

HIGHWAYS ADVISORY COMMITTEE

Tuesday 4 July 2017

| | |
|---|---|
| Subject Heading: | Lister Avenue Area Parking review – comments to advertised proposals |
| CMT Lead: | Dipti Patel |
| Report Author and contact details: | Iain Hardy Technical Officer Schemes@havering.gov.uk |
| Policy context: | Traffic & Parking Control |
| Financial summary: | The estimated cost of implementation is £8,000 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 | <input checked="" type="checkbox"/> |
| People will be safe, in their homes and in the community | <input checked="" type="checkbox"/> |
| Residents will be proud to live in Havering | <input checked="" type="checkbox"/> |

SUMMARY

Harold Wood Ward

This report outlines the results of the formal consultation to introduce a residents parking scheme in the Lister Avenue Area and recommends a further course of action.

RECOMMENDATIONS

1. 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:
 - (a) the proposals to introduce a residents parking scheme, operational between 10am and 2pm Monday to Friday inclusive and the related 'At any time' waiting restrictions, as shown on the plan in **Appendix B**, be implemented as advertised;
 - (b) the effects of any implemented proposals be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £8,000, which will be met by the Parking Strategy Investment (A2017).

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in November 2016, this Committee agreed in principle to review the parking restrictions in the Lister Avenue area, due to increasing complaints about the level of non-residential parking in the area. The increase in parking demand results from the South Bank University, the construction works on the bridge on the A127 and Tesco in Whitelands Way implementing a 3 hour maximum stay in their car park.
- 1.2 On 28th October 2016, residents and businesses that were perceived to be affected by the review were sent letters and questionnaires, with a return date of 18th November 2016 for receipt of representations. The responses to the questionnaire were collated and reported to this Committee at its meeting on 7th February 2017. A copy of the Committee report is appended to this report at Appendix C.
- 1.3 At the meeting on 7th February 2017, this Committee considered the responses received to the informal consultation exercise and agreed that residents of the area should be formally consulted on a designed residents parking scheme.
- 1.4 On 12th May 2017 residents were formally consulted on a residents parking scheme operational 10am to 2pm Monday to Friday inclusive, along with associated double yellow lines for access and safety reasons. Copies of the consultation letter and the plan of the proposals are appended to this report at Appendices D and E respectively. All responses to the formally advertised proposals were to be received by Friday 2nd June 2017; one response was received on 5th June which has also been included.
- 1.5 During the consultation period five responses were received to the proposals, all of which are outlined in the table appended to this report at Appendix A. It is felt that the only real issue raised by the respondents is that they feel that residents should not be charged for the parking permit provision as they are not causing the problem.
- 1.5 All Ward Councillors were sent consultation documents on the 12th May 2017 advising them of the proposals. All Ward Councillors are in favour of the scheme.

2.0 Staff Comments

- 2.1 Given the very low level comment from the residents and the continuing reports of parking problems on the estate, which the Ward Councillors are receiving, it is recommended that the residents parking scheme be implemented as advertised and that the adjoining unrestricted roads in the area be monitored to gauge the level of any displaced parking.

IMPLICATIONS AND RISKS

Financial implications:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £8,000 for implementation will be met by the Council's allocation for Parking Strategy Investment approved budget (A2017).

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 Environment 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 Environment Revenue budget.

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's 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:

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.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, 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, children, young people and older people), this will assist the Council in meeting its duty under the act.

Residents of the estate have been consulted twice within this process and it is considered that no group with any protected characteristics will be affected by these proposals. In fact, it is considered that disabled drivers find parking easier, as the proposals will significantly reduce the amount of long term non-residential parking.

The proposal have been publicly advertised and were subject to formal consultation. Consultation responses will be carefully considered to inform the final proposals.

There will be some visual impact from further signing and lining works.

