

HIGHWAYS ADVISORY COMMITTEE

REPORT

10 February 2015

Subject Heading:

TPC394 – Court Avenue – inclusion in the HWE Sector of the Harold Wood Controlled Parking Zone - 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 informal and formal consultations of proposals to include Court Avenue in the Harold Wood Controlled Parking Zone (Sector HWE), which were agreed in principal by this Committee at its meeting in February 2014 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 the Environment** that the following measures, as set out in the report and shown on the drawings in **Appendix A**, to be implemented:
 - a) That the proposals to include Court Avenue into the Harold Wood Controlled Parking Zone (Sector HWE) be implemented as advertised;
 - b) The effect of the scheme be monitored.
2. That Members note that the estimated cost of this scheme as set out in this report, including advertising costs is £2,500 and can be funded from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 The original request for these proposals came from a Harold Wood Ward Councillor, following communications they had with local residents in Court Avenue. The residents were concerned that available parking spaces were being taken up by long term non-residential parking.
- 1.2 At its meeting in February 2014, this Committee approved in principle proposals to include Court Avenue in the existing Harold Wood Controlled Parking Zone (HWE) residents parking scheme.
- 1.3 The Committee requested that the Head of StreetCare proceed with an informal consultation, by way of questionnaire to gauge resident's views on the parking situation in the road, which would aid Officers to design appropriate proposals to deal with the parking issues.
- 1.4 On 30th June 2014, 48 letters and questionnaires were delivered to residents of the road, with a closing date of Friday 21st July 2014.
- 1.5 The results of the informal questionnaire are set out in the table appended to this report as **Appendix B**. After reviewing the data collected from the informal consultation, it was decided that formal proposals should be designed and advertised to include Court Avenue in the Harold Wood Controlled Parking Zone (Sector HWE) in which the residents parking provision operates Monday to Saturday, 08:30am to 06:30pm.

- 1.6 These proposals were designed and formally advertised on 31st October 2014, with the same 48 residents that were perceived to be affected by the proposals, being advised by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.7 This report outlines the results of both the informal consultation and the following formal consultation of the designed proposals and recommends a further course of action.

2.0 Proposed Scheme

- 2.1 The proposals are to include Court Avenue in the Harold Wood Controlled Parking Zone (Sector HWE) with the introduction of residents parking bays operational Monday to Saturday, 08:30am to 06:30pm inclusive, along with the associated waiting restrictions, which also operate at the same times.

3.0 Outcome of Public Consultation

- 3.1 Responses received to the informal questionnaire are set out in the table appended to this report as Appendix B.
- 3.2 Response received to the formal consultation along with Staff comments are set out in the table appended to this report as Appendix C.
- 3.3 Within the formal consultation, 48 letters were sent to residents of Court Avenue and 17 responses received, a 35% return.
- 3.4 From the 17 responses received, 6 respondents were in favour of the proposals, while 9 respondents were against the proposals. In the case of 2 responses it was difficult to ascertain if the comments were in support or against the proposals. It should also be noted that during the consultation period a vehicle cross over application was progressed for number 20 and number 16 Court Avenue. The work has now been ordered and paid for.
- 3.5 Summary of comments received to the formal consultation along with Staff comments are shown in table appended to this report as **Appendix C**.

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £2,500 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 subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted informally and formally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

By the end of the consultation there was only one equality issue raised in respect of accessibility for carers visiting a resident's property. Both residents that live at this address have requested for the proposed resident parking bay outside their property to be installed as a disabled persons parking bay. One resident is registered partially blind and the other is a wheel chair user. The respondent has been written to and has been advised of the criteria they must meet in order for them to qualify for a disabled persons parking bay. The proposals can be changed at the implementation stage to accommodate a disabled person parking bay that may need to be installed.

In addition to this, carers are entitled to apply for a Health & Home Care permit which will entitle them to park on a single yellow line/permit bay in order to carry out the necessary care for the individual.

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

Parents of children who attend Harold Court School and live in the area can use their permit. The Council is investigating the use of Pay and Display in order to allow parents who do not live within the zone to be able to drop off their children while not infringing on local residents.

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.

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 this Committee and a further course of action can be agreed.

