

HIGHWAYS ADVISORY COMMITTEE SUPPLEMENTARY AGENDA

15 May 2012

The following report is attached for consideration and is submitted with the agreement of the Chairman as an urgent matter pursuant to Section 100B (4) of the Local Government Act 1972

6 GIDEA PARK CONTROLLED PARKING ZONE - COMMENTS TO ADVERTISED PROPOSALS (Pages 1 - 32)

Report Attached

**Ian Buckmaster
Committee Administration and
Member Support Manager**

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HIGHWAYS ADVISORY COMMITTEE

15 May 2012

REPORT

Subject Heading:

**GIDEA PARK CONTROLLED PARKING
ZONE - comments to advertised
proposals**

Report Author and contact details:

Iain Hardy
Technical Officer
01708 432440
iain.hardy@havering.gov.uk

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report outlines the responses received to the advertised proposals for amendments to the waiting restrictions, Disc Parking Bays and the inclusion of resident parking provision within the Gidea Park Controlled Parking Zone and makes recommendation for a further course of action. The proposals were agreed to go forward for public consultation by this Committee on 20th September 2011.

RECOMMENDATIONS

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that the proposals as set out for:-

- 1 Edward Close, be implemented as advertised and the effects of implementation be monitored;
- 2 Station Lane, be implemented as advertised and the effects of implementation be monitored;
- 3 Durham Avenue and Elvet Avenue, be implemented as advertised and the effects of implementation be monitored;
 - a) In light of the consultation responses, as set out in this report, the Committee may wish to give consideration to the implementation of 'At Any Time' waiting restrictions in the lay-by on Upper Brentwood Road fronting the road closure at Durham Avenue. The implementation of such would require the design and advertisement of the scheme.
- 4 Chalforde Gardens, be implemented as advertised and the effects of implementation be monitored;
 - a) In light of the consultation responses, as set out in this report, the Committee may wish to give consideration to the inclusion of the maisonettes No's 107 to 113 Balgores Lane, in the proposed residents parking scheme for Chalforde Gardens. The inclusion of such would require the advertisement of the proposals.
- 5 The Main Consultation Area (including Crossways, Wallenger Avenue and Compton Avenue) be implemented as advertised and the effects of implementation be monitored.
 - a) In light of the consultation responses, as set out in this report, the Committee may wish to give consideration to the following:
 - i. the implementation of the proposals as advertised, except for the proposed 8.00am to 6.30pm Monday to Saturday restrictions in Wallenger Avenue, between Cranbrook Drive and Compton Avenue, which would be reduced to operate from 12.00pm to 1.00pm Monday to Friday;
 - ii. proceed with design and public advertisement of further changes to the 8.00am to 10.00am Monday to Friday restrictions in Cranbrook Drive and Eyre Close to operate 12.00pm to 1.00pm. Monday to Friday;

- iii. proceed with design and public advertisement of further changes to the proposed 8.00am to 6.30pm Monday to Saturday restrictions in Crossways, behind the station so they operate 8.00am to 6.30pm throughout the week.
- iv. proceed with design and public advertisement of proposals to restrict the free parking bays in Repton Avenue, Stanley Avenue and Woodfield Drive, at there junctions with Balgores Lane, with a maximum stay period of 4 hours, operational 8.00am to 6.30pm Monday to Saturday
- v. the extension of the 12.00pm to 1.00pm restriction in the area of Pemberton Avenue and Hall Road.

REPORT DETAIL

1.0 Background

- 1.1. At its meeting of 19th October 2009, the Gidea Park Area Committee agreed that the area around Gidea Park Station should be reviewed for parking issues following representations made from residents regarding commuter parking.
- 1.2. Following the meeting, the Principal Engineer of the Traffic & Engineering Section worked with the Chairman of the Gidea Park Area Committee and a Ward Councillor, to agree a review area and the content of a public consultation letter and questionnaire.
- 1.3. The review area as agreed is shown on Drawing QJ059/101. The questionnaire was designed to gauge whether local people had any parking issues and if they did, what type of treatment they felt appropriate.
- 1.4. A short section of Westmoreland Avenue was included within the review. This part of the street was adopted approximately 12 years ago when the existing CPZ was in operation, but the new section was not brought into the scheme.
- 1.5. The letter and questionnaire were delivered to approximately 1850 premises within the review area, including business. 100 letters and questionnaires were provided to the parents and guardians of children attending St. Mary's Hare Park School, as representations had been received from the school and parent groups relating to the on-street parking provisions for children to be dropped off and collected in the vicinity of the school.
- 1.6. The consultation period was from 8th March to 9th April 2010 and by the close of consultation, some 366 replies were received giving a response rate of 20%.
- 1.7. At its meeting of 16th November 2010, the Committee considered a report outlining the responses received to the informal consultation undertaken within a selected review area of the Gidea Park Controlled Parking Zone (CPZ). Due to the level of

response, the Committee agreed that Ward Councillors should further consider the responses and recommend a further course of action back to the Committee.

- 1.8. Following site meetings with Ward Councillors, Ward Councillors meeting with residents and a number of individual requests for new or amendments to the existing restrictions in the area, a number of proposals were drafted for the Committee's consideration.
- 1.9. These proposals were presented to this Committee at its meeting on 16th August 2011, when it was agreed that a wider review should be undertaken and all of the proposals should be brought back for further consideration.
- 1.10. Following this decision, Ward Councillors received further complaints from residents resulting in a further report being presented to this Committee on 20th September 2011, requesting that the proposals be taken forward with an amendment to the current part-time 8.00am to 10.00am Monday to Friday waiting restrictions in the areas not already proposed in this report; replacing it with a 12.00noon to 1.00pm Monday to Friday waiting restriction to further deter commuter parking.
- 1.11. These proposals were agreed in principle and were subsequently advertised. All those perceived to be effected by the proposals were advised of such by a letter and plan showing the proposals in their area. Site notices were also placed throughout the areas affected.
- 1.12. This report looks at the responses received to the advertised proposals and recommends further courses of action.
- 1.13. The proposals for the area are outlined in **Appendix A** along with a summary of response received, staff comments and plans showing the proposals.
- 1.14. A table of responses received to the proposals is appended as **Appendix B**

2.0 **Summary of responses received**

- 2.1 There were 1122 sent out to residents and businesses in the area of the proposals and at the close of public consultation 63 responses were received, a 5.6% return. A more detailed summary of the responses from each area is outlined within **Appendix A**.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £10,000 including advertising costs but excluding the installation of Pay and Display machines at six locations.

The estimated cost to install the proposed Pay & Display machines, as set out in this report is £24,000. The Scheme is MTFSS approved and can be funded by a current Invest to Save bid.

The costs of a wider review of the Reptons and Tudors area of Gidea Park cannot be quantified at this stage.

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 are to 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.

Overall costs will need to be contained within the overall 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:

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, whilst there may be a marginal level of additional capacity brought about by a reduction in cash collection schedules and frequency there will be an inevitable increase of risk from cash theft if money is left in situ for longer. That said, a physical limit for cash collections will soon be reached and so consideration will need to be given to additional employees to undertake increased levels of cash collection at a later stage.

However, for this scheme it is anticipated that collections 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.

Disabled 'Blue' Badge holders are 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).

There will be a visual impact from further signing and lining. However, due consideration will be given to further signing and lining within the Gidea Park Conservation Area

BACKGROUND PAPERS

Drawings:

BALGRS/01/01
DHA01/01
CHLG01/01

GPR/01/01
DHA01/02
BALGRS/01/04

EDW/01/01
DHA01/03

1. Edward Close - Plan No. EDW/01/01

The proposals are to introduce 'At any time' waiting restrictions for 10 metres on the north to south and east to west arms of the junction of Edward Close, also covering the remainder of the northern side of the east to west arm with 'At any time' waiting restrictions.