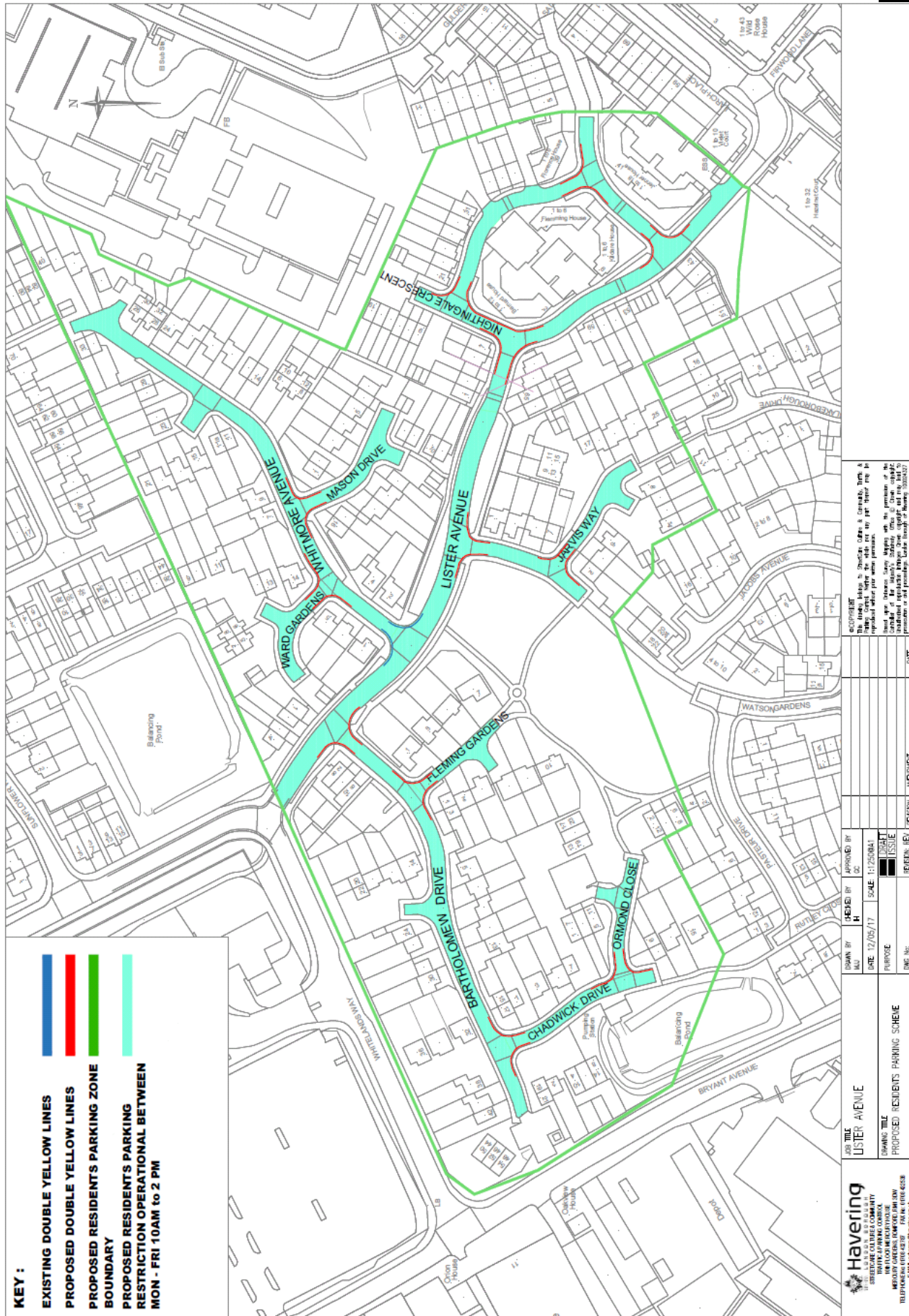
BACKGROUND PAPERS

Appendix A.

| Respondent | Summary of resident's comments | Staff Comments |
|------------|---|--|
| Resident | From a resident of Nightingale Crescent The resident seems confused about the private allocated parking bays that already have parking signs up in these areas and cannot see why residents should have to pay to park in these areas. | The private marked out parking areas will not be included in these proposals and residents will not have to pay to park in them |
| Resident | The resident of Nightingale Crescent who agrees with the proposed restriction, as they return home in the early afternoon and can find nowhere to park. They advise there is non-residential parking in the area that is particularly bad at both ends of Lister Avenue and have received two parking tickets because of the lack of space. They want the situation sorted out as soon as possible. | The resident is clearly in favour of the scheme |
| Resident | <p>Resident of Whitmore Avenue, who has lived in the property for just less than 24 years, having moved in when the property was first constructed. They outline that the family support the introduction of a Residents Parking Scheme. However they make a number of comments that are listed below:-</p> <p>They are concerned about how the need has arisen, the excessive parking, the difficulties now being experienced and the burden of the cost proposed.</p> <p>Until recently they had 3 cars, not all of which could be parked on the property and it has been necessary for us to park at least one of the vehicles on the road. They do not park directly outside the house but in a way which does not cause any obstruction or disruption to other residents or road users.</p> <p>Within the last year unprecedented levels of parking have been experienced on weekdays throughout the estate. At these times the number of parked vehicles and the parking volumes are so high it is right for us to say that the parking is far in excess of the roads' design and inconsistent with their function. As a result normal use and driving have become significantly more difficult and they have, for example, observed service vehicles having difficulty in accessing the estate.</p> <p>There have also been occasions when we have been unable to park near our house because any space is taken as soon as one of our vehicles is moved.</p> <p>From our observations we have concluded that the excessive levels of parking arise as a result of the parking of students at the nearby London Southbank University.</p> <p>Again, as far as we are aware the use of the Lister Avenue Estate for student parking has</p> | <p>The response outlines the problem that all concerned are aware of, although the cost of permits for every residents parking scheme in the borough are covered by the resident.</p> <p>The residents parking restriction will not apply to the private allocated parking provisions.</p> |

