



# HIGHWAYS ADVISORY COMMITTEE

10 February 2015

# REPORT

**Subject Heading:**

Proposed parking provisions Sector 3  
permit zone – comments to advertised  
proposals  
**Park Lane, Resident parking provision  
– TPC369**  
**Park Lane, Pay & Display - TPC514**  
**Corbridge Mews, Resident parking  
provision- TPC348**

**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 Romford Controlled Parking Zone (Sector 3) into Park Lane, Corbridge Mews and introduce a Pay & Display parking bay in Park Lane.

## RECOMMENDATIONS

1. That the Committee having considered this report and the representations made recommends to the Cabinet Member for Environment that the following measures be implemented as advertised:
  - (a) the extension of the Sector 3 resident parking scheme along Park Lane ( Romford) as shown on the drawing at Appendix 1;
  - (b) the extension of the Sector 3 resident parking scheme along Corbridge Mews (Romford) as shown on the drawing at Appendix 2;
  - (c) the installation of a Pay and Display parking bay in Park Lane (Romford) as shown on the drawing at Appendix 3;
  - (d) that the effect of the scheme be monitored.
- 2) That Members note that the estimated cost of all 3 schemes in Park Lane and Corbridge Mews as set out in this report is £7,500 and can be funded from the capital allocation;

## REPORT DETAIL

### 1.0 Background

#### **Park Lane – Resident Parking (Romford)**

Romford Town Ward & Hylands Ward.

- 1.1 Following reports of commuter parking and high speed traffic flow at peak times, at its meeting in December 2013, this Committee agreed in principle to extend the Romford Controlled Parking Zone (Sector 3) further along Park Lane on the even numbered side from 72 to 150 and on the odd numbered side from No 45 to 61. Further proposals to extend the restricted area of the road, fronting the shops are being dealt with within this report as a separate item.
- 1.2 The scheme was subsequently designed and publicly advertised on 10<sup>th</sup> October 2014. This report outlines the responses received arising from the public consultation, which are summarised and appended to this report, as **Appendix 4**.
- 1.3 On 10<sup>th</sup> October 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.

#### **1.4 Outcome of Public consultation - Responses received**

- 1.5 At the close of public consultation on the 31<sup>st</sup> October 2014, 29 responses' were received, with 10 respondents in favour of the proposals, 18 respondents against the proposals and 1 resident was a neutral vote. The comments received are summarised and appended to this report as Appendix 4

#### **Park Lane – Pay & Display (Romford)**

- 2.0 At its meeting in October 2014, this committee agreed in principle to the proposals of Pay & Display parking bays in Park Lane (Romford)

The request was put forward to help with parking provision for local businesses, as it is now generally considered that the provision of Pay & Display parking bays is more users friendly and accessible to the public.

#### **2.1 Outcome of Public consultation - Responses received**

At the close of public consultation on the 5<sup>th</sup> December 2014, 13 responses were received. 3 responses were in favour of the responses with 10 responses against the proposals. All responses received are outlined in this report attached to **Appendix 5**

#### **Corbridge Mews – Resident Parking**

- 3.0 Following reports of commuter parking in Corbridge Mews, at its meeting in December 2013, this Committee agreed in principle to the proposals to extend the Romford Controlled Parking Zone (Sector 3) in to the adopted areas of the road.

- 3.1 The scheme was subsequently designed and publicly advertised on 10th October 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.

#### **3.2 Outcome of Public consultation - Responses received**

At the close of public consultation on the 31st October 2014, 1 response was received to the proposals. The 1 response received outlined that they were in favour of the proposals.

#### **4.0 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 also prevent long term commuter parking, therefore Officers recommend that the proposals should be implemented as advertised.

The introduction of pay and display parking in popular local shopping areas has proved beneficial in promoting vitality in the local area and managing out commuter parking. A number of Pay and Display schemes are operating successfully in other areas in the borough serving both businesses and local community.

## 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 £7500 including advertising costs. This cost can be met from the Streetcare capital allocation

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 capital allocation.