Consultation

46 letters with attached plans of the proposals were delivered to residents in and around Edward Close. At the close of public consultation there were 6 responses received to the proposals, a 13% response rate. 2 of the respondents were residents outlining their support for the proposals; 3 respondents outlined their support for the proposals but raised concerns about displaced parking and the possible need for further restrictions; 1 respondent objected to the implementation of the proposals outside their property citing that they had limited off-street parking and felt that the implementation of such restrictions were not necessary and would exacerbate the situation.

Staff Comments

The proposed restrictions are designed to ensure access is maintained and the proposed restrictions will be monitored, if installed, to measure their effects.

2. Station Lane - Plan No. BLGRS/01/03

The proposal is to introduce a Pay & Display parking bay, on the southern side of Station Lane, fronting the Post Office. It is proposed that the bay would be operational from 8.00am to 6.30pm Monday to Saturday inclusive, with a maximum stay period of two hours (due to the proposed bay being located on a bus route).

The proposal will provide a much need parking facility for the Post Office and other local retailers.

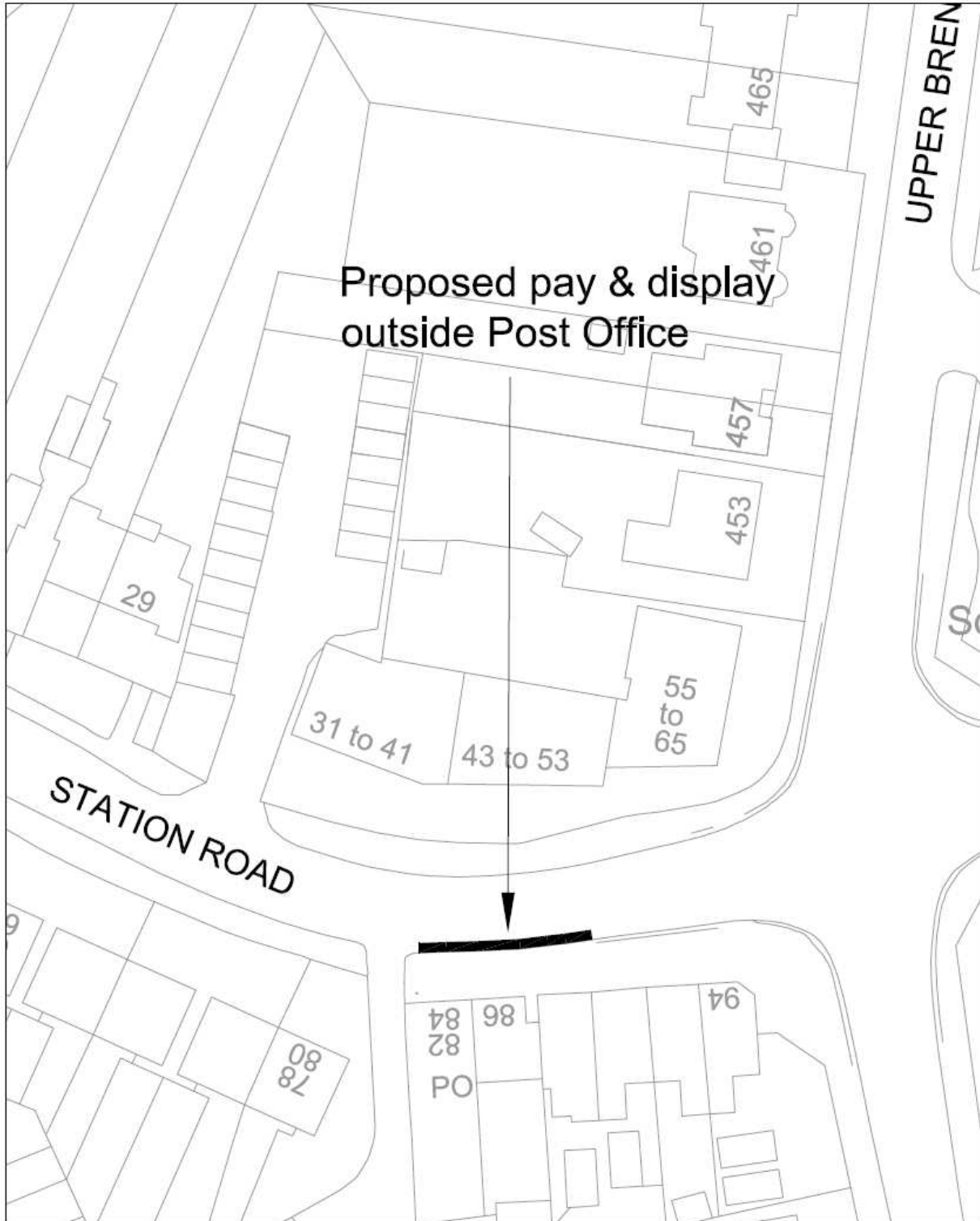
Consultation

64 letters with attached plans of the proposals were delivered to residents and businesses in the vicinity of the Post Office in Station Road. At the close of public consultation there were 2 responses received, a 3% response rate. 1 respondent was in favour of the proposals, but felt that there should be further restrictions and residents parking in Station Lane to keep accesses clear and deter commuter parking. The second respondent was against the proposal, citing their concern over more drivers parking and obstructing the access road to the side of the Post Office.

Staff Comments

Further restrictions in Station Road could be considered, as there is a small section of 8.00am to 10.00am Monday to Friday restriction fronting the maisonettes. The majority of the road is covered by 8.00am to 6.30pm Monday to Saturday restrictions or bus stop restrictions.

In respect of the private access being obstructed, the proposed Pay & Display parking bay outside the post office is located on an area currently restricted between 8.00am to 6.30pm Monday to Saturday. It is considered that the proposed parking provision would act to limit obstructive parking by providing a place for shoppers to park.



10m FLOOR MERCURY HOUSE MERCURY GARDENS RAINFORD, BRK 10W TELEPHONE No: 01708 434343 FAX No: 01708 433721 E-MAIL: streetcore@harrowing.gov.uk		PURPOSE Information			
STREETCORE - CULTURE & COMMUNITY JOB TITLE Gidea Park CPZ		©COPYRIGHT This drawing belongs to StreetCore Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 130024357			
DRAWING TITLE Gidea Park o/s Post Office		DRAWN BY DJ	CHECKED BY IH	APPROVED BY AW	
SCALE (AT A4 SIZE) 1:500	DATE 22/06/11	<input checked="" type="checkbox"/> DRAFT <input checked="" type="checkbox"/> ISSUE	ACAD REF: Street Size: A4 (210x297)	DRAWING No BLGRS/01/03	REVISION REVISION AMENDMENT DATE

3. Durham and Elvet Avenues Plan Nos. - DHA/01/01, 02 and DHA/01/01, 03

The proposals are to introduce a residents permit scheme in both roads operational from 8.00am to 10.00am Monday to Friday inclusive. The scheme would be operational in the location of the existing lay-bys, Free Parking Bays and footway parking bays, whilst retaining the existing 'At any time', 8.00am to 6.30pm Monday to Saturday and 8.00am to 10.00am Monday to Friday waiting restrictions throughout the estate.

Consultation

314 letters with attached plans of the proposals were delivered to residents and businesses in the vicinity of the Durham and Elvet Estate and at the close of public consultation there were 5 responses received to the proposals, a 1.6% response rate.