| | | |
|----------|--|--|
| | <p>arisen following the introduction of parking restrictions to remedy parking problems at the nearby Polyclinic and surrounding areas. This problem has arisen because someone somewhere has made a mistake and not taken into account the fact that a significant number of those attending the London Southbank University are mature students who use their own vehicles to travel to college and their displacement from the Polyclinic parking. It is also possible that the levels of student parking at the Polyclinic were excessive and measures introduced to overcome the problem. The London Southbank University has been open since 2004 and a brief consideration of the existing levels of parking and the relevant demographic factors would have identified the problem. The excessive parking and the problems now experienced were foreseeable. In the light of the fact that Countryside Properties has paid substantial sums to the Local Authority (which we believe to be in the region of £6 million) and in the light of the fact that detailed arrangements were made for parking on the new Kings Park Estate, we believe that the cost of the Residents Parking Scheme proposed should be borne by the London Southbank University, the Kings Park Estate and the Polyclinic. They feel that the parking problem is not of their making and there is nothing they have done, or could have done, to prevent this problem arising and are being asked to bear the cost of its solution. They feel that this is inappropriate in any event, but where the problem has arisen as a result of the specific land use of third parties, the proposed charges are inequitable and unconscionable. They ask that under the circumstances will the council please confirm that the Scheme will be introduced at no cost to the residents.</p> | |
| Resident | The resident of Nightingale Crescent who outlined that Monday – Friday the road is a complete nightmare to drive up and down so they think the proposals are a good idea. It is felt that the weekends are fine though and usually from 6pm onwards. | The resident is clearly in favour of the scheme. |
| Resident | Resident of Whitmore made the following observations The existing double yellow lines shown in blue on my side of the corner cause a problem which had not existed before as (particularly large) vehicles leaving Whitmore Avenue are forced to be on the wrong side of the road. This could be | The proposals will deal with commuter parking, so the existing restrictions may not need to be changed |

| | | |
|--|--|---|
| | <p>improved if the double yellow lines were extended for at least one metre so that vehicles should not stop outside my front room.</p> <p>The drawing does not show the path from the end of Ward Gardens to Lister Avenue also serving nos. 1-4 Ward Gardens (which were built facing Lister Avenue, but having their own path).</p> <p>The failure to provide a pedestrian path to serve the Polyclinic - which I have had to use for X-rays has not been dealt with. Could a footpath be identified either through the parking area at the end of Nightingale Crescent, further round the Crescent or from the path from Mason Drive? It would have been better if one had been made from the end of Whitmore Avenue but the plan does not show all boundaries!</p> <p>I have previously suggested that a pedestrian crossing in Lister Avenue might be provided on a raised (kerb height) bank from the south-eastern end of the double yellow lines to the path on the Green.</p> <p>I should like to have your confirmation of receipt of this e-mail and that a copy has been passed to the Officers dealing with the Parking scheme</p> | <p>This is an issue related to the basemap.</p> <p>This is an issue related to development control.</p> <p>This item has not been identified as a priority.</p> <p>The resident received a telephone call to confirm the receipt of their letter.</p> |
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HIGHWAYS ADVISORY COMMITTEE

7 February 2017

| | |
|---|--|
| Subject Heading: | Lister Avenue area parking review – results of informal consultation |
| CMT Lead: | Andrew Blake-Herbert |
| Report Author and contact details: | Iain Hardy Technical Officer Schemes@havering.gov.uk |
| Policy context: | Traffic & Parking Control |
| Financial Summary | The estimated cost is £8000 |

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

Harold Wood Ward

This report outlines the responses received to the informal consultation undertaken with the residents of the Lister Avenue area, and recommends a further course of action.

RECOMMENDATIONS

3. 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;
 - (a) that the proposals to introduce a residents parking scheme in the Lister Avenue area, operational Monday to Friday 10am to 2pm inclusive, (shown on the plan in Appendix A) be designed and publicly advertised.
2. That it be noted that the estimated cost of this scheme as set out in this report is £8000, which can be met from the 2016/17 Medium Term Financial Strategy budget.