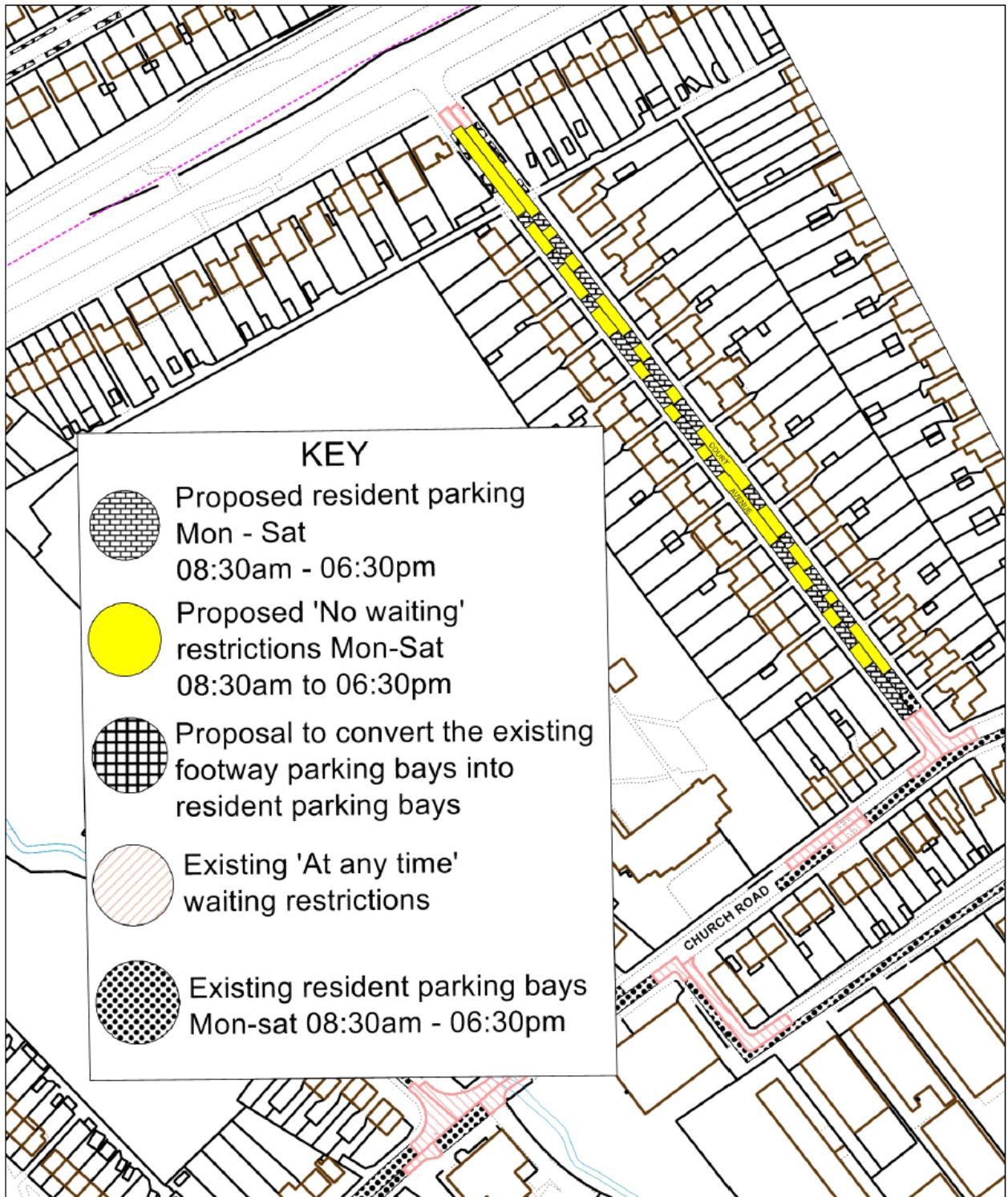
BACKGROUND PAPERS

Appendix A






Appendix B

Appendix C




Appendix A




KEY

- 
 Proposed resident parking
 Mon - Sat
 08:30am - 06:30pm
- 
 Proposed 'No waiting'
 restrictions Mon-Sat
 08:30am to 06:30pm
- 
 Proposal to convert the existing
 footway parking bays into
 resident parking bays
- 
 Existing 'At any time'
 waiting restrictions
- 
 Existing resident parking bays
 Mon-sat 08:30am - 06:30pm

TPC394 Court Avenue N
↑




Scale: 1:1200
Date: 08 January 2015
0 25 50 75 metres


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Ordnance Survey 100024327

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

COURT AVENUE PARKING REVIEW INFORMAL QUESTIONARE RESPONSES.

