



HIGHWAYS ADVISORY COMMITTEE

4 July 2017

Subject Heading:

TPC755 Cranham Parking Review –
Informal Consultation

CMT Lead:

Dipti Patel

Report Author and contact details:

Omar Tingling – Project Engineer
Omar.tingling@havering.gov.uk
01708-431045

Policy context:

Traffic & Parking Control

Financial summary:

The estimated cost of implementation is
£7,000 and will be met by the Parking
Strategy Investment (A2017)

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

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

□
□
□

SUMMARY

Ward Cranham

This report outlines the responses received to the informal parking consultation undertaken in the Cranham Ward and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee, having considered this report and the representations made, recommends to the **Cabinet Member for Environment Regulatory Services and Community Safety** that the following measures are implemented:

Appendix A – Plan Cranham 1

1. 24 hour waiting restrictions both sides of the junction of Falkirk Close and Hedingham Rd for a distance of 10m, as shown on the plan in Appendix A Cranham 1;
2. 24 hour waiting restrictions both sides of the junction of Carisbrooke Close and Hedingham Rd, as shown on the plan in Appendix A Cranham 1;
3. 24 hour waiting restrictions outside No. 106 Benets Rd and at the side of 106 Benets Rd, as shown on the plan in Appendix A Cranham 1;
4. 24 hour waiting restrictions at the junction of Frimley Avenue and Somerset Gardens, as shown on the plan in Appendix A Cranham 1;
5. 24 hour waiting restrictions at the junction of Somerset Rd and Holme Rd, as shown on the plan in Appendix A Cranham 1;
6. 24 hour waiting restrictions at the junction of Holme Rd and Benets Rd, as shown on the plan in Appendix A Cranham 1;
7. 24 hour waiting restrictions at the junction of Hedingham Rd and Ashby Close as shown on the plan in Appendix A Cranham 1;
8. 24hour waiting restrictions at the junction of Hedingham Rd and Caernarvon Close, as shown on the plan in Appendix A Cranham 1;

Appendix A – Plan Cranham 2

9. change to operational time of waiting restriction in Waldergrave Gardens from 8am-9.30am Monday to Friday to 8am-6.30pm Monday to Saturday, as shown on the plan in Appendix A Cranham 2;
10. change to operational time of waiting restriction in Ashburnham Gardens, Waldegrave Gardens and Engayne Gardens from 8am-9.30am Monday to Saturday to 10am to 3pm Monday to Saturday, as shown on the plan in Appendix A Cranham 2;
11. 24 hour waiting restriction on the junction Engayne Gardens and Waldegrave Gardens, as shown on the plan in Appendix A Cranham 2;

12. 24 hour waiting restrictions on the junction of Hall Lane and Ashburnham Gardens, as shown on the plan in Appendix A Cranham 2;
13. 24 hour waiting restriction on the junction of Ashburnham Gardens and Engayne Gardens, as shown on the plan in Appendix A Cranham 2;
14. 24 hour waiting restriction on the west side of Hall Lane at the side of 1 to 54 Huskards as shown in appendix A Cranham 2.

Appendix A – Plan Cranham 3

15. 24 hour waiting restrictions outside No's 20 and 25 Kingfisher Rd and at the junction of Kingfisher Rd and Heron Way, as shown on the plan in Appendix A Cranham 3;
16. 24 hour waiting restrictions at the junction of Heron Rd and Nightingale Rd, as shown on the plan in Appendix A Cranham 3;
17. 24 hour waiting restrictions at the junction of Plover Gardens and Heron Way, as shown on the plan in Appendix A Cranham 3;
18. 24 hour waiting restrictions on Heron way outside No's 73 and 78, as shown on the plan in Appendix A Cranham 3;
19. 24 hour waiting restrictions on the junction of Heron Way and Swift Close, as shown on the plan in Appendix A Cranham 3;
20. 24 hour waiting restrictions outside No's 110 and 151 heron Way, as shown on the plan in Appendix A Cranham 3;
21. 24 hour waiting restrictions on the junction of Heron Way and Moor Lane, as shown on the plan in Appendix A Cranham 3;
22. 24 hour waiting restriction on the junction of Moor lane and Nathan Close, as shown on the plan in Appendix A Cranham 3;
23. 24 hour waiting restriction outside No's 58 and 60 Moor Lane, as shown on the plan in Appendix A Cranham 3;
24. 24 hour waiting restriction at the side of No's 43 and 2a Cranham Gardens and outside No's 12 to 6 Cranham Gardens, as shown on the plan in Appendix A Cranham 3;
25. 24 hour waiting restriction on the junction of Cranham Gardens and Park Avenue, as shown on the plan in Appendix A Cranham 3;
26. 24 hour waiting restriction at the junction of Front Lane and Ingerbourne Gardens, as shown on the plan in Appendix A Cranham 3;