REPORT DETAIL

2.0 Background

- 2.1 At its meeting in November 2016, this Committee agreed in principle to review the parking restrictions in The Lister Avenue area, due to increasing complaints about the level of parking in the roads, due to the South Bank University, the construction works on the bridge on the A127 and Tesco in Whitelands Way implementing a 3 hour maximum stay in their car park.
- 2.2 An informal questionnaire was sent out to the residents of the Lister Avenue area and a plan of the review area is appended to this report at Appendix A. Copies of the letter and questionnaire sent to residents are appended as Appendix B and C respectively.
- 2.3 On 28th October 2015, residents and businesses that were perceived to be affected by the review were sent letters and questionnaires, with a return date of 18th November 2016. The responses to the questionnaire are outlined in the table appended to this report at Appendix D and the related comments are outlined in the table appended to this report at Appendix E. Some of these responses were received just after the consultation had ended, but they have included.

3.0 Results of public consultation

- 3.1 From the 251 letters sent out to the area, 68 responses were received, a 27 % return. Out of the 68 responses 59 answered YES to question 1, that they felt there was a problem in the road, 55 answered YES to question 2, that they were in favour of restrictions. In respect of the options of which days of the week should be restricted, 49 responses favoured Monday to Friday, while 9 responses favoured Monday to Saturday. In respect of the options of which hours of the day that were favoured, 30 responses favoured 10am to 2pm, while 26 responses favoured 8am to 6.30pm. In respect of what form of restriction was favoured, 34 responses favoured the Residents Parking Scheme option, while 22 responses favoured yellow line waiting restrictions. Given these results, it would seem the most supported option would be a Residents Parking Scheme, operational from Monday to Friday 10am to 2pm.

4.0 Staff Comments

- 3.1 From the responses received, it would seem clear that the majority of responses outlined that there was a parking problem in the area and that some form of action needed to be taken. The most popular option would be a Residents Parking Scheme, operational Monday to Friday 10am to 2pm inclusive.
- 3.2 The proposed residents parking provision will limit the longer term parking in Lister Avenue and will give residents and their visitors somewhere to park within the restricted period. However, being so close to the Harold Wood railway station and the Bryant Avenue industrial area, there is always a chance that after the restricted period and on the unrestricted days that the roads could still experience some longer term non-residential parking.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member the implementation of a residents parking scheme in the Lister Avenue area.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £8000, can be funded from the 2016/17 Medium Term Financial Strategy budget.

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 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 of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Related costs to the Permit Parking areas:

| Resident & Business permits charges | |
|--|--|
| Residents permit per year | 1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00 |
| Business permit per year | Maximum of 2 permits per business £106.58 each |
| Visitors permits | £1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits) |

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 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:

The enforcement of Controlled Parking Zones is a labour intensive task. Currently, there are sufficient employees to undertake enforcement.

Equalities implications and risks:

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, 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, children, young people and older people), this will assist the Council in meeting its duty under the act.

The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.

The recommendation is for proposals to be designed and formally advertised to introduce a Residents Parking Scheme in the Lister Avenue Area, operational from Monday to Friday 10am to 2pm inclusive.

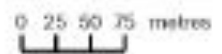
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

BACKGROUND PAPERS

Appendix A.
Appendix B
Appendix C
Appendix D
Appendix E



Scale: 1:2500
Date: 05 October 2016



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

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Ordnance Survey 100024327



**Street Management
Schemes**

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

Email: schemes@havering.gov.uk

Date: 28th October 2016

The Resident/Occupier

Dear Sir/ Madam

Lister Avenue Area Parking Review

I am writing to advise you that the Council are proposing a review of the parking situation in the Lister Avenue area.

Currently, there are some junctions in the Lister Avenue area that are covered by double yellow lines, but the majority of the roads in the area are unrestricted.

The aim of this review will be to look at parking and access issues in the Lister Avenue area, while giving the opportunity to residents of having a residents parking scheme being put in to operation.

I have attached a questionnaire that you are requested to complete and return to us by **Friday 18th November 2016**.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Council Highways Advisory Committee, who will decide if a further course of action is required and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully

Iain Hardy

**Iain Hardy
Technical Officer
Schemes**



PARKING REVIEW QUESTIONNAIRE Lister Avenue area

Traffic & Parking Control Schemes

Town Hall
Main Road
Romford
RM1 3BB

Name:

Please call: Traffic & Parking Control

Telephone: 01708 432787

Address:

Email: schemes@havering.gov.uk

All responses received will provide the council with 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 18th November 2016**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council Yes

No

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

2. Are you in favour of your road having parking restriction placed upon it to limit long term non-residential parking? Yes

No

3. If Yes - over what days of the week would you like any restrictions to operate? Mon- Fri

Mon - Sat

4. If yes - over what hours of the day would you like any restrictions to operate? These hours are in keeping with the existing restrictions in the area. 10:00am to 2:00pm

8:00am to 6:30pm

5. If yes - what type of restriction would you prefer? Yellow Lines

Residents Parking

For your information:

Yellow lines would prevent residents from parking on the lines in the same way as they would non-residents.

