



HIGHWAYS ADVISORY COMMITTEE

9 July 2013

REPORT

Subject Heading:

**ALEXANDRA ROAD, GEORGE STREET
AND KING EDWARD ROAD LEASE
HOLDER CAR PARKS- comments to
advertised proposals**

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Ward: Romford Town

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 checked="" 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 outlines the responses received to the advertised proposals to include the lease holder car parks in the residents' parking scheme sector in which they are situated and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:-

- a. in light of the forthcoming regeneration proposals for Victoria Road, the proposals outlined in this report for Alexandra Road, George Street and King Edward Road be deferred at this time and be reconsidered after any proposals for Victoria Road have been implemented and the effects of those proposals measured.
- b. Members note that the estimated cost of this scheme as set out in this report is £1,900 and could be funded from the 2013/14 Minor Parking Schemes revenue budget.

REPORT DETAIL

1.0 Background

At its meeting on 20th March 2012, the Highways Advisory Committee agreed in principle to include the lease holder car parks in Alexandra Road, George Street and King Edward Road into the residents' parking scheme sector they are located within.

2.0 Proposed Scheme

- 2.1 The proposals are to revoke the leases from the current holders and include the lease holder car parks in Alexandra Road and King Edward Road in the Sector 6 residents' parking scheme.
- 2.2 The proposals are to revoke the leases from the current holders and include the lease holder car parks in George Street in the Sector 3 residents' parking scheme.
- 2.3 The scheme is within the Romford Town Ward and was recommended for consultation by Committee on 13th November 2012.
- 2.4 These proposals were subsequently designed and publicly advertised. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised by a letter and copy of the plan appended to this report. Site notices were also placed at each location.
- 2.5 This report looks at the responses received to the advertised proposals, which are summarised in Appendix B, along with staff comments and recommends a further course of action.

3.0 **Outcome of Public consultation - Responses received**

- 3.1 The proposals were advertised in the Romford Recorder and London Gazette. In addition, 18 statutory bodies and residents in the immediate vicinity of the leaseholder car parks were consulted on the proposals. Site notices were also fixed to street furniture in the vicinity of each location.
- 3.2 At the close of public consultation on 1st March 2013, eight responses had been received to the proposals for the Alexandra Road and King Edward Road and fourteen responses had been received to the proposals for George Street. The responses are summarised in Appendix B.

4.0 **Staff Comments**

- 4.1 There was a lower than average response to the proposals for the Alexandra Road and King Edward Road car parks area, whilst there was an average response for the proposals to the George Street car park. Objections were received from 5 lease holders of the 12 spaces in Alexandra Road and King Edward Road car parks and 2 lease holders from the 8 spaces in the George Street car park. Currently, there are only two spaces in the three car parks that are not occupied. This is due to the relocation of Havering's Youth Offending Team from Victoria Road and staff in Traffic and Parking Control not reallocating the spaces to residents or companies on the waiting list until a decision has been made in regard to these proposals.
- 4.2 Given that there are Regeneration proposals being presented to this Committee at its meeting on 9th July 2013, asking for approval to publicly advertise proposals for a 20mph Zone and a Parking Zone on part of Victoria Road, it is recommended that the proposals outlined in this report for the three parking areas in Alexandra Road, George Street and King Edward Road be deferred at this time and be reconsidered after any proposals for Victoria Road have been implemented and the effects of those proposals monitored.
- 4.3 Officers considered carefully each of the consultation responses and have tried to minimise, if not eliminate, the potential negative impact arising from these proposals, in terms of improving accessibility, safety and convenience for local residents and businesses.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1,900 including advertising costs. This cost can be met from the 2013/14 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to 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 StreetCare 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 that the project is overspent, the balance would need to be contained within the overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Waiting restrictions and parking bays require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

None.

Equalities implications and risks:

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.

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.

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

Disabled 'Blue' Badge holders are currently able to park with an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

