



HIGHWAYS ADVISORY COMMITTEE

26 April 2016

Subject Heading:

**Lowshoe Lane Controlled Parking
Zone TPC744 – Results of informal
consultation**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

**Danny Cox
CPZ Engineer
Schemes@havering.gov.uk**

Policy context:

Traffic & Parking Control

Financial summary:

**The estimated cost of implementation
is £1000 and will be met by the 2016/17
Capital Budget for Minor Traffic and
Parking.**

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

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

SUMMARY

This report outlines the responses received to the informal parking consultation of the Lowshoe Lane Area controlled parking zone 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 Environment that;
 - a) The area identified on the drawing entitled Lowshoe Lane CPZ (reference: CPZ Option 3) contained in Appendix D be formally consulted for the introduction of a residents parking scheme and the introduction of pay and display parking in suitable locations.
 - b) Following the formal consultation a further report detailing the responses received be reported back to this Committee to agree a further course of action.
2. That it be noted that the estimated cost of this scheme is £1000 which will be funded from the 2016/17 Capital budget for Minor Traffic and Parking.

REPORT DETAIL

1.0 Background

- 1.1 This Committee agreed in principle to the proposals to introduce a controlled parking zone or waiting restrictions in Lowshoe Lane and the surrounding roads, following a petition from local residents and requests from Councillors regarding inconsiderate or obstructive parking in the area.
- 1.2 The proposal was put forward to install either a controlled parking zone or waiting restrictions with the intention to reduce the amount of non-residential parking and improve the accessibility of the carriageway.
- 1.3 A meeting was held with Ward Councillors on the 4th April 2016 during which agreement was reached on the; boundary for the proposed controlled parking zone (shown on the drawing in Appendix D); and the most suitable times of operation. These would form the basis of the consultation.

2.0 Results of public consultation

- 2.1 From the 222 letters sent out to the Area A, which consists of: Ash Close, Birds Farm, Colliers Row Lane, Hazell Crescent, Hood Walk, Hulse Avenue, Lowshoe Lane, Lynton Avenue, Melville Road, Moorland Close and Rodney Way as shown in Appendix A. 68 responses were received, a 30.6% return. Out of these responses the majority agreed that there was a problem with parking and were in favour of introducing parking restrictions.

- 2.2 From the 398 letters sent out to the Area B, which consists of: Argus Close, Clovelly Gardens, Elizabeth Close, Hood Walk, Hulse Avenue, Lowshoe Lane, Lynton Avenue, Nelson Close, Raider Close, Renown Close, Repulse Close, Rodney Way, Victory Way and White Hart Lane as shown in Appendix A. 61 responses were received, a 15.3% return. Out of these responses 37.7% agreed that there was a parking problem and 29.5% were in favour of a residents parking scheme, 62.3% disagreed that there was a parking problem in the area.
- 2.3 8 responses received did not give an address, 4 were in favour of the proposals and 4 against.
- 2.4 All of the responses are summarised, appended to this report as Appendix B

3.0 Staff Comments

- 3.1 From the responses received, it would seem clear that there are parking problems in the area being caused by vehicles from local businesses reducing the amount of available parking spaces for residents. Some of the longer term parking may also be related to the employees of the local shops and businesses.
- 3.2 It has been noted that there have also been parking and accessibility issues caused by the increased amount of traffic drawn to the area in the morning and afternoon due to parents picking up and dropping of children at St Patrick's Catholic Primary school, and at weekends whilst people visit Corpus Christi Catholic Church.

IMPLICATIONS AND RISKS

Financial implications and risks:

The cost of implementing the proposals as described above is estimated at £1000 and can be funded from the Capital budget for Minor Traffic and Parking.

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 a overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Related costs to the Permit Parking areas:

Resident & Business permits charges	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £200.00 each
Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)

Legal implications and risks:

Waiting restrictions and parking bays require public 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 and enforcement of Controlled Parking Zones is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, 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, children, young people and older people), this will assist the Council in meeting its duty under the act.

There will be some physical and visual impact from the required signing and lining works.

