

HIGHWAYS ADVISORY COMMITTEE SUPPLEMENTARY AGENDA

16 October 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 CRANBROOK DRIVE / EYRE CLOSE PROPOSED WAITING RESTRICTIONS -
COMMENTS TO ADVERTISED PROPOSALS (Pages 1 - 8)**

Report to follow if available

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

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HIGHWAYS ADVISORY COMMITTEE

16 October 2012

REPORT

Subject Heading:

**CRANBROOK DRIVE / EYRE CLOSE
PROPOSED WAITING RESTRICTIONS -
comments to advertised proposals**

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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 changes to then existing waiting restrictions, Cranbrook Drive and Eyre Close, to apply between Noon and 1.00pm Monday to Friday inclusive and recommends a further course of action.

RECOMMENDATIONS

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

- 1 That the proposals to change the existing 8.00am to 10.00am Monday to Friday waiting restrictions in Cranbrook Drive and Eyre Close to apply between Noon and 1.00pm Monday to Friday inclusive, be implemented as advertised and the effects of implementation be monitored;

REPORT DETAIL

1.0 Background

- 1.1. At its meeting of 15th May 2012, this Committee considered a report outlining the responses received to a number of advertised changes to parking restrictions in and around the Gidea Park Controlled Parking Zone.
- 1.2. At this meeting, the Committee agreed, as a result of the aforementioned consultations, that further proposals should be advertised to change the existing 8.00am to 10.00am Monday to Friday waiting restrictions in Cranbrook Drive and Eyre Close, to apply from Noon to 1.00pm Monday to Friday. This is to fall in line with changes that had been previously agreed in Crossways and Wallenger Avenue.
- 1.3. These proposals were subsequently designed and publicly advertised. A copy of the plan outlining then proposals is appended to this report as Appendix A. All those perceived to be effected by the proposals were advised of them by a letter and copy of the plan appended to this report. Site notices were also placed in both roads.
- 1.4. This report looks at the responses received to the advertised proposals, which are summarised below and along with staff comments, recommends a further course of action.

2.0 Consultation

- 2.1 39 letters with attached plans of the proposals were delivered to residents in Cranbrook Driven and Eyre Close. At the close of public consultation there were 6 responses received to the proposals, a 15.38% response rate. The responses are summarised in Appendix B.

3.0 Staff Comments

- 3.1 There was a relatively low response to the consultation with two residents outlining their support for the proposals, three residents raising objection and one residents supporting the restricted times, but favouring a residents parking provision. If the proposals are implemented as advertised, they will be in keeping with the recent changes to the Zone and will also be in line with further proposals for a review of the area around Pemberton Avenue.
- 3.2 Officers considered carefully each of the consultation responses and have tried to minimise, if not eliminate, the potential negative impact arising from these proposals, in terms of improving accessibility, safety and convenience for local residents and businesses.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1,500 including advertising costs.

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:

None

Equalities implications and risks:

