

# HIGHWAYS ADVISORY COMMITTEE

6 April 2017

**Subject Heading:**

**TPC745 – Gidea Park Review**  
Proposed change of time of parking  
restrictions – Statutory Consultation

**CMT Lead:**

**Steve Moore**

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**Policy context:**

**Traffic & Parking Control**

**Financial summary:**

**The estimated cost of £5000 for  
implementation will be met by Capital  
Parking Strategy Investment  
Allocation 2016/2017**

**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

This report outlines the results received to the advertised proposals to introduce a change of times of operation in part of the RO1 parking zone, along with junction protection to alleviate congestion issues.

**Ward**

## RECOMMENDATIONS

1. That the Committee, having considered the report and any representations made, recommends to the Cabinet Member for Environment Regulatory Services and Community Safety that:
  - a) The proposed changes to the operational times of the parking restrictions in Lodge Avenue, Glenwood Drive and Carlton Road to Monday to Saturday 8.30am – 6.30pm be implemented as advertised;
  - b) The effects of implementation be monitored for a period of six months and in the event of any identifiable parking issues within adjacent roads, authority be granted for the commencement of a stage 2 detailed consultation to identify suitable measures, to deal with these issues.
  
2. That Members note that the estimated cost of this scheme, as set out in this report, is £5000, which can be funded from the Capital Parking Strategy Investment Allocation 2016/2017

## REPORT DETAIL

### 1.0 Background

- 1.1 Following previous requests by concerned residents and a submitted petition from 37 petitioners via Ward Councillors on the 23<sup>rd</sup> July 2015, it was requested that there was an immediate review of the RO1 zone, with particular attention to the congestion and safety surrounding Carlton Road and its junctions with Glenwood Drive, Lodge Avenue and Stanley Road, and also reducing the perceived non-resident parking within the area.
- 1.2 Following a meeting on the 14<sup>th</sup> of January 2016, with the local Ward Councillors at the town hall, this issue and other issues within the Gidea Park area were discussed, and it was agreed that the review would take three parts with the initiation of the first part (the areas are outlined in **Appendix A**) to take place as soon as practicable.
- 1.3 The programme of consulting these areas was provisionally deferred, as to allow the consultation of the Public Space Protection Order (PSPO) for Gidea Park Primary School, and the proposed 'Low Emissions Neighbourhood' (LEN) Consultation to take precedence.
- 1.4 The first Informal Consultation (in the area shown in **Appendix B**) started on the 29<sup>th</sup> April 2016 and concluded on the 20<sup>th</sup> May 2016, with a total of 530 addresses consulted. Of the 530 consulted, 127 responded making a response rate of 24%, and of that 24%, only 53% responded favourably to a change of times of operation of their section of road. After analysis of the results, it was clear that there was a divide between the northern area of Glenwood Drive and Lodge Avenue, and the southern area, including Carlton Road. The Ward Councillors were notified of the results on the 17<sup>th</sup> June 2016 and our recommendations, and it was agreed by the ward councillor to re-consult this modified area, to ascertain a definitive response and suggest a way forward.

- 1.5 Responses received to the informal consultation are set out in the table (appended to this report at **Appendix C**).
- 1.6 The second informal consultation in this revised consultation area (as highlighted in **Appendix D**) was undertaken on the 8<sup>th</sup> July 2016 and concluded on the 29<sup>th</sup> July 2016. Of the 269 addresses that were consulted, 87 responded making a 32% response rate. Of that 32% response rate, 66% overall were not happy with the times of operation within their section of road, and overall 77% were happy to see the times changed from Mon-Fri 8.30am – 10am, to Mon – Sat 8.30am – 6.30pm. (These results are appended in **Appendix E**).
- 1.7 The results of this consultation were presented to the Ward Councillors on the 14<sup>th</sup> September 2016 with their full support, with the only comment to monitor any displacement within the area.
- 1.8 The results were presented to the Highways Advisory Authority (HAC) on the 8<sup>th</sup> November 2016, where the recommendations were passed.
- 1.9 The statutory consultation was undertaken on the 27<sup>th</sup> January and finished on the 17<sup>th</sup> February.

## **2.0 Responses received**

There were 9 responses as appended in **Appendix F** with staff comments.

## **3.0 Staff Comment**

- 3.1 Due to the proximity of Gidea Park Station and Romford Station, and only being a 12 minute walk from either station there is a high risk of perceived non-resident parking.
- 3.2 If implemented, the area will be monitored and will be reviewed after six months to see if there are any detrimental effects to traffic flow or residential parking within the area.