Residents Parking scheme will permit residents and their visitor to park in the allocated areas, with a valid permit for the area.

Please turn over

Comments Section (please limit to 100 words)

DECLARATION

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action.

We therefore request upon receipt of this questionnaire, by post, that you complete your full name and address along with this declaration and return the form to the postal or email address found at the top.

Signature:..... **Date:**.....

Appendix D



Lister 'In-Principle' Parking Consultation

| Road Name | Address | % Returns | Returns | 1. In your view, is there currently a parking problem in your road to justify action being taken by the Council | | 2. In favour of your road having parking restriction placed upon it to limit long term | | Days | | Times | | Restriction | |
|------------------------------|------------|------------|-------------------|---|----------|--|----------|-----------|-----------|-----------|------------|-------------|-----------|
| | | | | total | Yes | No | Yes | No | Mon / Fri | Mon/ Sat | 10am - 2pm | 8-6:30 | YL |
| | | | BARTHOLOMEW DRIVE | 38 | 26% | 10 | 7 | 2 | 7 | 0 | 5 | 2 | 5 |
| CHADWICK DRIVE | 14 | 0% | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| FLEMING GARDENS | 9 | 44% | 4 | 4 | 1 | 3 | 1 | 3 | 0 | 1 | 1 | 1 | 2 |
| JARVIS WAY | 20 | 55% | 11 | 10 | 1 | 9 | 1 | 9 | 1 | 5 | 5 | 6 | 4 |
| MASON DRIVE | 16 | 13% | 2 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 |
| NIGHTINGALE CRESCENT | 32 | 25% | 8 | 8 | 0 | 8 | 0 | 7 | 1 | 5 | 3 | 0 | 8 |
| Nightingale Crescent Barnard | 13 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NIGHTINGALE Florence HOUSE | 7 | 29% | 2 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 2 |
| NIGHTINGALE Fleming HOUSE | 7 | 29% | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| NIGHTINGALE Jenner | 19 | 5% | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| NIGHTINGALE KILDARE | 7 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ORMOND CLOSE | 18 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WARD GARDENS | 14 | 14% | 2 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 1 | 1 |
| WHITMORE AVENUE | 37 | 22% | 8 | 8 | 0 | 7 | 0 | 7 | 1 | 5 | 3 | 4 | 3 |
| INCOMPLETE | | 7% | 18 | 14 | 4 | 13 | 4 | 11 | 2 | 7 | 6 | 5 | 8 |
| Total | 251 | 27% | 68 | 59 | 9 | 55 | 8 | 49 | 9 | 30 | 26 | 22 | 34 |
| | | | 27% | 24% | 4% | 22% | 3% | 20% | 4% | 12% | 10% | 9% | 14% |



| Q1% | | Q2 % | | Days | | Times | | Restriction | |
|------|-----|------|-----|---------|---------|-----------|--------|-------------|---------------------|
| Yes | No | Yes | No | Mon/Fri | Mon/Sat | 10 to 2pm | 8-6:30 | YL | Residential parking |
| 70% | 20% | 70% | 0% | 50% | 20% | 50% | 20% | 20% | 50% |
| 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| 100% | 25% | 75% | 25% | 75% | 0% | 25% | 25% | 25% | 50% |
| 91% | 9% | 82% | 9% | 82% | 100% | 45% | 45% | 55% | 36% |
| 100% | 0% | 100% | 0% | 100% | 0% | 100% | 0% | 100% | 0% |
| 100% | 0% | 100% | 0% | 88% | 13% | 63% | 38% | 0% | 100% |
| 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| 100% | 0% | 100% | 0% | 50% | 50% | 0% | 100% | 0% | 100% |
| 50% | 50% | 50% | 50% | 50% | 50% | 0% | 50% | 50% | 0% |
| 100% | 0% | 100% | 0% | 100% | 0% | 0% | 100% | 0% | 100% |
| 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| 100% | 0% | 100% | 0% | 100% | 0% | 0% | 100% | 50% | 50% |
| 100% | 0% | 100% | 0% | 88% | 13% | 63% | 38% | 50% | 38% |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 78% | 22% | 72% | 22% | 61% | 11% | 39% | 33% | 28% | 44% |