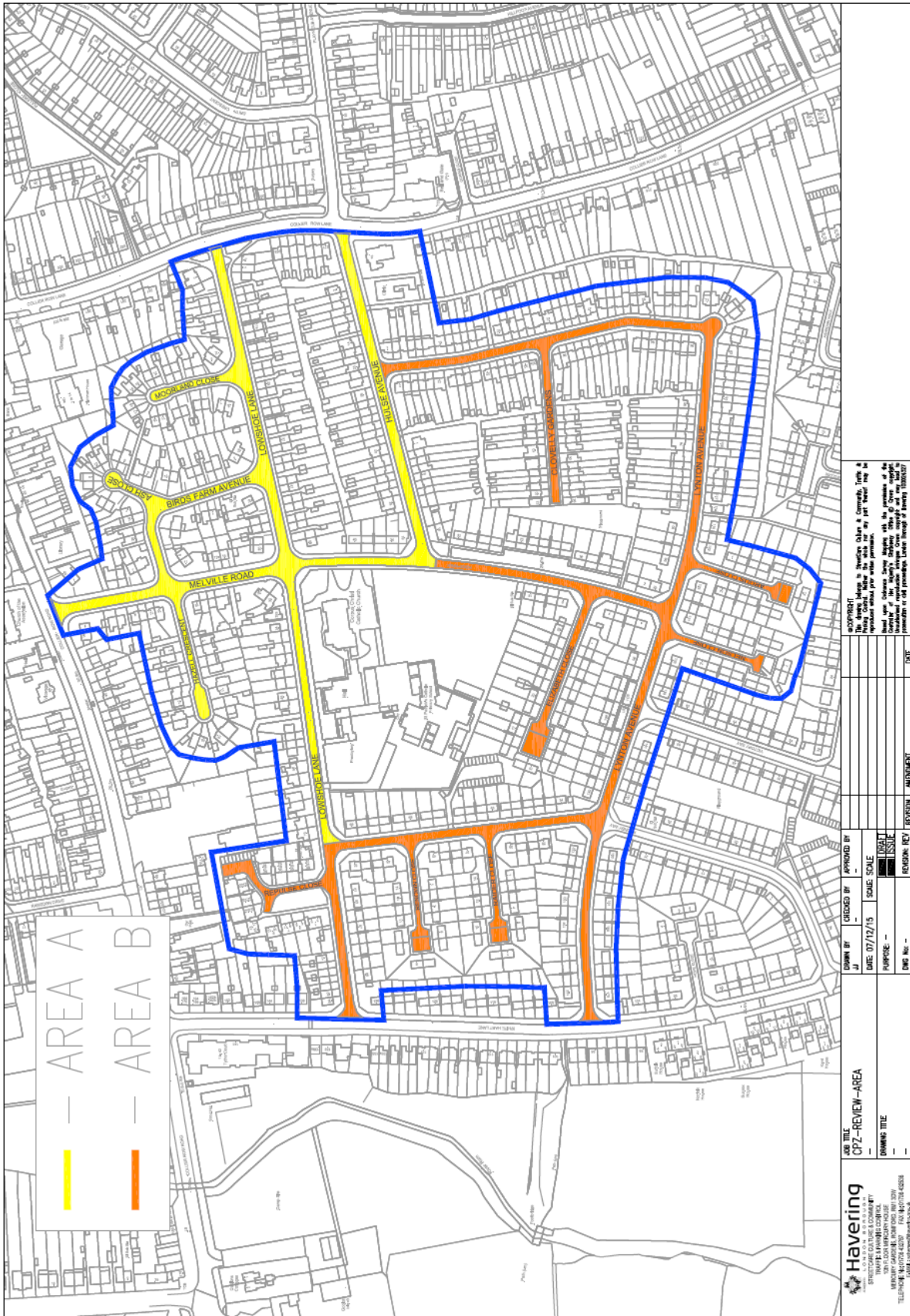
BACKGROUND PAPERS

Appendix A
Appendix B
Appendix C
Appendix D

Appendix A

Map of Lowshoe Lane Area

Appendix B

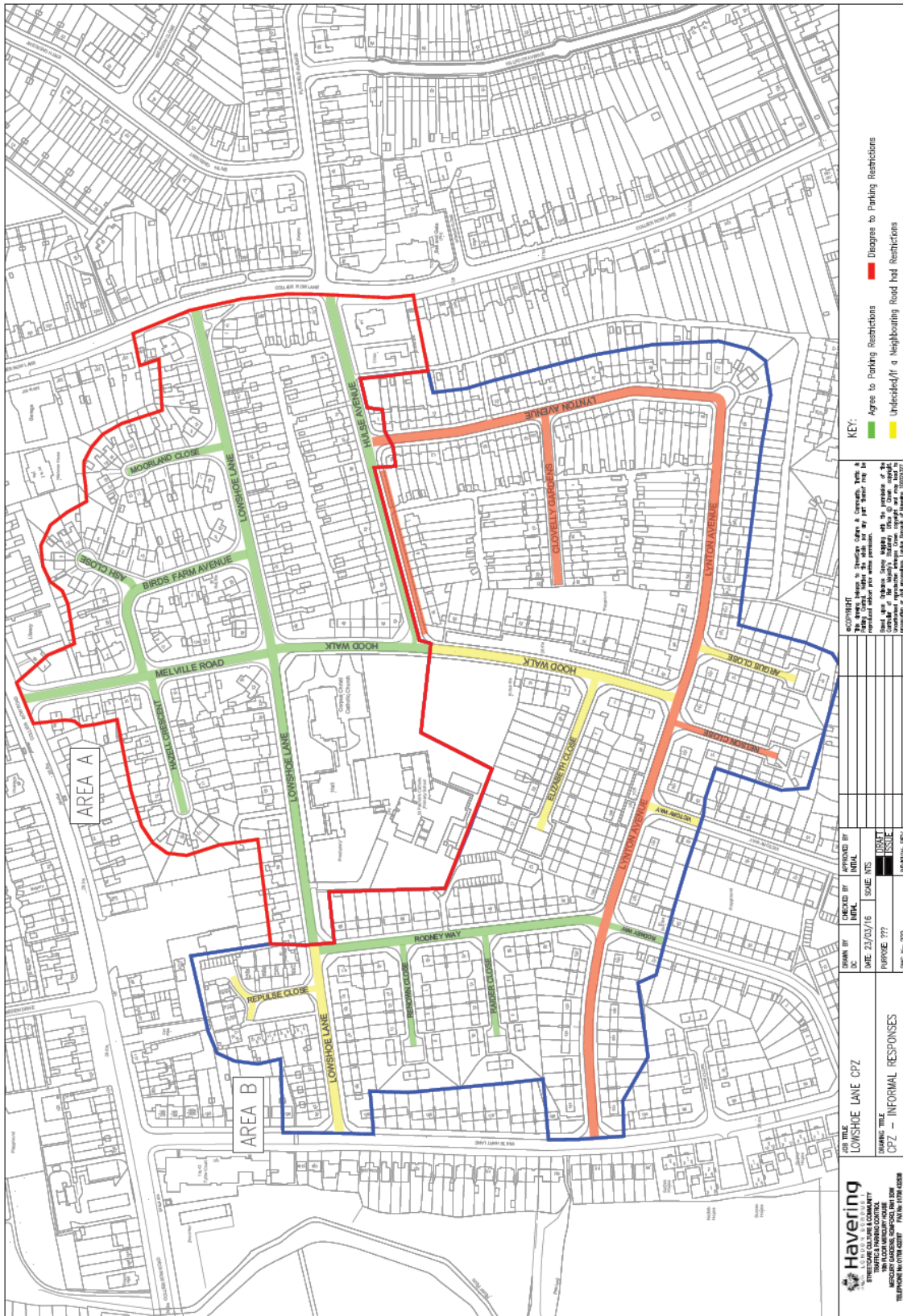


Consultation Results

Area A - Lowshoe Lane & Surrounding Roads									
ROAD	No. of properties consulted	No. of Individual Responses received	% Return	Is there a problem?		Parking Restrictions		If a Neighbouring Road had restrictions	
				No	Yes	No	Yes	No	Yes
Ash Close	11	3	27.3%	1	2		2		
Birds Farm	15	8	53.3%	1	7		7		
Collier Row Lane	13	0	0.0%						
Hazell Crescent	20	9	45.0%	4	5	1	5	3	1
Hood Walk	5	1	20.0%		1		1		
Hulse Avenue	40	10	25.0%	3	7	1	7	1	1
Lowshoe Lane	77	26	33.8%	5	21	3	20	3	1
Lynton Avenue	2	0	0.0%						
Melville Road	20	5	25.0%	1	4	1	4	1	
Moorland Close	18	6	33.3%		6		6		
Rodney Way	1	0	0.0%						
Totals	222	68	30.6%	15	53	6	52	8	3

