

## **HIGHWAYS ADVISORY COMMITTEE**

Tuesday 10<sup>th</sup> January 2017

<b>Subject Heading:</b>	<b>SCH17 Cambridge Avenue &amp; Warwick Gardens – results of informal consultation</b>
<b>CMT Lead:</b>	<b>Steve Moore</b>
<b>Report Author and contact details:</b>	<b>John-Paul Micallef Technical Support Assistant <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Steve Moore</b>
<b>Financial Summary:</b>	<b>The estimated cost is £4000</b>

### **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]

<b>SUMMARY</b>
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Squirrels Heath Ward

This report outlines the responses received to the informal consultation undertaken with the residents of Cambridge Avenue and Warwick Gardens, and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the proposals to introduce a residents parking scheme, operational Monday to Saturday 8:00am to 6:30pm inclusive, in Cambridge Avenue and Warwick Gardens be designed and publicly advertised;
2. That it be noted that the estimated cost of this scheme as set out in this report is £4000, which can be met from the 2016/17 or 2017/18 Minor Parking Schemes Budget.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting in June 2015, this Committee agreed in principle to extend the controlled parking zone in Cambridge Avenue and Warwick Gardens, due to increasing complaints about the level of parking in the road and parking related to the Cross Rail work. Cambridge Avenue is experiencing increasing commuter parking, which if left unrestricted, will be pushed into Warwick Gardens.
- 1.2 An informal questionnaire was sent out to the residents of Cambridge Avenue and Warwick Gardens and copies of the letter and questionnaire are appended to this report at Appendix A and B respectively.
- 1.3 On Friday 28<sup>th</sup> October 2016, 103 residents that were perceived to be affected by the review were sent letters and questionnaires, with a return date of Friday 18<sup>th</sup> November 2016. The responses to the questionnaire are outlined in the table appended to this report at Appendix C and the related comments are outlined in the table appended to this report at Appendix D.

### 2.0 Results of public consultation

- 2.1 From the 103 letters sent out, 39 responses were received, a 38% return. Out of the 39 responses 21 answered YES to question 1, that they felt there was a problem in the road, 21 answered YES to question 2, that they were in favour of restrictions. In respect of the options of which days of the week should be restricted, 12 responses favoured Monday to Saturday, while 9 responses favoured Monday to Friday. In respect of the options of which hours of the day that were favoured, 8 responses favoured 8am to 6.30pm, while 7 responses favoured 8am to 10am and 2 responses favoured Noon – 1pm. In respect of what form of restriction were favoured, 18 responses favoured the Residents Parking Scheme option, while 2 responses favoured yellow line waiting restrictions. Given these results, it would seem the most popular all round option would be a Residents Parking Scheme, operational from Monday to Saturday 8am to 6.30 pm inclusive.

### 3.0 Staff Comments

- 3.1 From the responses received, it would seem the most popular option would be a Residents Parking Scheme, operational from Monday to Saturday 8am to 6.30 pm
- 3.2 The proposed resident parking provision will give residents of both roads a longer term protection and addresses residents comments about the future implementation of cross rail, that could also have an impact on the parking in the area.
- 3.3 All applications for disabled parking bays are dealt with within the disabled parking facility request procedure.

## IMPLICATIONS AND RISKS

### Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £4000, can be funded from the 2016/17 or 2017/18 Minor Parking Schemes 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 Street Management 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 Street Management overall Minor Parking Schemes revenue budget.

### Related costs to the Permit Parking areas:

Legal	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 £106.58 each
	Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)

### 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. The issue of Parking Permit will be dealt with within current 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.

The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.

The recommendation is for proposals to be designed and formally advertised to introduce a Residents Parking Scheme in Cambridge Avenue / Warwick Gardens, operational from Monday to Saturday 8.00am to 6.30pm.

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.

### **BACKGROUND PAPERS**

- Appendix A**
- Appendix B**
- Appendix C**
- Appendix D**



The Resident/Occupier

Dear Sir/ Madam

**CAMBRIDGE AVENUE & WARWICK GARDENS PARKING REVIEW -**

I am writing to advise you that the Council are proposing a review of the parking situation in part of Cambridge Avenue between Upper Brentwood Road, Belgrave Avenue and Warwick Gardens.

Currently, there are some double yellow lines around the Cambridge Avenue junctions with Upper Brentwood Road and Warwick Gardens and Belgrave Avenue which are not proposed to be removed.

The aim of this review is to look at parking in Cambridge Avenue and Warwick Gardens, addressing the various parking issues and consider a possible residents parking scheme to improve the parking facilities for residents.