# **IMPLICATIONS AND RISKS**

## **Financial implications and risks:**

This report is asking the Highways Advisory Committee to recommend to the Lead Member the implementation of the above scheme. The estimated cost of implementing the proposals as described above and shown on the attached plan is £5000 including advertising costs. This cost can be met from the Capital Parking Strategy Investment Allocation 2016/2017.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a typical 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 of any 'overspend', the balance would need to be contained within the Capital Parking Strategy Investment Allocation 2016/2017.

Total costs will need to be contained within the specified budgets.

### **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").

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 as amended by the Traffic Signs Regulations and 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 officers 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:**

All proposals included in the report have been publicly advertised and consultation public consultation has taken place. All residents who were perceived to be affected by the proposals have been consulted by letter and eighteen statutory bodies were also consulted. Site notices were placed at the location.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking.

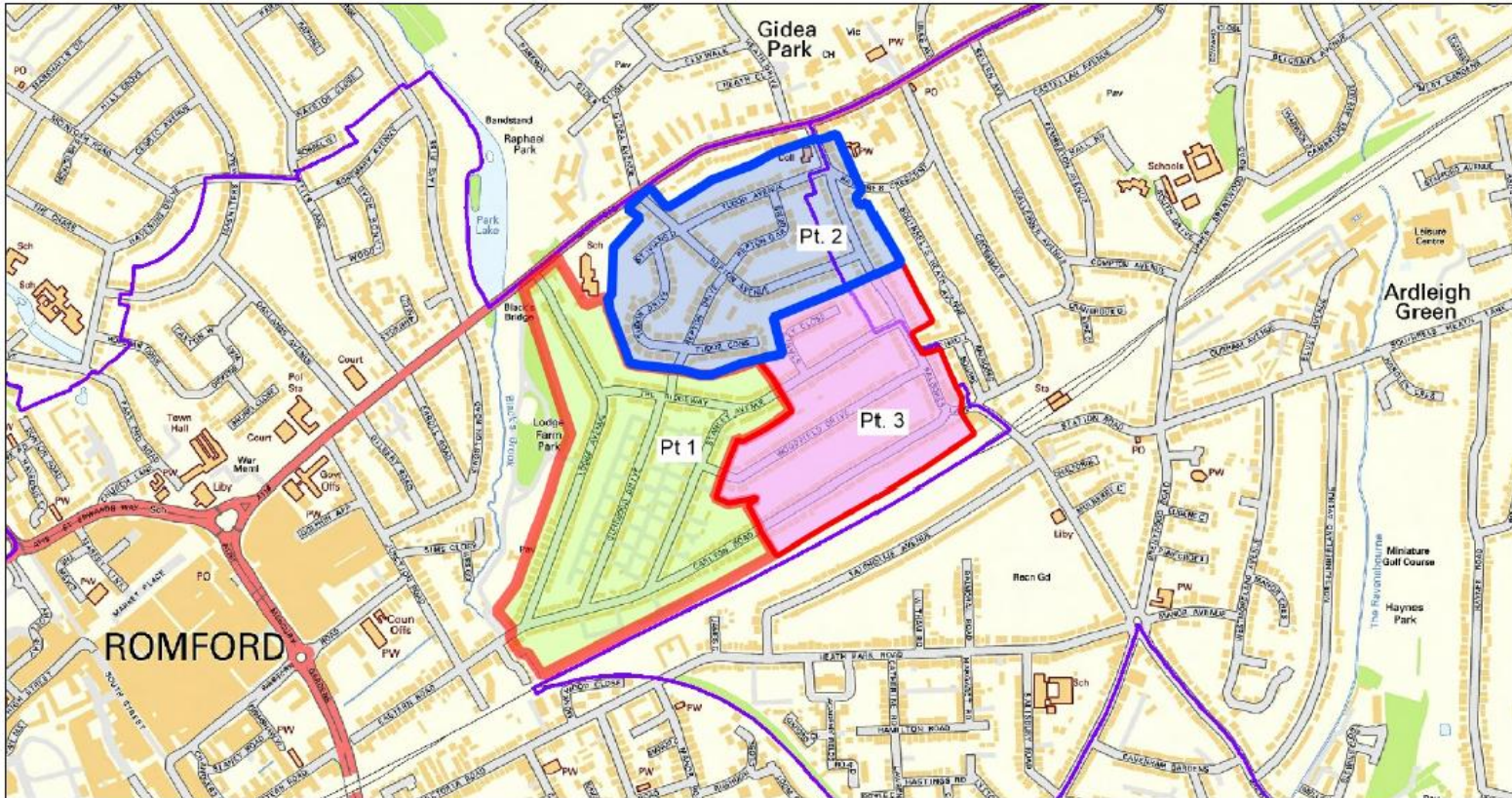
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded reasonable adjustments should be made to

