



HIGHWAYS ADVISORY COMMITTEE

12 August 2014

REPORT

Subject Heading:

TPC397 – Gidea Avenue and Gidea Close – Proposed Conversion of Free Parking Bays to time limited parking bays – 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 checked="" 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 to convert the existing Free Parking bays in Gidea Avenue and Gidea Close, to time limited Free parking bays, which were agreed in principal by this Committee at its meeting in February 2014 and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for Environment** that:

- a. That the proposals to restrict the existing Free parking bays in Gidea Avenue and Gidea Close to time limited free parking bays operational between 8.00 a.m. and 6.30 p.m. on Mondays to Fridays inclusive, where vehicles may wait free of charge for a maximum period of 4 hours and where return to that same parking bay would be prohibited for 1 hour, be implemented as advertised and shown on the attached plan.
- b. The effect of the scheme be monitored.
- c. Members note that the estimated cost of this scheme as set out in this report is £1000 and can be funded from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background and outcome to Public Consultation

- 1.1 Following a request from the committee of The Gidea Park Lawn Tennis Club via a Ward Councillor, Officers presented this item to the Highways Advisory Committee at its meeting on the 18th February 2014. Proposals were agreed in principal to design and consult on the proposals to convert the existing free parking bays in Gidea Avenue and Gidea Close to time limited free parking bays operational between 8.00 a.m. and 6.30 p.m. on Mondays to Fridays inclusive, where vehicles may wait free of charge for a maximum period of 4 hours and where return to that same parking bay would be prohibited for 1 hour.
 - 1.2 The proposals were subsequently designed and publicly advertised. The plan is appended to this report as **Appendix A**.
 - 1.3 On 2nd May April 2014 residents who were perceived to be affected by the proposals, were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
 - 1.4 By the close of the consultation on the 23rd May 2014 five responses were received to the proposals, three generally in favour of the advertised proposals and two against.
- 2.0 Responses received

- 2.1 The first response was from a resident of Loughton, who works in Romford and claims that public transport is terrible from Loughton to Romford, forcing them to drive. They do not see any reasons for the changes as residents have large driveways and members of the Tennis Club can park after 10am. They ask the council to reconsider the proposals.
- 2.2 The second response was from a local resident, who although in favour of the scheme stated that they had care of a disabled partner and did not have a driveway to their property. They would like some form of permit, as the existing restriction have proved problematic and the resident has no option but to use the currently unrestricted bays.
- 2.3 The third response was from another local resident who has resided in the area for a long time. The respondent raised complaints about the height of the site notice and occasional problems related to the tennis club in the summer. They consider that changes to the restrictions in Romford have now caused workers to park in the free bays and walk to work. It is felt that the proposals will frustrate residents and displace parking in to unrestricted areas and it is feared that commuters will park over resident's crossovers. The resident believes that the parking bay outside the tennis club could be better utilised and the bay outside the golf club in Heath Drive should be extended for local events and shoppers. They fear that these proposals are part of a plan to extend parking charges in Romford. They accuse the council of applying a discrimination policy in favour of some and making it impossible for commuters to park close to the station. They consider that consultation with the residents of the two roads on how to deal with the problem would be best.
- 2.4 The forth response was from a couple residing in Gidea Close. They confirmed their support for the proposals.
- 2.5 The fifth response was from another resident of Gidea Close confirming general support for the proposals. However, they feel that the double yellow lines need to be extended outside No.10 Gidea Close, as when vehicles are parked there any vehicles turning left from Gidea Avenue into Gidea Close have to pass on the opposite side of the road and vehicles coming down Gidea Close in the opposite direction from Parkway cannot see past the hedging of the tennis courts. They also feel the current arrangement at this location is an accident waiting to happen.

3.0 Staff Comments

- 3.1 In response to the first respondent's comments, these proposals are designed to prevent this type of long term commuter parking and although the majority of residents in the roads do have a lot of off street parking, the reduction in longer term parking in the bays will benefit the residents and the operation of the tennis club.
- 3.2 In respect of the second response the proposals to limit the maximum stay in the free parking bays will not affect residents holding a blue badge. It is expected that the proposals will limit long term parking and free up available

parking spaces which would also advantage blue badge holders, their carers and visitors.

- 3.3 In respect of the third response site notices are difficult to keep in place and there is always the potential that third parties will tamper or remove the notices. The recommended proposals are expected to have a positive effect on the parking provisions in the area. Any new parking restrictions have the potential to displace parking. The tennis club were fully consulted on the existing restrictions and on the current proposals, without response. Further changes to the parking bays in Heath Drive could be considered as a separate matter to this scheme. These proposals do not include a change to the use of the parking bays. Parking restrictions are a tool to manage the highway and its available space for the best use of the highway users and the boroughs residents.
- 3.4 In respect of the fifth response the existing double yellow lines at the junction of Gidea Avenue and Gidea Close extend for 15 metres on all arms of the junction.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Lead Member for Environment the implementation of the above scheme.

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1000 including advertising costs. This cost can be met from the 2014/2015 Minor Parking Schemes revenue 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.

