

HIGHWAYS ADVISORY COMMITTEE 10 January 2017

Subject Heading:	TPC792 Margaret Road area formal consultation
CMT Lead:	Steve Moore
Report Author and contact details:	Matt Jeary Engineering Technician Matthew.jeary@Havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £15000 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	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input checked="" type="checkbox"/>

SUMMARY

This report outlines the responses received to the second informal parking consultation undertaken in the Margaret Road area, and recommends a further course of action.

Ward

Squirrels Heath

RECOMMENDATIONS

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

- (a) the 'At Any Time' waiting restrictions on the junctions and apexes of bends in the Margaret Road area (identified on the plan in Appendix D) be implemented as advertised; and
- (b) that the Controlled Parking Zone operational Monday to Friday 8am to 6:30pm in the Margaret Road area (identified on the plan in Appendix D) be implemented as advertised

Members note that the estimated cost for this current proposal for the detailed consultation in the Margaret, Lawrence and Clive Road area as set out in this report is £15000, and will be met from the Capital Parking Strategy Investment Allocation 2016/17

REPORT DETAIL

1.0 Background

- 1.1 Following reports from local residents regarding inconsiderate or obstructive parking in the area, this Committee approved proposals to introduce 'At Any Time' waiting restrictions on junctions and apexes of the bends in the area. As a result of the introduction of the new waiting restrictions at bends and junctions, in November 2015, this Committee agreed that an informal consultation should be undertaken as residents had commented on the reduction of parking space and perceived commuter parking in the area.
- 1.2 An informal consultation was undertaken between 18th December 2015 and 15th January 2016, to gauge the views from the residents on the current parking situation on their roads (Appendix A). From this Consultation, it was clear that there was support from residents and ward councillors to progress to a second detailed consultation.
- 1.3 A meeting was held on the 18th April 2016 with local Ward Councillors, the Director of Environment, and residents to discuss timescales of a second consultation and it was requested by all that this consultation should be expedited due to extreme parking pressures felt in Margaret Road. The Informal Consultation (which comprised of a letter, questionnaire and plan, Appendices B, C & D) started on the 29th April 2016 and concluded on Friday 20th May 2016. From the 128 properties consulted, 48 responses were received correctly completed (a 38% response rate) and 9 were incorrectly completed. Of the 48 responses received 33 responses highlighted a positive overall response, representing 69%. These figures are appended in Appendix E. There was a higher response from three roads: - Catherine Road, Hamilton Road, & Margaret Road, but Margaret Close did not show sufficient support for a scheme.
- 1.4 The results of the 2nd stage informal Consultation were presented at the Highways Advisory Committee on the 2nd August 2016, and it was noted and agreed 11-0 that the scheme should be advertised formally.

2.0 Responses received

The formal Consultation started on the 18th November 2016 and concluded on the 9th December 2016 with 6 objections, 3 were from the same household. All of these objections are appended in Appendix F. None of the objections reflected any direct issues relating to the roads included, one was questioning the times of operation and a couple made reference to the school run in Salisbury Road. A letter detailing the outcome of this consultation has been distributed to residents thanking them for taking part in the Consultation.

3.0 Staff Comment

- 3.1 It is clear from the responses to the recent stage 2 consultation that there is longer term non-residential parking taking place in the area. This is due to the close proximity to Gidea Park Station and the ease of access to the Station via the alleyway at the end of Balmoral Road. Some of the longer term parking may also be related to the local shops and businesses.
- 3.2 It has been noted that from both consultations, the area is situated between Squirrels Heath Primary School to the east and Frances Bardsley Academy to the South-west. It has been observed that there is some school related parking taking place in these roads.
- 3.4 After the analysis of the results (Appendix E), there was a clear overall support for a scheme to be implemented in the following roads Catherine Road, Hamilton Road, & Margaret Road. However to omit Margaret Close could cause significant parking displacement and it is recommended that this road is included within the proposed parking controlled area. The general consensus was that there is a need for parking controls and the residents were given the option of waiting restrictions or Residents Permit parking, with the majority of respondents overwhelmingly electing for a Residents parking scheme, operational Monday to Friday 8am - 6.30pm.
- 3.5 The Ward Councillors were presented with the results of the Consultation and a recommendation to progress to Residents Parking Scheme on 23rd June 2016, one member wrote in full support and supported the scheme at HAC, while two members did not raise any objections.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to Lead Member the implementation of the above scheme as advertised.

