



**Havering**  
LONDON BOROUGH

**HIGHWAYS  
ADVISORY  
COMMITTEE**

14 April 2015

**REPORT**

**Subject Heading:**

TPC527– Hainault Road – Proposed extension of Sector RO2B residents parking scheme – comments to advertised proposals

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**The subject matter of this report deals with the following Council Objectives**

Clean, safe and proud 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 RO2B) further along Hainault Road 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 RO2B) residents parking scheme in Hainault Road, Romford between No. 14 to 20 even side and 45 & 47 on the odd side and shown on the drawing at Appendix A 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 2015/16 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background and outcome to Public Consultation

- 1.1 At the time the Sector 2B Residents Parking scheme was introduced in Hainault Road and the surrounding the area, these properties were covered by restrictions that extend into Hainault Road from the Eastern Avenue. As this was the case, these properties were not included in the scheme. However, as it is now considered that there is sufficient space within the Zone to accommodate any vehicles generated from these relatively small number of properties, proposals are now being put forward to enable all the residents of the section of Hainault Road, south-east of the Eastern Avenue to be included in the resident parking scheme for the RO2B area.
- 1.2 These proposals were agreed in principal by this Committee at its meeting on the 11<sup>th</sup> November 2014
- 1.3 The proposals were subsequently designed and publicly advertised. A plan of the proposals is appended to this report as **Appendix A**.
- 1.4 On 13<sup>th</sup> February 2015 residents who were perceived to be affected by the proposals, were advised by letter and plan. A total of 7 letters were sent to residents. Eighteen statutory bodies were also consulted and site notices were placed at the location.

## 2.0 Responses received

2.1 By the close of the consultation on the 6th March 2015, out of the 7 letters sent to residents, there were no responses received to the advertised proposals.

## 3.0 Staff Comments

3.1 These proposals were put forward to enable all the residents of this section of Hainault Road to have permits for the residents parking scheme that operates within the road and to remove the inconsistency over the entitlement to parking permits.

# 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 2015/2016 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 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 by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

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 A**