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

The proposals of Resident Parking Bays, Pay & Display bays and waiting restrictions requires a consultation, the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

### **Human Resources implications and risks:**

The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

### **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.

From the consultation there were a number of response in favour of the scheme because they feel it will improve road safety on Park Lane, especially for young children. However, potential negative impacts have been highlighted in the consultation by small businesses in the area, stressing the negative impact on customers' ability to park.

After careful consideration officers have recommended that all proposals 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

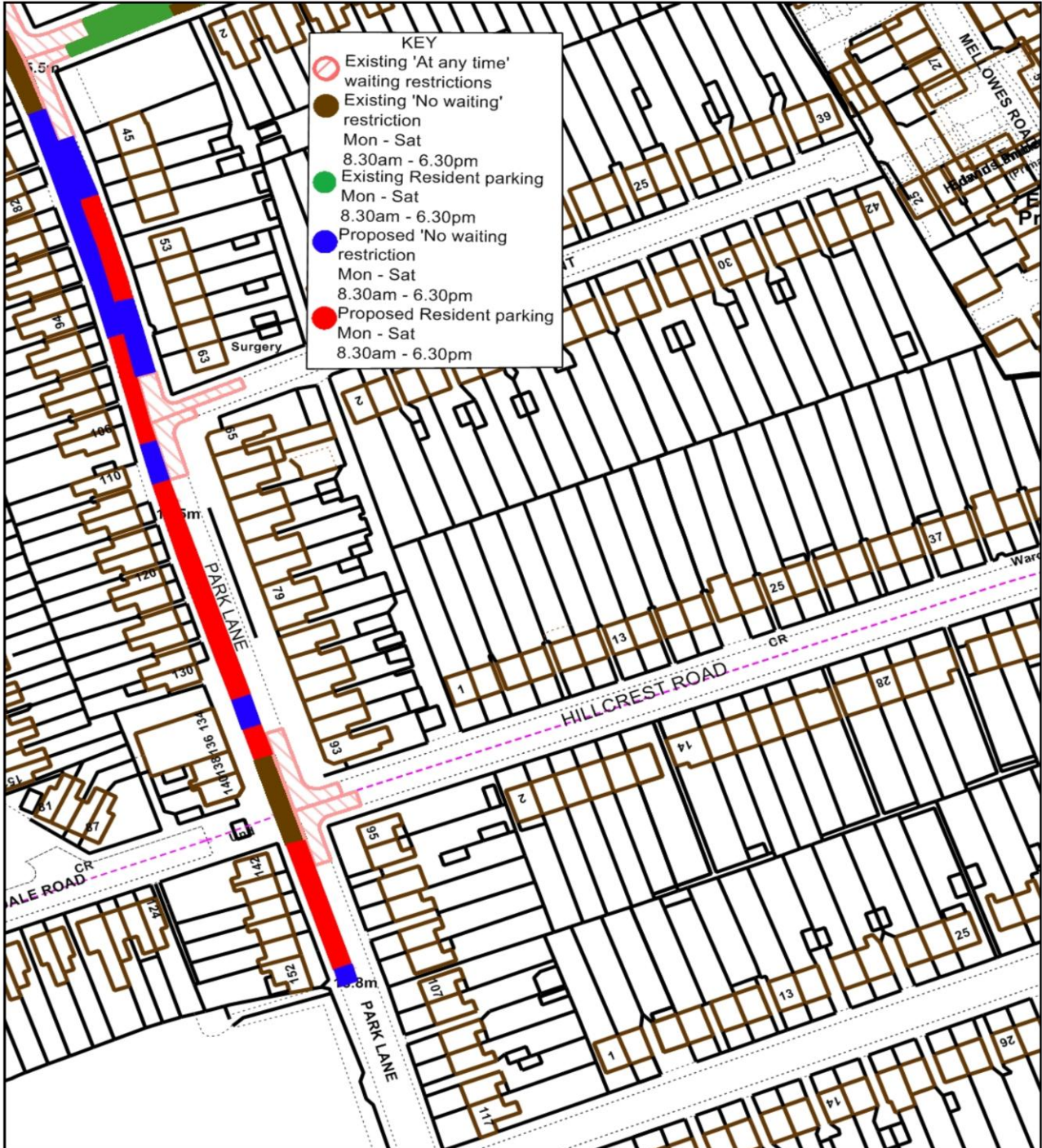
residential are often installed to improve road safety and prevent short-term non-residential parking, which will contribute to the safety and well-being of local residents.