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £15000.

These costs will be met from the Capital Parking Strategy Investment Allocation 2016/17.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

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

Legal implications and risks:

Controlled Parking Zones (CPZs) require consultation, with the advertisement of proposals and consideration of the responses 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 Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

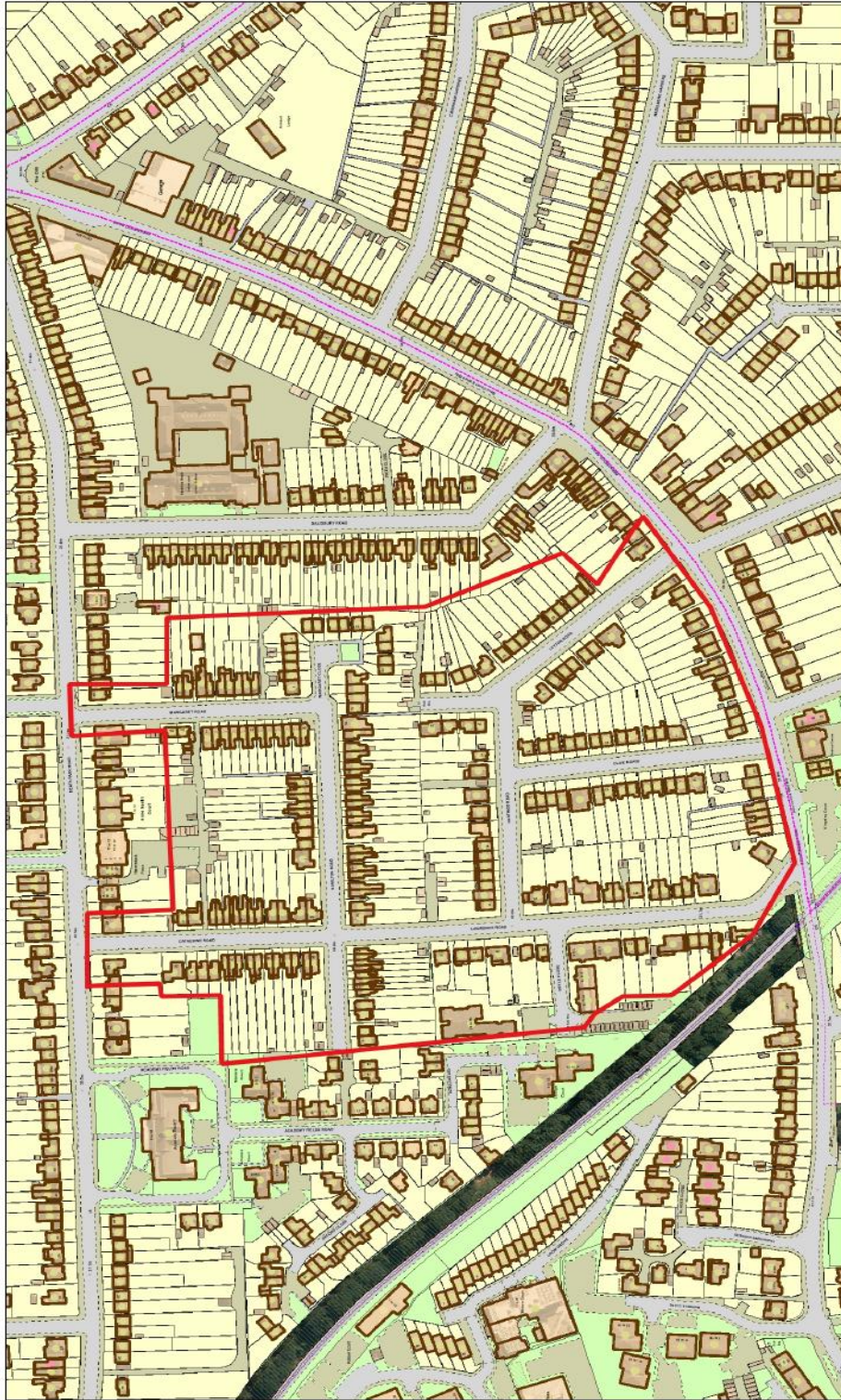
Parking controls have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any further negative impact.