I have attached a questionnaire that you are requested to complete and return to us by **Friday 18<sup>th</sup> November 2016**.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Council Highways Advisory Committee, this committee will decide if a further course of action is required and any issues raised by residents will be addressed at that time. All comments received are open to public inspection.

Yours faithfully,

*John-Paul Micallef*

**John-Paul Micallef**  
**Technical Support Assistant**  
**Schemes Team**



**PARKING REVIEW QUESTIONNAIRE**  
**Cambridge Avenue & Warwick Gardens**

**Street Management Schemes**

Town Hall  
Main Road  
Romford  
RM1 3BB

Please call: Street Management  
Telephone: 01708 432787  
Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)  
Date: Friday 28<sup>th</sup> October 2016

**Name:**

**Address:**

All responses received 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 signed and dated questionnaire per address will be considered. Please return to us by Friday 18<sup>th</sup> November 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 restriction placed upon it to limit long term non-residential parking?  Yes

No

3. If Yes - over what days of the week would you like any restrictions to operate?  Mon- Fri

Mon - Sat

4. If yes - over what hours of the day would you like any restrictions to operate? These hours are in keeping with the existing restrictions in the area.  8:00am to 10:00am

Noon – 1pm

8:00am to 6:30pm

5. If yes - 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 non-residents.

**Residents Parking scheme** will permit residents and their visitor to park in the allocated areas, with a valid permit for the area



## Appendix D

COMMENTS
<p>The resident explains they can get a car on their drive but when they have visitors, they have to park a fair distance away. The double yellow lines- the resident outlines if the yellow lines were a yard shorter, someone else could be able to park there.</p>
<p>The resident feels it is too much hassle for visitors etc getting permits. Not all the residents have off street parking due to drains o/s homes.</p>
<p>The resident explains they're concerns that there is a lack of information regarding to the fact that the residents have to pay for visitors residents parking which may affect the way you vote/fill in this form.</p>
<p>Due to Gidea Park Station, these parking permits would allow local residents more access for parking.</p>
<p>Commuters use this road to park for the station and have done so for many years. Added to this we now have vehicles parking for the cross rail site at the end of the road.</p>
<p>The resident feels, the cross rail project at the top if Cambridge Avenue has caused a long term existing problem with commuter parking. Resident parking or restrictions are essential. The resident also goes on to say that a 20mph zone would be good for the road as well.</p>
<p>The resident is not in favour of the proposals due to yellow lines would stop resident's parking outside their house and resident's parking would mean paying to park.</p>
<p>The resident would consider restricting parking across the public footpath between Cambridge Ave &amp; Amery gardens. The resident also presumes parking permits will be free to rate paying residents.</p>
<p>The resident explains there is not a parking problem. Most residents have drop crossings within the area.</p>
<p>The resident explains about cross rails and heavy goods vehicles. They also add on the traffic will be increased. Due to cross rail.</p>
<p>The resident hopes if any restrictions are put in place resident's visitors would not be fined if they were filling out a permit whilst a car/warden drove past. The resident also feels that there is not a major problem as most properties have drop kerb.</p>
<p>The residents explain there is no need for parking restrictions in their area. Such restrictions would be at an additional cost to the residents and visitors family's plus friends which would make lives difficult for those who live in this area.</p>
<p>Residents parking scheme will not improve parking as its number of vehicles a 'typical adult household' have that is causing congestion.</p>



<p>The main problem with Cambridge Avenue is some houses do not have off street parking and they only have spaces for one car.</p>
<p>The main problem is that residents have more than one car. The resident parking scheme would not help residents. There is no commuter parking from the station.</p>
<p>A Residents parking scheme would stop people using the resident's roads as overflow station parking spot.</p>
<p>The resident explains they are only in favour of resident's parking if they do not have to pay.</p>
<p>The resident asks if the resident's parking can be restricted to only residents in Cambridge Ave until the junction with Belgrave Ave.</p>
<p>The resident lives on the junction of Cambridge Ave / Belgrave and they would need to be allowed to park in either road.</p>
<p>At present there is no parking problem. The resident explains they would like speed humps.</p>
<p>Cost to residents for permit parking need to be reasonable. If a scheme is introduced, it needs to be enforced on a maximum level.</p>
<p>The residents explains they had their drive dropped not too long ago, they feel it would be unfair to prevent me from parking in front of their dropped drive.</p>
<p>The resident explains that they are disabled and receive a high rate of mobility. They would like the council to produce a disabled parking bay outside their home.</p>