

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	Beam Park Development Area Parking Review.
<b>Cabinet Member:</b>	Councillor Osman Dervish
<b>SLT Lead:</b>	Barry Francis - Director of Neighbourhoods
<b>Report Author and contact details:</b>	Iain Hardy Engineer – Traffic Scheme <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a>
<b>Policy context:</b>	Havering Local Implementation Plan 2018/19 Delivery Plan
<b>Financial summary:</b>	The estimated cost of implementation is £0.116m and will be met from the S106 Contribution for P1242.17 reference A:43503: U:47233 – 1.0 Countryside Beam Park Controlled Parking Zone
<b>Relevant OSC:</b>	Environment
<b>Is this decision exempt from being called-in?</b>	Yes – Non Key

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

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

## Part A – Report seeking decision

### DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

Following a recommendation of the Highways Advisory Committee on 16<sup>th</sup> November 2021 this Executive Decision seeks approval to:

- (a) review the parking arrangements in the area around the new developments and proposed Beam Park railway station. This is due to the phasing of ongoing regeneration and development in the area which is creating parking stress in the surrounding residential streets.
- (b) undertake the parking review in the Beam Park area in 3 phases in line with the development works, as shown on the phasing plan in Appendix A; and
- (c) approve consultation for the residents by way of a questionnaire which is attached to this report in Appendix B;

The result of each phase of consultation will be reported back to the Highways Advisory Committee, so that a further course of action can be agreed

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.

### AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution:

Part 3, Section 2.5, paragraph (s) To consider recommendations of the Highways Advisory Committee relating to highways and traffic schemes and to make decisions relating to them.

Part 3, Section 2.6, paragraph (y) Portfolios to be assigned to individual Cabinet Members - Highways & Traffic Schemes.

### STATEMENT OF THE REASONS FOR THE DECISION

At its meeting on 16<sup>th</sup> November 2021 the Highways Advisory Committee ("HAC") considered a report on proposals to review the parking arrangements in the area around the new developments and proposed Beam Park railway station. This is due to the phasing of ongoing regeneration and development in the area which is creating parking stress in the surrounding residential streets.

Approval has been given by way of a S106 agreement between the council and the developers in the Beam Park area to undertake a parking review and implement parking controls by way of controlled parking zone/s (cpzs), where appropriate to mitigate parking stress.

The HAC considered the report and recommended that the proposals proceed to informal consultation and the results be reported back to HAC to consider the responses.

This executive decision reflects the recommendations of the HAC and adopts the justification for the decision as set out in the report to HAC.

#### 1 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

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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 and 3, the option will be given to residents of a shorter-term restriction, to deal with any possible commuter parking.

## **2. 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.
- 2.3 Following on from the recommendation at Highways Advisory Committee on 16th November 2021, this report is recommending to the Lead Member for Environment, in consultation with

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the Leader of the Council that formally consultation on the proposals be undertaken and that any responses received to the consultation be reported back to HAC, so a further course of action can be agreed.

### **OTHER OPTIONS CONSIDERED AND REJECTED**

No other options are seen as viable as residents are enduring issues caused by increased pressure from parked vehicles from non-residents of the area and complaints have been made to local Ward Councillors regarding the parking problems. As a result neighbouring Borough Barking and Dagenham has implemented controls on their highway which has also added to the parking stress in the area.

The option to do nothing was therefore not considered due to the need to resolve the ongoing issues.

### **PRE-DECISION CONSULTATION**

The request to undertake an informal Consultation was made to members at HAC on 16<sup>th</sup> November 2021 and it was recommended the results of the informal consultation would be reported back to a future HAC to discuss further recommendations.

### **NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER**

Name: Diane Bourne

Designation: Interim Schemes Manager

Signature:



Date: 17/11/2021

## **Part B - Assessment of implications and risks**

### **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.

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

### **FINANCIAL IMPLICATIONS AND RISKS**

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 1st 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 1st 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.

### **HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)**

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

### **EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS**

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. 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, the young and older people), this will assist the Council in meeting its duty under the Act.

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

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.