There will be some 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 duty under the Equality Act 2010.

BACKGROUND PAPERS

Appendix A

Original Consultation area plan



Hamilton Road - Romford



Scale: 1:2000
Date: 17 December 2015



London Borough of Havering
Town Hall, Main Road
Romford, RM1 3BD
Tel: 01708 404343



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Ordnance Survey 100024327

Appendix B

Recent Consultation letter



**Traffic and Parking Control
Schemes**
London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

Name
Address

Email: schemes@havering.gov.uk

Date: 29th April 2016

Dear Sir/Madam

Review of parking in the Gidea Park area.

In August 2015 the Highways Advisory Committee (HAC) agreed for a parking review to take place in the Glenwood Drive and Lodge Avenue area. The aim of the review is to ascertain if there are any parking issues that the Council can investigate and address where possible.

Within this area some of the roads already have residents only parking with a permit scheme. Some roads already have junction protection (double yellow line restriction) installed.

Residents may wish to reduce long term non-resident parking by changing the hours of the existing parking restriction. You may wish to be able to park anywhere in the existing RO1 Controlled Parking Zone (CPZ).

I have attached a questionnaire and plan showing the extent of the review area. Please take the time to complete this questionnaire and return it to us by email to schemes@havering.gov.uk or by post to the above address, by **Friday 20th May 2016**.

We are unable to reply to individual points raised at this stage. However, all comments will be taken into consideration when presenting the final report to HAC. The Committee will decide on a further course of action and any issues will be addressed at that time.

Yours faithfully

Matt Jeary
Parking Design Engineer
Schemes

Clean • Safe • Proud

apply ▼ pay ▼ report ▼
www.havering.gov.uk

Appendix C

Recent Questionnaire



Havering
LONDON BOROUGH

PARKING REVIEW QUESTIONNAIRE Margaret Road Area Detailed Consultation

**Traffic & Parking Control
Schemes**
Town Hall
Main Road
Romford
RM1 3BB

Name:

Please call: Traffic & Parking Control

Address:

Telephone: (01708) 431056/433464

Email: schemes@havering.gov.uk

All responses received to the questionnaire will provide the council with the appropriate information to determine whether we take a parking scheme forward to the design and formal consultation stage.

Only one questionnaire per address is to be returned signed and dated by **Friday 20th May 2016**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council Yes
 No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having parking restrictions placed upon it, to limit long term non-residential parking? Yes
 No
3. Over what days of the week would you like any restrictions to operate? Mon- Fri
 Mon - Sat
4. Over what hours of the day would you like any restrictions to operate? 8:00am to 6.30pm
 9.30am to 10.30am & 2.30pm to 4pm
5. What type of restriction would you prefer? Yellow Lines
 Residents Parking

For your information: Yellow lines would prevent residents from parking on the lines in the same way as they would commuters, while a **Residents Parking scheme** will permit residents and their visitor to park in the allocated areas, with a valid permit for the area.