27. 24 hour waiting restriction at the junction of Ingrebourne Gardens and Marlborough Gardens and Marlborough Gardens outside No. 12, as shown on the plan in Appendix A Cranham 3;
28. A parking facility outside the shops on Front Lane Monday to Friday 9am to 5pm no return one hour.

Appendix A – Plan Cranham 4

29. 24 hour waiting restriction on the north side of Avon Rd, as shown on the plan in Appendix A Cranham 4;
30. 24 hour waiting restriction on Chelmer Rd outside No's 1-5, as shown on the plan in Appendix A Cranham 4;
31. 24 hour waiting restriction outside No 34 Chelmer Rd, as shown on the plan in Appendix A Cranham 4.

REPORT DETAIL

1. At its meeting in August 2015, this Committee agreed in principle to the proposals to introduce pay and display parking facilities in Deyncourt Gardens and Waldegrave Gardens. These proposals were progressed separately to this review and have since been implemented.
2. Further to the above, and with reference to a petition received from the residents of Deyncourt Gardens, Waldegrave Gardens and Engayne Gardens, it was also agreed that consideration would be given to the implementation of waiting restrictions in the petitioners roads. Residents requested a split restriction operational for one hour in the morning and one hour in the afternoon. Officers do not consider this restriction to be advisable due to enforceability issues. For this reason it is proposed to consult on a 10am to 3pm Monday to Saturday waiting restriction. Officers consider that the times of this restriction will adequately deal with parking pressures on a Saturday which was raised as a concern of residents and Councillors.
3. Officers suggested that the whole of the Cranham Ward be consulted on parking this was supported by Ward Councillors and commenced in February 2016. A copy of the consultation documentation is contained in Appendix C.
4. The results of the consultation are contained in the table in Appendix B. These results are also represented graphically in appendix B

5. Following the consultation results Officers met with Ward Councillors and it was agreed there was no mandate to conduct further consultation on residential parking.
6. Officers together with Ward Councillors undertook a series of site meetings during which the consulted streets were walked and conclusions were drawn on appropriate measures to alleviate evident parking issues. The proposed measures are set out in this report.
7. Footway bays that are faded will be remarked and signed accordingly.

IMPLICATIONS AND RISKS

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 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.

Financial implications and risks:

This report is asking HAC to recommend to the Lead Member to implement the proposed changes as outlined in the recommendations to this report.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders is £7,000. These costs will be funded from the Parking Strategy Investment approved budget (A2017).

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

In the unlikely event of an overspend, the balance would need to be contained within the overall Environment Capital budget.

Equalities implications and risks:

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

Parking controls have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any further negative impact.

There will be some 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 duty under the Equality Act 2010.

BACKGROUND PAPERS

Appendix A



Haveing
 STREET MANAGEMENT
 100 FLOORS WELLS ROAD
 WELLS ROAD, WELLS, WILTSHIRE, BA5 2JN
 TELEPHONE: 01299 422222 FAX: 01299 422222
 Email: enquiries@haveing.co.uk

200 METERS
Cratham Parking Amendments
 DRAWING TITLE
 Cratham 1

DISCLAIMER
 The above is subject to changes and corrections. The local authority accepts no liability for any loss or damage caused by the use of this information. The local authority is not responsible for any loss or damage caused by the use of this information.