improve access for disabled people, which will assist the Council in meeting its duties under the Equality Act 2010.

**BACKGROUND PAPERS**



**Havering**  
LONDON BOROUGH




<p>Gidea Park Review agreed Consultation Area</p>	<p style="text-align: right;">N ↑</p>
<p>  </p>	<p>                     Scale: 1:10000                      Date: 27 October 2016                      Size: A4                 </p> 
<p>  </p>	<p>                     London Borough of Havering                      Town Hall, Main Road, Romford, RM1 3BD                      Tel: 01708 434343                 </p> <p>                     © Crown copyright and database rights 2016                      Ordnance Survey 100024327                 </p>



Gidea Park Consultation Pt1 N  
↑

 Scale: 1:3500  
Date: 19 April 2016 

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






## Gidea Park 'In-Principle' Parking Consultation

06/06/2016

Road Name	Address	% Returns	Returns total	Problem?		Controls?		OVERALL SUPPORT?		Parking Controls		% Support	
				Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Carlton Road	117	32%	38	27	11	24	14	24	14	63%	37%	63%	37%
Glenwood Drive	103	34%	35	23	12	18	17	18	17	51%	49%	51%	49%
Lodge Avenue	152	36%	54	33	21	25	29	25	29	46%	54%	46%	54%
Main Road	4	0%	0	0	0	0	0	0	0	0%	0%	0%	0%
Repton Drive	1	100%	1	1	0	1	0	1	0	100%	0%	100%	0%
Stanley Road	110	10%	11	2	9	2	9	2	9	18%	82%	18%	82%
The Ridgeway	43	88%	38	9	29	7	31	7	31	18%	82%	18%	82%
<b>Total</b>	<b>530</b>	<b>24%</b>	<b>127</b>	<b>83</b>	<b>44</b>	<b>67</b>	<b>60</b>	<b>67</b>	<b>60</b>	<b>53%</b>	<b>47%</b>	<b>53%</b>	<b>47%</b>
INCOMPLETE		1%	7	2	5	2	5	2	5				

**Appendix D**



Gidea Park Area - Proposed Area for time change	N ↑
	Scale: 1:2000 Date: 17 June 2016 
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## Appendix F

	Resident/Businesses	Summary of Comments	Staff Comments
1	A resident of Carlton Road.	<p>Dear Sir, I thought that part of the proposals for Carlton Road were to take into account the traffic problems that occur between Glenwood Drive and Lodge Avenue.</p> <p>Due to the parking by commuters after 10 am each morning on both sides of the road, extreme congestion occurs as it creates only a single lane down the middle of the road. As a resident of Carlton road we have to put up with constant congestion and horn blowing when the traffic builds up as far back as our house but relates to problems 100 yards further down the road. This problem is exacerbated by the number of HGV's that use Carlton road as cut through to the town centre. On occasions I have great difficulty even getting onto my own drive due to the congestion.</p> <p>The proposals as per the 16<sup>th</sup> February do nothing to solve the problems in the lower part of Carlton Road</p> <p>The problem of the congestion in Carlton Road can only be solved by some drastic action on your behalf, have you ever considered making Carlton Road a one way road?</p>	<p>The Scheme section believe that the measures that have been proposed will adequately reduce the congestion in the road and increase the traffic flow without drastically increasing speeding on Carlton Road.</p>
2	A resident of Glenwood Drive	<p>Dear Sir/Madam,</p> <p>These proposed restrictions are designed to stop commuter parking at the Glenwood/Carlton Road junction.</p> <p>I live at number xx where there is no problem. I object</p>	<p>The Council sets the rates for the permits and all residents were informed of these charges at the informal detailed consultation stage, the schemes section only deliver the scheme with full backing from the Ward</p>