Appendix E

| No | Resident Address | Summary of Residents Comments |
|----|-------------------------------|--|
| 1 | Resident of BARTHOLOMEW DRIVE | This should also include Bartholomew Drive as many times it has been very dangerous because people have been parking and it's very difficult because the road is very narrow as you turn right into Batholomew you always have to drive on the wrong side of the road because non - residential people have parked there. This area is lovely on Saturday because we have plenty of parking on our driveways or other residential parking. |
| 2 | Resident of BARTHOLOMEW DRIVE | There are lots of private parking areas around the Lister Avenue area, which unauthorised cars will park in if the roads are restricted. An example is at the end of Barthomolew Drive (residents 44 - 54). There would be no deterrent for people parking in these private resident parking areas. |
| 3 | Resident of BARTHOLOMEW DRIVE | The problem started this year. Now cars are parked along Lister Avenue and in front of properties 2 -12 Bartholomew Drive. Recently cars have been parked on both sides of Lister Avenue which causes congestion. Cars are parked between 8am to 6pm. They stay there between those times. Majority from local businesses / for Harold Wood Station. Weekends usually ok. |
| 4 | Resident of BARTHOLOMEW DRIVE | It's people parking at the college and the polyclinic that's causing the problem not our residents. As the people that go to the college would have to pay!! So they park free in our outside our house and given abuse about parking. I would agree with a resident parking only scheme. |
| 5 | Resident of BARTHOLOMEW DRIVE | Wonderful! In my opinion the current parking situation is way cut of control it's an accident waiting to happen! |

| | | |
|----|-----------------------------|---|
| 6 | Resident of CHADWICK DRIVE | This should also include Bartholomew Drive as many times it has been very dangerous because people have been parking and it's very difficult because the road is very narrow as you turn right into Batholomew you always have to drive on the wrong side of the road because non - residential people have parked there. This area is lovely on Saturday because we have plenty of parking on our driveways or other residential parking. |
| 7 | Resident of CHADWICK DRIVE | Problems turning at the end at junction of St. Neots. |
| 8 | Resident of CHADWICK DRIVE | No to parking restrictions, St Neots Road gets problems. |
| 9 | Resident of FLEMING GARDENS | Parking restrictions needs to be implemented as soon as soon as possible. So maybe get an 8am to 6pm restriction would actually be the answer. |
| 10 | Resident of FLEMING GARDENS | Fleming Gardens itself has not seen an increase in cars parking in it (due to the limited space available for street parking). However turning out of and into Fleming Gardens is becoming increasingly trickier and more dangerous due to the huge increase in cars parking on neighbouring roads - Bartholomew Drive and Lister Avenue. The problem is much worse on a Monday to Friday I feel has got more of an issue in the past year. |
| 11 | Resident of FLEMING GARDENS | I trust the restrictions would include Fleming Gardens and Bartholomew Drive. Would it also be possible to extend the 20mph speed limit to include the whole of Lister Avenue due to excessive speeding by vehicles? |
| 12 | Resident of FLEMING GARDENS | More recently the traffic and parking situation has become increasingly unbearable due to hospital staff using our residential roads as a car park. I am aware that staff at the hospital are using this area as they wear badges wound their necks as ID. They park dangerously and I have difficulty turning into my road. |

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| 13 | Resident of JARVIS WAY | It has now become quite dangerous getting out of our road, Jarvis Way onto Lister Avenue, as cars are parked both sides of Lister and also everywhere in Jarvis Way, restricting our views of oncoming cars. I am often unable to easily reverse off my drive as there are cars parked directly behind. |
| 14 | Resident of JARVIS WAY | The non-residential parking in this area is a very severe. Causing a great nuisance to all residential car users and pedestrians. Also the above parkers restrict the slow traffic in the area eg park on both sides of the roads and restrict the view of morning traffic. |
| 15 | Resident of JARVIS WAY | The parking situation is getting ridiculous as people have started to park in front of our drives in Jarvis Way therefore we would be grateful if the council take action as soon as possible. The poor rubbish men in their truck cannot enter easily into Jarvis Way and have no choice but drive over the pavement. |
| 16 | Resident of JARVIS WAY | Think split parking restrictions would be preferable as follows: 1. Lister Avenue as the main "access" road from Whitelands Way has "yellow lines restriction" (which should also deter /prevent McDonadls customers parking there and discarding their rubbish) and 2. The residential roads off Lister Avenue (Eg Jarvis Bartholomew, Whitmore, etc) have the "residents parking restriction). |
| 17 | Resident of JARVIS WAY | During the past few weeks Jarvis Way has been used for all day parking purposes by non - residents on certain days of the week resulting in blocked driveways for residents. |
| 18 | Resident of JARVIS WAY | Some days people are parking on both sides of Lister marking only lane which causes problems which could result in a accident, also if there was a fire engine could have a problem. I think the walk in clinic causes a lot of parking, perhaps they have training or meetings? |
| 19 | Resident of JARVIS WAY | Parking on corners in Jarvis Way particularly bad. |