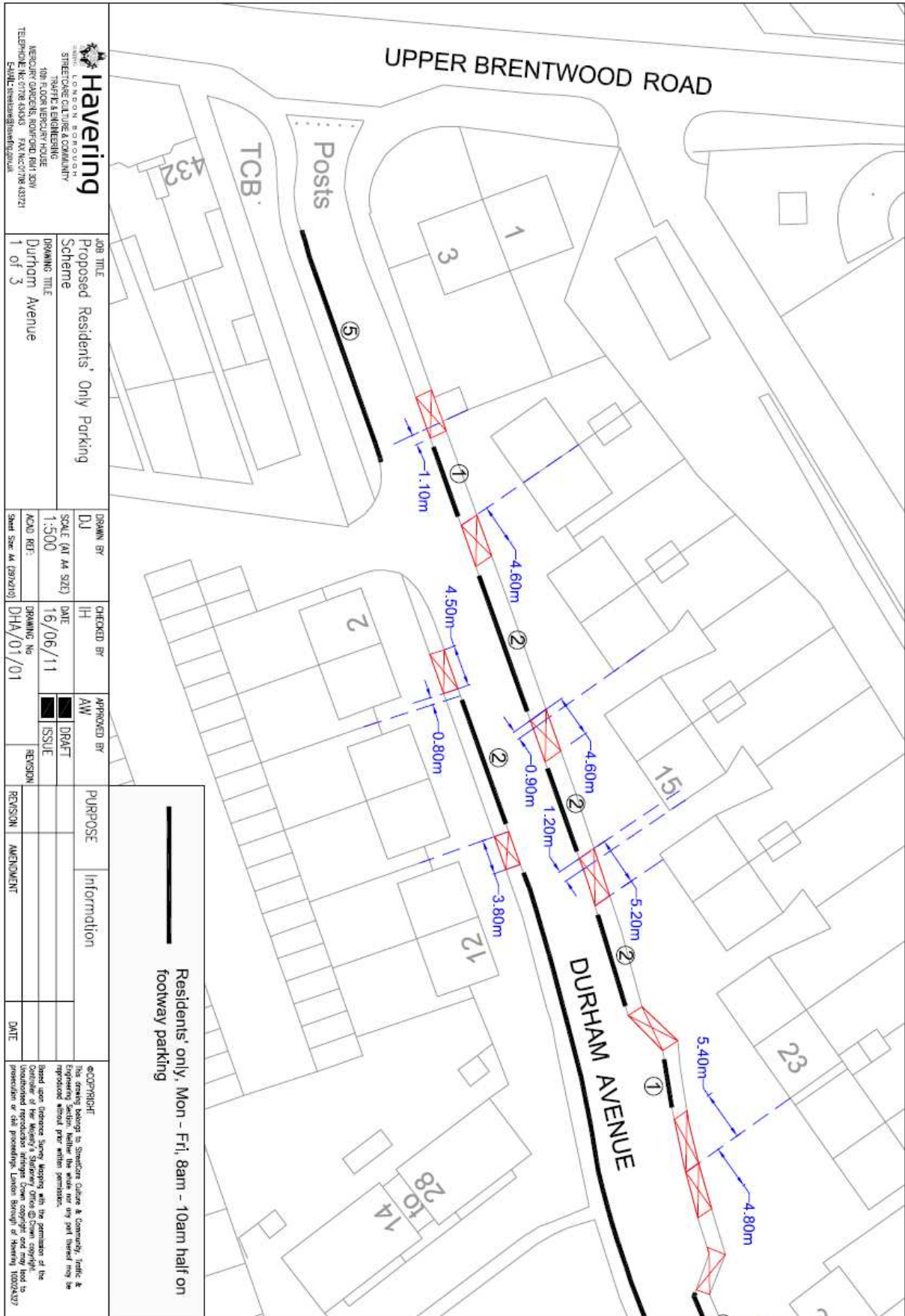
None of the responses outline specific objections to the residents parking scheme, but do make observations or suggestions in respect of the proposals or further restrictions required. 1 respondent suggested that the car park at the end of Elvet Avenue be included in the residents parking scheme. A second respondent raised concerns over the location of the bays citing that their location may hinder access to their property. A third respondent outlined their concerns over the amount of available parking spaces for residents. A fourth respondent stated that the free parking bay at the end of Durham Avenue should remain free for visitors; the respondent also outlined concerns over parking and access outside Elizabeth House.

A fifth respondent raised concerns over access to and from their property and access along the length of Durham Ave for the emergency services. The respondent also suggested that the lay-by on Brentwood Road fronting the road closure on Durham Avenue which has an 8.00am to 6.30pm Monday to Saturday restriction be changed to an 'At any time' restriction to aid emergency access.

Staff Comments

In respect of the suggestions to include the car park at the end of Elvet Avenue in the residents parking scheme, this is being investigated. The proposed restrictions are designed to ensure access is maintained and the proposed restrictions will be monitored if installed to measure their effects.

Parking provision for residents has been maximised given the extent of the available highway. In respect of the free parking bay at the end of Durham Avenue, it is considered that if left unrestricted the space will be used by commuters. The proposed waiting restrictions fronting Elizabeth House should rationalise parking and improve access. The proposed parking bays will be set back from the vehicle crossovers and if any specific problems occur, Staff will propose further changes where it is considered necessary.



Haverling
 CONSULTING ENGINEERS
 STREETCARE CULTURE & COMMUNITY
 TRAFFIC & ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROYFORD ROAD, SEW
 TELEPHONE: 01753 843435 FAX: 01753 843271
 EMAIL: steve@haverling.co.uk

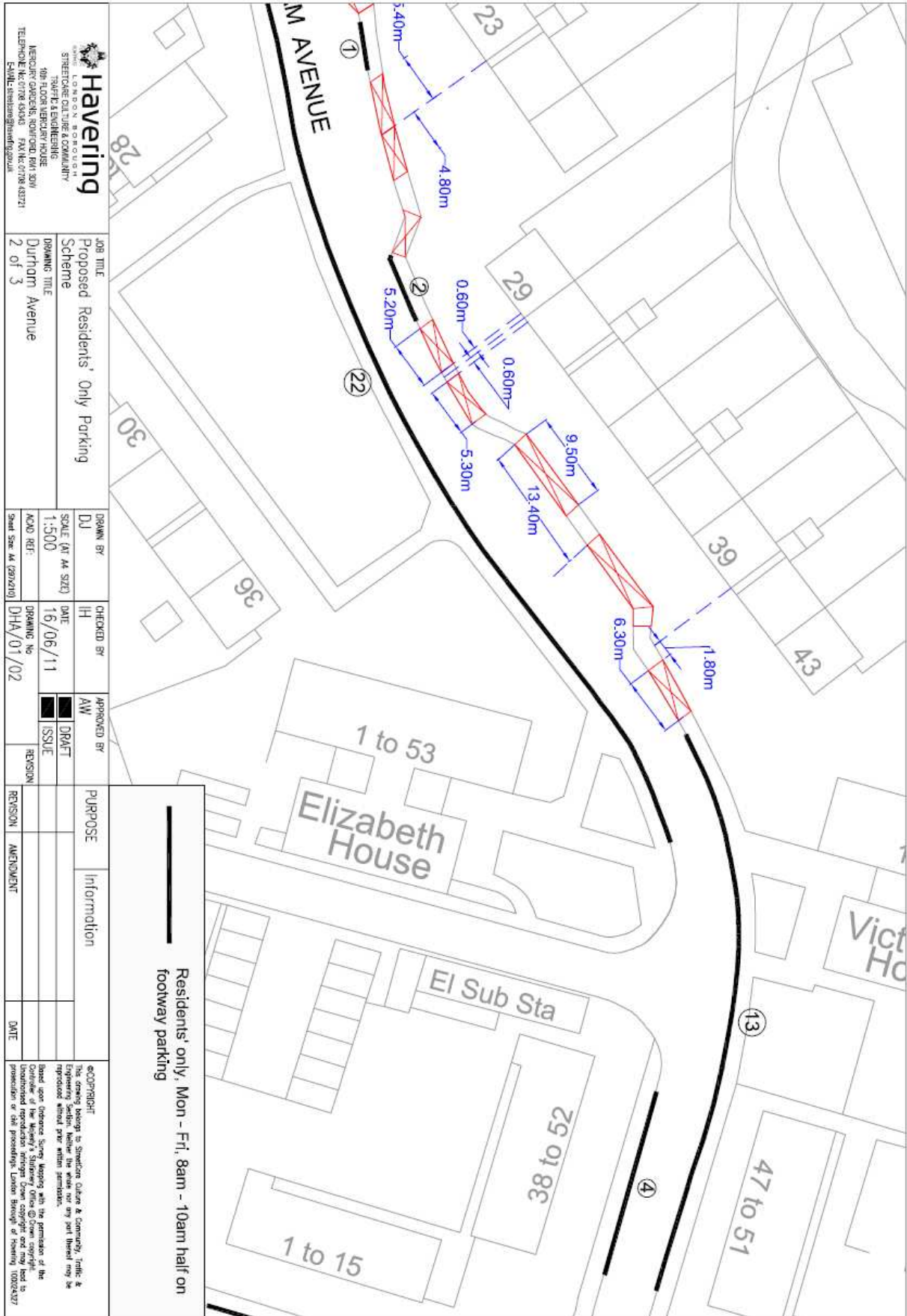
JOB TITLE
 Proposed Residents' Only Parking
Scheme
DRAWING TITLE
 Durham Avenue
 1 of 3

