



HIGHWAYS ADVISORY COMMITTEE

7 February 2017

Subject Heading:

**Appleton Way Area Review TPC621 –
Formal consultation objection report**

CMT Lead:

Steve Moore

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Policy context:

Traffic & Parking Control

Financial summary:

**The estimated cost of implementation
is £6000 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 comments received to the statutory consultation for the proposed Appleton Way Area Controlled Parking Zone and recommends a further course of action.

Ward

Saint Andrews Ward

RECOMMENDATIONS

1. 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 proposed residents parking scheme for the Appleton Way Area, operational Monday to Saturday 8am to 6.30pm, with associated waiting restrictions and Pay and Display parking facilities, as shown on the plan appended to this report at Appendix A, be implemented as advertised.
 - b) That the effects of any implemented proposals be monitored.
2. That it be noted that the estimated cost of this scheme is £6000 which will be funded from the 2016/17 Capital budget for Minor Traffic and Parking.

REPORT DETAIL

1.0 Background

- 1.1 As a result of complaints from residents of the Appleton Way area about increased levels of long term non-residential parking, in February 2015, this Committee agreed to consult the residents of the area to see if they had any parking problems. This was done by way of a simple questionnaire to gauge the level of any problems and to see what restrictions would be most favourable to the residents should they want them.
- 1.2 The results of the questionnaire were reported back to this Committee at its meeting on 26th April 2016, when it was agreed that the scheme proceed to an informal stage 2 consultation in the area.
- 1.3 The informal stage 2 consultation was undertaken between 10th June 2016 and 4th July 2016 and the results were reported to this Committee on 8th November 2016.
- 1.4 At its meeting on 8th November 2016, this Committee agreed to undertake the statutory consultation of a designed residents parking scheme for the Appleton Way Area.

1.5 On 9th December 2016, 270 residents and businesses who were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

1.6 By the close of the public consultation on the 6th January 2017, 5 responses were received, of which all were against the proposals. One of these responses was received just after the consultation had ended, but it has been included in the table appended to this report at **Appendix B**.

2.0 Results of statutory consultation

2.1 Five objections to the proposals were received, all of which are summarised in Appendix B, along with officer comments.

3.0 Staff comments

3.1 It is clear from the responses to the consultations that were undertaken that there is longer term non-residential parking taking place in the area, this is due to its close proximity to the local shops and businesses of Hornchurch Town Centre and Hornchurch Railway Station.

3.2 The proposed residents parking provision will limit the longer term parking and will give residents and their visitors somewhere to park within the restricted period. The proposed Pay and Display parking provision will turn over parking during the day and will be a further benefit to the Town Centre.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders costs is £6,000. These costs will be funded from the 2016/17 Capital budget for Minor Traffic and Parking.

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 typical 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

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

Legal implications and risks:

The Council's power to make an order creating a controlled parking zone is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