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| 20 | Resident of JARVIS WAY | Lister Avenue is now a car park for people at the poly tech they park both sides of Lister Avenue making it dangerous, also dust bin lorries find it hard to get through to Jarvis Way as they park in this street as well. |
| 21 | Resident of JARVIS WAY | Parking in Jarvis Way is limited anyhow and not in need of building a parking zone. Yellow lines may be necessary to prevent cars from outside the area. Especially Jarvis Way link to Lister Avenue. Many houses in this small road car park on their driveway. |
| 22 | Resident of JARVIS WAY | Parking in Jarvis Way is limited anyhow and not in need of building a parking zone. Yellow lines may be necessary to prevent cars from outside the area. Especially Jarvis Way link to Lister Avenue. Many houses in this small road car park on their driveway. |
| 23 | Resident of MASON DRIVE | One house in Jarvis has three cars and vans so I suppose they will not be happy about this. Most of the problem is students from Harold Wood college at the poly clinic. Parking where they can and walking through to college. |
| 24 | Resident of MASON DRIVE | To install speed humps in Lister Avenue: Since the opening of the "Kings Park Estate" the volume of cars using Lister Avenue (to get to and from the estate) has increased considerably and a high number of the motorists are driving very fast down that short section of road which is Lister Avenue. I would say that they drive down there in excess of 30mph - nearer to 40mph in most instances. I hope you will look into this matter and you will give it your due consideration. Thank you. |
| 25 | Resident of NIGHTINGALE CRESCENT | I am happy for residents parking providing it does not cost me any extra money. I wouldn't be able to afford it. This parking problem started when the new housing became available to live in. The drivers appear to be students. The problem is usually between 9am - 3pm Mon - Fri. I was told once residents moved into the new houses, the students were told they could no longer park there. |
| 26 | Resident of NIGHTINGALE CRESCENT | It's Harold Wood hospital college people parking outside my house and road in Nightingale Crescent. It's very bad I have seen several arguments and near crashes where people park on the corners of my road. 01708 346 943. |

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| 27 | Resident of NIGHTINGALE CRESCENT | Since the walk through has opened - linked our estate to Harold Wood station – non-resident people are using our road as a car park - especially the staff / students of the NHS University that backs onto our estate - as thy no parking provision at all. Our road is constantly jammed with non-resident cars - making it inaccessible and it is now getting dangerous with people parking erratically / blocking people in / over corners / drives there will be an accident soon if nothing is done. |
| 28 | Resident of NIGHTINGALE CRESCENT | We do not need these resident permits in Nightingale Crescent as well as Lister Avenue. Many thanks. S.J Hall. |
| 29 | Resident of NIGHTINGALE CRESCENT | I like in Nightingale and our parking should be involved in the plan not just Lister Avenue, as it will encourage people to park in our street and parking in a nightmare. |
| 30 | Resident of NIGHTINGALE CRESCENT | Parking in Nightingale Crescent has been a problem ever since the new flats were built. They have parking spaces round the back of their building but won't park there. We have people coming to visit and cannot park outside. There is an initial van that belongs to people in this other flat that seems to keep parking on the grass verge and also blocking own view coming out of the car park not only is this a problem we now have people parking to attend a clinic or university next to this Polyclinic. |
| 31 | Resident of NIGHTINGALE CRESCENT Florence | Please be aware that Nightingale Crescent is being used as tree parking for people using Harold Wood Station Mon to Fri. Dangerously parking on corners - up on pavements and in private parking spaces allocated to the flats here. We would like to be considered for residents parking to please! One day last week we had an emergency vehicle that couldn't actually access the development due to visitors parking on both sides of Lister Avenue and into Nightingale Crescent. Something must be done urgently! |
| 32 | Resident of NIGHTINGALE CRESCENT Fleming House | My concern is at the start of the 20mph limit, this is a blind bend, now that residents is Kings Park use this road, more traffic is causing problems when parked cars force a single road for traffic, more awareness of the 20mph restriction is needed as there are many children playing in the area. My enclosed photo shows double yellow lines in and out at the blind bend also more severe humps are needed. Hope this helps? |
| 33 | Resident of NIGHTINGALE CRESCENT Jenner House | Parking in our area is very bad. We are here and cannot get parked due to people parking in every road around the Lister Avenue area. The cars that park in our area are from. South Bank College. Something seriously needs to be done so as residents can park in our area. |

