

## **HIGHWAYS ADVISORY COMMITTEE**

### **16 November 2021**

<b>Subject Heading:</b>	<b>Beam Park Development Area Parking Review.</b>
<b>CMT Lead:</b>	<b>Nicolina Cooper</b>
<b>Report Author and contact details:</b>	<b>Iain Hardy</b> <b>Engineer – Traffic Scheme</b> <a href="mailto:Schemes@havering.gov.uk"><u>Schemes@havering.gov.uk</u></a>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial Summary</b>	<b>The estimated cost is £0.116m</b>

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

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

### **SUMMARY**

#### **Rainham and Wennington Ward**

This report outlines the proposals to review the parking arrangements in and around the Beam Park development site and adjoining area around the proposed Beam Park railway station and provides recommendations on a further course of action.

### **RECOMMENDATIONS**

1. That the Highways Advisory Committee agrees in principle to reviewing the parking arrangements in the area around the new developments and proposed Beam Park railway station in 3 phases. This is due to the phasing of ongoing regeneration and development in the area which is creating parking stress in the surrounding residential streets and recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that :

- a. the parking review in the Beam Park area is undertaken in 3 phases in line with the development works, as shown on the phasing plan in Appendix A;
  - b. the residents of the area be consulted by way of a questionnaire which is attached to this report in Appendix B;
  - c. the result of each phase of consultation be reported back to the Highways Advisory Committee, so that a further course of action can be agreed
2. It be noted that the estimated cost of this scheme as set out in this report is £116,000, which can be met from the S106 contribution from the Beam Park development, to review the parking restrictions in the area.

## REPORT DETAIL

### 1.0 Background

- 1.1 The Beam Park regeneration programme incorporates cross boundary hybrid planning application for the redevelopment of the site to include residential (50% affordable); two primary schools and nursery (Use Class D1); railway station; supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and management space (Use Classes A1, A2, A3, A4, B1, D1 and D2); energy centres; open space with localised flood lighting; public realm with hard and soft landscaping; children's play space; flood compensation areas; car and cycle parking; highway works and site preparation/ enabling works.
- 1.2 In line with the requirements of the S106 agreement funding has been agreed to design a parking scheme for the Beam Park area that has been divided into 3 phases, a plan of which is appended to this report as Appendix A.
  - a) Phase 1 would be to introduce controls for the development which is already in place and where residents have begun moving into the properties. There are private parking bays but the council would introduce permit and loading restrictions in the bays owned by the council, alongside at any time waiting restrictions to prevent erroneous parking especially during school drop off and pick up times. Details of the proposed design are appended to this report as Appendix B and the proposed traffic signs to support the controls are shown on Appendix C and the proposed questionnaire is detailed on Appendix D.
  - b) Phase 2 would introduce parking controls in existing residential streets on the north side of the A1306 around Orchard Village, which is excluded from the parking review. Whilst the council has adopted most of the roads in Orchard Village, some of them remain private as do all of the parking bays, the implementation of parking controls will therefore be dealt with separately by the landowners in consultation with officers and details of the proposals will be presented to HAC at a future date for review. If agreed these works are likely to progress in early 2022.

- c) Phase 3 would introduce parking controls in existing residential streets on the north side of the A1306 to the east of Orchard Village area. Currently development works are in progress in this area and although agreed informally, funding is still being finalised by way of S106 agreement. Details of the proposals will be presented to HAC at a future date for review and if agreed these works are likely to progress in spring of 2022.

- 1.3 To ensure the roads immediately in the vicinity of the proposed Beam Park Station (Phase 1) remain clear for free flow of traffic, it is proposed to introduce resident parking in the lay-by areas and to restrict the remainder of the carriageway with 'At any time' waiting restriction. Further to this, as a provision for the shops, there will be a number of Cashless/ Pay and Display parking bays.
- 1.4 Within Phases 2 & 3, the option will be given to residents of a shorter term restriction, to deal with any possible commuter parking.