KEY
 PROPOSED DOUBLE YELLOW LINE

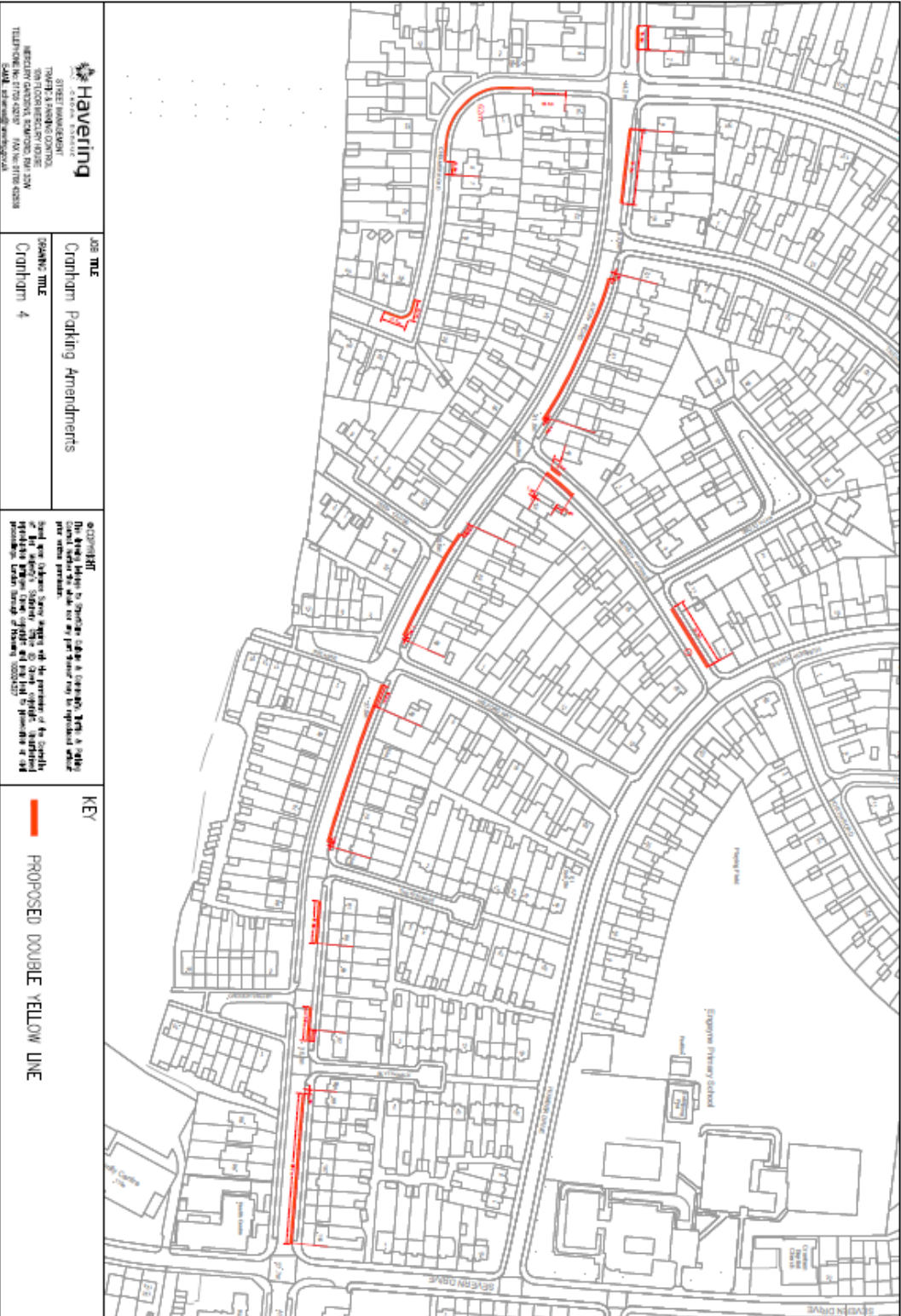


Havering
 LOCAL COUNCIL
 THE COUNCIL CHAMBERS
 100 HIGH STREET, HAVERING
 TEL: 020 8310 2000 FAX: 020 8310 2001
 WWW.HAVERING-LOCAL-GOVERNMENT.GOV.UK

AS THE
 Cranham Parking Amendments
SPANNING THE
 Cranham 3

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 The Council makes no guarantee as to the accuracy of the information provided. The Council makes no liability for any loss or damage caused by the use of the information provided. The Council makes no liability for any loss or damage caused by the use of the information provided. The Council makes no liability for any loss or damage caused by the use of the information provided.