Area B - Lowshoe Lane & Surrounding Roads									
ROAD	No. of properties consulted	No. of Individual Responses received	% Return	Is there a problem?		Parking Restrictions		If a Neighbouring Road had restrictions	
				No	Yes	No	Yes	No	Yes
Argus Close	14	2	14.3%	1	1		1	1	
Clovelly Gardens	25	1	4.0%		1	1			1
Elizabeth Close	26	3	11.5%	3		2	1	1	1
Hood Walk	26	4	15.4%	2	2		2	2	
Hulse Avenue	10	1	10.0%	1					
Lowshoe Lane	16	4	25.0%	2	2	1	1	2	
Lynton Avenue	164	30	18.3%	24	6	8	3	8	1
Nelson Close	14	1	7.1%	1					
Raider Close	14	4	28.6%	1	3	1	3	1	
Renown Close	14	3	21.4%	1	2		2	1	
Repulse Close	36	2	5.6%		2	1	1	1	1
Rodney Way	33	4	12.1%	1	3	1	3	1	1
Victory Way	2	2	100.0%	1	1	1	1	1	
White Hart Lane	4	0	0.0%						
Totals	398	61	15.3%	38	23	16	18	19	5
Unknown		8				4	4		
Overall Total	620	137	22.1%	53	76	26	74	27	8

Map of Consultation Responses



Proposed Controlled Parking Zone Boundary