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited

to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

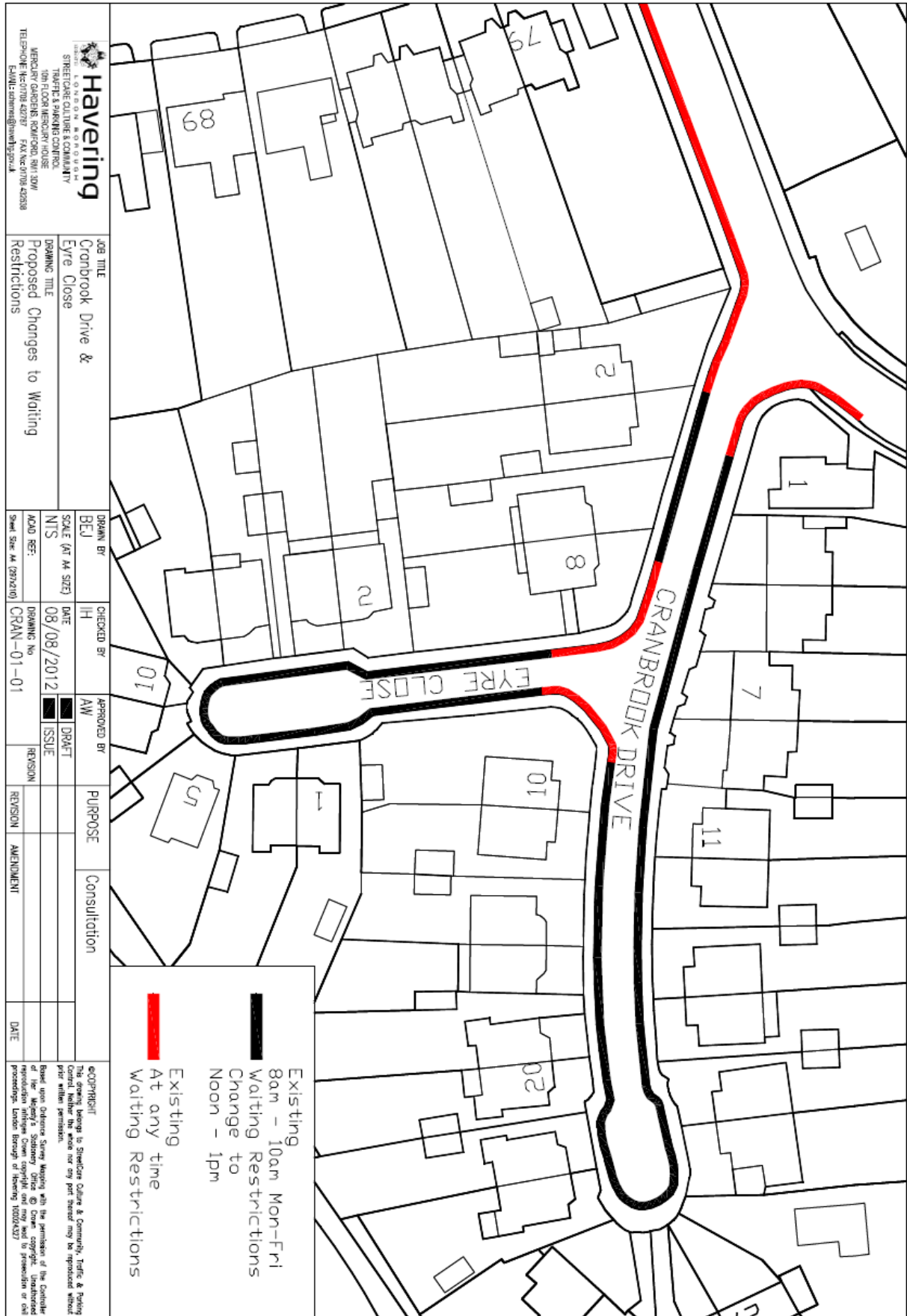
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others.

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

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: CRAN-01-01



Cranbrook Drive/ Eyre Close - Plan No. CRAN-01-01

The proposals are to change all of the existing 8.00am to 10.00am Monday to Friday waiting restrictions in both Cranbrook Drive and Eyre Close to apply between Noon and 1.00pm Monday to Friday inclusive.

Consultation

39 letters with attached plans of the proposals were delivered to residents in Cranbrook Driven and Eyre Close. At the close of public consultation there were 6 responses received to the proposals, a 15.38% response rate. The responses are summarised below.

Summary of responses

Response 1

From a resident of Cranbrook Drive, who confirms their full support for the proposed changes in Cranbrook Drive from 8.00am-10.00am to 12 Noon to 1.00pm. They also report that the road has been inundated with all-day commuter parking since recent change to parking restrictions in surrounding roads.

Staff comments

None.

Response 2

From a resident of Cranbrook Drive who opposes the proposed change of the waiting restrictions from 8.00am-10.00am to Noon to 1.00pm Monday to Friday, on the basis that it will be very difficult to receive visiting friends and family and others, like the cleaner. They ask where they can park their car as my neighbour wishes to keep the shared driveway clear.