Legal implications and risks:

Waiting restrictions require consultation and the advertisement of proposals before a decision can be taken on their introduction.

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:

The proposals included in the report have been publicly advertised and are subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

By the end of the consultation, five responses were received. Officers have responded to all issues that have been raised and stressed that the new system would improve access to parking and road safety for local residents. One response was related to a potential negative impact on disabled people living in the area. Officers confirmed that the proposed restrictions will not apply to blue badge holders and will free up parking spaces for carers and visitors. However, parking in the parking bays will be limited to a maximum stay of four hours

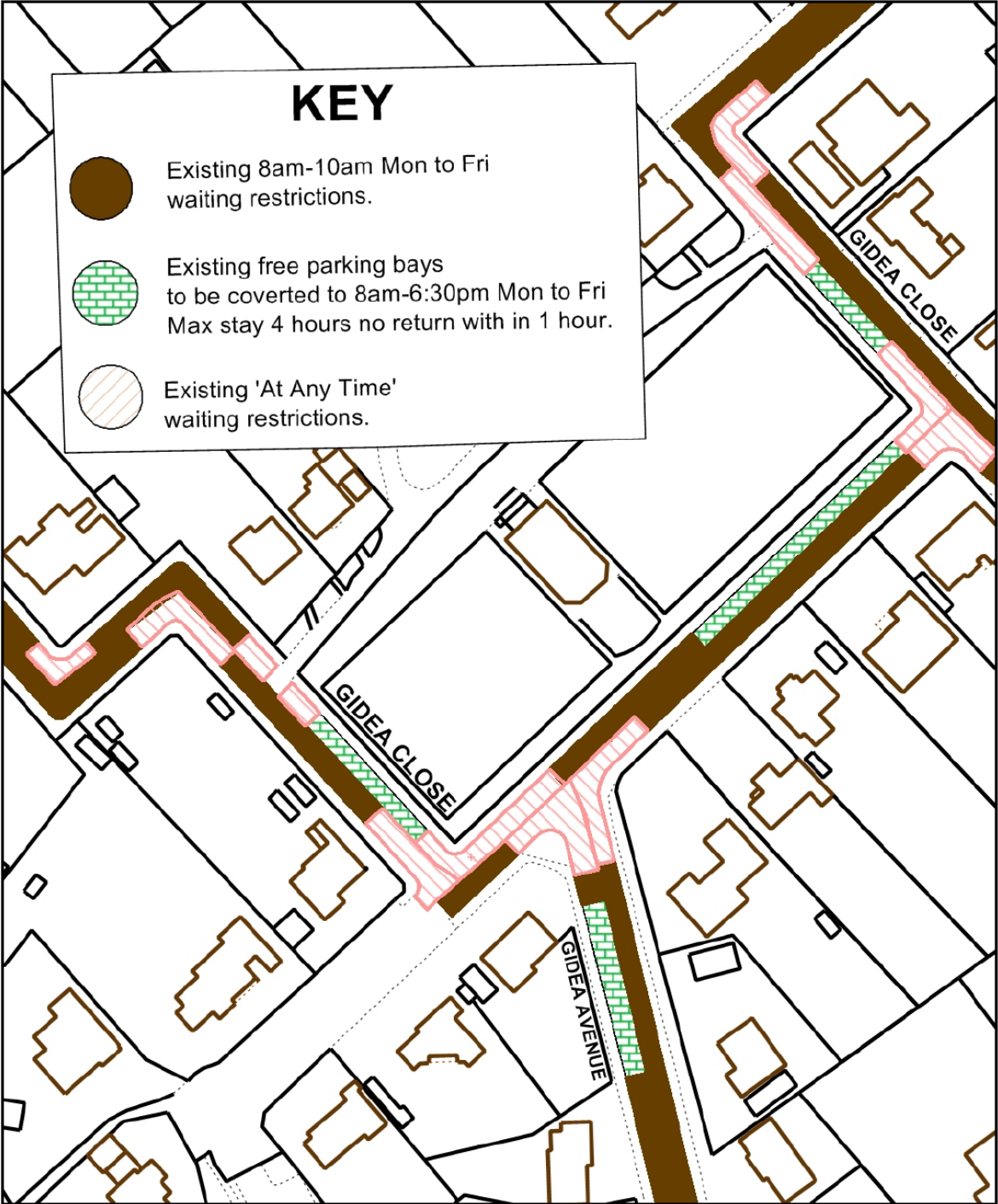
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly disabled people, residents living locally and local businesses. However, parking restrictions in residential areas are often installed to improve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






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

Staff will monitor the effects of these proposals and if it is considered that further changes are necessary, the issues will be reported back to the Committee and a further course of action can be agreed.

BACKGROUND PAPERS

Appendix A



<p>TPC397 Gidea Close & Gidea Avenue</p>	<p style="text-align: right;">N ↑</p>
<p>    </p>	<p> Scale: 1:1000 Date: 22 April 2014 </p> <p style="text-align: right;">0 5 10 15 metres</p> 
<p>  </p>	<p> London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01708 434343 </p> <p> © Crown copyright and database rights 2014 Ordnance Survey 100024327 </p>