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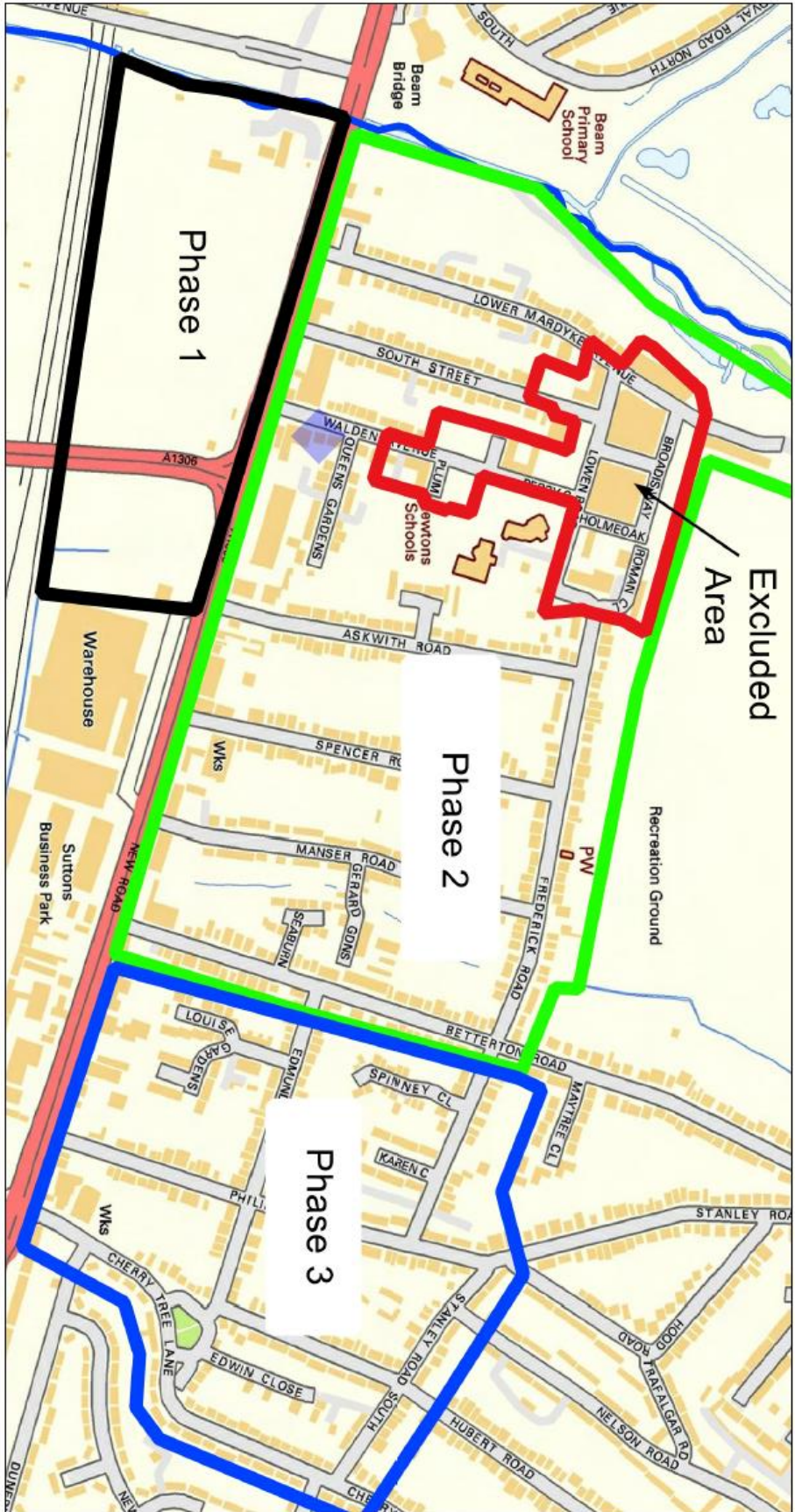
Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