## **2.0 Officer Comments**

- 2.1 The sale and occupation of an increasing number of newly developed properties coupled with the opening of a new primary school is causing an increase in parking stress in the area. Officers are also mindful of planning for the proposed Beam Park Station.
- 2.2 In addition neighbouring borough Barking and Dagenham has already introduced parking controls which has resulted in additional parking displacement on Havering's roads.

## **IMPLICATIONS AND RISKS**

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

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

As part of the Beam Park development, the council require that the developer contributes to CPZ in the wider area – this is covered in the S106. The contributions are for consultation (£30k), implementation and initial nil cost for permits for existing residents (£86k). The £86k is only payable if the CPZ designed scheme has been confirmed and resolved to implement. The funding for CPZ is to be obtained within 4 years of the start date on site and no later than 1<sup>st</sup> March 2023.

The estimated cost of £0.116m for implementation will be met by the S106 Contribution for P1242.17 reference A:43503: U:47233 – 1.0 Countryside Beam Park Controlled Parking Zone S106 Contribution granted planning consent on 27-10-2017. The funding will need to be spent by 1<sup>st</sup> March 2023, to ensure full access to the grant.

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 Highways Traffic and Parking 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 Public Realm Capital budget.

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

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("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 and General Directions 2002 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 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:**

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

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

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 proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.

The recommendation is for proposals to be designed and formally advertised to introduce a Residents Parking Scheme in the Lister Avenue Area, operational from Monday to Friday 10am to 2pm inclusive.

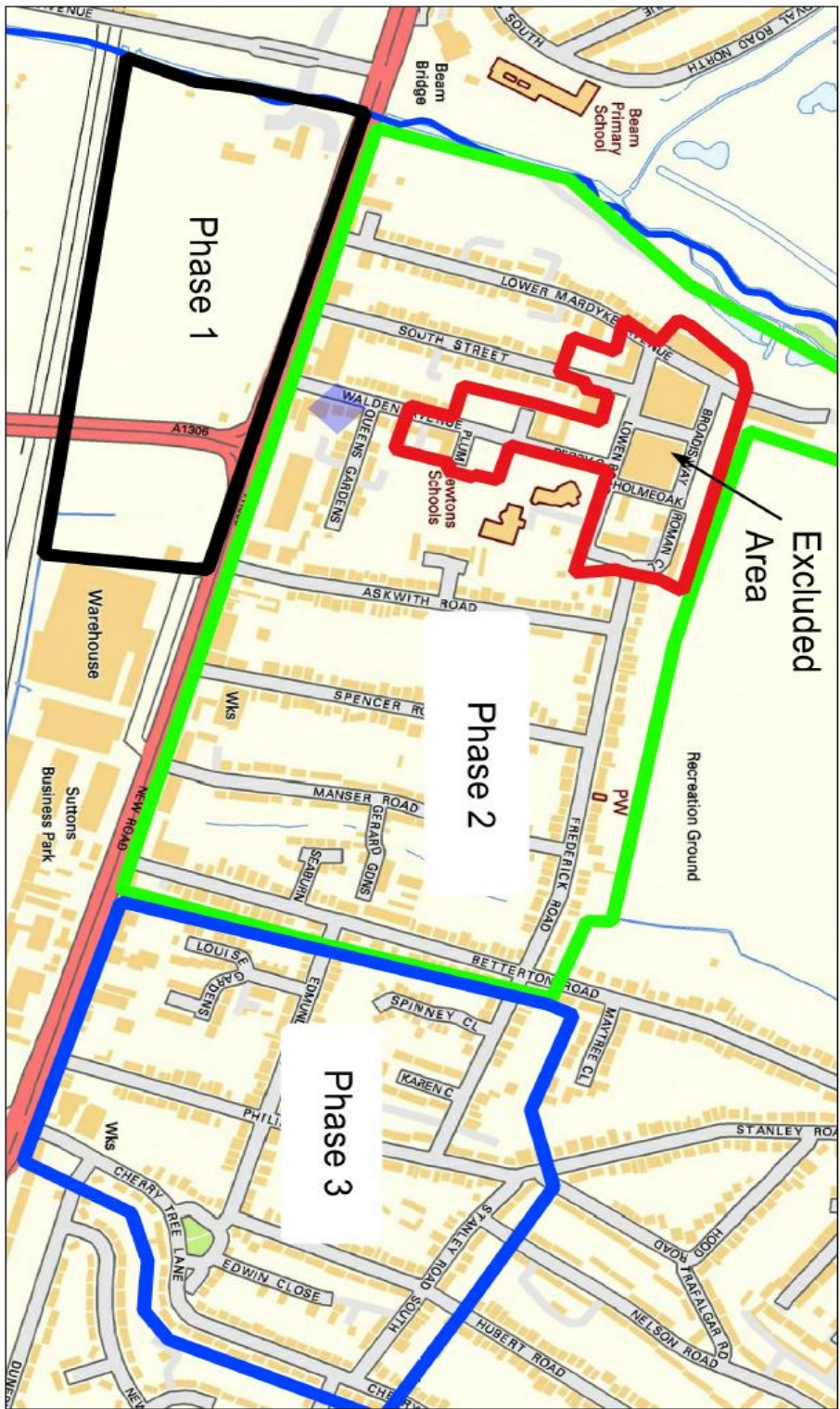
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.