		<p>to the proposals as it seems unfair that my household should have to tolerate the inconvenience and expense of handing out visitor permits when there is no benefit to us.</p> <p>We choose to maintain a front garden – which the council should be supporting and encouraging for sound ecological reasons. These proposals will lead to the eventual loss of the few remaining gardens.</p>	Councillors and residents.
3	A resident of Glenwood Drive	<p>Have read you proposed change to parking time, currently 8:30-10:00 am Monday to Friday.</p> <p>You are proposing 8:30 – 6:30 Monday to Saturday, I object on the grounds that I think this is total overkill. I understand the concerns for the top end of Glenwood, and suggest these amended restrictions apply to the first 5/6 houses either side of the road, then maybe if you do not want to leave existing restrictions for the remaining of Glenwood opp the restrictions I suggested in my previous response to you of 8:30 – 12:00 Monday to Friday only. Most of my near neighbours agree that this is sufficient extra control.</p> <p>How did you reach the decision to restrict the way you propose?</p> <p>It certainly doesn't appear to have come from the people I have spoken to?</p>	<p>This scheme has been subjected to 3 consultation stages and the results have been presented to the Highways Advisory Committee (HAC) and publicly available before the Statutory Consultation and has the full backing of the Ward Councillors.</p>
4	A resident of Glenwood Drive.	<p>I'm writing to object to the proposed amendment of times to the parking restrictions in Glenwood Drive from the junction with Carlton Road. The proposed amended times from 8.30am</p>	<p>The proposed times are to deter commuter parking, whereby, the commuters have adapted to more flexible working hours and to alleviate the parking pressure on residents, the consultation</p>

		<p>– 10am Mon to Fri to 8.30am  – 6.30pm Mon – Sat seem to me to be considerable in difference. The changes indicated will cease to a point in line with the southern boundary of my property. I believe that these changes will create further parking difficulties just outside the proposed zone. I'm aware from other's experience that there becomes a 'knock on effect' and I anticipate that this will particularly occur outside my residence. There is already a lack of available bay spaces here, so I object to extending the hours that can encourage more parking in the less restricted zone of the street.</p> <p>I responded to a questionnaire that was sent to me around April time 2016 about our views on parking and following that a letter from Havering council said that there wasn't enough responses to make changes at this time. Confusingly, it seems a very short time for the proposals to be put forward again and without a letter being sent or received at my household. Did the whole street receive a letter regarding this? This is a real concern that in this instance the council seems reliant on householders walking to the end of our street to actually read about the proposals that could affect them. I believe that I should have received a letter about this as the likely overspill of vehicles seeking spaces poses more parking problems outside my property.</p> <p>Please explain why it is now</p>	<p>returned a positive response overall to have an 'all-day option'. Any displacement will be monitored although is expected to be minimal.</p> <p>The letter that was distributed to this resident was in the area just outside the area to have the times of operation to be changed.</p> <p>The proposals were advertised in accordance with our minimal legal obligation following extensive consultation, and this information has been made available on the Council website for sometime.</p>
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		<p>proposed to introduce extended parking restrictions so soon after saying that no changes were to be made?</p>	
5	<p>A resident of Stanley Avenue.</p>	<p>When the work is carried out as above, please may the following be taken into consideration: At present, there is a parking bay which extends to meet the single yellow line at the Carlton Road end of Stanley Avenue. As this is next to our driveway, quite often a larger parked vehicle overhangs which makes it very difficult for us to manoeuvre. With double yellow lines, people will be even more likely to park back from the line in case of penalty.</p> <p>In this case, I am wondering if the bay can be slightly longer when joining the new double yellow lines.</p> <p>Some years ago, this was approved by the Council but over time, was painted over. Thank you for your attention and I look forward to hearing if this may be done.</p>	<p>This has been taken into account and has been advertised separately by my colleague. We will try and co-ordinate the works concurrently.</p>
6	<p>A resident in Carlton Road.</p>	<p>We welcome tighter parking restrictions around the Carlton Road / Glenwood Drive junction, notably the extension of resident and single yellow line parking times from 08.30 - 18.30 Monday to Saturday. Commuter parking means residents and their visitors find it difficult to park their cars if they try to park before the commuters have gone.</p> <p>We also welcome double yellow lines being placed at junctions, as this should reduce dangerous parking, and improve traffic flow.</p> <p>The documentation and online</p>	<p>The documentation is sufficient and is clearly shown on <a href="http://www.haveringtraffweb.co.uk">www.haveringtraffweb.co.uk</a></p>