### **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**



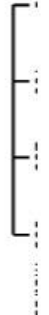
Beam Park Phase Plan



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

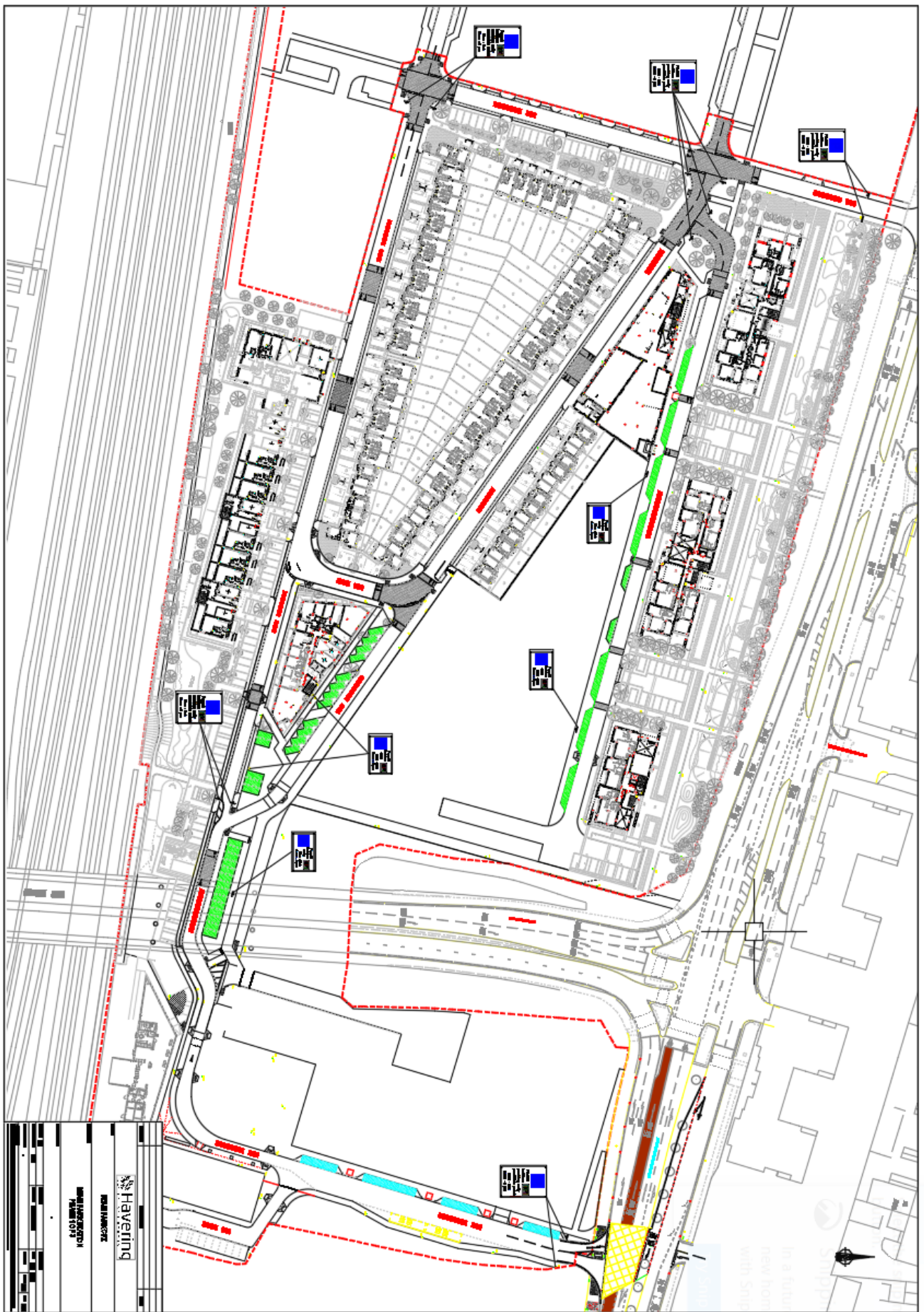
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Appendix B (Phase 1 proposal)

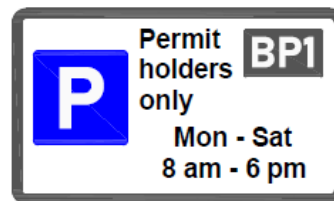




Appendix C (Phase 1 Proposed Signs Design)



This (repeater sign) to be erected on existing lamp column.



This sign to be erect as a repeater sign within the zone.

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**Part C – Record of decision**

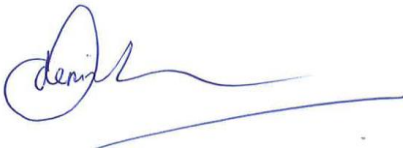
I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

**Decision**

Proposal

**Details of decision maker**

Signed

A handwritten signature in blue ink, appearing to read 'Dervish', with a long horizontal flourish extending to the right.

Name: Councillor Dervish,

Cabinet Portfolio held: Cabinet Member for Environment

CMT Member title: Barry Francis – Director of Neighbourhoods

Head of Service title: Nicolina Cooper - Interim Assistant Director Public Realm

Other manager title:

Date: 23.11.21

**Lodging this notice**

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Democratic Services Officer in Democratic Services, in the Town Hall.

**For use by Committee Administration**

This notice was lodged with me on \_\_\_\_\_

Signed \_\_\_\_\_

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