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

## Appendix 1



Park Lane



Scale: 1:1250

Date: 30 September 2014

0 10 20 30 metres



London Borough of Havering  
Town Hall, Main Road  
Romford, RM1 3BD  
Tel: 01708 434343

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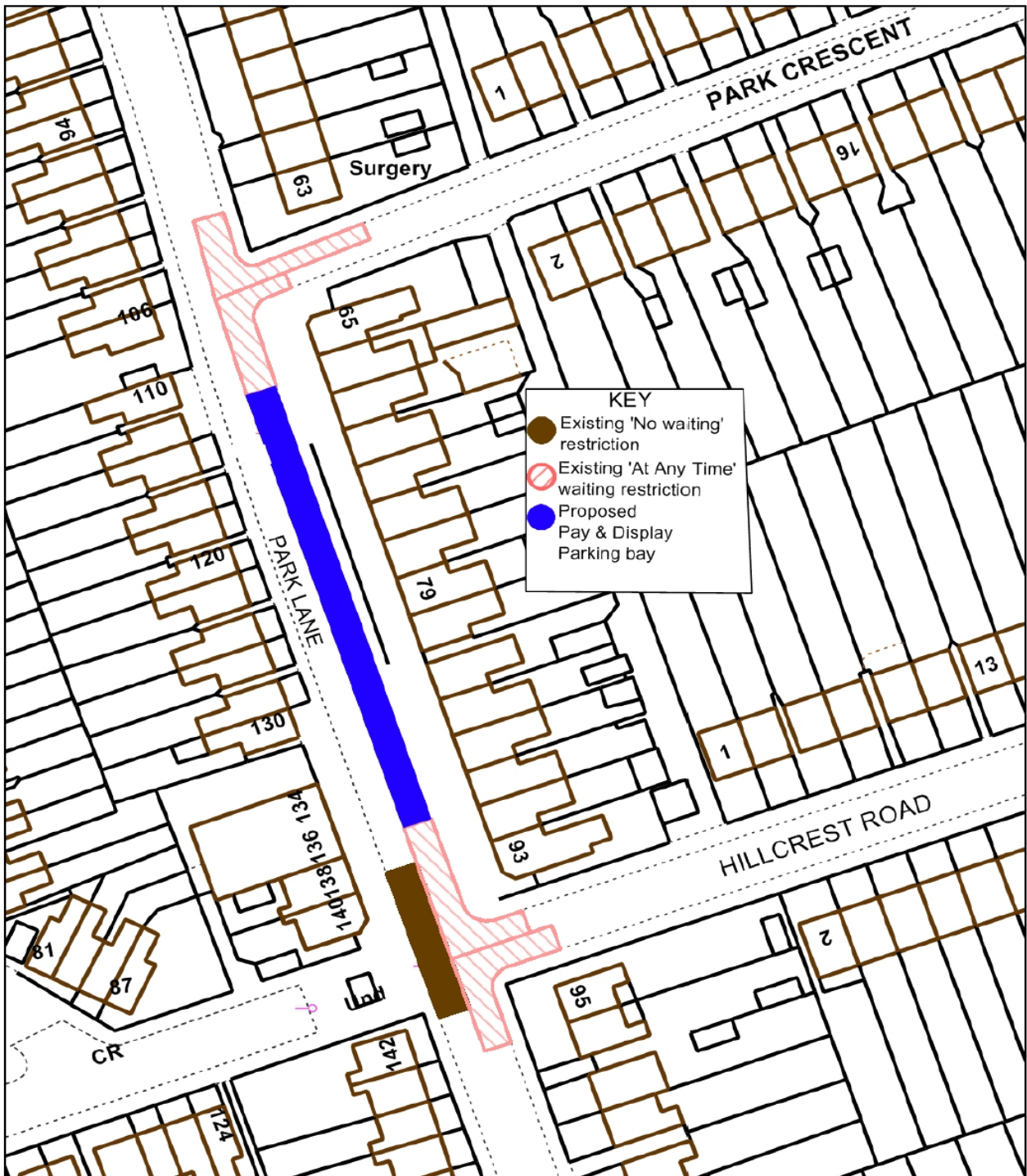
**Appendix 2**