Comments Section (limit to 100 words)

DECLARATION

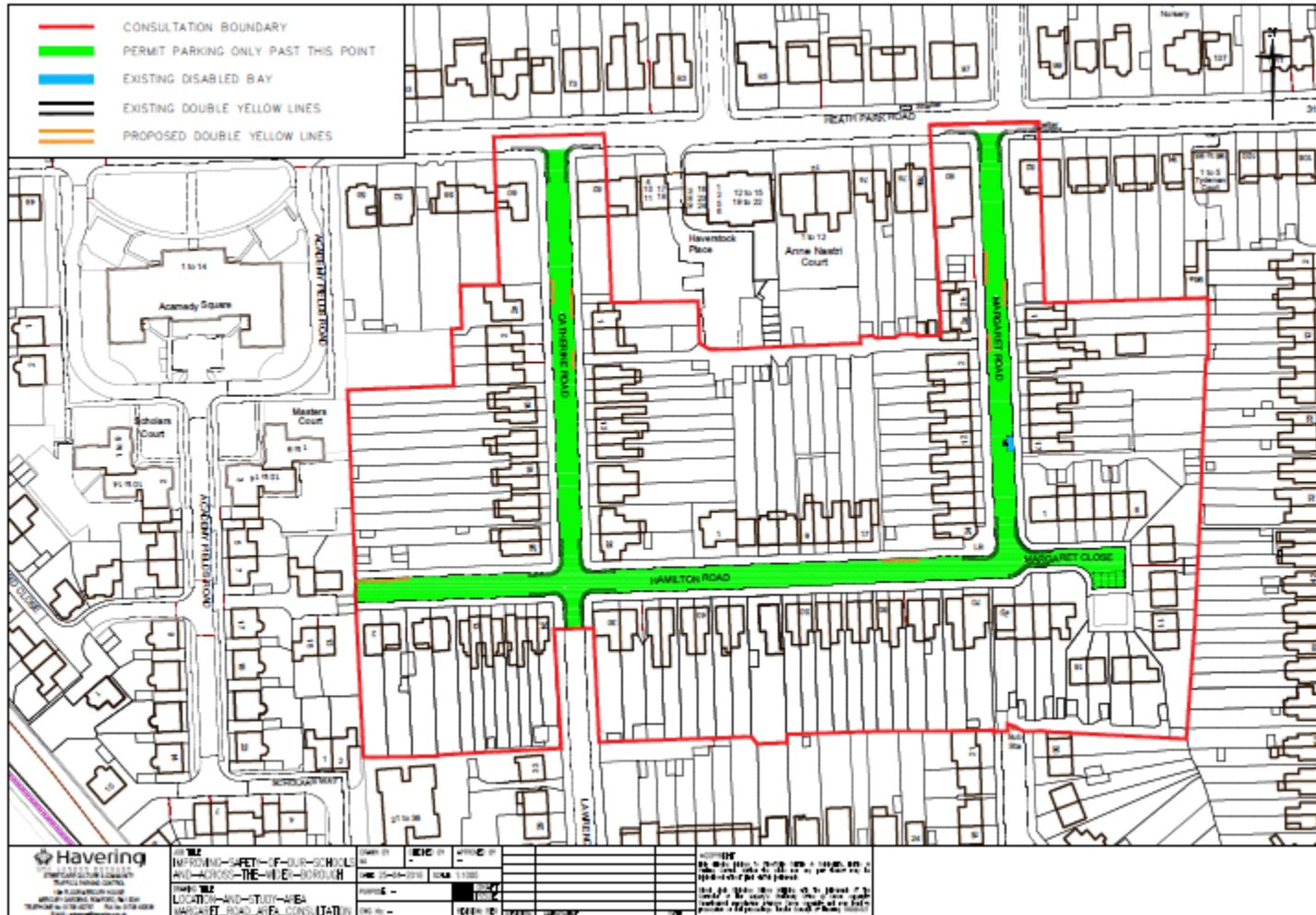
Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action. We therefore request upon receipt of this questionnaire by post that you sign this declaration and complete your full name and address and return it to the postal or email address found at the top of this questionnaire.

Signature:..... Date:.....



