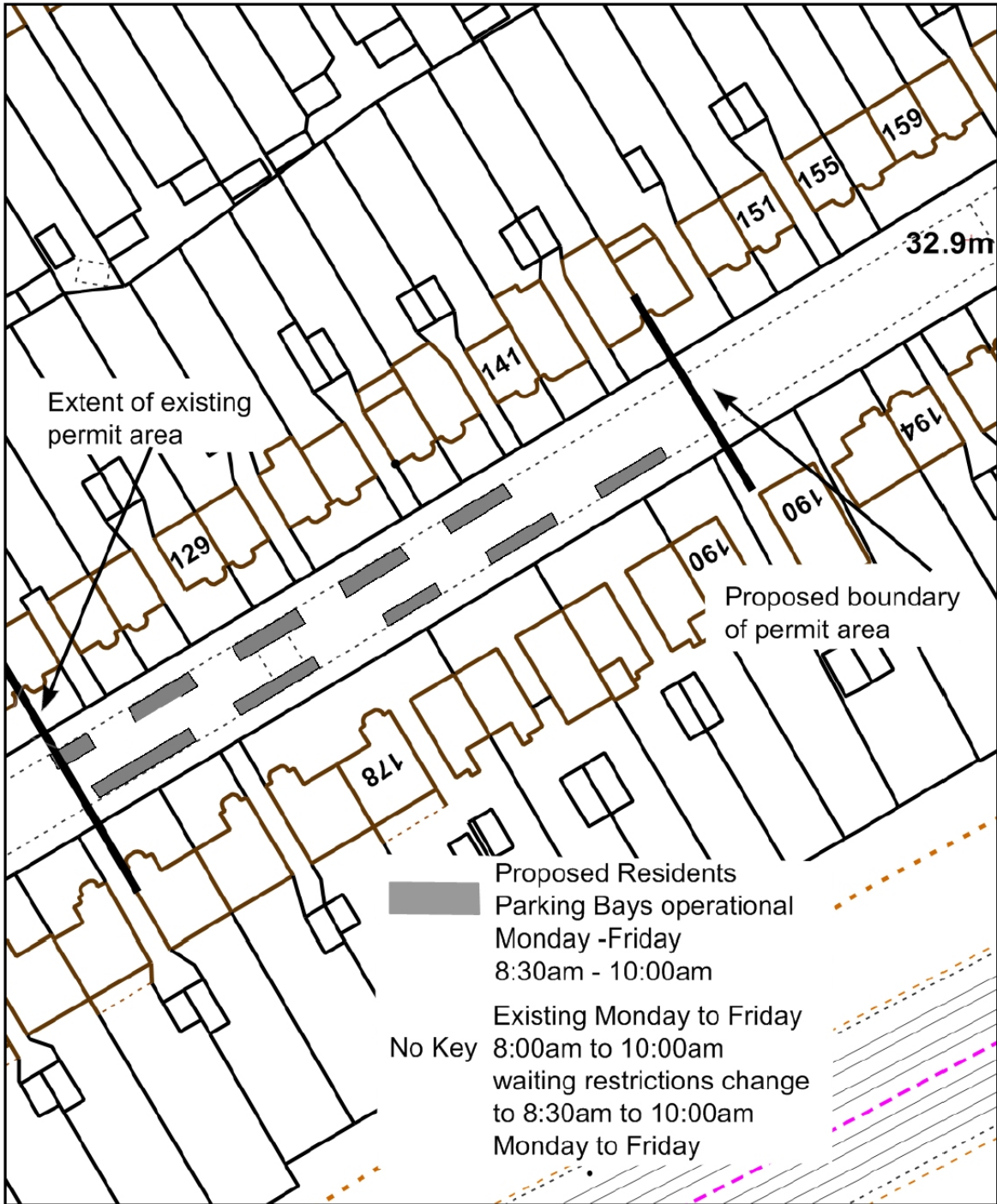
At the close of public consultation 13 responses were received, with 2 respondents in favour of the proposal, 10 respondents against it and 1 response saying the proposal did not affect them. The respondents opposing the proposal did not raise any equality related concerns.