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APPROVED BY
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Haverling
 LANDSCAPE ARCHITECTS
 STREETSCAPE CULTURE & COMMUNITY
 TOWN & ENVIRONMENTAL
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, NORTHGATE PARK, SO17
 TELEPHONE: 01703 843433 FAX: 01703 843271
 EMAIL: steve@haverling.co.uk

JOB TITLE
 Proposed Residents' Only Parking Scheme
DRAWING TITLE
 Durham Avenue
 2 of 3

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 DHA/01/02

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REVISION	AMENDMENT	DATE

PURPOSE
 Information

Residents' only: Mon - Fri, 8am - 10am half on footway parking

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<p>Haverling 10th FLOOR MERCURY HOUSE MERCURY GARDENS ROADSIDE, 9th FLOOR TELEPHONE No: 01708 434342 FAX No: 01708 433721 E-MAIL: streetcore@haverling.gov.uk</p>		<p>PURPOSE Information</p>		<p>Residents' only, Mon - Fri, 8am - 10am half on footway parking</p>							
<p>JOB TITLE Proposed Residents' Only Parking Scheme</p>		<p>Information ©COPYRIGHT This drawing belongs to StreetCore Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</p>									
<p>DRAWING TITLE Elvet Avenue 3 of 3</p>		<p>DRAWN BY DJ</p>	<p>CHECKED BY IH</p>	<p>APPROVED BY AW</p>							
<p>SCALE (AT A4 SIZE) 1:500</p>	<p>DATE 16/06/11</p>	<p>DRAFT <input type="checkbox"/></p> <p>ISSUE <input type="checkbox"/></p>	<p>ACAD REF:</p>	<p>DRAWING No DHA/01/03</p>	<p>REVISION</p>						
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REVISION	AMENDMENT	DATE									

4. Chalforde Gardens - Plan Nos. CHLG/01/01, 02

The proposals are to introduce a residents permit scheme in the road operational from 8.00am to 6.30pm Monday to Saturday inclusive. The implementation of a Saturday restriction is considered necessary due to the proximity of the road to local shops. Under the proposal the remainder of the road would be restricted with an 'At any time' waiting restrictions, to ensure emergency and service access.

Consultation

86 letters with attached plans of the proposals were delivered to residents and businesses in the vicinity of Chalforde Gardens and at the close of public consultation there were 5 responses received to the proposals, a 5.8% response rate.

One of the responses was a petition signed by 22 residents of Chalforde Gardens. The petition supported the general principle of a residents parking scheme but objected to the proposals in their current form. The petition questioned days and times that the restriction would be operational; it suggests that the restriction should be operational throughout the week after 6.30pm, with the aim of deterring commuter parking.

1 individual respondent echoed the sentiments of the petition. A second respondent raised their concerns for the future of the area if residents of the odd side of the road turned their front gardens into hard standings, which would act to further reduce the amount of residents parking bays.

2 responses were received from residents of Balgores Lane. Both respondents stated that they were against the proposals because their respective properties were not included within the scheme and parking in Chalforde Gardens is their only parking option.

Staff Comments

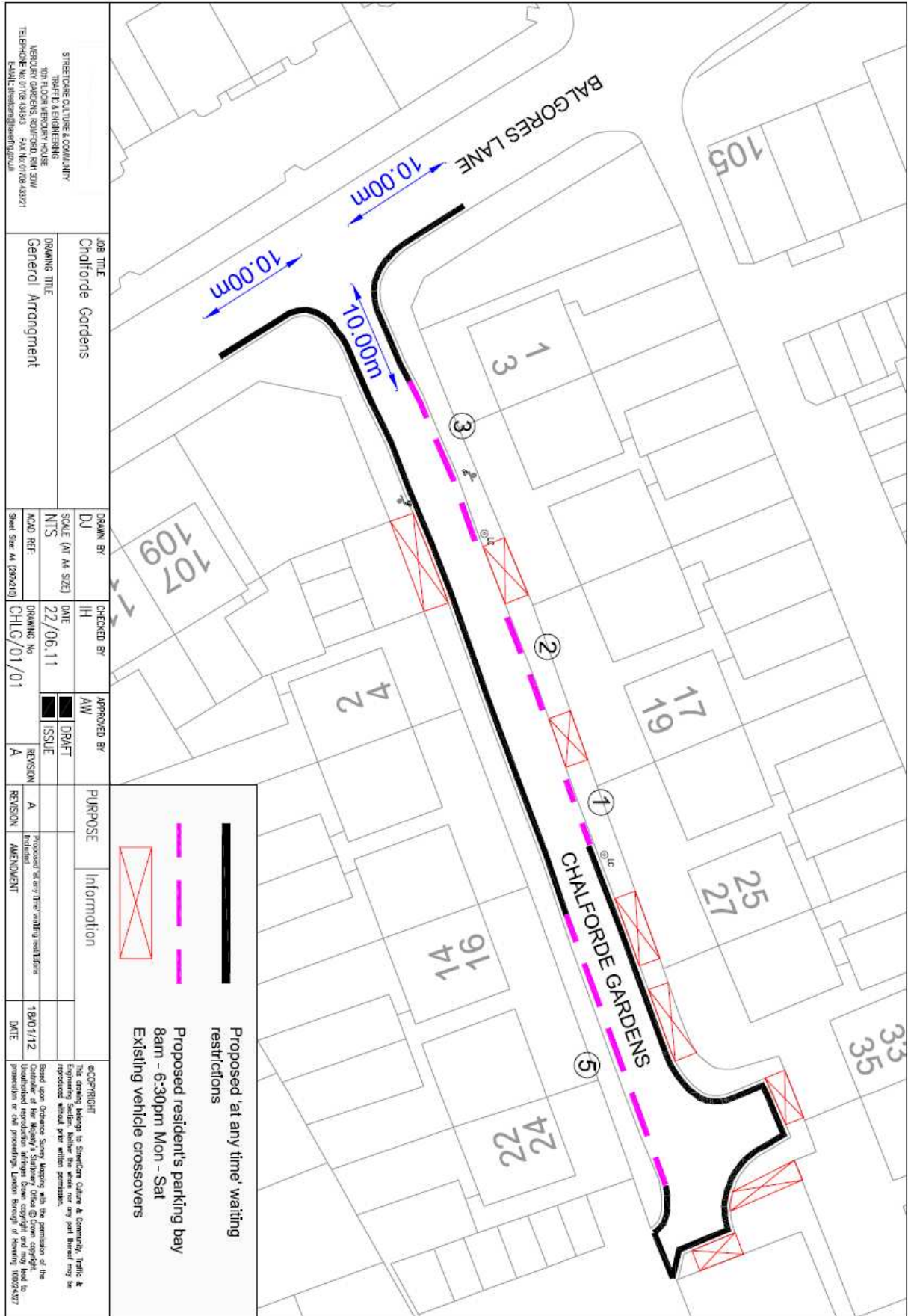
There are 40 dwellings within Chalforde Gardens and a further 4 maisonette that are considered to come within the Chalforde Gardens development, on Balgores Lane.