Appendix D

Recent Consultation detailed plan



Appendix E

Recent Consultation results

Margaret Road Area Stage 2 Parking Consultation

08/06/2016

Road Name	Address	% Returns	Returns		Problem?		Controls?		Days of Week		Hours of Operation		Type of Restriction		OVERALL SUPPORT?		Parking Controls		% Support	
			total	Yes	No	Yes	No	M-F	M-S	8am-6.30pm	9.30am-10.30am & 2.30pm to 4pm	WR	Residents bay	Yes	No	Yes	No	Yes	No	
Catherine Road	28	43%	12	5	7	6	6	5	1	5	1	0	6	6	6	50%	50%	50%	50%	
Hamilton Road	44	39%	17	10	7	10	7	13	0	6	6	0	12	13	4	59%	41%	76%	24%	
Heath Park Road	11	18%	2	2	0	2	0	0	2	2	0	1	1	2	0	100%	0%	100%	0%	
Margaret Close	20	25%	5	3	2	2	3	2	0	1	1	0	2	2	3	40%	60%	40%	60%	
Margaret Road	25	48%	12	10	2	10	2	9	1	8	1	1	9	10	2	83%	17%	83%	17%	
Total	128	38%	48	30	18	30	18	29	4	22	9	2	30	33	15	63%	38%	69%	31%	
INCOMPLETE	9	7%	9	6	3	5	3							5	4					

Appendix F

Responses received to the formal consultation.

	Respondent	Summary of Comments	Staff Comments
1	A resident of Catherine Road	<p>To whom it may concern, I would like to add some comments to be put to the council when discussing this addition to permits on Friday 9th December.</p> <p>We believe there is no issue with parking, however if there is parking restrictions to be put in place we feel that 8-6.30 Monday-Friday is unnecessary.</p> <p>As a family we are concerned on how we would financially afford our permit and visitors permits as frequently have grandparents/friends coming to help us with our three children. We do not think it is reasonable that we would need to pay to park in our own road.</p>	<p>The residents comments are noted, but the results of the consultation are conclusive.</p> <p>The permit costs are set by Committee and the Schemes section have no control over the costs set by the Committee.</p>
2	A resident	<p>The majority of the residents of all the above streets do <u>not</u> want this imposed on them.</p> <p>There is not a problem on any streets for residents parking.</p> <p>There is not a school on our roads.</p> <p>The nearest school is Squirrels Heath Infants and Junior school on Salisbury Road, this itself is not in a CPZ.</p>	<p>The residents were consulted and the results are appended to this report as Appendix E.</p> <p>The consultation was based on 'perceived commuter parking'.</p> <p>The Schemes department are aware of issues regarding the school, but this does not affect the view of residents</p>