Road	No of properties consulted	No. of Individual Responses received	% Return	For	Against	Restriction Type		What hours of the day			Days of the Week	
						Res	WR	08:30am-06:30pm	10:30am-11:30am	Other*	Mon-Fri	Mon-Sat
Court Avenue	48	32	66.66%	27	5	17	15	19	13	0	22	10

Appendix C

	Respondent	Summary of Comments	Staff Comments
1	A Resident	<p>The resident is not in favour of the proposals. They do not want a resident parking bay outside their bungalow, as they have already got a dropped kerb, driveway and a garage. They would like to see more restrictions on the corner of the A12 and Court Avenue, as they feel it is very dangerous. They also mention that rubbish is thrown into Court Avenue from motorists travelling along the A12.</p>	<p>In respect of the resident's objection to the proposal, their comments have been noted and if they have a vehicle crossover to the property and off-street parking, the proposals should not have much of an affect.</p> <p>The junction of Court Avenue and the A12 is covered by a Red Route Clearway and double yellow lines, which extend into Court Avenue for some 20 metres.</p> <p>In respect of the issue regarding littering on the A12, if vehicle details and a witness statement were provided, then further enquires could be made.</p>
2	A Resident	<p>The resident does not state whether they are either in favour or against the proposals. They enquire whether it would be possible to make the proposed bay outside their property into disabled persons parking bay, rather than a resident permit parking bay. They often rely on home carer, as both residents have disabilities.</p>	<p>Staff have written to the resident outlining the criteria they must meet in order for them to qualify for a disabled persons parking bay.</p> <p>The proposals can be changed at the implementation stage to accommodate a disabled person parking bay that may need to be installed.</p> <p>Any carer is entitled to apply for a Health and Home Care permit which will allow the applicant to park on a single yellow line/permit bay in order to carry out the necessary care for the individual.</p>
3	Relative	<p>The respondent's sister, who lived in Hall Terrace, has just passed away and with the property being situated on the A12 (a red route) they will need</p>	<p>It is unlikely a permit scheme will be introduced during the time frame they need to visit the resident's property. However in these exceptionally circumstances, Traffic and Parking Control will try to accommodate the resident's relatives, when they need to visit the property.</p>

		to park at the top of Court Avenue to deal with the property over the coming months.	
4	A Resident	The resident is against the proposals and feels that a one hour Monday to Friday restriction is needed like the rest of the area, so that parents can drop children at the school.	The residents parking bays in this area of the zone operate 08:30am to 06:30pm Monday to Saturday. The resident parking provisions in this area of the Zone should all be kept in uniform with the other residents parking provisions in the sector. If parents of children attending Harold Court School live within the HWE sector of the Zone then they can still use their residents permit to park in Court Avenue. Alternatively, the council are drafting proposals to introduce Pay and Display parking facilities in Bates Road.
5	A Resident	Resident is in favour of the proposals	No comments
6	A Resident	This resident is in favour of the proposals and says that at the moment it is like living in a car park. Cars park in the road from 07:30am to 7:00pm at night. Cars also park in the road for weeks at a time without moving.	The proposals will deal with these issues
7	A Resident	This resident is in favour of the proposals, as Court Avenue has become a complete nightmare to live in. Non-residents park their vehicles in the road for days at a time without moving.	The proposals will deal with these issues
8	A Resident	This resident is in favour of part of the scheme. They feel that a 1 hour restriction Monday to Friday from 10:30am to 11:30am to match the Church Road restrictions would stop	The proposed restrictions are an extension of the existing (HWE) controlled parking zone. All of the permit bays in this area of the Harold Wood Zone operate all day Monday to Friday, with the exception of HWE, which operates Monday to Saturday. This deals with the problems specific to this area It is proposed to include Court Avenue in the HWE