There are 16 garages in the vicinity that are not specifically let to residents in the area; all of the residents on the even numbered side of the road are prevented from having off-street parking under the terms of their lease.

The current proposals are based on existing parking patterns and will provide 11 parking spaces while ensuring that the turning head and the main section of the road are clear of obstruction. The scheme could be implemented in its current form which would provide the earliest possible relief to residents; however changes to the location of the parking bays, hours of operation and days of operation would have to be further publicly advertised.

Residents of Balgores Lane could also be included in the scheme, specifically those in the dwellings constructed with Chalforde Gardens. However, this would result in further parking pressure on the road where parking is already at a premium.

Taking account of the comments made about converting front gardens into hard-standings, the Council generally permits such applications, to maximise the amount of vehicles owned by residents to be accommodated within that street. In respect of installing bays on the even side of the road, this may cause access and egress problems for those residents on the odd number side of the road that have off-street parking.



STREETCARE CULTURE & COMMUNITY
TRAFFIC & ENGINEERING
10th FLOOR MERCURY HOUSE
MERCURY GARDENS, ROCHFORD, RM1 3JW
TELEPHONE No: 01708 45843 FAX No: 01708 45871
EMAIL: streetcare@warrington.gov.uk

JOB TITLE
Chalforde Gardens

DRAWING TITLE
General Arrangement

DRAWN BY DJ	CHECKED BY IH	APPROVED BY AW
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PURPOSE	Information
REVISION	A
REVISION	Proposed 'at any time' waiting restrictions
REVISION	AMENDMENT
DATE	18/07/12

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5. The Main Consultation Area (including Crossways, Wallenger Avenue and Compton Avenue) - Plan No. BLGRS/01/02; GPS10/01/01; BALGRS/01/04; BLGRS/01/05

The proposals are:

- 1) To convert and extend the existing Free Parking bay on the south-eastern side of Crossways to a Pay & Display parking bay operational from 8.00am to 6.30pm Monday to Saturday inclusive, with a maximum stay period of two hours.
- 2) To implement 'At any time' waiting restrictions in Crossways, fronting no. 76, from a point opposite the western boundary to a point opposite the northern boundary.
- 3) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the western side of Crossways, from the common boundary of nos. 72 and 76 to the common boundary of nos. 58 and 60.
- 4) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the eastern and south-eastern sides of Crossways, between a point 15 metres south of the southern kerb-line of Wallenger Avenue and the existing Taxi Rank to the rear of Gidea Park Station.
- 5) To implement 'At any time' waiting restrictions at the Crossways junction with Wallenger Avenue, in Crossways, on its eastern side, from the common boundary of nos. 73 and 75, to a point 15 metres south of the southern kerb-line of Wallenger Avenue. To extend 'At any time' waiting restrictions into Wallenger Avenue on its southern side to a point 15 metres north-east of the north-eastern kerb-line of Cranbrook Drive and on its northern side, to a point 10 metres north-east of the eastern kerb-line of Crossways.
- 6) To implement 'At any time' waiting restrictions in Wallenger Avenue, on its western and north-western sides, from the common boundary of nos. 58 and 60 to the existing Free Parking bay along the flank wall of no. 75 Crossways.
- 7) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the eastern side of Wallenger Avenue, from a point 15 metres north-east of the north-eastern kerb-line of Cranbrook Drive, to a point 15 metres south of the southern kerb-line of Compton Avenue.
- 8) To implement 8.00am to 6.30pm Monday to Saturday waiting restrictions on the western side of Wallenger Avenue, from the common boundary of nos. 48 and 50 to the common boundary of nos. 58 and 60.
- 9) To implement 'At any time' waiting restrictions in Wallenger Avenue, on its eastern side, from a point 10 metres north-west of the northern kerb-line of Compton Avenue to a point 15 metres south of the southern kerb-line of Compton Avenue, extending into Compton Avenue on its northern side for 10 metres and on its southern side for 15 metres

- 10) To implement 'At any time' waiting restrictions for 10 metres on all arms of the Compton Avenue and Pemberton Avenue junction.
- 11) To implement 'At any time' waiting restrictions for 10 metres on all arms of the Cranbrook Drive and Eyre Close junction.
- 12) To implement 'At any time' waiting restrictions in Cranbrook Drive, on its northern side, from its junction with Wallenger Avenue, to the common boundary of nos. 1 and 3 and on its southern side from its junction with Wallenger Avenue, to the common boundary of nos. 2 and 4.
- 13) To implement 'At any time' waiting restrictions in Balgores Lane on its north-eastern side, from a point opposite the north-western building line of no.81, extending north-westwards and north-eastwards into Crossways, to a point opposite the north-easternmost kerb-line of Balgores Square.
- 14) To implement 12.00pm to 1.00pm Monday to Friday waiting restriction in Squirrels Heath Avenue, between the common of Nos.36 and 38 to a point 10 metres south-east of the south-eastern kerblines of Balgores Crescent, in Crossways from the northern boundary of No.1 to the extent of the proposed restrictions north of Wallenger Avenue and in Wallenger Avenue, from the northern boundary of No.2 to the extent of the proposed restrictions north of Compton Avenue.
- 15) To implement 'At any time' waiting restrictions for 10 metres on all arms of the Balgores Crescent and Squirrels Heath Avenue junction.
- 16) To convert the existing Disc Parking Bay on the western side of Heath Drive and the eastern side of Crossways to a Pay & Display parking bay operational from 8.00am to 6.30pm Monday to Saturday inclusive, with a maximum stay period of two hours.
- 17) To convert the existing Disc Parking Bay on the north-eastern side of Balgores Crescent to a Pay & Display parking bay operational from 8.00am to 5.00pm Monday to Saturday inclusive, with a maximum stay period of two hours. (This will provide further free parking for the residents of the maisonettes fronting this area in the early evening, encourage parental usage when dropping off and picking up children attending Gidea Park College and provide a more convenient parking facility for users of local retailers and banks).
- 18) To extend the existing residents parking scheme for the GP1 area to the common boundary of nos. 36 and 38 and to introduce a Resident Parking bays directly in front of nos. 31, 34 and 36. To implement 'At any time' waiting restrictions on the approach and exits of the central island area, and to extend the associated waiting restrictions throughout the remainder of the road.

Point for Noting:

A wider area review

Romford Town Ward Members were consulted on a more extensive review of the zone in the area of the Reptons and Tudors. Residents in this area have been informally consulted on the parking situation in their roads and Ward Members are considering a way forward with a view to reporting back to this Committee, as soon as possible.

Consultation

612 letters with attached plans of the proposals were delivered to residents and businesses in the main review and at the close of public consultation there were 45 responses received to the proposals, a 7.4% response rate.

