



HIGHWAYS ADVISORY COMMITTEE

18 October 2011

REPORT

Subject Heading:

**PROPOSED WAITING RESTRICTIONS
APPLETON WAY/ DORRINGTON
GARDENS AREA
– 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 waiting restrictions for the Appleton Way/ Dorrington Gardens area, and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that all the proposals as outlined on plan no.APP/001 and as described in Appendix A, be implemented as advertised and their effects be monitored.

REPORT DETAIL

1.0 Background

- 1.1 At it's meeting on 22nd February 2011 the Committee, approved a request to consult on the proposals to introduce new parking restrictions on all the junctions and apexes of bends in the Appleton Way/ Dorrington Gardens area.
- 1.2 The proposals were subsequently designed and publicly advertised. This report outlines the responses received to the formal consultation of the proposals and along with staff comments, recommends a further course of action.
- 1.3 The schedules for the proposed restrictions are appended to this report as Appendix A
- 1.4 The summaries of responses received to the advertised proposals, along with staff comments are appended to this report as Appendix B
- 1.5 The photographs attached to the first response outlined in Appendix B are also appended to this report at Appendix C.

2.0 Staff comments

- 2.1 Of the five responses received, there were no specific objections to the outlined proposals, although there are concerns over the long term parking situation in the area outside what is proposed. As there have been no specific objections to the proposals, it is therefore considered they are generally well received and are needed. The effects of any new restrictions are normally monitored to ensure that further problems are not created.

IMPLICATIONS AND RISKS

Financial implications and risks:

The total estimated cost of up to £1,500 for implementing the proposals and shown on the attached plan can be met from the 2011/12 Minor Parking Schemes budget.

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.

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

BACKGROUND PAPERS

Drawings:

APP/001

Appendix A

Abbs Cross Gardens, the north, north-west, west sides, between a point 15 metres north of the northern kerb-line of Victor Approach and a point 5.00 metres west of the western building line of Nos. 4 and 10 Victor Walk.

Appleton Way

- (a) the south-west side, between a point 20 metres west of the western kerb-line of Station Lane and the common rear boundary of Nos. 2 and 4 Woodfield Way;
- (b) the south side, between a point 15 metres east of the eastern kerb-line of Victor Gardens and a point 10 metres west of the western kerb-line of Victor Gardens.

Bruce Avenue

- (a) both sides, between the eastern kerb-line of Sandown Avenue and a point 10 metres east of that kerb-line;
- (b) both sides, between the western kerb-line of Sandown Avenue and a point 10 metres west of that kerb-line.

Dorrington Gardens

- (a) both sides, between the eastern kerb-line of Sandown Avenue and a point 10 metres east of that kerb-line;
- (b) the north side, between the south-western kerb-line of Appleton Way and a point 10 metres west of the western kerb-line of Woodfield Way;
- (c) the south side, between the south-western kerb-line of Appleton Way and the eastern boundary of No. 30 Dorrington Gardens.

Sandown Avenue

- (a) both sides
 - (i) between the northern kerb-line of The Avenue and a point 10 metres north of that kerb-line;
 - (ii) between the southern kerb-line of Victor Gardens and a point 10 metres south of that kerb-line;
- (b) the east side
 - (i) between a point 10 metres south of the southern kerb-line of Bruce Avenue and a point 10 metres north of the northern kerb-line of Bruce Avenue;
 - (ii) between a point 10 metres south of the southern kerb-line of Dorrington Gardens and a point 10 metres north of the northern kerb-line of Dorrington Gardens;
- (c) the west side, between a point 10 metres south of the southern kerb-line of Bruce Avenue and a point 10 metres north of the northern kerb-line of Bruce Avenue.

The Avenue, the north side, between a point 10 metres east of the eastern kerb-line of Sandown Avenue and a point 10 metres west of the western kerb-line of Sandown Avenue.

Victor Approach, both sides, between the south-western kerb-line of Abbs Cross Gardens and a point 15 south-west of that kerb-line.

Victor Gardens

- (a) the west side, between the southern kerb-line of Appleton Way and a point 15 metres south of that kerb-line;
- (b) the east and north sides, between the southern kerb-line of Appleton Way and the common boundary of Nos. 30 and 32 Victor Gardens;
- (c) the south side
 - (i) between the western kerb-line of Woodfield Way and a point 10 metres west of that kerb-line;
 - (ii) between a point 10 metres east of the eastern kerb-line of Sandown Avenue and a point 10 metres west of the western kerb-line of Sandown Avenue.

Woodfield Way

- (a) both sides, between the northern kerb-line of Dorrington Gardens and a point 10 metres north of that kerb-line;
- (b) the west side, between the southern kerb-line of Victor Gardens and a point 10 metres south of that kerb-line.

Appendix B

<p>Resident of Victor Gardens</p>	<p>Resident considers that the parking in the area is dangerous</p> <p>Have had a number of occasions where they are unable to get around corners</p> <p>Concerned over emergency access</p> <p>Problems with access for refuse lorries</p> <p>Thought that vehicles should not park within 30 feet of a junction</p> <p>Have phoned the Police, but they informed that parking is a Streetcare issue.</p> <p>The resident has provided a number of photos showing the refuse lorry and another HGV experiencing difficulties negotiating junctions because of parked vehicles.</p>	<p>This has been confirmed by Streetcare and Biffa staff</p> <p>Vehicles should not park within 10 metres of a junction</p> <p>The Police can still enforce obstruction and dangerous position.</p> <p>Photos attached</p>
<p>Resident of Appleton Way</p>	<p>Although the resident firstly misinterpreted the proposals, they wrote again and confirmed their support for the proposals.</p>	
<p>Resident of Bruce Avenue</p>	<p>The proposals will improve the unsafe parking taking place on the corners.</p> <p>The proposals will not stop the regular 8:30am to 6:30pm commuters.</p> <p>The proposals will certainly improve the manoeuvring for service vehicles.</p>	<p>Proposals for further restrictions or residents parking were rejected by this Committee</p>

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<p>Resident of Woodfield Way</p>	<p>The resident agrees with the proposals and asks if the Council can protect their driveway with white lines.</p> <p>The resident already experiences problems with obstructive parking related to the pubs and restaurants and is fearful that the new proposals would make their situation worse.</p>	<p>The situation should be improved by the introduction of the proposed restrictions</p> <p>T bar markings are usually used only over multi-vehicle accesses</p>
<p>Resident of Sandown Avenue</p>	<p>The proposals for the bends at Bruce Avenue and Appleton Way will be much safer.</p> <p>The proposals do not deal with the parking situation in Sandown Avenue, double parking between their driveway and their neighbours, which make access and egress difficult.</p> <p>Vehicles parked partially over their driveway.</p> <p>The Dorrington Gardens car park is 70% empty</p> <p>Their disabled brother cannot visit Monday to Friday, as they cannot get close enough to the property.</p> <p>They feel that Sandown Avenue should have parking restrictions from 9:30am to 10:30 am or residents parking.</p> <p>There are long stay car parks for Hornchurch workers, why should residents visitors to have to park in the car parks. This is not right.</p>	<p>Proposals for further restrictions or residents parking were rejected by this Committee</p> <p>This can be dealt with by parking enforcement</p> <p>Realistically without a residents parking scheme or all day restrictions, this could always be a problem</p> <p>Proposals for further restrictions or residents parking were rejected by this Committee</p> <p>Staff are trying to encourage as many long term parkers back into the car park</p>





