



HIGHWAYS ADVISORY COMMITTEE

19 March 2013

REPORT

Subject Heading:

**RESIDENTS PARKING ZONE R05A
Marshall Park
Outcome of public consultation**

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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 sets out the comments received in response to a public consultation on proposals to provide a new residents parking zone in Caxton Way, Dickens Way and Brunel Close. The consultation followed the adoption of these roads as highway maintainable at the public expense. This report therefore seeks a recommendation to the Cabinet Member for Community Empowerment that the measures be implemented as advertised.

This scheme is within **Romford Town** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the following measures be implemented as described in this report and shown on Drawing QL062-OF-101-A Final Parking Restrictions.
2. That it be noted that the estimated cost of £4,000 for implementation will be met by Taylor Wimpey North Thames Limited secured by an agreement made under Section 38 of the Highways Act 1980.

REPORT DETAIL

1.0 Background

- 1.1 Dickens Way, Brunel Close and Caxton Way were adopted as highway maintainable at the public expense on the 5th July 2012. As a result of this and due to the proximity of Romford railway station and shopping centre, parking controls are being proposed to prevent both commuter and shopper parking.
- 1.2 Prior to the current proposals being formally advertised, discussions were held with the local residents' association regarding the requirements for; and the appropriate level of, parking restrictions. This discussion informed the type of restriction taken forward and its hours of operation.
- 1.3 In order to deal with the implementation of parking restrictions following the adoption of the roads, a sum of £4k has been provided by Taylor Wimpey North Thames Limited. A request to proceed with design and consultation on suitable measures was approved by the Highways Advisory Committee at its meeting of 24th January 2013 (Item H33, Highways Schemes Applications Schedule).
- 1.4 The proposed layout is shown on Drawing QL062-OF-101-A Final Parking Restrictions. The parking permit zone is proposed to be operational between 8:30am – 6:30pm Monday to Saturday Inclusive and includes all areas of Dickens Way, Caxton Way and Brunel Close other than those areas covered by yellow lines. Only residents of those roads named above may apply for residential permits. The hours of operation match the surrounding road network. The yellow line waiting restriction is proposed to be operational at any time.

- 1.5 This methodology where parking permit zones do not include lining is a new approach made possible by the amendments to the Traffic Signs, Regulations and General Directions. Lines are no longer required and signs are erected at the zone entrance with repeater signs on lamp columns. This reduces the level of maintenance required and allows residents a level of flexibility that markings do not.
- 1.6 Approximately 50 letters were hand-delivered to those potentially affected by the scheme and the immediate area on or just after 11th January 2012, with a closing date of 1st February 2012 for comments. A set of consultation information was also provided for standard consultees.

2.0 Outcome of Public Consultation

- 2.1 By the close of the public consultation, 17 responses were received from members of the public;

Of these responses:

1. *14 responses were in full support of the proposals*
2. *2 responses requested reduced hours of operation with 1 requesting restrictions during school hours and the other removing Saturday from the restricted hours.*
3. *1 response requested increased hours of operation and raises the issue of restrictive covenants on the properties and the narrowness of the roads.*

- 2.2 No other responses were received.

3.0 Staff Comments

- 3.1 Given the level of support for the proposals staff recommend that the scheme be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £4,000 for implementation will be met by Taylor Wimpey North Thames Limited secured by an agreement made under Section 38 of the Highways Act 1990.

This is a standard project for the Council 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 Council Streetcare budget.

Legal implications and risks:

Parking and loading bays require advertisement and consultation before a decision can be taken on implementation.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

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, the young and older people), this will assist the Council in meeting its duty under the Act.

Blue badge-holders are permitted to park in permit parking areas for an unlimited length of time and without charge.

BACKGROUND PAPERS

Drawing: QL062-OF-101-A Final Parking Restrictions

NOTICE OF PROPOSAL

LONDON BOROUGH OF HAVERING

THE HAVERING (WAITING AND LOADING RESTRICTION) (CIVIL ENFORCEMENT AREA)

(NO. 1) (AMENDMENT NO. **) ORDER 201*

THE HAVERING (ROMFORD PARKING PLACES) (RO5A) (CIVIL ENFORCEMENT AREA) ORDER 201*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Havering, hereinafter called the Council, propose to make the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The effect of the Waiting & Loading Restriction Order would be to impose waiting restrictions operative at any time on the lengths of streets specified in Schedule 1 to this Notice.
3. The effect of the Romford Parking Places RO5A Order would be to:-
 - (a) create a controlled parking zone where residents whose postal address is indicated in Schedule 2A to this Notice may purchase permits at the following charges:-

(a) residents permit	-	1 st permit £20.00, 2 nd permit £25.00, 3 rd permit and any thereafter £60.00
(b) visitors permits	-	£1.00 per permit for up to 4 hours (sold in £10.00 books of 10 permits)
(c) Casual discretionary permit	-	£5.25 per permit valid for 2 hours
(d) Consent to park waiver	-	£10.15 per day for the 1 st 14 days and £15.25 per day from 14 days to 3 months
 - (b) to provide residents parking places, operative between 8.30 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive, on the lengths of streets specified in Schedule 2B to this Notice, where a vehicle displaying a valid residents parking permit may be left without time limit.