<p>Corbridge Mews</p>	<p>N  </p>
<p> </p>	<p>Scale: 1:1000              Date: 26 September 2014  </p>
<p> </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>



**Appendix 3**



<p>Park Lane</p>	<p style="text-align: right;">N ↑</p>
<p>    </p>	<p> <b>Scale: 1:750</b>  <b>Date: 03 November 2014</b> </p> <p style="text-align: right;">  </p>
<p>  </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>



## Appendix 4

	<b>Respondent</b>	<b>Road</b>	<b>Summary of Comments</b>	<b>Staff Comments</b>
1	A Resident	Park Lane	Resident is in favour of the proposals	No comment
2	A Resident	Park Lane	I can never park outside my house and also the road is very dangerous with accidents and continuous speeding which is also causing damage to all the residents cars.	No comment
3	A Resident	Park Lane	I am in favour of the scheme as we often have to park our car in an adjoining street as there is no space near our home, which when we have been shopping is annoying. I have seen people park their cars early in the morning and then walk off in the direction of Romford, their car staying here all day until evening.	No comment
4	A Resident	Park Lane	My husband and I are in favour of the above proposal. We believe that to stop the amount of vans currently parking in Park Lane from other streets we would like a change of times to be considered.	No comment
5	A Resident	Park Lane	I am confirming that we are in favour of the proposed parking restrictions, this is long overdue. I paid over a thousand pounds to have the kerb lowered now there is not a day goes by when an inconsiderate driver parks across part of my drive. They park up 8 o'clock in the morning returning 6 o'clock in the evening so they either work local or walk to Romford Station We also have people park up then walk to Clifton or Claremont Road. Most days at some point in the day we have grid lock with the traffic the parking problem doesn't help as it restricts the width in the road .Sunday is the quietest day for parking on the section of Park Lane that I live on.	No comment
6	A Resident	Park Lane	Resident is in favour of the proposals	No comment
7	A Resident	Park Lane	Very much in favour of the parking permits for this end of park lane as I very rarely get to park outside my house due to the people from the street round the corner parking there . So yes please I would like the permits.	No comment
8	A Resident	Park Lane	I wrote to the council last December for traffic calming scheme (for park lane to be one way) as it is much needed and a recent road crash highlighted in the Romford recorder just enforces this even more. We are sick of our wing mirrors knocked off and speeding impatient drivers	No comment