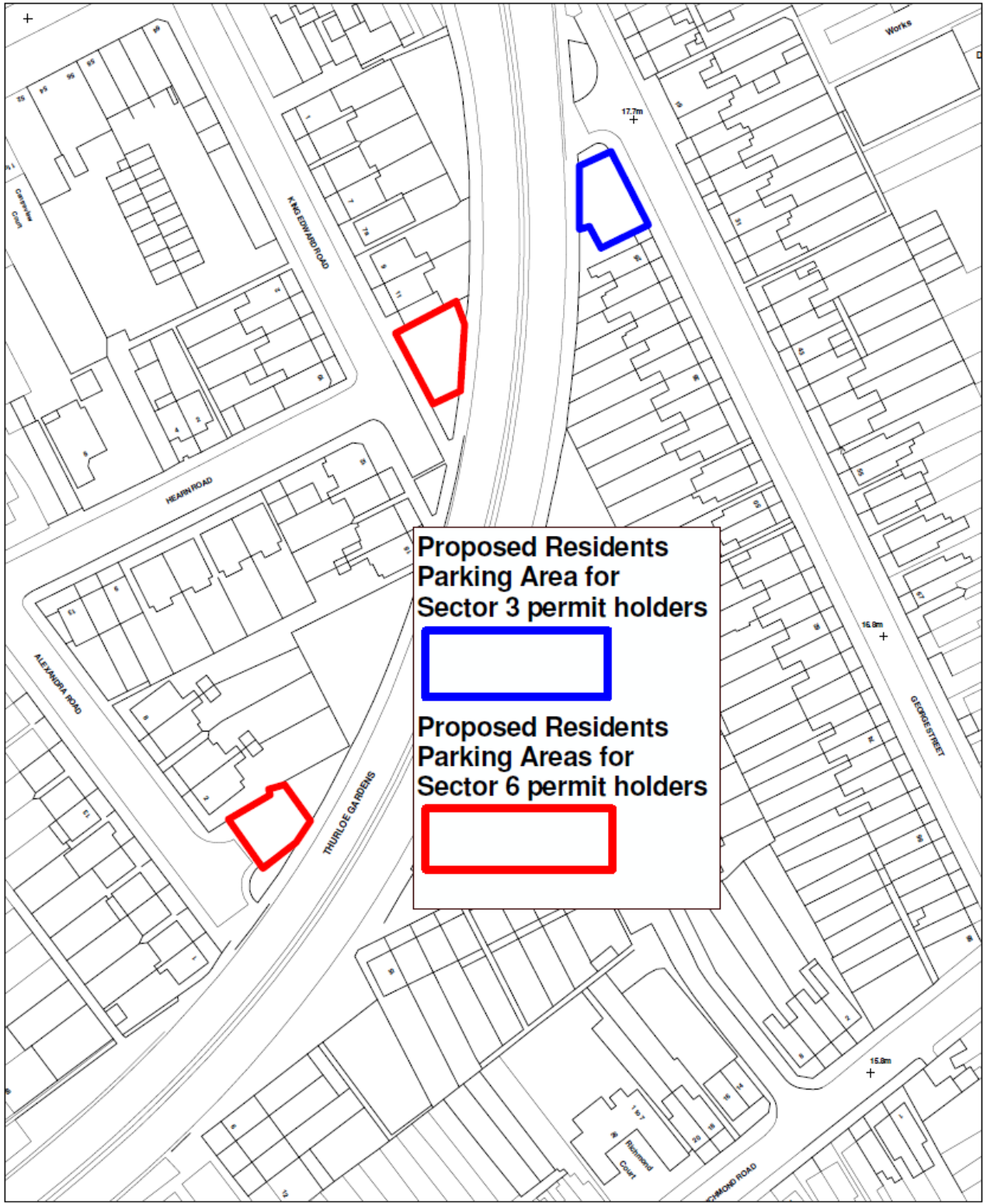
With the removal of the chains and locks from the entrance to the parking areas there are concerns that each location may be liable to experience fly tipping and anti-social behaviour along with noise from car radios.

A number of bays in each car park are held by residents who rely on their availability as they are shift workers, are utilised to assist with child care arrangements or simply do not have any other available off-street parking provision.

There will be a visual impact from the required signing to the areas.

BACKGROUND PAPERS

Drawings: Ref: Romford Parking Areas

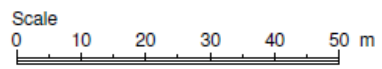


Romford Parking Areas

Map Reference: TQ5188SE



Scale @ A4 1:1000
Date: 28/01/2013



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

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Responses for Alexandra Road and King Edward Road

8 responses in all from the area

3 responses from residents of King Edward Road, all of which hold permits for the parking areas and who object to the proposals. The objections are based on that the residents like the security of the locked parking area, which they feel prevents noise, fly tipping, anti-social behaviour and loss of revenue to the council. One resident feels that the yellow lines should be removed and further residents parking bays installed.

1 response from residents of Alexandra Road, who relies on the provision for their child care and is concerned if the area is opened up, there will be problems with littering and anti-social behaviour. They feel the current system works.

1 response from a resident of a flat with a Victoria Road address, who is in favour of the proposals and thinks they are a great idea.

1 response from a resident of Hearn Road, who welcomes the proposed changes, but does not want the public to be able to use the spaces at any time.

1 response from a Victoria Road business who hold a permit for the one of the areas and objects to the proposals, as their Manager needs their car close and it is felt the loss of the facility will seriously effect the business

1 response was also received from a resident, who just stated that they were in favour of the proposals.

Responses for George Street Car Park

14 responses in all from residents of the road

2 responses were from residents who have permits for the parking area and who wish to object to the proposals. 1 residents who works shift work and relies on this parking provision, as before he had the use of the car park he found himself parking streets away. The second response is from a resident, who has lived at the address for a very long time and feel it is often impossible to park in the road, as all the spaces area taken up. They suggest the Sector should be made smaller

11 responses outline that they are in favour of the proposals by way of a standard paragraph, circulated by one resident stating, they agree to the proposals for the George Street car park to become an extension of the residents parking permit holders and the chain and lock being removed from the said Car park.

1 response just outlined that they are in favour of the proposals.