Please Note: There will be signs at the entrance to the controlled parking zone reading "Permit holders parking only past this point" with some repeater signs. However, there will be no parking bays marked out and residents permit holders will be able to park wherever it is safe to do so, as near to the kerb as possible (when parking parallel to the kerb) and must avoid creating an obstruction to other vehicles.

4. Copies of the proposed Orders, of the Order being amended, together with the Council's statement of reasons for proposing to make the Orders and plans showing the locations and effects of the Orders can be inspected until the end of six weeks from the date on which the Orders are made or as the case may be, the Council decides not to make the Orders, during normal office hours on Mondays to Fridays inclusive, at Traffic & Engineering, StreetCare, Mercury House, Mercury Gardens, Romford, Essex RM1 3DW.
5. Any person desiring to object to the proposals or make other representation should send a statement in writing of either their objection or representations and the grounds thereof to Mark Philpotts, Traffic & Engineering, StreetCare, Mercury House, Mercury Gardens, Romford, Essex RM1 3DW, quoting reference LBH/688 to arrive by 1 February 2013.

Dated 11 January 2013

IAN BURNS
Acting Assistant Chief Executive

Town Hall
Main Road
Romford
RM1 3BD

SCHEDULE 1

Brunel Close

- (a) the north-west to south-east arm
 - (i) both sides, between the south-eastern kerb-line of Dickens Way and a point 10 metres south-east of that kerb-line;
 - (ii) both sides, between the north-western kerb-line of the south-west to north-east arm of Brunel Close and a point 10 metres north-west of that kerb-line;
- (b) the south-west to north-east arm, the north-west side, between a point 10 metres south-west of the south-western kerb-line of the north-west to south-east arm of Brunel Close and a point 10 metres north-east of the north-eastern kerb-line of the north-west to south-east arm of Brunel Close.

Caxton Way, both sides, between the western kerb-line of Dickens Way and a point 10 metres west of that kerb-line.

Dickens Way

- (a) both sides, between the south-western kerb-line of Oaklands Avenue and a point 10 metres south of the southern kerb-line of Caxton Way;
- (b) the south-east side, between a point 10 metres north-east of the north-eastern kerb-line of Brunel Close and a point 10 metres south-west of the south-western kerb-line of Brunel Close.

Oaklands Avenue, the south-west side, between a point 15 metres south-east of the south-eastern kerb-line of Dickens Way and a point 15 metres north-west of the north-western kerb-line of Dickens Way.

SCHEDULE 2A

- Brunel Close** - All properties
- Caxton Way** - All properties
- Dickens Way** - All properties

SCHEDULE 2B

Brunel Close

- (a) the north-west to south-east arm
 - (i) the north-east side, from a point 10 metres south-east of the south-eastern kerb-line of Dickens Way and that kerb-line to a point 10 metres north-west of the north-western kerb-line of the south-west to north-east arm of Brunel Close;
 - (ii) the south-west side, from a point 10 metres south-east of the south-eastern kerb-line of Dickens Way and that kerb-line to a point 10 metres north-west of the north-western kerb-line of the south-west to north-east arm of Brunel Close;

- (b) the south-west to north-east arm
 - (i) the north-west side, from a point 10 metres north-east of the north-eastern kerb-line of the north-west to south-east arm of Brunel Close to its north-eastern extremity, including all sides of the turning heads situated at its north-eastern extremity;
 - (ii) the north-west side, from a point 10 metres south-west of the south-western kerb-line of the north-west to south-east arm of Brunel Close to its south-western extremity;
 - (iii) the south-east side, from its north-eastern extremity to its south-western extremity, including all sides of the turning heads situated at its south-western extremity.

Caxton Way

- (a) the north-east to south-west arm
 - (i) the north-west side, from a point 10 metres west of the western kerb-line of Dickens Way to its junction with the south-east to north-west arm of Caxton Way;
 - (ii) the south-east side, from a point 10 metres west of the western kerb-line of Dickens Way to its junction with the south-east to north-west arm of Caxton Way;
- (b) the south-east to north-west arm, the whole street.

Dickens Way

- (a) the north-east and south-east sides, from a point 10 metres south of a point opposite the southern kerb-line of Caxton Way to a point 10 metres north-east of the north-eastern kerb-line of Brunel Close;
- (b) the south-east and south-west sides, from a point 10 metres south-west of the south-western kerb-line of Brunel Close to its western extremity;
- (c) the south-west, north-west and north-east sides, from a point 10 metres south of the southern kerb-line of Caxton Way to its western extremity.