			that we experience every day, suppose this will help slightly. Having been a resident at 116 park lane for the last 7 years we find it almost impossible to park outside our own home often having to park far down the road as far as the park, and walk our little girl safely back to our house, I even have trouble getting her into the car with passing traffic moaning as I place her into a car seat.	
9	A Resident	Park Lane	I park wherever I can in Park Lane sometimes outside my flat sometimes 200yards away.	No comment
10	A Resident	Park Lane	I am in favour of part of the scheme as that road is a nightmare to drive down, but if you make it permit holder only, they will start parking down Hillcrest road and taking all our resident parking spaces.	No comment
11	A business	Park Lane	I am NOT in favour of this scheme. My clients have expressed they may not visit if they cannot park. This is a grave concern especially as I have just renewed my lease. If it goes ahead I hope the Council consider the small businesses as it is hard enough in the current climate.	
12	A Resident	Park Lane	Please record my vote as 2 NOT IN FAVOUR of the proposed changes	No comment
13	A Resident	Park Lane	I vote NOT IN FAVOUR of the proposed changes	No comment
14	A Business	Park Lane	I am <b>NOT</b> in favour of the proposals. I feel it would be another nail in the coffin for our parade of shops.	The council is currently moving forward with a Pay & Display scheme which would provide a parking facility for your customers.
15	A Resident	Park Crescent	My husband and I are NOT in favour of the proposed new resident parking for Park Lane. We live in Park Crescent and parking is bad now because residents from Park lane, shoppers and especially shop workers (chemist in particular) often park down our road. If you bring in the restrictions then it will become even worse. My husband works shifts if comes home and there is nowhere to park he will not be able to park in Park Lane because of the permits. You will leave us and our own family and friends unable to park in our own road plus nowhere nearby that is not restricted.	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
16	A Resident	Park Lane	NOT IN FAVOUR - I live at the end of Clydesdale Road and Park lane is a useful place for my guests to park when I run out of visitor permits or have more than one guest visit.	
17	A Resident	Park Lane	I am not in favour of this. There is not enough of a problem to create a need for the level of inconvenience it will cause. There is a need for short term parking for the shops and the non-resident spaces at the end of Park Lane needed for the park, church etc (where people do meet at other times than just on Sundays) will be full of the cars of resident from further up the road who are unwilling to buy permits (especially for a second car). It just looks like another way to raise money from residents especially those with family members who regularly visit and need to park and they will be paying for nothing as they will still sometimes need to find spaces outside the permit zone and those will be parked solid	The council is currently moving forward with a Pay & Display scheme which would provide a parking facility for your customers.
18	A Resident	Park Lane	My household has two vehicles. I have off-street parking suitable for One vehicle only, so I need to park the second vehicle in the road. I am therefore not in favour of your proposal to extend the existing permit. Parking zone or the proposed extension of No waiting restrictions in Park Lane	
19	A Business	Park Lane	You are proposing to put No Waiting outside our shop door. We have large deliveries vehicles loading and unloading all day. We have customers needing to park outside the shop with heavy loads. Our staff need to park. Putting resident parking outside the shops and houses will not make any difference to easing the traffic flow. For ourselves, this would put	The council is currently moving forward with a Pay & Display scheme which would provide a parking facility for your customers.

			extreme pressure on us a business and we would lose custom because of these restrictions, this has been the case in many towns across the country. I ask Havering Council to support small business and not push us and the character of our towns into extinction.	
20	A Resident	Park Lane	Regarding the above extension of existing parking zone (R03) in Park Lane, I do not think this will solve the problems of how dangerous Park Lane is in this section of the road. Parking should be permitted only on one side of the road as no cars want to give way either way and there have been a few serious accidents especially between Park Crescent and Malvern Road and Park Crescent and Hillcrest Road the latest on Saturday 6 September 2014.	
21	A Resident	Park Lane	<b>I am not</b> in favour of extending permit parking zone. Firstly, I do not believe it will actually make parking easier in this area. Many of the households along Park Lane are two cars, while most houses only have enough space to accommodate one car. Therefore, there will not be any more actual spaces. Secondly, more issues are caused by poor or irresponsible parking rather than lack of actual space. It will just cause expense at buying permits.	
22	A Resident	Park Lane	I am writing to state I am not in favour of the above proposals	No comment
23	A Resident	Park Lane Park Lane	I am writing to confirm that I am not in favour of the proposals for resident parking in RO3	No comment
24	A Resident	Park Lane	I'm writing to confirm that I do not favour your proposal for Park Lane. I fear its application would adversely impact the local businesses that are already struggling in this economic climate.	The council is currently moving forward with a Pay & Display scheme which would provide a parking facility for your customers.
25	A Resident	Park Lane	We wish to register most strongly that we are not in favour of the above mentioned proposals. As it would just be pushing more vehicles into areas with no permits from the overspill of permit areas. We are plagued with large vans parked alongside the park area now these proposals would make matters worse. The drivers of these vans do not live in Park Lane but park their vans away from other permit areas, making certain parts of Park Lane looking like a	



