



# HIGHWAYS ADVISORY COMMITTEE

13 December 2011

# REPORT

**Subject Heading:**

**UNION ROAD, NIGHTINGALE  
CRESCENT, RIVERSIDE CLOSE AND  
KIDMAN CLOSE**  
Outcome of consultation on proposed  
parking restrictions and 20mph zones  
for new developments

**Report Author and contact details:**

Nicola Childs & David Ballm  
Engineer  
01708 433750  
david.ballm@havering.gov.uk

**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 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 presents the views of those responding to four public consultations in the following roads:

Union Road, Romford: 'At any time' parking restrictions and 20mph zone,  
Nightingale Crescent, Harold Wood: 20mph zone,  
Riverside Close, Romford: 20mph zone,  
Kidman Close, Gidea Park: 'At any time' parking restrictions and 20mph zone.

## RECOMMENDATIONS

1. That the Committee having considered the responses and information set out in this report recommends to the Cabinet Member for Community Empowerment that the following proposals be implemented as shown on the relevant Drawings,
  - (a) Union Road 'At any time' parking restrictions and 20mph zone, QE069.A
  - (b) Nightingale Crescent 20mph zone QA642/OF/01.A;
  - (c) Riverside Close 20mph zone QD023/OF/01.A
  - (d) Kidman Close 'At any time' parking restrictions and 20mph zone, QE067/OF/01.B
  
2. The developers contribute 10% of the cost of the development works as Section 38 contributions, for the adoption of the roads listed above. The estimated cost of £1,000 for the implementation of the works detailed in this report can be met from these contributions.

## REPORT DETAIL

### 1.0 Background

- 1.1 Union Road – Union Road was constructed to provide vehicular and pedestrian access to the keyworker units that form part of the new residential estate that replaces Oldchurch hospital. Union Road is 5m wide and to ensure access for emergency and refuse vehicles it is necessary to introduce at any time waiting restrictions. A 20mph restriction is required on the road to enforce the speed limit and because of the presence of traffic calming features which were constructed as part of the development.
  
- 1.2 Nightingale Crescent – Nightingale Crescent was constructed to provide vehicular and pedestrian access to the initial units that form part of the new residential estate that replaces Harold Wood hospital. A 20mph restriction is required on the road to enforce the speed limit and because of the presence of traffic calming features which were constructed as part of the development.
  
- 1.3 Riverside Close - Riverside Close was constructed to provide vehicular and pedestrian access to new residential units that replaced an existing industrial estate. The first letter delivered to Riverside Close contained an error in that it made mention of proposed 'at any time' parking restrictions as well as the 20mph zone. There are no parking restrictions proposed for

Riverside Close and a revised letter was sent. A 20mph restriction is required on the road to enforce the speed limit and because of the presence of traffic calming features which were constructed as part of the development.

- 1.5 Kidman Close – double yellow lines were installed by the developer some years ago in response to the problem of parked vehicles obstructing the street. No order was in place as the land was not highway. Following adoption of Kidman Close these lines have now been advertised as part of the statutory process to make the markings legal and enforceable by the Council. A 20mph restriction is required on the road to enforce the speed limit as the road effectively extends an existing 20mph Zone.
- 1.6 Traffic notices were advertised in the local press, placed on site and letters hand delivered to residents and occupiers affected by the proposals.

## **2.0 Outcome of Public Consultation**

- 2.1 By the close of consultation, one response each was received for Riverside Close and Kidman Close. The comments are summarised below.
- 2.2 Union Road – No comments received
- 2.3 Nightingale Crescent – No comments received;
- 2.4 Riverside Close – The two comments received were regarding the double yellow lines which were proposed in error. On-street parking would appear to be problem in this street. Both residents were in favour of the proposed 20mph zone with one asking how well it would be enforced.
- 2.5 Kidman Close- One resident requested that the length of double yellow line outside 25 to 30 Nyall Court not be implemented.  
Another resident requested that double yellow lines be installed on both sides of Kidman Close at the start, so opposing drivers do not have to give way to each other.

## **3.0 Staff Comments**

- 3.1 Union Road, Nightingale Crescent and Riverside Close are to be implemented as proposed.
- 3.2 After discussion with the refuse collection co-ordinator, the Kidman Close double yellow line may be reduced outside 25 – 30 Nyall Court as suggested by the resident; vehicles that currently park here do not interfere with the manoeuvring of the refuse vehicles. Proposal shown in Appendix I on drawing QE067/OF/01.B.
- 3.3 The proposal at Kidman Close to leave the northern half of the street at the start available for parking will remain and drivers will be expected to give

way to each other. This provides a balance for on-street parking and using parked vehicles to deter drivers from speeding along vacant roads.

## IMPLICATIONS AND RISKS

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

The estimated cost of £1,000 for the implementation of the works can be met from the various Section 38 contributions for the adoption of the roads set out above.

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

20mph Zones seek to address local injury collisions and also to reduce the real and perceived risk of danger from traffic.

20mph zones further reduce road collision risk by promoting lower vehicle speed and indicating to drivers that they are encountering a different type of street environment compared with major routes.

Waiting Restrictions can displace parking, but are considered necessary, where it improves road safety or emergency access.

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

None.

### **Equalities implications and risks:**

Parking management schemes in residential areas are often installed to improve road safety and accessibility for residents, emergency services and refuse vehicles.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others.