		commuters parking in the road.	Section of the Zone.
9	A Resident	The resident is not in favour of the proposals, as the parking has become more difficult when restrictions were imposed in Church Road. The resident says the parking problems are caused by other residents, not by commuters and school parents. They also mention that if a yellow line is installed outside their property they will have to move their car on a daily basis.	<p>The resident comments regarding them not being in favour of the proposals are noted. However, if the problems in the road are being caused by other residents, then it is suggested that the proposals for the road should rationalise and improve the situation.</p> <p>In respect of them having to move their car, if they parked in one of the residents parking bays, with a valid permit, then they would not have to move the vehicle.</p>
10	A Resident	This resident is not in favour of the proposals and would prefer a one hour 10:30am to 11:30am Monday to Friday to match the area. This would have the effect of deterring commuters, vacationers and shoppers for long term parking but will still allow Harold Court School parents to legally park during school time.	<p>The proposed restrictions are an extension of the existing (HWE) controlled parking zone. All of the permit bays in the Harold Wood zone operate all day Monday to Friday with the exception of HWE which operates Monday to Saturday which deals with the problems specific to this area, Court Avenue is being included into this zone.</p> <p>If parents of children attending Harold Court School live within the HWE sector of the Zone then they can still use their residents permit to park in Court Avenue. Alternatively, the council are drafting proposals to introduce Pay and Display parking facilities in Bates Road.</p>
11	A Resident	This resident is not in favour of the proposals and would prefer a one hour parking restriction, as in Church Road, which is considered to be a better option. It is felt that part time restrictions would stop commuter parking,	A one hour waiting restriction would be more restrictive on residents than an all-day residents parking scheme, as they would not be able to park within the one hour restriction. With the residents parking scheme residents and visitors would be able to park with a valid permit.

		but would not have a detrimental impact and causing inconvenience to residents and their families.	
12	A relative of a resident	The daughter is writing on behalf of their elderly mother who relies on her to take her food shopping and to hospital appointments. Both the daughter and her mother are not in favour of the proposals. They feel that there is no point in them paying for a permit for when other family members visit, as other residents of Court Avenue would be able to use the proposed parking bay outside the property.	<p>The proposed resident parking bays will not be allocated to specific residents. Any resident/ visitor who displays a valid permit is able to park in a permit bay.</p> <p>Relatives of friends acting as carer to a resident in a residents parking zone, could apply for a Domestic Carer Permit to enable the applicant to park in the residents parking bays in order to carry out the necessary care for the individual.</p> <p>Alternatively should they not be entitled to a home care permit they are able to purchase visitor permits.</p>
13	A Resident	The resident is not in favour of the proposals and is requesting a yellow line 'No waiting' restriction Monday to Saturday 08:30am to 06:30pm.	Some residents do not have the facility for off street parking so the need to provide resident parking bays will be beneficial for residents and their visitors.
14	A Resident	The resident is in favour of part of the scheme as they feel the proposed restrictions do not give a fair assessment to the parking issues. They consider that a one hour restriction is enough. The resident also mentions her home carer will no longer to be able to park anywhere if the restrictions are 08:30am to 06:30pm.	<p>The proposed restrictions are an extension of the existing (HWE) controlled parking zone. All of the permit bays in the Harold Wood Zone operate all day Monday to Friday with the exception of HWE, which operates Monday to Saturday. This deals with the problems specific to this area.</p> <p>A carer is entitled to apply for a Health and Home Care permit which will allow the applicant to park on a single yellow line in order to carry out the necessary care for the individual.</p>

15	A Resident	The resident is in favour of the proposals as they can never park outside their property.	No comments
16	A Resident	The resident is against the proposals and is requesting for a one hour parking restriction between 10:30am to 11:30am.	The proposed restrictions are an extension of the existing (HWE) controlled parking zone. All of the permit bays in the Harold Wood Zone operate all day Monday to Friday with the exception of HWE, which operates Monday to Saturday. This deals with the problems specific to this area.
17	A Resident	This resident is against the proposals and feels that it's a shame that parents cannot park in the road to drop off children to school. They feel a one hour parking restriction would be better.	The proposed restrictions are an extension of the existing (HWE) controlled parking zone. All of the permit bays in the Harold Wood Zone operate all day Monday to Friday with the exception of HWE, which operates Monday to Saturday. This deals with the problems specific to this area. If parents of children attending Harold Court School live within the HWE sector of the Zone then they can still use their residents permit to park in Court Avenue. Alternatively, the council are drafting proposals to introduce pay and display parking facilities in Bates Road