## **BACKGROUND PAPERS**

The S106 Contribution for planning application reference P1242.17 reference A:43503: U:47233 – 1.0 Countryside Beam Park Controlled Parking Zone S106 Contribution granted planning consent on 27-10-2017.

## **APPENDICES**

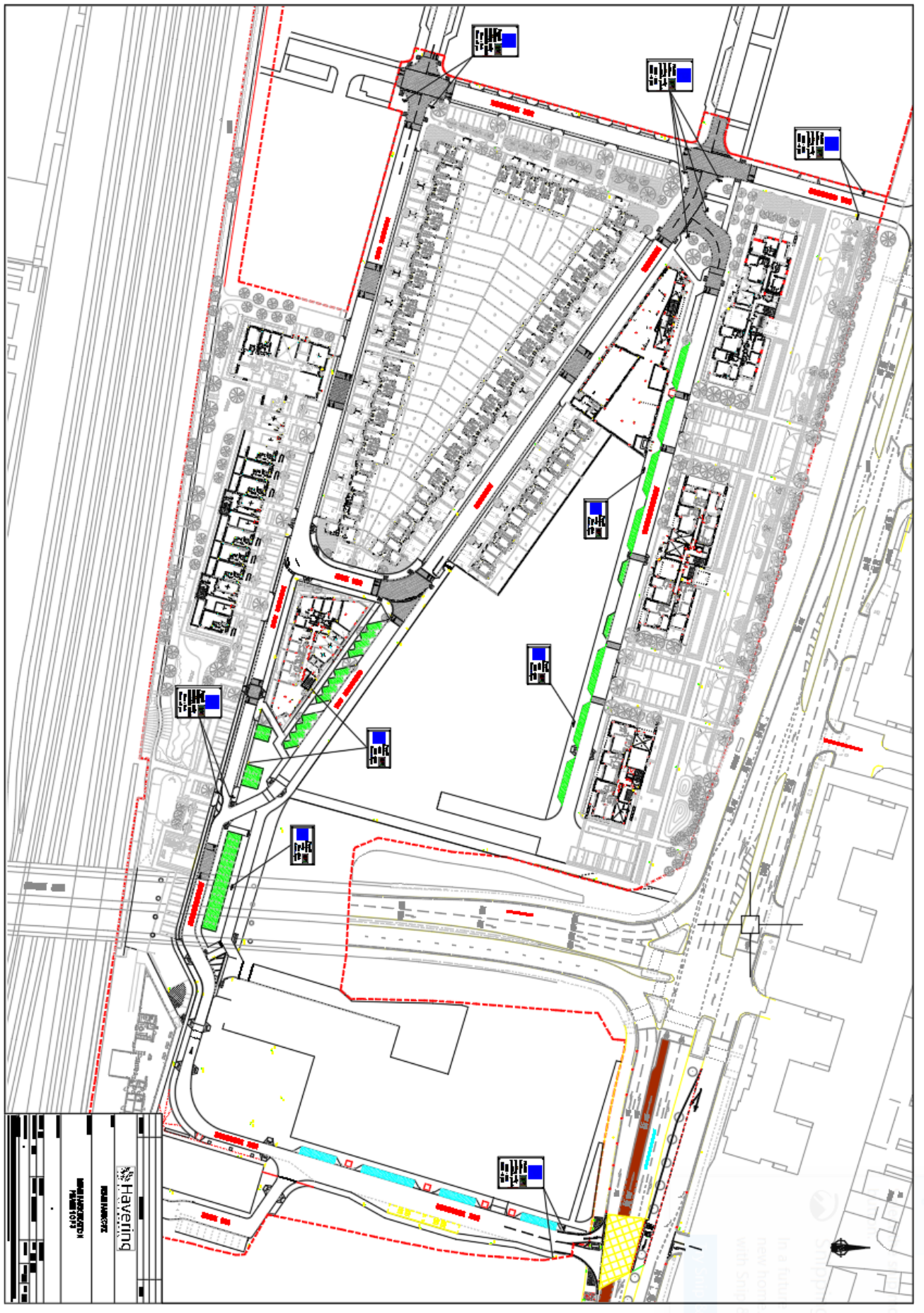
Appendix A -(Review Phase Drawing)