The responses received commenting on specific roads are as follows:-

Cranbrook Drive/ Eyre Close	12
Crossways	9
Wallenger Avenue	9
Squirrels Heath Avenue	7
Balgores Lane	6
The Head Teacher of St Mary's Hare Park School	1
Gidea Park and District Civic Society	1

Head Teacher of St Mary's Hare Park School

The response from the Head Teacher of St Mary's Hare Park School outlines that representatives of the school have been campaigning for the restrictions to be changed in Pemberton Avenue and Hall Road for a long time. It is felt that now the council are proposing to change the hours of operation of the restriction in some roads to 12:00pm to 1:00pm Monday to Friday, that the restrictions should also be changed in Pemberton Avenue and Hall Road.

Staff comments

In respect of the request from the Head Teacher of St Mary's Hare Park School, to change the restrictions around the school to 12.00am to 1.00am, this may well help parents to avoid receiving parking fines while dropping off and collecting children from school, but such changes may cause more problems to residents at peak school times.

Gidea Park and District Civic Society

The response from the Gidea Park and District Civic Society outlines a request that the required lining work for the scheme be marked in the narrower gauge environmental lining; that the Committee reconsider making the free parking bay on the southern side of Balgores Crescent a Pay and Display parking facility; that the free parking bays in Repton Avenue, Stanley Avenue and Woodfield Drive, at their junctions Balgores Lane, are restricted to prevent long term non-residential parking.

Staff comments

In respect of the request from the Gidea Park and District Civic Society, it is proposed to use the narrower gauge lining in the roads within the conservation area.

With regard to the request for a reconsideration of the conversion of the free parking bays on the southern side of Balgores Crescent to a Pay and Display facility, it is considered that the free parking bays should remain as they are mainly used by residents of the area. With regard to the free parking bays in Repton Avenue, Stanley Avenue and Woodfield Drive, at their junctions Balgores Lane, it is considered that some form of time limited restriction could be installed to prevent long term non-residential parking.

The introduction of residents parking in these areas would lead to the difficulty of deciding which residents would have an entitlement to permits.

Balgores Lane area

All the responses from the Balgores Lane area outline requests to introduce parking restrictions or Residents Parking in the free parking bays in Repton Avenue, Stanley Avenue and Woodfield Drive, adjacent to their junctions with Balgores Lane. The measures are aimed to prevent long term commuter parking that is currently taking place in the area.

Staff comments

It is considered that some form of time limited restriction could be installed in the vicinity of the free parking bays in the aforementioned streets in order to prevent long term non-residential parking.

The introduction of residents parking in these areas would lead to the difficulty of deciding which residents would have an entitlement to permits.

Squirrels Heath Avenue

The responses from Squirrels Heath Avenue are outlined as follows:

1 respondent outlined their support for the proposals. A second respondent outlined that no provision had been made for those residents that hold blue badges.

A third respondent requested the introduction of parking bays outside and opposite their property, where double yellow lines have been proposed.

A fourth respondent stated that they felt that the proposals would permit more parking and act to further restrict access to their property. The respondent felt that residents parking should be considered.

A fifth respondent stated that they supported the proposals in principle but had problems with vehicles obstructing their driveway. The respondent requested that the proposed double yellow lines at the junction of Squirrels Heath Avenue and Balgore Crescent be extended across their driveway to prevent obstructions.

A sixth respondent stated that the proposed changes to the 8:00am to 10:00am restrictions and the extension of the 'At any time' restrictions would have an adverse impact on visitors. The respondent felt that the proposals would leave no other option but the purchase of parking permits.

A seventh respondent argued that the proposed Pay and display bays on Balgore Crescent would displace parking into Squirrels Heath Avenue. The respondent questioned the benefits of the changes to the current restrictions to 12:00pm to 1:00pm. The respondent stated that the introduction of the parking scheme in Balgore Square had led to parking being displaced into Squirrels Heath Avenue.

Staff comments

There have been no dedicated disabled parking facilities designed into the scheme as many of the proposed restrictions in the area are for less than one hour duration and disabled badge holders can park on waiting restrictions for up to 3 hours.

The areas where the double yellow lines are proposed are areas where it is considered that parking should not take place and therefore parking provisions would not be installed in these areas.

The proposed 12:00am to 1:00pm restrictions would allow parking at peak school times however, they limit later commuter parking. Residents parking could be considered for any part of the road within the review area however, this would have a significant impact on the area as additional signing and lining would be required for the scheme.

In respect of extending any of the proposed restrictions within the scheme, this could be done but the changes would need to be publicly advertised and consulted on.

In respect of changing the Disc parking bays to Pay and Display parking bays, it is considered that this change will make the bays more attractive for all to use and limit displaced parking.

Cranbrook Drive and Eyre Close

The responses from Cranbrook Drive and Eyre Close are outlined as follows:

There were 7 responses received outlining concerns over displaced parking and suggesting that an 12.00pm to 1.00pm restriction be implemented in both roads, as had been proposed in other roads in the vicinity.

Two respondents suggested that either a 12.00pm to 1.00pm restriction be implemented in the two roads or provision for residents parking be introduced.

One respondent stated that there should be no changes to the restrictions currently in place, but did feel that the introduction of more restrictions on one side of Cranbrook Drive would alleviate potential future problems.

One respondent objected to the introduction of a 12.00pm to 1.00pm restriction, but was in favour of a residents parking scheme.

One respondent stated that they feel that the Disc bays and Free bays in Balgores Crescent worked well. The respondent felt that the proposals would limit the problems in Squirrels Heath Avenue to school time. The respondent did not feel that there were any problems along Hare Hall Lane or Balgores Square. The respondent stated that in Crossways consideration should be given to making one side of the road 'no waiting' while implementing the restrictions as proposed along the other side of the road. The respondent suggested that 'At any time' waiting restrictions should be installed on the bend outside nos. 95 – 97 and that the provisions to the rear of the station should be reconsidered. The respondent went on to suggest that:

- a. In Wallenger Avenue approval is given to the implementation of 'At any time' restrictions with further 'At any time' restrictions introduced on the bend fronting no.45.
- b. In Cranbrook Drive and Eyre Close approval is given to the implementation of a 12.00pm to 1.00pm restriction.
- c. In Compton the proposals are implemented, but noted that there were problems with railway staff.

The respondent also suggested that there were problems in Hall Road; and that the proposals would open up the roads and that traffic calming would need to be considered.

Staff comments

The majority of responses from this area seem to favour the option of changing the restrictions in the roads to fall in line with the proposed 12.00pm to 1.00pm restriction in other roads in the area. A minority of respondents favoured the introduction of a residents permit scheme.

Crossways

The responses from Crossways are outlined as follows:

1 respondent, being a resident whose property is situated on the bend in Crossways, raised concerns over the level of obstructive commuter parking taking place at the location and requested the implementation of an 'At any time' restriction fronting No.93 up to the taxi rank at the rear of the station.

A second respondent, being a resident with limited off street parking considers that the proposed 12.00pm to 1.00pm restriction would create more problems for residents and it would be preferable to leave the existing restrictions in place. The respondent made a reference to the restrictions placed on residents through the provision of further off street off-street parking, due to the Gidea Park conservation area.

A third respondent gave their support for the introduction of pay & display bays in the road but felt that residents who required parking outside their homes should be given residents permits.

A fourth respondent felt that the proposals would address the problem but would prefer a resident parking scheme. The respondent questioned the level of general support for such a scheme.

A fifth respondent, being a resident living opposite the junction of Wallenger Avenue objected to the proposed 8.00am to 6.30am Monday to Saturday restrictions and requested the implementation of a 12.00 to 1.00 restrictions.

