



HIGHWAYS ADVISORY COMMITTEE 3 October 2017

Subject Heading:	TPC814 Camborne Avenue area Statutory Consultation
CMT Lead:	Dipti Patel
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 implementation is £0.006m and will be met by the (A24650) Parking - Minor Safety Imps budget (BOR RDS)

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 Statutory parking consultation undertaken in the Camborne Avenue area, and recommends a further course of action.

Ward

Harold Wood

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

1. that the proposals to implement a residents parking scheme, being a 'Permit Holders Only Past This Point' Scheme, operational between 10.30am and 11.30am Mon-Fri with any related 'At Any Time' waiting restrictions on corners (as shown on the plan in Appendix E), proceed to implementation.
2. Members note that the estimated cost of the proposal for the detailed consultation in the Camborne Avenue area is £0.006m and will be met by the (A24650) Parking – Minor Safety IMPS budget (BOR RDS).

REPORT DETAIL

1.0 Background

- 1.1 Following reports from local residents regarding adverse parking on junctions which led to the introduction of 'At Any Time' waiting restrictions on junctions earlier in 2015, this Committee agreed that an informal consultation should be undertaken to deal with the perceived non-residential parking related issues and gauge the views from the residents on the current parking situation in their road.
- 1.2 The 'Camborne Avenue Informal Consultation', complete with Questionnaire, was distributed to 203 residents on the 15th January 2016 and concluded on the 5th February 2016. All those addresses affected by problems in the area were consulted.
- 1.3 Concurrently, the 'Wednesbury Road Informal Consultation', complete with Questionnaire, was distributed to 181 residents on the 15th January 2016 and concluded on the 5th February 2016.
- 1.4 The results of the Wednesbury Road Consultation were distributed to the local members for their consideration on the 16th February 2016.
- 1.5 The results of the Stage 1 informal consultation were presented to HAC on the 26th April 2016.
- 1.6 The stage 2 consultation (which comprised of a letter, questionnaire and plan, Appendices B, C & D respectively) started on the 1st November 2016 and concluded on Friday 25th November 2016. From the 118 properties

consulted, 23 correctly completed responses were received (a 19.5% response rate). The Council also received 5 incorrectly / partially completed responses. Of the 23 responses received 14 responses (60% of respondents) confirmed that there was a parking problem and were in favour of the implementation of a residents parking scheme. These figures are appended in Appendix A.

- 1.7 The results of the Stage 2 Consultation were presented to the Highways Advisory Committee on the 7th February 2017, where it was resolved that this Scheme should be formally advertised.
- 1.8 The Statutory Consultation was undertaken on the 14th July 2017 and was advertised on <http://www.haveringtraffweb.co.uk> as 'PTO1035', and concluded on the 25th August 2017 and is appended at Appendix E.

2.0 Responses received

There were 3 responses to the Statutory Consultation. These have been noted and are appended at Appendix F.

3.0 Staff Comment

- 3.1 It was clear from the responses to the recent stage 2 consultation that there was longer term non-residential parking taking place in the area. It was noted that there was some non-residential parking, due to the close proximity of Harold Wood Station. Commuters are parking in the affected area which is within an estimated walking time of 10-15 minutes to Harold Wood Station, via Gubbins Lane, or by using the 256 or 294 bus routes.
- 3.2 Numerous residents have requested that the Council makes provision for the conversion of 'green spaces' into 'hard standing' to assist in provision for additional resident parking. At one location a request was received in the early consultation period to extend Melksham Green (to convert 'green spaces' into 'hard standing'). Implementation of such proposals would require significant capital expenditure but could be considered by Members in the future. Where possible, any redundant or underused green spaces adjacent to roads, that could be utilised to increase parking provision, will be considered for integration into any detailed design, subject to Committee approval on design and cost. The utilisation of 'green spaces' for parking will only be considered after introducing any Permit Parking Scheme, should the Scheme not alleviate any perceived Commuter Parking.
- 3.3 It was noted that in some of the roads of the Camborne Avenue area there is insufficient road width and pavement width to allow for the introduction of footway parking and retention of access for Emergency and Refuse Vehicles. The design that was advertised was a 'Permit parking past this point' design to allow residents to regulate their own parking without impeding access for larger vehicles.

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 £0.006m and will be met by the Parking Minor Safety Improvement budget (A24650).

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment 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 overall Environment Revenue budget.