KEY
 PROPOSED DOUBLE YELLOW LINE



Havering
 LOCAL COUNCIL
 STREET MANAGEMENT
 TRAFFIC MANAGEMENT
 2016-2020
 HIGHWAY COUNCILS: HAVING
 TELEPHONE: 01708 420000 FAX: 01708 420000
 WWW.HAVERING.COUNCIL.GOV.UK

JOB TITLE
 Cranham Parking Amendments
DRAWN TITLE
 Cranham 4

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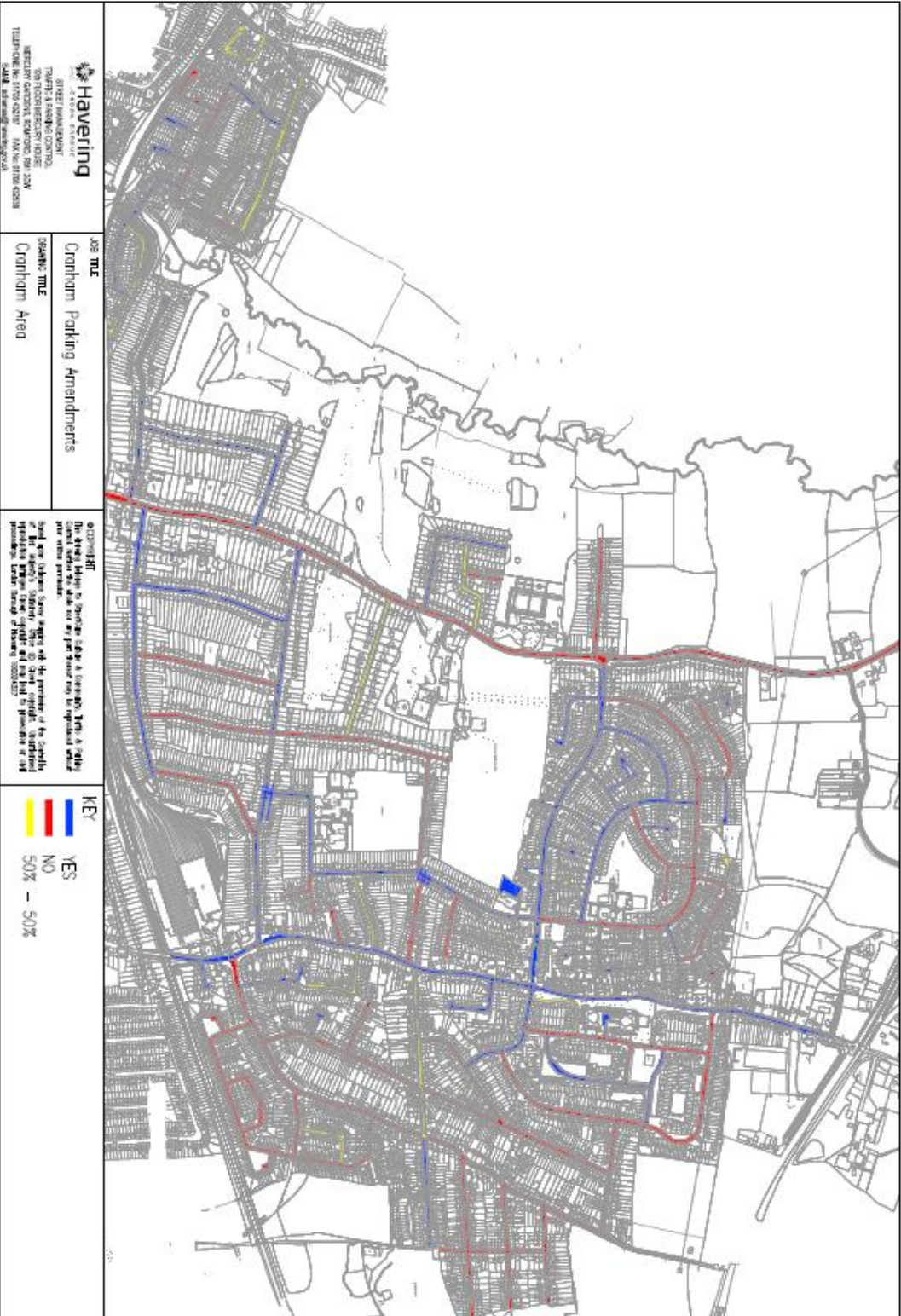
KEY
 PROPOSED DOUBLE YELLOW LINE