A sixth respondent suggested that the proposed all day restrictions in crossways would displace later commuter parking further up the road and suggest a 8.30am to 9.30am and 5.00pm to 6.00pm restriction to prevent such commuters.

A seventh respondent objected to the proposals on the basis that the residents had not been properly consulted. The respondent stated that the implementation of the proposals would devalue their property through the loss of its amenity value; and requested compensation for the loss of any value. The resident also raised concerns of the road being turned into a racetrack should the proposals lead to the removal of all parked vehicles from the road. In order to slow traffic along the road the respondent suggested the construction of chicanes.

An eighth respondent stated that they were satisfied that the council was looking into parking in the area because of the existing parking problems. The respondent stated that they felt that the proposed all day restrictions would limit parking provision for residents and visitors and increase the speed of traffic. The respondent suggested staggered restrictions or road humps.

A ninth respondent suggested that the proposed restrictions should operate from 12.00pm to 2.00pm which would give a greater chance of eradicating the parking problems. The respondent also raised concerns that the proposed all day restrictions would displace parking further up Crossways. The respondent

questioned whether the proposed 12.00 to 1.00 restrictions could not operate on Saturday.

Staff comments

Further parking restrictions could be installed to include Sundays to the rear of the station and on the outer circumference of the bend in crossways, but this would further displace parking along Crossways and into Balgores Square.

In respect of residents being given free parking permits, all residents in the borough are charged for such a provision. A wider residents parking scheme could be considered for the area, although would need to be taken as to whether residents have enough off-street parking for their requirements. Such a scheme would have more of a visual impact on the area with further signage lining required.

Generally speaking 8.00am to 6.30am Monday to Saturday restrictions are implemented in areas where parking has an active effect on traffic flow. It is considered that a 12.00pm to 1.00pm waiting restrictions would go a long way to reducing parking by the later commuter.

In respect of the consultation, residents were sent provisional questionnaires, the responses of which were considered by Committee prior to these proposals being designed and formally advertised. Comments to the formal advertisement of the proposals will be considered by this Committee in this report. In respect of the proposed 12.00pm to 1.00pm waiting restrictions operating Saturday and Sunday, this could be considered, but such a proposal would have to be re-advertised.

There are planning restrictions on residents providing further off-street parking within the Gidea Park conservation area. Currently, there are no proposals to introduce traffic calming in any of the roads within these proposals.

Wallenger Avenue

The responses from Wallenger Avenue are outlined as follows:

1 respondent stated that the problems are with commuters parking in Crossways; that the busy time in Wallenger Avenue is between 8.00am and 9.30 pm; that they cannot see why the proposed 8.00am to 6.30 pm restrictions are necessary. The respondent stated that the proposals would likely cause problems to residents and visitors. The respondent suggested that the restrictions are operational up to 11.00am and that the free parking bays are removed to deter commuters. The respondent stated that no consideration had been given to the effect on property values. Concerns were also over road works requiring traffic to be rerouted in the area. The respondent felt that a width restriction should be installed to prevent larger vehicles using the road. The respondent questioned where builders and tradesmen would be in the road and stated that increased traffic

flow could pose dangers to school children. The respondent questioned whether the interests of residents were being taken into account.

A second respondent stated that they felt the existing 8.00am to 10.00am restriction had worked well for 18 years and that it is only when there are road works in the area that there are problems caused. The respondent questioned why the 10 houses being penalised in this area should not have the proposed 12.00pm to 1.00pm restrictions or residents parking. The respondent felt that the proposed 8.00am to 6.30pm Monday to Saturday restrictions are unnecessary and that the implementation of a restriction to 11.00am would stop commuters. The respondent did not consider there to be any problems on Saturdays caused by commuter parking; the school run or with traffic flow. The respondent suggested that the proposals at the end of Wallenger Avenue to keep the free parking bay and prevent parking opposite would sort out the problems in the area. The respondent raised concerns over the impact on property values and taking away the ability of residents to park outside their properties. It was felt that the Council should look at ways of stopping commuters in Crossways and roads near the station without causing problems to residents. The respondent requested that the proposals be reconsidered.

A further two respondents refer to the aforementioned response and request that the comments of the second respondent be taken into account.

Another respondent stated that they were completely against the proposals to introduce 8.00am to 6.30pm Monday to Saturday restrictions outside their property, which they felt, would cause considerable inconvenience for visitors. The respondent cited that the only problem to traffic flow was caused by diverted traffic resulting from road works and raised concerns over the affect on property values. The respondent suggested that the current 8.00am to 10.00am restriction should remain; or alternatively the restriction could be extended to 11.00am; or alternatively a 12.00pm to 1.00pm restriction could be implemented; or alternatively residents parking scheme operating Monday to Friday could be implemented. The respondent stated that the proposed all day restrictions on Saturday were unacceptable.

Another respondent, being a resident residing on the apex of the bend in Wallenger Avenue, disagreed with the proposed 'At any time' restrictions. The respondent felt that the existing 8.00am to 10.00am restrictions work to prevent commuters, while still allowing visitors to park in the road. The respondent outlined that none of the residents, friends or neighbours are in favour of the proposals and asked the Council to reconsider the scheme.

Another respondent gave their support for the proposals at the junction of Wallenger and Crossways, but disagreed with the proposed 12.00pm to 1.00pm restrictions, because it would affect visitors. The respondent suggested that an 8.00am to 11.00am restriction could work or alternatively a free residents parking scheme to operate 12.00pm to 1.00pm.

Another respondent suggested that the proposed 12.00pm to 1.00pm restrictions would displace parking after 10.00am to the area of the bend at the junction of

Wallenger and Castellan and make accidents more likely. The respondent suggested that the proposed 12.00pm to 1.00pm restriction be extended past the junction of Castellan Avenue and Severn Drive, which would keep the bend clear and free from accidents.