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.

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 PAPERS**

- Appendix A
- Appendix B



<p>Carlton Road TPC-418</p>	<p>N ↑</p>
<p>nlpg The National Land &amp; Property Gazetteer</p> <p>NSG NATIONAL STREET GAZETTEER</p> <p>Ordnance Survey Licensed Partner</p>	<p>Scale: 1:600 Date: 11 July 2014</p> <p>0 10 20 30 metres</p>
<p> <b>Havering</b> LONDON BOROUGH</p> <p>London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343</p>	<p>© Crown copyright and database rights 2014 Ordnance Survey 100024327</p>

## **Carlton Road - Responses**

The first response wrote three times and outlined that they were **not in favour** of the proposals. They asked the following questions:-

1. What is the reason behind this boundary extension?
2. We have a drop down kerb, will a new parking bay be painted across it?
3. What happens after this consultation is closed? Who decides whether to proceed with it or not? What are the timescales?
4. How much is the current Residents Parking Permit (Sector 1)?

They were very surprised to hear that this has been requested by residents and presumed that they were residents of Carlton Road. They advised that Carlton Road is getting extremely busy with cars parked on both sides of the road for most part, obstructing the traffic flow.

### **Staff Comments**

The questions were answered as follows:-

1. The proposed extension of the Zone was requested by residents.
2. The parking bays will not be painted across the vehicle crossover to your property.
3. All responses to the consultation will be collated and reported back to the Highways Advisory Committee in September or October. As a respondent to the consultation you will be advised of the date the proposals will be considered.
4. First permit £20, Second permit £25 and for the third and any thereafter £60.

Carlton Road is already traffic calmed with roads humps and cars parked both sides of a road do have the added effect of keeping the speed of traffic down. However, it is conceded that at peak times vehicles parked both sides of a road can reduce traffic flow.

The second response from a resident outlines that they are **not in favour** of the proposals. They feel that most Carlton Road residents have already sacrificed their front gardens to park two vehicles off road. Parking either side of narrow drive and opposite will make it difficult to access the road safely, as additional parking will cause a physical and visual barrier, which together with the speed and volume of traffic especially between 7.30am-9.30am can be dangerous. It is suggested that there will be even more noise, along with all day street parking. It is feared that residents from other areas may commuter or park all day, as the proposed area is five minutes from the station.

### **Staff Comments**

The existing residents parking scheme in the area does work and prevents all day commuter parking. Carlton Road is already traffic calmed with roads humps and cars parked both sides of a road do have the added effect of keeping the speed of traffic down. However, it is conceded that at peak times vehicles parked both sides of a road can reduce traffic flow.

The third response from a resident outlines that they are **in favour** of the proposals.

### **Staff Comments**

None.

The fourth response is from a residents confirms that they are **not in favour** of this proposal. They advise that they are currently in the process of applying for vehicle crossing and that they have been advised that this will stop any parking bay being put outside their property. They also suggest that a number of neighbours feel that this will create further problems with parking, the very reason we are applying for vehicle crossing. It is felt that there are ample car parks in Romford for commuters. Carlton Road is a busy cut through road, and this will cause even more congestion than they already have. Residents in Carlton Road near Romford Town centre already have problems with parking and congestion outside their homes.

### **Staff Comments**

The proposals can be amended at the implementation stage to accommodate any new vehicle crossovers that have been installed. The proposals will be less restrictive on the residents, by given them and there visitors somewhere to park within the restricted period, which finishes at the same time as the current restrictions

The fifth response wrote twice and simple outlines that the residents of the property were **not in favour** of the proposals.

### **Staff Comments**

None.

The sixth response was from a resident within proposed area of the scheme, who outlines that they are **not in favour** of the proposals. They point out that the original scheme was to control station parking at Gidea Park and these existing restrictions have done this very successfully. As this is the case, they see no reason to change them. In addition to this, they suggest that if a resident's bay is provided it would mean that any permit holder could theoretically leave their vehicle in a bay without moving it, hence preventing the resident from parking outside their own property. They point out that at the moment this is not an issue, as any parked car have to be moved during the restricted period.

