



**Havering**  
LONDON BOROUGH

# HIGHWAYS ADVISORY COMMITTEE

9 April 2019

**Subject Heading:**

**Market Link, Ducking Stool Court and  
The Mews Parking – proposals to  
formally advertise**

**Ward:**

**Romford Town**

**CMT Lead:**

**Dipti Patel**

**Report Author and contact details:**

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**Policy context:**

**Street Management**

**Financial summary:**

**The estimated cost of implementation  
is £0.004m this will be met by Capital  
LIP funding (A2904)**

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

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[x]
Connections making Havering	[x]

## SUMMARY

This report outlines the proposals to introduce waiting and loading restrictions throughout Market Link, Ducking Stool Court and The Mews,

with dedicated disabled and loading bays and recommends a further course of action.

## RECOMMENDATIONS

- 1) That the Highways Advisory Committee having considered this report recommends to the Cabinet Member for Environment, in consultation with the Leader of the Council, that:
  - a. the proposals to introduce 'At any time' waiting and loading restrictions in the Mews, Market Link and Ducking Stool Court, Romford as shown on the plan in Appendix A be publicly advertised;
  - b. the proposals to introduce loading bays in Ducking Stool Court and The Mews as shown on the plan in Appendix A be publicly advertised;
  - c. the proposals to introduce two Disabled parking bays in The Mews as shown on the plan in Appendix A be publicly advertised;
  - d. The effects of the implemented proposals be monitored.
- 2) Members note that the estimated cost of this scheme as set out in this report is £0.004m this will be met by Capital LIP funding (A2904).

## REPORT DETAIL

### 1.0 Background

- 1.1 Parking in the Market Link area has become increasingly difficult over the last two years, as a result of increasing levels of obstructive parking taking place after 6.30pm, on Sundays and consistently over the Christmas and New Year period.
- 1.2 The highway in this area of Romford town centre is having increasing demands, placed upon it from existing residential and commercial uses. There are also new developments coming forward that will further increase highway use such as a new hotel in Market Place, above the existing B&M store.
- 1.3 Parking in Market Link, Ducking Stool Court and The Mews is currently unrestricted after 6.30pm and on Sundays. The majority of

highway issues arise during this unrestricted period. It is proposed to change the Monday to Saturday 8.30am to 6.30pm waiting restriction in the roads to operate 'at any time' with a concurrent loading ban operational 'at any time'.

- 1.4 The proposed scheme has been designed to maintain the free flow of vehicular traffic in the roads in the vicinity of Market Place (particularly for emergency vehicles); reduce inconsiderate and obstructive parking and control parking by blue badge holders through the introduction of designated disabled parking bays.
- 1.5 The existing free parking bay, opposite Emma House, is currently heavily used by blue badge holders. Under the proposals this bay will be converted to a loading bay to meet business needs and restrict use by blue badge holders. To mitigate any adverse effect of the proposals on blue badge holders two new dedicated disabled parking spaces will be created in The Mews.
- 1.6 A loading bay will be created to the rear of the B&M store in satisfaction of a planning condition pursuant to planning permission P0489.16 for a new hotel at 25 – 29 Market Place. In agreement with the owners of the B&M store it is proposed that the new bay will be placed over the dropped kerb to the rear loading dock for the store. The position of the bay is also aimed at dealing with obstructive parking blocking the use of the loading dock to the store.
- 1.7 Officers have spoken to the Ward Councillors and they are happy for these proposals proceed to public advertisement.
- 1.8 All responses received during the course of public consultation will be collated and reported back to this Committee, so a further course of action can be agreed.

## **IMPLICATIONS AND RISKS**

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

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £0.004m this will be met by Capital LIP funding (A2904). The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the Committee a final decision then would be made by

the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment 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 overall Environment Revenue budget.

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

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984") with the power to designate parking places set out under part IV of the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

### **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 Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

The proposal to install 'At Any Time' waiting and loading restrictions, Disabled Parking Bays and Loading Bays will be publicly advertised and is subject to formal consultation.

Consultation responses will be carefully considered to inform the final proposals.

There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 2 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit businesses rather than be a detriment. This will not be applicable to Blue Badge Holders, as they will still be able to park without charge and for the full duration of the hours of operation.

## Appendix A