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

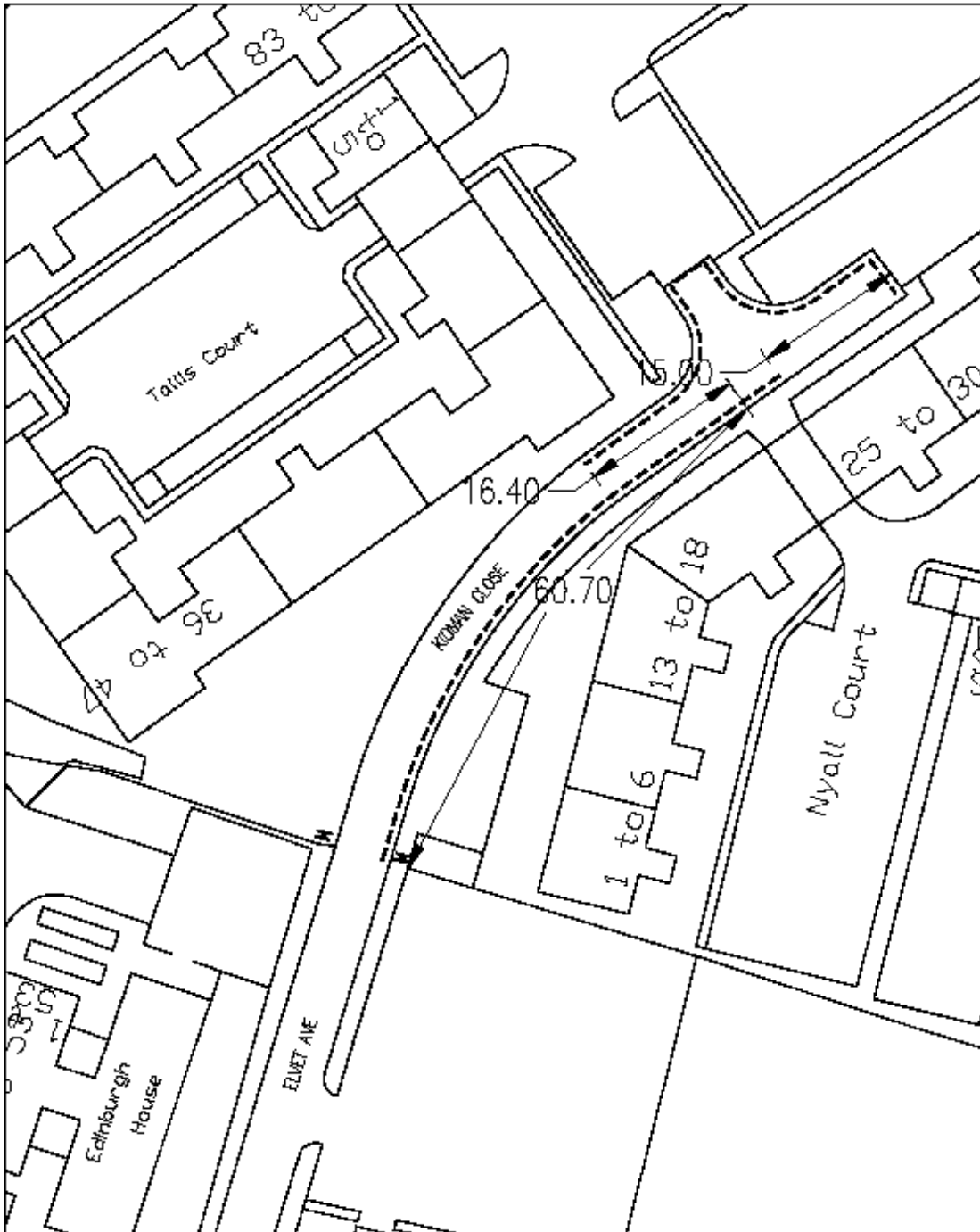
There will be some visual impact, due to the required signing and road markings.

## BACKGROUND PAPERS

Project File:

- Union Road, QE069.
- Nightingale Crescent, QK051
- Riverside Close, QD023
- Kidman Close, QE067

APPENDIX I – REVISED PROPOSAL AT KIDMAN CLOSE



<p><b>FOR THE AUTHOR:</b>                  NAME: [Redacted]                  ADDRESS: [Redacted]                  TEL: [Redacted]                  FAX: [Redacted]                  E-MAIL: [Redacted]</p>		<p><b>PURPOSE</b> OF                  INCORPORATION                  This drawing belongs to RoadCare Culture &amp; Community Traffic &amp; Engineering Services. Neither the whole nor any part thereof may be reproduced without prior written permission.                  Please Note: Customer Survey Mapping with the permission of the distributor of Mapbox's software. All rights reserved. Unauthorised reproduction of this drawing is prohibited and may lead to prosecution or civil proceedings. Contact RoadCare at 01206 777777.</p>		<p>Proposed double yellow line parking restrictions                  Start of 20mph zone on new development.</p>	
<p><b>JOB TITLE</b>                  Kidman Close Development</p>		<p><b>DRAWN BY</b>                  NC</p>		<p><b>CHECKED BY</b>                  [Redacted]</p>	
<p><b>DRAWING TITLE</b>                  At Any Time Parking Restrictions</p>		<p><b>APPROVED BY</b>                  [Redacted]</p>		<p><b>REVISION</b>                  B Amendment for HAC Nov 11</p>	
<p><b>SCALE (AT A4 SIZE)</b>                  1:500</p>		<p><b>DATE</b>                  Aug 11</p>		<p><b>REVISION</b>                  B Proposed accompanying Notice of Provision Aug 11</p>	
<p><b>DRAFT</b></p>		<p><b>ACAD REF:</b>                  [Redacted]</p>		<p><b>REVISION</b>                  AMENDMENT</p>	
<p><b>ISSUE</b></p>		<p><b>DRAWING NO:</b>                  QEO07.QF.01</p>		<p><b>DATE</b></p>	