		<p>We have already had on all our streets double yellow lines painted a few feet in to stop people parking near the ends of the roads, this has substantially reduced parking by about 2 cars each side of all the roads, but again there is no parking problem.</p> <p>I myself have lived in Catherine Road for 29 years this year, I am a car driver, never in <u>29 years</u> have I had a problem.</p> <p>Why is this being proposed, is it to make the council more money?</p> <p>Has someone complained?</p> <p>Is it for the school, if so why isn't Salisbury Road included?</p> <p>Is it for Gidea Park station, is so why isn't Fairholme Avenue included?</p> <p>The resident's views never seem to be heard and taken into account. We pay our Council Tax for the council to provide services to its residents, we pay for the council.</p>	<p>'perceived commuter parking'.</p> <p>Double yellow lines are there to facilitate safety, sight lines and/or passing places. These were previously consulted on.</p> <p>The overall view of the residents of the zone is that there is a perceived parking problem as shown in Appendix E.</p> <p>This consultation was requested by the residents and the results were supported by the Ward Councillors and presented and supported at HAC.</p> <p>This is for the residents of the aforementioned road and does not include Salisbury Road.</p> <p>It is being implemented to prevent perceived commuter parking and Fairholm Avenue will be reviewed separately. The Consultation took all residents views into consideration as part of the</p>
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		<p>Already we pay for green bins where other councils provide them free? Can't understand that one either.</p>	<p>process.</p> <p>This issue has to be taken up with the relevant department.</p>
3	A resident	<p>Please stop these permits they will greatly increase traffic flow in Salsbury road. As traffic flow increases so does the risk of a serious accident. There is much activity in Salsbury road on school days. Parents and children some not fully concentrating darting in and out of parked cars. To many cars with no parking spaces this combination will end in tragedy. Please come on any school day to see the situation. Thanks.</p>	<p>Permit parking does not increase traffic flow, there is however a risk of displaced parking, and this will be dealt with by other methods if there is an issue in Salisbury Road.</p>
4	A resident	<p>Further to your letter regarding the above parking scheme, although I cannot see that it will in anyway ease the parking problems in our road, I know that this scheme seems now to be inevitable however I cannot understand the need for the restricted time to be from 8 am to 6.30 pm.</p> <p>A four hour period means that residents need only to provide one Visitor Parking Permit each time they have someone come to stay per day, whereas the intended period means if we have someone to stay we are looking at 3 per day! Surely the period intended is far too excessive.</p> <p>Also there is no way this will improve parking for local residence. I have lived in my property for over 30 years and the only time we have had problems parking in the proposed area is in the evening when all the residents are home!</p> <p>I would also suggest that if you truly want the residence to give you feedback on your proposals that you provide a prepaid envelope for the purpose. The cost of this is minimum as compared</p>	<p>The Schemes section do not set the permit costs and the intended time was chosen by the residents.</p> <p>The comments have been noted.</p> <p>It has been noted that there is a significant perceived commuter issue, and the Schemes section have acknowledged this problem through extensive consultation.</p> <p>The comments on prepaid envelopes has been noted and we hope to address this with a</p>

		to the amount the council will raise making us pay to park in our road for ourselves and our visitors.	<p>new style of consultation process in the near future.</p> <p>If an authority makes a surplus on its on-street parking charges and on- street and off-street enforcement activities, it must use the surplus in accordance with the legislative restrictions in Section 55 (as amended) of the Road Traffic Regulation Act 1984.</p>
5	A resident	<p>Hi I would like to putt an objection in about this as this will make the next road which is squirrels heaths school road, Salisbury road a lot lot more dangerous for the school children going into and out of school, as so much more traffic will be trying to park down that road. Its terrible enough already and accidents have already happened there. So I and others park down the school road. As many parents and I have to drive to school as we couldn't get are kids into there nearest school re lack of space and schools now, so this is very unfair to put in permit parking. Also just to let you know the notice has been ripped down this afternoon on Margaret Road already so this is not giving anyone the 21 days notice, is this legal?</p>	<p>The scheme is being introduced to prevent 'perceived commuter parking' and the school will be investigated separately. All schemes are monitored for 6 months after their introduction.</p> <p>There are sufficient notices in place as well as in the London Gazette and Romford Recorder.</p>
6	A resident	<p>Please stop these permits they will greatly increase flow in Salisbury Road. As traffic flow increases so does the risk of a serious accident. There is much activity in Salisbury Road on School days. Parents and children some not fully concentrating darting in and out of parked cars. To many cars with no parking spaces this combination will end in tragedy. Please</p>	<p>Permit schemes greatly improve safety and sightlines, the school will be reviewed separately. All schemes are monitored for a minimum of six months.</p>

		come on any school day to see the situation.	
7	A resident from Hamilton Road	I.E Proposed introduction parking CPZ, Catherine Rd , Hamilton Rd, Margaret Rd I have spoken to neighbours and we mostly agree that the problem is school runs of a morning and all day parking Gidea Park Station, so a 8am – 11am would be more than sufficient (sic)	The residents of the whole area have been consulted and the majority were in favour of an 'all day' restriction , regardless of issues regarding the school run.