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| 34 | Resident of Ward Gardens | There is now a high volume of traffic parked in Lister Avenue, with cars parked bumper to bumper on both sides of the road on weekdays. This causes difficulty to residents in nearby roads e.g. driving in or out of these roads. |
| 35 | Resident of Ward Gardens | Lister Avenue itself should be have yellow lines. This would stop a number of issues |
| 36 | Resident of Whitmore Avenue | Single yellow lines to make corner of Whitmore Avenue safer i.e. from Donlde to vehicle crossover - only short length to stop cars using it outside No 2 on many days (two now often since double yellow lines. Short length outside No2 Whitmore Avenue is a concern (long vehicle days) for those leaving. Lister Avenue full now two cook gardens used by builders on two dwellings (Mason Drive - now nearly complete so more space will be available in Lister Avenue). |
| 37 | Resident of Whitmore Avenue | We would welcome the introduction of some form of parking restrictions. However, the problem is entirely down to the students parking to attend the South Bank University. According to one student I spoke to, they will be moving in December. I am just concerned that we will have restrictions imposed and the problem will no longer exist. |
| 38 | Resident of Whitmore Avenue | There has been excessive parking in our area from the nursing college (Kings Park) which has spilled over into Whitmore Avenue, Mason Drive and Ward Gardens. Views are restricted when driving out of our turning. Large vehicles are finding it difficult to manoeuvre. An accident waiting to happen. |
| 39 | Resident of Whitmore Avenue | Lister Avenue is being used at the moment during the week days by people attending the University near the polyclinic mainly and also people using the station. It is very dangerous when pulling out of Whitmore Avenue. If there were to be an emergency, a fire engine would really struggle to get down Lister Avenue! This needs to be put into place ASAP! |
| 40 | Resident of Whitmore Avenue | We live in Whitmore Avenue and there is a big problem with cars in Lister Avenue which restricts our view when turning into right. If parking permits were put in place would there be a change it's in? Would yellow lines be put across my dropped kerb? |

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| 41 | Resident of Whitmore Avenue | Whitmore Avenue has become a car park for commuters utilising Harold Wood Station. When pulling out of Whitmore onto Lister you cannot see traffic coming from any direction due to the double side parking. It has become a very dangerous area for children to cross the road. |
| 42 | Resident of Whitmore Avenue | Congestion is caused by students who attend the University in the hospital grounds. Parking should be provided on site and the problem would go away. Turning out of Whitmore Avenue onto Lister Avenue is dangerous and it would be hard for a fire engine to get through. |
| 43 | Resident of Whitmore Avenue | Parking is particularly bad in Lister Avenue. When leaving Whitmore Avenue, you cannot see any on-coming traffic and it is dangerous. |



IMPORTANT PARKING CONSULTATION
ENCLOSED

The Resident/Occupier

Proposed Residents Parking scheme
- Lister Avenue Estate.

**Street Management
Schemes**

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

t 01708 431056 or 433464
e schemes@havering.gov.uk
Date 11th May 2017
www.havering.gov.uk

Further to our previous consultations I am writing to advise you that the Council are proposing to introduce a Residents Parking Scheme in Lister Avenue, Ward Gardens, Mason Drive, Fleming Gardens, Bartholomew Drive, Chadwick Drive Ormond Close, Jarvis Way, Whitmore Avenue, Nightingale Crescent. These roads will have a permit scheme operational Monday to Friday 10am to 2pm and double yellow lines, operational 'At any time' on junctions and apexes of bends. A plan showing the proposals is enclosed.

The charges for the parking permits are shown in the table below:

| Resident & Business permits charges | |
|--|--|
| Residents permit per year | 1st permit £35.00, 2nd permit £60.00, 3rd permit and any thereafter £85.00 |
| Business permit per year | Maximum of 2 permits per business £200 each |
| Visitors permits | £1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits) |

Please use the link below for frequently asked questions:

<https://www3.havering.gov.uk/Pages/ServiceChild/FAQs-Parking-and-traffic-enforcement.aspx>

Full details of the proposals, including relevant orders, are available for inspection for a period of 28 days at www.haveringtraffweb.co.uk or by prior appointment in the Public Advice and Service Centre, Liberty Shopping Centre, Romford, between 9am and 4pm, Monday to Friday. Further information may also be obtained via schemes@havering.gov.uk.

All comments to the proposals should be sent in writing to the Highways, Traffic and Parking Group Manager, Town Hall, Main Road, Romford RM1 3BB to be received by **Friday 2nd June 2017**. All objections must state the grounds on which they are made.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Highways Advisory Committee in July. All issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully

Iain Hardy
Technical Officer, Street Management (Schemes)