			lorry park.	
26		Park Lane	<p>I am not in favour of this proposal. If I had faith in existing parking restrictions then I might be, but they are not being enforced. In support of this statement I sight the fact of the abysmal failure to enforce the restrictions in Benjamin Close at the end of the school day. The proposal will, therefore, do nothing for the residents and businesses in the area. I can only assume that it is intended to assist those using Park Lane as a shortcut and to raise money by charging residents to park in front of their own houses.</p>	
27	A Resident	Park Lane	<p>I oppose this proposal and in particular the no waiting for the following reasons.</p> <ol style="list-style-type: none"> <li>1) The no waiting zone will deprive several residents of parking spaces which will cause further difficulties and tensions.</li> <li>2) The no waiting zone will not ease the traffic near this junction as the problem is located further up by the shops where the road is just a bit too narrow for traffic to flow easily on both sides. Many years ago it was possible to park one wheel on the pavement which was very effective.</li> <li>3) It is unfair for the no waiting zone to affect residents who have already paid hundreds of pounds to build access to a drive on their forecourt to now lose their parking space and/or to have to pay for it</li> <li>4) It is not clear why the proposal is made in the first place as we do not have issues with non-residents parking. If it is to improve traffic flow then why hasn't the agreed traffic light for pedestrian crossing by the school gone ahead despite the letter of confirmation this would be effective in deterring drivers using Park lane as a cut through.</li> </ol>	
28	A Resident	Park Lane	<p>We are not in favour of these proposals. This will impact on parking and safety in our road. We live near the junction with Park Lane and residents here experience problems with commuters and people parking, going to the shops. Also, we experience people parking on double yellow lines and speeding down the road to the corner.</p> <p>We believe to have more people parking in our road would be a safety hazard for residents. We urge the council to use other options, for example, reduced waiting times by the shops, rather than just moving the</p>	

			issue to our road.	
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## Appendix 5

1	A Resident	Park Lane	I, am in favour of this proposal IF it is an addition to the Proposed Extension to Permit Parking Zone R03 in Park Lane,	No comment
2	A Business	Park Lane	We are in favour of a scheme for a limited time paid parking – say 20 minutes with no return within a specified time.	No comment
3	A Resident	Park Lane	I am in favour of the proposals On park lane road there's parking problem and it's a busy road, there's cars parked for two to three days, not moved at all and that effects My businesses would like this proposal to go ahead.	No comment
4	A Business	Park Lane	Further to your letter re proposed paid for parking in Park Lane, the Romford Veterinary Surgery is not in favour of the proposals as we feel it will make it more difficult for our clients to attend appointments. We also feel that people will block our driveway in an attempt not to have to pay for parking in a bay.	The council is currently moving forward with a Pay & Display scheme which would provide a parking facility for your customers.
5	A Business	Park Lane	I am not in favour of the proposals as it will badly affect my business and other local traders.	The council is currently moving forward with a Pay & Display scheme which would provide a parking facility for your customers.
6	A Business	Park Lane	Thank you for the letter regarding the proposals for paid parking. I'm not in favour (2) of the scheme. I work in MG Hairdressing & sometimes clients that are having colour work done can be in the salon for up to 3 hours. I fear this will not only affect my business but also the other shops.	The council is currently moving forward with a Pay & Display scheme which would provide a parking facility for your customers.
7	A Resident	Park Lane	I currently reside at 104, Park Lane and wish to register that I am <b>not in favour</b> of the above proposed scheme. This because I believe such a scheme will simply push the traffic which currently parks there into the surrounding current residential parking, thus making it even more difficult for residents to park. This is likely to happen even if there is a small fee attached to parking there or generous amount of time, as why would people not park in an area with no restrictions at all instead?	
8	A Resident	Park Lane	Strongly not in favour of the proposed	