Appendix B

Streetname	Houses	Q1 Yes	%	Q1 No	%
Acacia	42	1	2.38%	3	7.14%
Ashburnham gardens	26	8	30.77%	1	3.85%
Ashby Close	27	1	3.70%	1	3.70%
Avon Rd	146	14	9.59%	10	6.85%
Benets Rd	132	7	5.30%	7	5.30%
Berkeley Close	28	1	3.57%	1	3.57%
Berkeley Drive	75	5	6.67%	2	2.67%
Benheim Close	10	1	10.00%	2	20.00%
Blyth Walk	20	5	25.00%	0	0.00%
Briarleas Gardens	66	4	6.06%	1	1.52%
Brookmans Close	34	1	2.94%	3	8.82%
Brunswick Ave	35	2	5.71%	1	2.86%
Caernarvan Close	20	3	15.00%	1	5.00%
Caribrooke Close	27	1	3.70%	7	25.93%
Chelmer Rd	40	9	22.50%	2	5.00%
Chipperfield Close	36	13	36.11%	1	2.78%
Claremont Gardens	48	0	0.00%	8	16.67%
Clyde Crescent	76	6	7.89%	3	3.95%
Colne Valley	16	0	0.00%	2	12.50%
Courtenay Gardens	61	8	13.11%	1	1.64%
Cranham Gardens	168	7	4.17%	13	7.74%
Crouch Valley	16	2	12.50%	1	6.25%
Dart Close	19	2	10.53%	1	5.26%
Dee Close	11	1	9.09%	1	9.09%
DEYNCOURT GARDENS	94	6	6.38%	5	5.32%
DORKINS WAY	34	2	5.88%	2	5.88%
DUNSTER CRESCENT	55	4	7.27%	4	7.27%
DURY FALLS CLOSE	38	2	5.26%	2	5.26%
ELDRED GARDENS	28	0	0.00%	3	10.71%
ENGAYNE GARDENS	41	8	19.51%	2	4.88%
ESDAILE GARDENS	25	1	4.00%	4	16.00%
EVERSLEIGH GARDENS	58	1	1.72%	5	8.62%
FAIRHOLME GARDENS	34	0	0.00%	5	14.71%
FALKIRK CLOSE	22	2	9.09%	1	4.55%
FLEET AVENUE	67	2	2.99%	4	5.97%
FLEET CLOSE	26	4	15.38%	2	7.69%
FORTH ROAD	32	1	3.13%	2	6.25%
FRIMLEY AVENUE	37	2	5.41%	4	10.81%
FRONT LANE	232	16	6.90%	14	6.03%
GADSDEN CLOSE	24	3	12.50%	1	4.17%
GROVSENER GARDENS	45	4	8.89%	6	13.33%

HALL LANE	155	2	1.29%	9	5.81%
HEDINGHAM ROAD	59	5	8.47%	6	10.17%
HELFOED WAY	20	6	30.00%	1	5.00%
HERON WAY	142	7	4.93%	9	6.34%
HIGH ELMS	13		0.00%	1	7.69%
HOLDEN WAY	52	2	3.85%	5	9.62%
HOLME ROAD	18	1	5.56%	2	11.11%
HUMBER DRIVE	38	6	15.79%	4	10.53%
INGREBOURNE GARDENS	134	16	11.94%	7	5.22%
ISIS DRIVE	37	2	5.41%	1	2.70%
KENNET CLOSE	24	3	12.50%	0	0.00%
KINGFISHER ROAD	34	1	2.94%	1	2.94%
KINGS GARDENS	50	3	6.00%	3	6.00%
LABURNHAM GARDENS	68	1	1.47%	7	10.29%
LATHAM PLACE	9	1	11.11%		0.00%
LEE GARDENS AVENUE	11	1	9.09%	1	9.09%
LIMERICK GARDENS	59	3	5.08%	1	1.69%
LEXINGTON WAY	59	6	10.17%	1	1.69%
MACON WAY	84	11	13.10%	3	3.57%
LIMERICK GARDENS	59	2	3.39%	1	1.69%
MaLLARD CLOSE	17	2	11.76%	1	5.88%
MARLBOROUGH CLOSE	23	1	4.35%	4	17.39%
MARLBOROUGH GARDENS	144	20	13.89%	12	8.33%
MASEFIELD DRIVE	19	1	5.26%	1	5.26%
MERSEY AVENUE	16	1	6.25%		0.00%
MOOR LANE	244	11	4.51%	14	5.74%
MOULTRIE WAY	26	2	7.69%	2	7.69%
NIGHTINGALE AVENUE	37		0.00%	1	2.70%
NYTH CLOSE	22	5	22.73%	2	9.09%
PARK AVENUE	23		0.00%	3	13.04%
PENTIRE CLOSE	26		0.00%	1	3.85%
PLOUGH RISE	42	4	9.52%	4	9.52%
PLOVER GARDENS	22		0.00%	1	4.55%
QUEENS GARDENS	34		0.00%	2	5.88%
RIVER DRIVE	47	1	2.13%	4	8.51%
ROSEBERRY GARDENS	223	1	0.45%	10	4.48%
RUSKIN AVENUE	12	3	25.00%	4	33.33%
RUSTIC CLOSE	14	1	7.14%		0.00%
SEVERN DRIVE	209	17	8.13%	21	10.05%
SOMERSET GARDENS	79	2	2.53%	2	2.53%
SPENSER CRESCENT	50	6	12.00%	5	10.00%
STOUR WAY	63	1	1.59%	2	3.17%
SUNNYCROFT GARDENS	31		0.00%	2	6.45%
SWAN AVENUE	46	1	2.17%	6	13.04%