Staff comments

Servicing the property could be carried out before and after the restricted period, which although has been pushed to back to the early afternoon, the restricted period has been reduced from two hours to one hour.

Response 3

From a resident of Cranbrook Drive, who outlines that they have been consulted three times in as many years regarding the Gidea Park proposals. They consider that the implementation of the scheme to Crossways and Wallenger has made a welcome difference to those roads. However, by the changes being implemented in adjoining roads, it is reported that Cranbrook and Eyre are now blighted by commuter parking.

The resident advises that since the scheme is in place in Wallenger and Crossways it is clearly apparent that the time restrictions are of no relevance, as apart from the double yellow line areas, the roads are still congested after the restricted times. It is suggested that this is because Gidea Park serves to Stratford and people shop at Westfield and park

in these surrounding areas, which are a four minute stroll from the station and this is not only during the week but weekends too.

Whilst they are in favour of the Noon to 1.00pm restriction, they feel this is now only a sticking plaster solution and the Council should consider a residents only parking scheme like the Romford Controlled parking Zone (Sector 1) which is further away from Gidea Park and Romford Station than Cranbrook Drive and Eyre Close.

They suggest that by installing the scheme in Wallenger and Crossways in isolation, the Council has effectively blighted Cranbrook Drive and Eyre Close by pushing the parking problems onto these roads. They report that the roads have now been visually and noise polluted, by the constant driving up and down of people looking to park.

Staff comments

From the response of this resident it would seem to outline that the implemented changes in adjoining roads have improved the parking situation in those roads. However, there has been a displacement of vehicles from other roads, being parking in Cranbrook Drive and Eyre Close. There also seems to be a suggestion that there is still a level of commuter parking taking place in the afternoons and at weekends, mainly for Westfield. While the resident is in favour of the Noon to 1.00pm proposals they would like a residents parking scheme, such as operates in other areas of the Zone.

Response 4

From a resident of Cranbrook Drive, who feels that most the residents will be delighted with the proposed changes of the waiting restrictions from 8.00am-10.00am to 12 Noon to 1.00pm Monday to Friday. They also thank the Council for the changes that are being made around Gidea Park Station, as they felt that the situation was it is becoming quite dangerous.

Staff comments

None

Response 5

From a resident of Cranbrook Drive, who would like to object to the proposals, as they feel that the proposed Noon to 1.00pm restrictions will restrict the residents more than the existing ones. Since living at the property they have had a vehicle crossover application turned down, so they nor there visitors can actually park outside our house and give us the extra space when we need it. The new proposed times mean that people would not be able to visit during lunch times, as they can't park outside or if someone drove over and they were going out for the day in another persons car, they can't leave the car outside the property.

The resident strongly feels that these restrictions have the same effect as an all day restriction, which is not something that seems fair to residents of the street. If they are implemented then to compensate so it's fair they suggest that each household be issued with one permit per house, so that if needed owners have the right to still park outside their own property.

Staff comments

The proposals will affect any form of parking that takes place around the lunch time period and are designed to fit in to recent changes in the area. While the resident seems to object to the proposals, as they stand, it seems that they would be happy with a residents permit.

Response 6

From a resident of Eyre Close, who outlines that the road is a tiny 9-home turning with no traffic problems whatsoever. They consider that the existing parking restrictions that apply from 8.00am to 10.00am on weekday mornings are perfectly adequate to keep the road clear of commuters, while allowing workmen and visitors to park outside the properties from 10.01am, as and when required. They feel that there is an added disadvantage that if they go away for the weekend they would not be able to leave until after 1.00pm, where as now they can go at 10.00am. They advise that they have lived at this address since 1977 and have never, in all that time, wanted the restrictions altered in any way. They feel that the existing restrictions are fit for purpose and request that the Council does not change them.

Staff comments

If the proposed changes to parking restrictions are only implemented in Cranbrook Drive, the later long term parking will be further displaced into Eyre Close.