			<p>scheme. I write on behalf of my 88 year old mother who has lived at 120 Park Lane for 36 years. It is currently very difficult to park very closely to Mum's house which causes problems as I take Mum shopping twice a week and often have to park quite a distance away which is a real bind as Mum's mobility is not the best.</p> <p>During the week because of the current restrictions towards the Brentwood Road end of Park Lane residents with more than one vehicle and commuters tend to park (very often all day) in the middle. What will happen should your proposals come into force is that the proposed bays will remain empty all day, residents &amp; visitors parking options will be cut by 50%.</p> <p>Best two options; 1] Create a real parking bay (there more than enough room) by taking out the lower level pavement and creating a lay by, limit all commercial vehicles to maximum stay of 30 minutes. This will give residents the same parking options that are currently available whilst allowing deliveries to the business's to continue. This would also free up traffic flow in Park Lane whilst making it much safer for pedestrians to cross which is an already difficult enough task, especially for younger &amp; elderly residents.</p> <p>Option 2] To leave as is. Not perfect or really the long term answer, but at least residents &amp; visitors will not have to pay for the privilege of parking close to their properties, and be limited to stay of less than 2 hours.</p>	
9	A Business	Park Lane	<p>The parking problem is not really people that stop to buy from the shops in Park Lane, so bringing in the paid bays would not really help. The parking problem is because people in park Lane have restricted parking so they just park further down the road which just shifts the problem. Most houses have at least 2 cars. The shops particularly the chemist has lots of staff who park in park lane or in my road Park Crescent. The chemist also has at least 3 vans which park continually in Park Lane and Park Crescent. It is these cars and vans that cause problems for residents in Park crescent and Park Lane.</p> <p>If you bring in the paid Parking Bays it will just move the cars further down the</p>	<p>The council is currently moving forward with a Pay &amp; Display scheme which would provide a parking facility for your customers.</p>

			<p>road causing problems there or into our road which is a danger. Park Crescent is very narrow and if cars park on the pavement both sides of the road then emergency vehicles cannot get down, Just last week the dustbin men could not get down our road and we waited days for a collection.</p> <p>What would help would be to take away the NEW pavement outside the shops and turn this recess into a parking bay. This would stop the congestion of traffic which cannot pass through because there is more space.</p>	
10	A Resident	Park Lane	<p>I am not in favour of paid for parking in Park Lane. I don't think it will be any help to the local businesses as most rely on people to quickly stop and buy something quickly and then drive off. If they have to pay they will either park on the free side of the road or not bother stopping. Also the residents will find it even harder parking as all spaces on the free side will be taken by shopkeepers and their staff.</p>	
11	A Resident	Park Lane	<p>We are advising that we are not in favour of the proposed scheme.</p> <p>For a more user friendly parking solution for local businesses, they could convert their large frontage to a drive in and out for customer parking - as indicated in the attached photographs this method is already used by some businesses. Also, the shops have accessible parking around the back of their premises which could be used for customer parking.</p> <p>Flats above these businesses are occupied and resident parking will be required for them not just a whole road of short term pay and display.</p>	
12	A Business	Park Lane	<p>You stated 'the proposals have been designed to promote a more user friendly parking solution for local businesses'. From an outsiders point of view I would have thought – 'why would they want to pay to park when they can go 200 yards further on/back to Tesco/B&amp;Q where there is free parking and their purchases would be cheaper'.</p> <p>Everything that you can purchase along the parade of shops, excluding the hairdressers and barbers, you can purchase at Tesco/B&amp;Q.</p> <p>I can only see this as a nail in the coffin for local businesses</p>	<p>The council is currently moving forward with a Pay &amp; Display scheme which would provide a parking facility for your customers.</p>



			Also, where would the residents from the properties above the shops park during the day...	
13	A resident	Park Lane	We are not in favour of this we would like resident permits as we said in the last consultation, paid parking would make it even more difficult on our busy and congested park lane even more so.	