### **Staff Comments**

Some residents do not have the facility to park a second car off-street and the closest unrestricted road that can be parked in within the restricted period of the Gidea Park area is nearly half a mile.

The seventh response is from residents, who outline that they are **not in favour** of the proposals, as at present where there are parking bays are on both sides of

Carlton Road (for instance at Number 37), the road width is reduced to making the road effectively one way, as one driver must give way to let the other drive through. This causes congestion, particularly at peak times. Sometimes, this causes a tailback and the traffic can be seen outside their house some metres from the parking bays.

### **Staff Comments**

Carlton Road is traffic calmed and benefits from a residents parking scheme in the Romford half of the road. The road does take cut through traffic, which is also calmed to a certain extent by the parked vehicles in the road.

The eighth response outlines that the residents are **not in favour** of the bays and have previously asked not to install a new tree outside that property, as they want to extend their crossover, which they are saving up for. The new crossover area will make it easier for the driver to access the property with their disability. It is felt that the bays would create single lane traffic and increase the volume. They are satisfied with the road as it is now and are worried that the proposals will devalue the property.

### **Staff Comments**

The proposals can be amended at the implementation stage to accommodate any new vehicle crossovers that have been installed prior to any agreed proposals being installed. The proposals will be less restrictive on the residents, by given them and their visitors somewhere to park within the restricted period and it is therefore suggested that the proposals will only have a positive effect on the value of the property.

The ninth response states that they are **not in favour** of the proposals, as it is felt that Carlton Road is a rut-run and this makes it difficult to get out of their driveways. Allowing all day parking will make the situation worse, with the lower end of the road already having parking bays, which effectively makes the road one way coming out of Romford. They ask why the council intending to make the road into a car park, when there is sufficient parking in the town itself. It is pointed out that the properties without garages already have off-street parking to the front of the properties, so why would they want to park outside the properties which would restrict their vision when pulling off their driveways. It is also suggested that the council ask the residents within the Zone if they are for or against the bays as they are not 100% either.

### **Staff Comments**

Carlton Road is traffic calmed and benefits from a residents parking scheme in the Romford half of the road. The road does take cut through traffic, which is also calmed to a certain extent by the parked vehicles in the road. The proposals are designed to provide parking provisions for residents and their visitors within the restricted period, not to provide parking space for commuters.

The tenth response outlines that they are **totally against this scheme and restrictions.**



### **Staff Comments**

None.

The eleventh response simply outlines that the husband and wife are **in favour** of the proposals.

### **Staff Comments**

None.

The twelfth response was from a resident already within the permit controlled area, who outlines that the proposals **will not affect them** and suggests that any decision made on the proposals should be made by the residents immediately fronting the new bays.

### **Staff Comments**

All responses received to the proposals will be considered by this Committee.

The thirteenth response outlines that they as a family are happy with the current parking restrictions and therefore they **are not in favour of these proposals**. They are concerned with the devaluation of their property and don't want to have to pay to park outside their property.

They feel that they have not been advised where the zone will start and finish. The family needs two cars and it is already a tight swing onto the drive, especially when there are cars parked both sides of it. It is felt that the proposals will inconvenience residents and road users further by making one lane in the road, coupled with all day parkers. The existing scheme already causes chaos between Glenwood and Lodge Avenues as Carlton Road is a busy cut through.

The council are trying to solve the parking problems with parking restriction, which is just displacing the problem while the residents lose out and the council gain financially.

### **Staff Comments**

It is felt that the extent of the proposals is clearly shown on the plan and the proposals will help the family by given parking spaces outside or close to the property within the currently restricted time. The proposals will be less restrictive on the residents, by given them and their visitors somewhere to park within the restricted period and it is therefore suggested that the proposals will only have a positive effect on the value of the property. Carlton Road is traffic calmed and benefits from a residents parking scheme in the Romford half of the road. The road does take cut through traffic, which is also calmed to a certain extent by the parked vehicles in the road.