<p><b>Beam Park Phase Plan</b></p>	
<p>  </p>	<p> <b>Scale:</b> 1:6000  <b>Date:</b> 04 October 2021  <b>Size:</b> A4 </p> 
<p>  <b>Havering</b>  <small>LONDON BOROUGH</small> </p> <p>           London Borough of Havering            Town Hall, Main Road Romford, RM1 3BD            Tel: 01708 434343 </p>	<p>           © Crown copyright and database rights 2021            Ordnance Survey 100024327 </p>



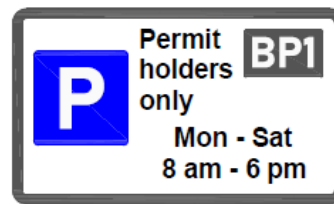
## Appendix B (Phase 1 proposal)



## Appendix C (Phase 1 Proposed Signs Design)



This (repeater sign) to be erect at existing lamp column.



This sign to be erect at entry point.



## Appendix D (Proposed Questionnaire)



### PARKING REVIEW QUESTIONNAIRE Beam Park development area (phase 1)

#### Highways, Traffic & Parking London Borough of Havering

Town Hall  
Main Road  
Romford  
RM1 3BB

Name:

Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Address:

All responses received will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one signed and dated questionnaire per address will be considered. Please return to us by **XX November 2021**

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council

☐ Yes

☐ No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having a parking restriction placed upon it to limit long term non-residential parking?

☐ Yes

☐ No

3. If Yes - over what days of the week would you like any restrictions to operate?

☐ Mon-Fri

☐ Mon-Sat

☐ 7 Days a week

4. If Yes - over what hours of the day would you like any restrictions to operate?

☐ 8am to 6.30pm

☐ 8am to 8pm

5. If yes - what type of restriction would you prefer?

☐ Yellow Lines

☐ Residents Parking

#### For your information:

**Yellow lines** would prevent residents from parking on the lines in the same way as they would non-residents.

**Residents Parking scheme** will permit residents and their visitor to park in the allocated areas, during the hours of restriction, with a valid permit for the zone.

**Please turn over**

**Comments Section** (please limit to 100 words)

**DECLARATION**

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post, that you complete your full name and address along with this declaration and return the form to the postal or email address found overleaf.

Name:.....

Address:.....

Signature:.....

Date:.....