

HIGHWAYS ADVISORY COMMITTEE 8 November 2016

Subject Heading:	TPC745 – Gidea Park Review Proposed change of time of parking restrictions
CMT Lead:	Steve Moore
Report Author and contact details:	Matt Jeary Schemes Engineer schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £5000 for implementation will be met by Capital Parking Strategy Investment Allocation 2016/2017

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 results received to the advertised proposals to introduce a change of times of operation in part of the RO1 parking zone, along with junction protection to alleviate congestion issues.

Ward

Romford Town

RECOMMENDATIONS

1. That the Committee, having considered the report and any representations made, recommends to the Cabinet Member for Environment Regulatory Services and Community Safety that:
 - a) the Gidea Park Review areas shown labelled Part 2 and Part 3 on the plan in Appendix A be formally consulted for a change to the operational times of parking restrictions to 8:30am to 6:30pm Monday to Saturday;
 - b) following the results of the informal consultations of the Gidea Park Review area shown labelled Part 1 on the plan in Appendix A , a formal consultation should be progressed for the: -
 - i. introduction of junction protection at the junctions of Glenwood Drive and Carlton Road, Lodge Avenue and Carlton Road, and Stanley Road and Carlton Road, to increase safety and reduce congestion on Carlton Road;
 - ii. changes to the times of operation in Glenwood Drive (partial), Lodge Avenue (partial) and Carlton Road (partial), to match the existing times of operation in the western part of the RO1 zone (The plan of affected area is appended in **Appendix D**).
 - c) The schemes' section should notify the residents of the outcome of the consultation.
 - d) This scheme is progressed to a Statutory Consultation.
 - e) The effects of any agreed proposals be monitored once implemented for a period of six months.
2. That Members note that the estimated cost of this scheme, as set out in this report, is £5000, which can be funded from the Capital Parking Strategy Investment Allocation 2016/2017

REPORT DETAIL

1.0 Background

- 1.1 Following previous requests by concerned residents and a submitted petition from 37 petitioners via ward councillors on the 23rd July 2015, it was requested that there was an immediate review of the RO1 zone, with particular attention to the congestion and safety surrounding Carlton Road and its junctions with Glenwood Drive, Lodge Avenue and Stanley Road, and also reducing the perceived non-resident parking within the area.
- 1.2 Following a meeting on the 14th of January 2016, with the local ward councillors at the town hall, this issue and other issues within the Gidea Park area were discussed, and it was

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agreed that the review would take three parts with the initiation of the first part (the areas are outlined in **Appendix A**) to take place as soon as practicable.

- 1.3 The programme of consulting these areas was provisionally deferred, as to allow the consultation of the Public Space Protection Order (PSPO) for Gidea Park Primary School, and the proposed 'Low Emissions Neighbourhood' (LEN) Consultation to take precedence.

2.0 Responses received

- 2.1 The first Informal Consultation (in the area shown in **Appendix B**) started on the 29th April 2016 and concluded on the 20th May 2016, with a total of 530 addresses consulted. Of the 530 consulted, 127 responded making a response rate of 24%, and of that 24%, only 53% responded favourably to a change of times of operation of their section of road. After analysis of the results, it was clear that there was a divide between the northern area of Glenwood Drive and Lodge Avenue, and the southern area, including Carlton Road. The ward councillors were notified of the results on the 17th June 2016 and our recommendations, and it was agreed by the ward councillor to re-consult this modified area, to ascertain a definitive response and suggest a way forward.

- 2.2 Responses received to this informal consultation are set out in the table (appended to this report at **Appendix C**).

- 2.3 The second informal consultation in this revised consultation area (as highlighted in **Appendix D**) was undertaken on the 8th July 2016 and concluded on the 29th July 2016. Of the 269 addresses that were consulted, 87 responded making a 32% response rate. Of that 32% response rate, 66% overall were not happy with the times of operation within their section of road, and overall 77% were happy to see the times changed from Mon-Fri 8.30am – 10am, to Mon – Sat 8.30am – 6.30pm. (These results are appended in **Appendix E**).

- 2.4 The results of this consultation were presented to the ward councillors on the 14th September 2016 with their full support, with the only comment to monitor any displacement within the area.

3.0 Staff Comment

- 3.1 Due to the proximity of Gidea Park Station and Romford Station, and only being a 12 minute walk from either station there is a high risk of perceived non-resident parking.
- 3.2 If implemented, the area will be monitored and will be reviewed after six months to see if there are any detrimental effects to traffic flow or residential parking within the area.

IMPLICATIONS AND RISKS

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 £5000 including advertising costs. This cost can be met from the Capital Parking Strategy Investment Allocation 2016/2017.

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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 any 'overspend', the balance would need to be contained within the Capital Parking Strategy Investment Allocation 2016/2017.

Total costs will need to be contained within the specified budgets.

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:

All proposals included in the report have been publicly advertised and consultation public consultation has taken place. All residents who were perceived to be affected by the proposals have been consulted by letter and eighteen statutory bodies were also consulted. Site notices were placed at the location.