		<p>maps seemed inconsistent about whether it would be a single or double yellow line at a certain location.</p> <p>We question whether single rather than double yellow lines should be used near junctions (as opposed to at the junctions themselves), as these bays could be full and disrupt traffic during evenings and on Sundays. Indeed it may encourage non-resident overnight parking. There is a high traffic flow on the road most mornings before 08.30am</p> <p>We are especially concerned that only single yellow lines may be placed over our vehicle crossing. On many days vehicles have parked so close to and opposite our crossing that we cannot reliably use it.</p> <p>Moving the start of parking bay to the north of our vehicle crossing slightly further north along Glenwood Road will also help make it easier for access.</p> <p>At present traffic frequently gets blocked at the Carlton Road/Glenwood Road junction because there is too little space for groups of vehicles to pass. This leads to engines ticking over which creates noise and pollution. In worse cases it also leads to horns and shouting and vehicles reversing (on occasion with no consideration for pedestrians). Our car has several dents where inconsiderate motorists have hit it. If the double yellow lines are restricted to around 24metres we feel this issue may not be overcome. Large vehicles, including Council buses use the</p>	<p>The junctions will have double yellow lines and the effects will be monitored for 6 months and any displacement will be noted.</p> <p>This is an enforcement issue and will be handed on to the enforcement department.</p> <p>This will need a subsequent consultation and advertisement and will be considered if there is still a significant displacement and problem in Glenwood Drive.</p> <p>The proposed scheme will increase passing points and the proposed time changes will alleviate parking by non-residents which is anticipated to reduce parking issues by at least 30%. The double yellow lines advertised take into account all vehicles passing in both directions.</p> <p>These comments will be passed onto the Enforcement</p>
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		<p>road. I have even seen one council vehicle drive on the pavement to get out of a blockage.</p> <p>We would like to see proper enforcement of any new restrictions, especially parking close to junctions, which as far as I am aware has not resulted in parking tickets being issued under the present regime, even though it should have.</p> <p>The proposed measures should go some way to addressing commuter parking. However they will do little to address the high volume of through traffic that should be using Main Road and Victoria Road rather than Carlton Road. Indeed removing the commuter parking which impedes traffic flow may encourage more people to use it as a rat run. We feel the council should address the serious issue of through traffic once commuter parking has been addressed.</p>	<p>team.</p> <p>All proposed measures will be monitored, although the Highways dept. have a duty to ensure the smooth flow of traffic, which we feel this scheme will achieve.</p>
7	A resident of Glenwood Drive.	<p>I wish to make known my objection to the proposed change of parking restriction times in Glenwood Drive RO1 zone. We and all the residents I have spoken to have objected to this proposal in two surveys. Why as residents should we be penalised &amp; have to pay for extra visitors permits so workers in Romford can park free?</p> <p>The proposed alterations will only affect half of the road which means the parking problem will only move to the other end of the street.</p> <p>On a personal note we have a tree and a green cable tv box outside our property so are unable to have a</p>	<p>This scheme has been subjected to 3 consultation stages and the results have been presented to the Highways Advisory Committee (HAC) and publicly available before the Statutory Consultation and has the full backing of the Ward Councillors.</p> <p>Any displacement will be monitored.</p>

		<p>dropped kerb even if we wished to. I hope you will reconsider this matter.</p>	
8	<p>A resident of Carlton Road.</p>	<p>I wish to raise an objection to the proposed amendment to the resident parking restrictions in Carlton Rd from 8.30am-10.30am to 8.30 to 6-30pm. Being a pensioner most of my friends and family visit in the afternoons and Saturdays. I don't feel this is an appropriate amendment as I would have to pay for more visitor's permits. I suggest the restrictions be changed to 8.30am to 1.30pm and have double yellow lines at the junctions of Lodge Av, Glenwood Drive, Stanley Avenue &amp; Carlton Road; to deter parking at the junctions which causes adverse traffic due to cars being improperly parked right at the edge of above mentioned junctions. I would deem this a more pressing problem than altering the time restrictions.</p>	<p>This scheme has been subjected to 3 consultation stages and the results have been presented to the Highways Advisory Committee (HAC) and publicly available before the Statutory Consultation and has the full backing of the Ward Councillors.</p> <p>The junctions will have double yellow lines and the effects will be monitored for 6 months and any displacement will be noted.</p>