TEES CLOSE	6		0.00%	1	16.67%
TERN GARDENS	21	1	4.76%	2	9.52%
THE CRESCENT	43		0.00%	5	11.63%
THE FAIRWAY	27	3	11.11%	3	11.11%
THE LEAS	15	3	20.00%		0.00%
THE RODINGS	21	2	9.52%	1	4.76%
TIPTREE CLOSE	19	1	5.26%		0.00%
TRENT AVENUE	54	7	12.96%	2	3.70%
TYNE CLOSE	12	2	16.67%		0.00%
WALDEGRAVE GARDENS	95	12	12.63%	9	9.47%
WAYCROSS ROAD	83	3	3.61%	5	6.02%
WILLOW WALK	14	4	28.57%	2	14.29%
WINGFIELD GARDENS	8		0.00%	1	12.50%
WINGLETYE LANE	1	1	100.00%		
		358		337	



Havering
 LOCAL AUTHORITY
 100, STREEBANK ROAD
 HAVERING BOROUGH COUNCIL
 HAVERING GARDENS, CHANDLER PARADE
 TELFORD HA 110U QUAY HAVING BOROUGH
 CAN BE VIEWED ONLINE

as the
 Cranham Parking Amendments
as the
 Cranham Area

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KEY
 YES
 NO
 50% — 50%

Appendix C



Traffic and Parking Control Schemes

London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

The Occupier

Please call: Traffic & Parking Control
Telephone: (01708) 431056/433464

Email: schemes@havering.gov.uk

Date: 1st February 2016

Dear Sir/ Madam

Review of parking in Cranham Ward

In 2015, residents raised concerns about the reportedly high level of non-residential parking taking place in the Cranham area, which is reducing available parking space for residents. It has been agreed, with ward Councillors, to review the parking situation in the whole Cranham ward due to several issues needing to be addressed.

This review is to ascertain your views on the current situation and help the Council address the various parking issues in your area.

Attached you will find the questionnaire and a plan showing the extent of the review area. You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 26th February 2016**.

Unfortunately, the Council is unable to reply to individual points raised at this stage. However, all fully completed responses to the questionnaire and your comments will be noted, and taken into consideration when presenting the final report to the Highways Advisory Committee. The Committee will decide on a further course of action and any issues will be addressed at that time.

Yours faithfully



Havering
LONDON BOROUGH

**PARKING REVIEW QUESTIONNAIRE
Cranham Ward**

Name:

Address (essential):

**Traffic & Parking Control
Schemes**
Town Hall
Main Road
Romford
RM1 3BB

Please call: Traffic & Parking Control
Telephone: (01708) 431056 / 433464
Email: schemes@havering.gov.uk

All responses received will provide the Council with local knowledge, and 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 **Friday 26 February 2016**.

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

Yes
 No

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

2. Are you in favour of your road having parking restrictions placed upon it to limit long term 'non-residential' parking?
Comments to be made overleaf

Yes
 No