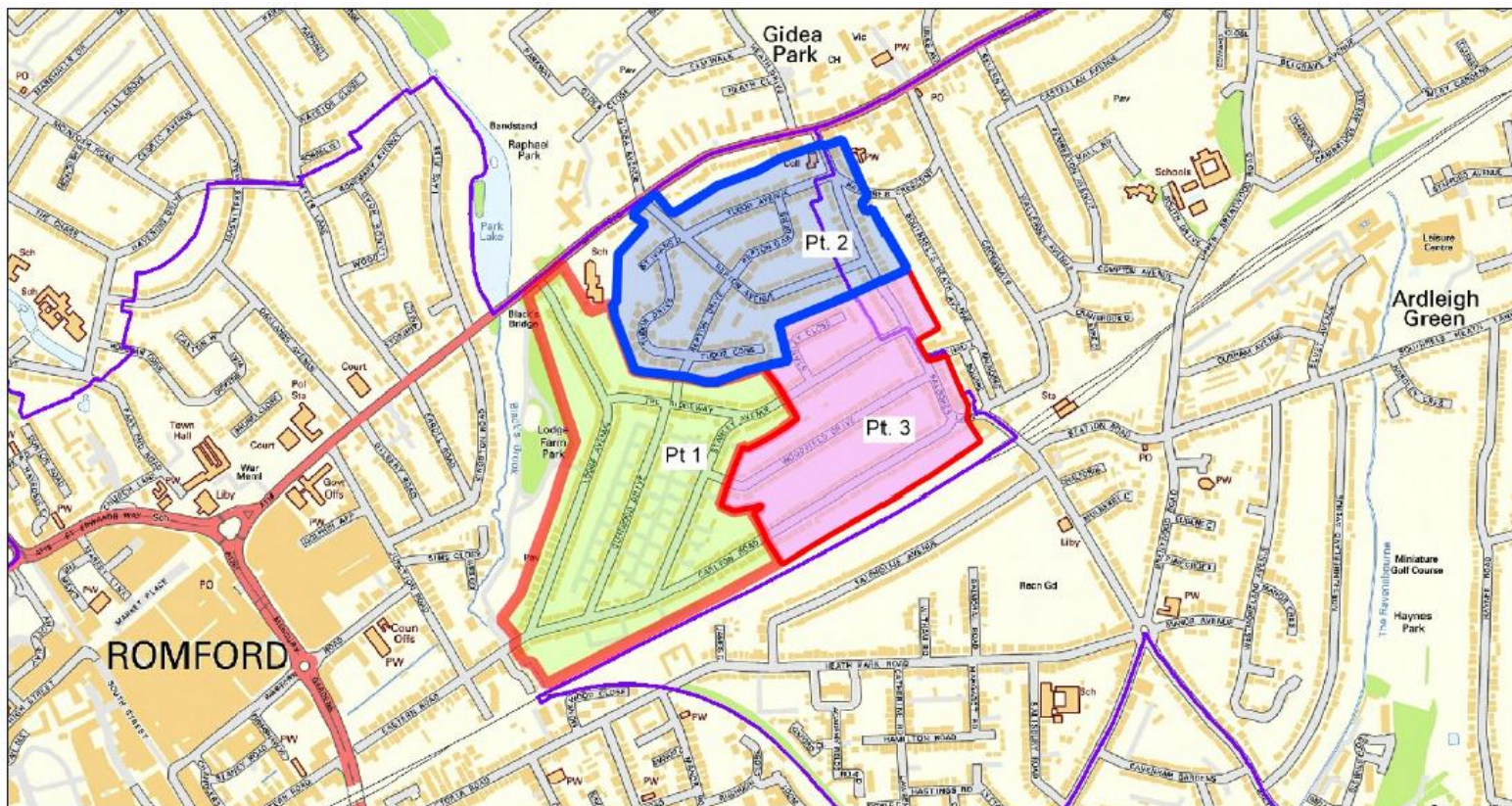
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites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

The only equality related concern raised in the consultation related to the impact on the after-school club. However, the scheme will not have an impact on the club. Officers recommend that the proposed changes be implemented as set out in this report and the effects be monitored on a regular basis to ensure any negative impact on equality is mitigated.

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 people, which will assist the Council in meeting its duties under the Equality Act 2010.

BACKGROUND PAPERS

Appendix A



Gidea Park Review agreed Consultation Area N
↑






 Scale: 1:10000
 Date: 27 October 2016
 Size: A4

Appendix B



Gidea Park Consultation Pt1 N
↑

 Scale: 1:3500 Date: 19 April 2016 

 London Borough of Havering
Town Hall, Main Road
Romford, RM1 3BD
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Appendix C

Gidea Park 'In-Principle' Parking Consultation													
06/06/2016													
Road Name	Address	% Returns	Returns total	Problem?		Controls?		OVERALL SUPPORT?		Parking Controls		% Support	
				Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Carlton Road	117	32%	38	27	11	24	14	24	14	63%	37%	63%	37%
Glenwood Drive	103	34%	35	23	12	18	17	18	17	51%	49%	51%	49%
Lodge Avenue	152	36%	54	33	21	25	29	25	29	46%	54%	46%	54%
Main Road	4	0%	0	0	0	0	0	0	0	0%	0%	0%	0%
Repton Drive	1	100%	1	1	0	1	0	1	0	100%	0%	100%	0%
Stanley Road	110	10%	11	2	9	2	9	2	9	18%	82%	18%	82%
The Ridgeway	43	88%	38	9	29	7	31	7	31	18%	82%	18%	82%
Total	530	24%	127	83	44	67	60	67	60	53%	47%	53%	47%
INCOMPLETE		1%	7	2	5	2	5	2	5				

Appendix D



Gidea Park Area - Proposed Area for time change		N ↑	
		Scale: 1:2000 Date: 17 June 2016	
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