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

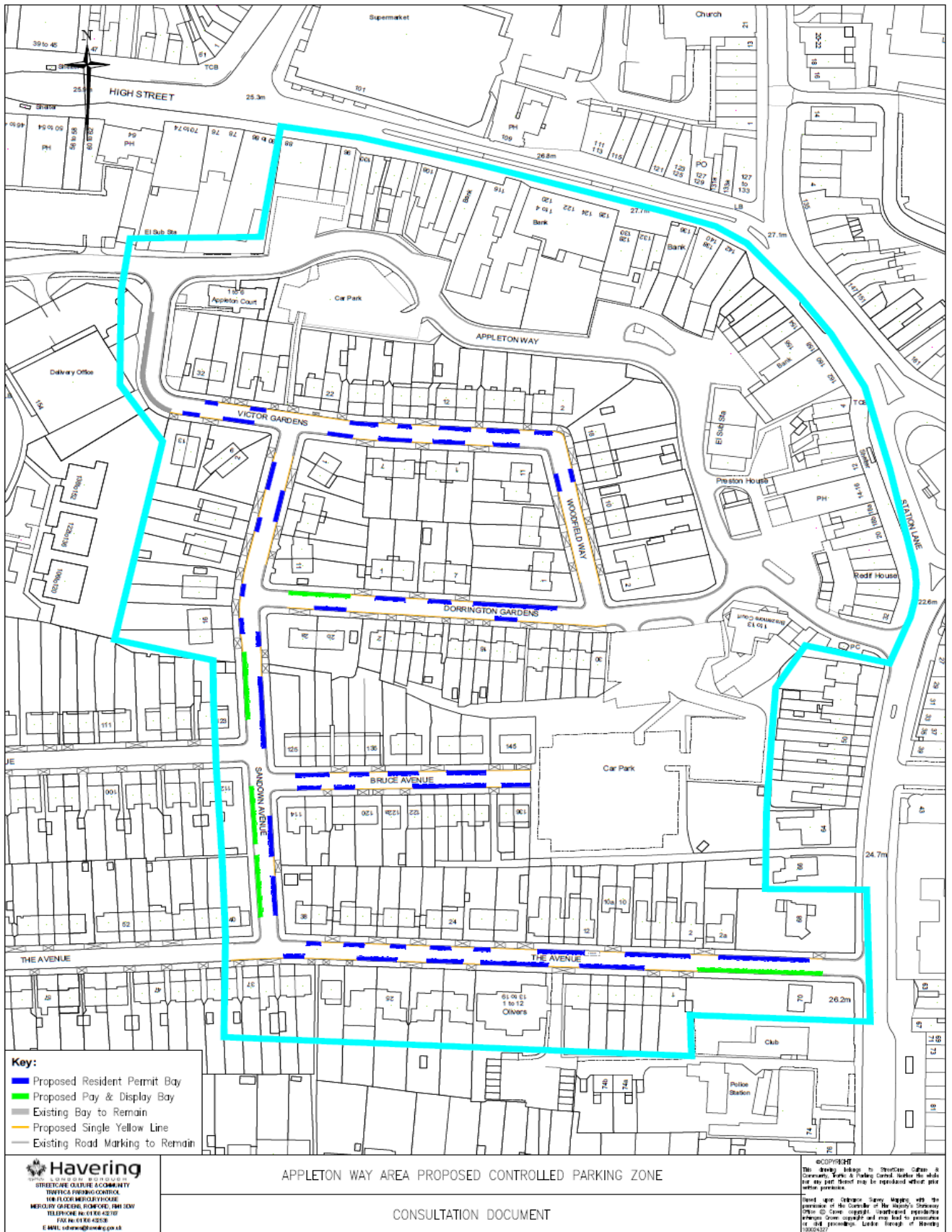
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable 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 - Proposed CPZ area
Appendix B - Objections to Proposals

Appendix A



- Key:**
- █ Proposed Resident Permit Bay
 - █ Proposed Play & Display Bay
 - █ Existing Bay to Remain
 - █ Proposed Single Yellow Line
 - Existing Road Marking to Remain

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APPLETON WAY AREA PROPOSED CONTROLLED PARKING ZONE

CONSULTATION DOCUMENT

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Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	The Avenue	<p>The resident feels that the problem with congestion would be solve by introducing a one-way systems in The Avenue & Stanley Road.</p> <p>The resident expresses fears that there will be a rise in crime in the area.</p> <p>The resident also feels that the vast majority of the residents in the area disagree with the introduction of a CPZ.</p>	<p>It is clear from the responses to the previous consultations that there is longer term non-residential parking taking placing in the area, this is due to the close proximity to the local shops and businesses along High St and Station Lane</p> <p>There is no evidence to believe that crime will rise due to the introduction of the proposed CPZ, in fact it is felt that if anything, such a scheme would reduce crime.</p> <p>The introduction of a one-way system may help with traffic flow but would increase speed and would I not reduce the volume of commuter parking.</p> <p>The results from previous consultations show, that there is a following for a residents parking scheme in the area.</p>
2	Resident	Woodfield Way	<p>The resident is against introducing any parking restrictions on any of the proposed roads, and feels that the problem in Woodfield Way is people parking badly.</p> <p>The resident considers the price of residents permits to be astronomical and wants a guarantee that the prices won't increase.</p>	<p>Implementing a CPZ will help to ensure people parking more considerately.</p> <p>The prices of Havering permits are considered to be reasonable in comparison to neighbouring boroughs</p> <p>Unfortunately, it cannot be guarantee that permit</p>

				prices will never increase in the future.
3	Resident	Sandown Avenue	<p>The resident would like to know what the procedures are to ensure the council and individuals are held to account that the correct processes have been adhered to for the benefit of the residents, and not personal gain.</p> <p>The resident explains that they Drive a company car, which is exchanged regularly.</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. The authority's auditor may decline to certify the accounts of a local authority that has used on-street parking income (and all enforcement income) in a way that is not in accordance with the provisions of section 55 of the RTRA.</p> <p>The cost for the change of vehicle is £22.50, which is an admin charge.</p>
4	Resident	High Street	The Resident would like the current Pay & Display bays at the rear of the businesses on High Street to be converted into resident permit bays.	The Pay and Display bays was provided to reduce the strain caused from the town centre commuters, and has gone a long way to turn over short term parking and reduce all day commuter parking.
5	Resident	Dorrington Gardens	The resident believes that the proposed 8am – 6:30pm is more than required and would rather 8am – 10:30am.	Previous consultations show that the majority of residents would like all day restrictions.