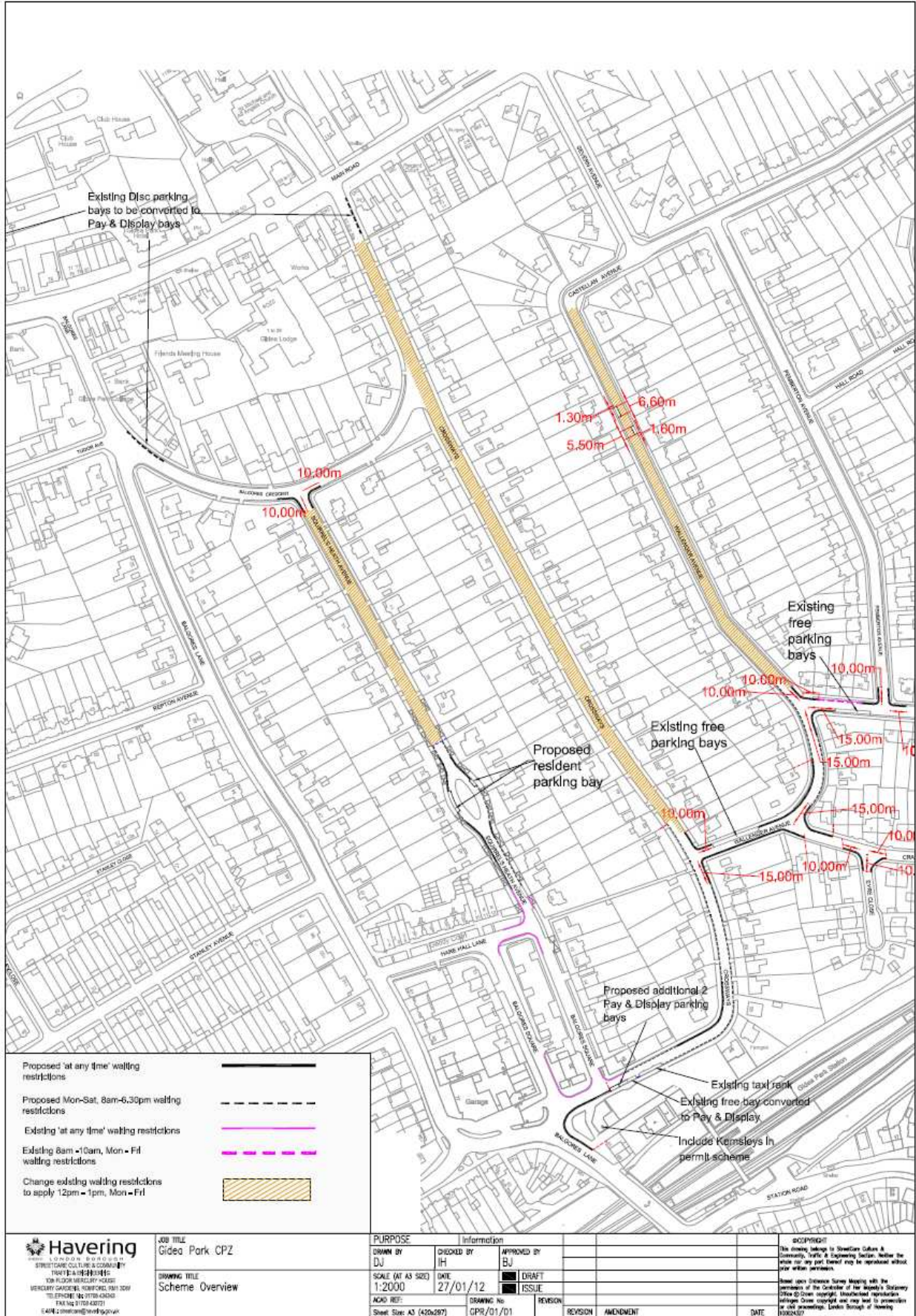
Another respondent stated that many roads in the area have suffered from commuter parking and being used as 'rut-runs'. It was felt that the proposals would make a huge difference to the roads behind the station. It is also felt that the proposed 12.00pm to 1.00pm restriction should also apply on Saturday's, due to Saturday commuters.

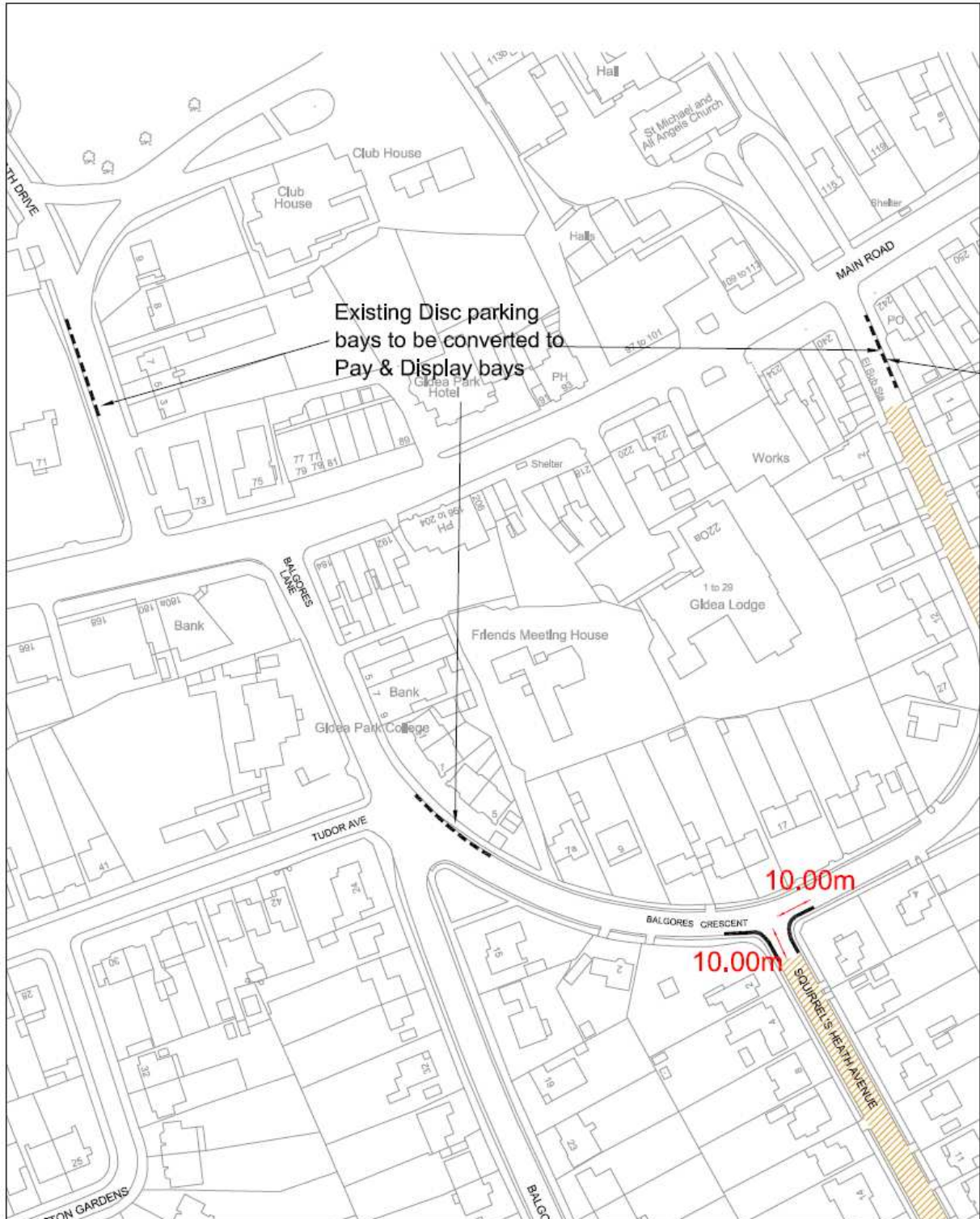
Staff Comments

Recently, there have been a lot of road works in the Gidea Park area and the level of through traffic in this road has increased. While it is perceived that there may only be problems with traffic in Wallenger Avenue at peak times, the introduction of later restrictions in roads close to or adjoining Wallenger Avenue, could potentially displace parking into the section of Wallenger Avenue between Cranbrook Drive and Compton Avenue, where the all day restrictions are proposed.

The majority of the respondents felt that the restrictions proposed were unnecessary and too restrictive; having a particular affect on visitors. Changing the proposed all day restriction to the 12.00pm to 1.00pm would deal with possible displaced parking from other roads within the scheme, but would still enable residents to park in the road at peak flow times. This could potentially cause problems with traffic flow.

In respect of the extending the proposed 12.00pm to 1.00pm restrictions into Castellan Avenue, this could also be considered. However, the area of the bend would become unrestricted at the morning peak school times, which may encourage school related parking and would be contrary to the wishes of residents.





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DRAWING TITLE Gidea Park Crossways, Heath Drv & Balgores C		APPROVED BY AW			
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GIDEA PARK CPZ/PARKING REVIEW RESULTS OF PUBLIC CONSULTATION									
Area	No of properties consulted	No. of Individual Responses received	% Return	For	Against	Petition		Would like to see changes/additions to the proposals including those within the petition	
						For	Against	Yes	No
Chalforde Gardens area	86	4	4.7	0	4	0	22	26	
Station Road area	64	2	3.1	1	1			1	1
Durham Ave/ Elvet Ave area	314	5	1.6	5	0			5	0
Edward Close	46	6	13	5	1			4	2
Main Area	612	45	7.4	23	22			44	
Totals	1122	62	5.5	34	28	0	22	80	3



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