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:

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



Results of the stage 2 Consultation

Camborne Avenue area 'In-Principle' Parking Consultation																			
Road Name	Address	% Returns	Returns	Q1. In your view, is there currently a parking problem in your road to justify action being taken by the council?		Q2. In favour of parking		Q3. Over what week would you like the restrictions to operate?		Q4. Over what hours of the day would you like any restrictions to operate?		Q1 %		Q2		Q3		Q4	
				Yes	No	Yes	No	Mon - Fri	Mon - Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	Yes	No	Yes	No	Mon - Fri	Mon - Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm
				total	Yes	No	Yes	No	Mon - Fri	Mon - Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	Yes	No	Yes	No	Mon - Fri	Mon - Sat	10.30am - 11.30am
CAMBORNE AVENUE	34	9%	3	2	1	2	1	0	2	0	2	67%	33%	67%	33%	0%	67%	0%	67%
CAMBORNE WAY	12	17%	2	2	0	2	0	2	0	2	0	100%	0%	100%	0%	100%	0%	100%	0%
GOOSHAYS DRIVE	24	25%	6	3	3	3	3	3	1	3	1	50%	50%	50%	50%	50%	17%	50%	17%
MELKSHAM CLOSE	14	14%	2	1	1	1	1	0	0	0	0	50%	50%	50%	50%	0%	0%	0%	0%
MELKSHAM DRIVE	17	29%	5	2	3	2	3	3	0	1	2	40%	60%	40%	60%	60%	0%	20%	40%
MELKSHAM GARDENS	6	50%	3	2	1	2	1	2	0	2	0	67%	33%	100%	33%	67%	0%	67%	0%
MELKSHAM GREEN	11	18%	2	2	0	2	0	1	0	1	0	100%	0%	100%	0%	50%	0%	50%	0%
Total	118	19%	23	14	9	14	9	11	3	9	13	61%	39%	61%	39%	48%	13%	39%	57%
INCOMPLETE	5	4%	5	1	4	1	4	1	0	1	0	20%	80%	20%	80%				



Havering
LONDON BOROUGH

Appendix B

Stage 2 Consultation Letter



Havering
LONDON BOROUGH

**Street Management
Schemes**

London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

IMPORTANT PARKING INFORMATION

Please call: Street Management
Telephone: (01708) 431056/433464

Email: schemes@havering.gov.uk

Dear Sir/ Madam

Date: 01st November 2016

Results of the parking Consultation in the Camborne Avenue Area

In January/February 2016, Camborne Avenue and its surrounding roads, were agreed by the Highways Advisory Committee (HAC) to be reviewed, with a view to consult residents if they would like to be included in a 'resident permit' scheme or Controlled Parking Zone (CPZ).

The Consultation began on the 15th January 2016 and concluded on the 5th February 2016. Once the results were analysed, of the 106 properties consulted (representing 19%), and of the 19% that responded, 95% of those respondents supported to be further consulted on the possible introduction of parking controls. These results were presented to HAC, with the only request from the HAC committee to include two different times of the day of operation for the residents to choose from.

We would like to give you the chance to consider these options and carefully choose which parking restrictions you would like to see introduced, to alleviate your parking issues.

You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 25th November 2016**.

Attached you will find the questionnaire and a detailed design plan showing the proposed layout, and you can find out further details about permit costs here: -

<https://www.havering.gov.uk/Pages/ServiceChild/FAQs-Parking-Permits.aspx>

If the proposed scheme goes ahead and you require to park your vehicle on the carriageway during the residents zone hours of operation, you will need to obtain a residents parking permit. Please find costs of parking permits below.

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 each
Visitors permits	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

The draft proposals are shown on the plans attached and copies with supporting schedules may be viewed between 9:30am and 4:30pm Monday to Friday by prior appointment, at the Public Advice & Service Centre, 20-26 The Liberty Romford. To arrange an appointment please contact the Schemes Team on 01708 431056 or 01708 433464.

If you wish to comment on the proposals please do so in writing, by email to schemes@havering.gov.uk or by post to the above address.

All comments should be received by 25/11/2016 and we would appreciate it if you could reply to the consultation.

In all cases, please limit any comments you wish to make to 100 words.

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 Highways Advisory Committee and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully



Matt Jeary
Parking Design Engineer
Schemes

Stage 2 Consultation Questionnaire



**PARKING REVIEW
QUESTIONNAIRE**

Camborne Area Detailed Consultation

Name:

Address:

**Traffic & Parking Control
Schemes**

Town Hall
Main Road
Romford
RM1 3BB

**Please call: Traffic & Parking Control
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 will take a parking scheme forward to the design and a formal consultation stage.

Only one questionnaire per address is to be returned signed and dated by **Friday 25th 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 'resident parking only' 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? 10:30am to 11.30am
 10.30am to 11.30am & 3.00pm to 4.00pm

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.

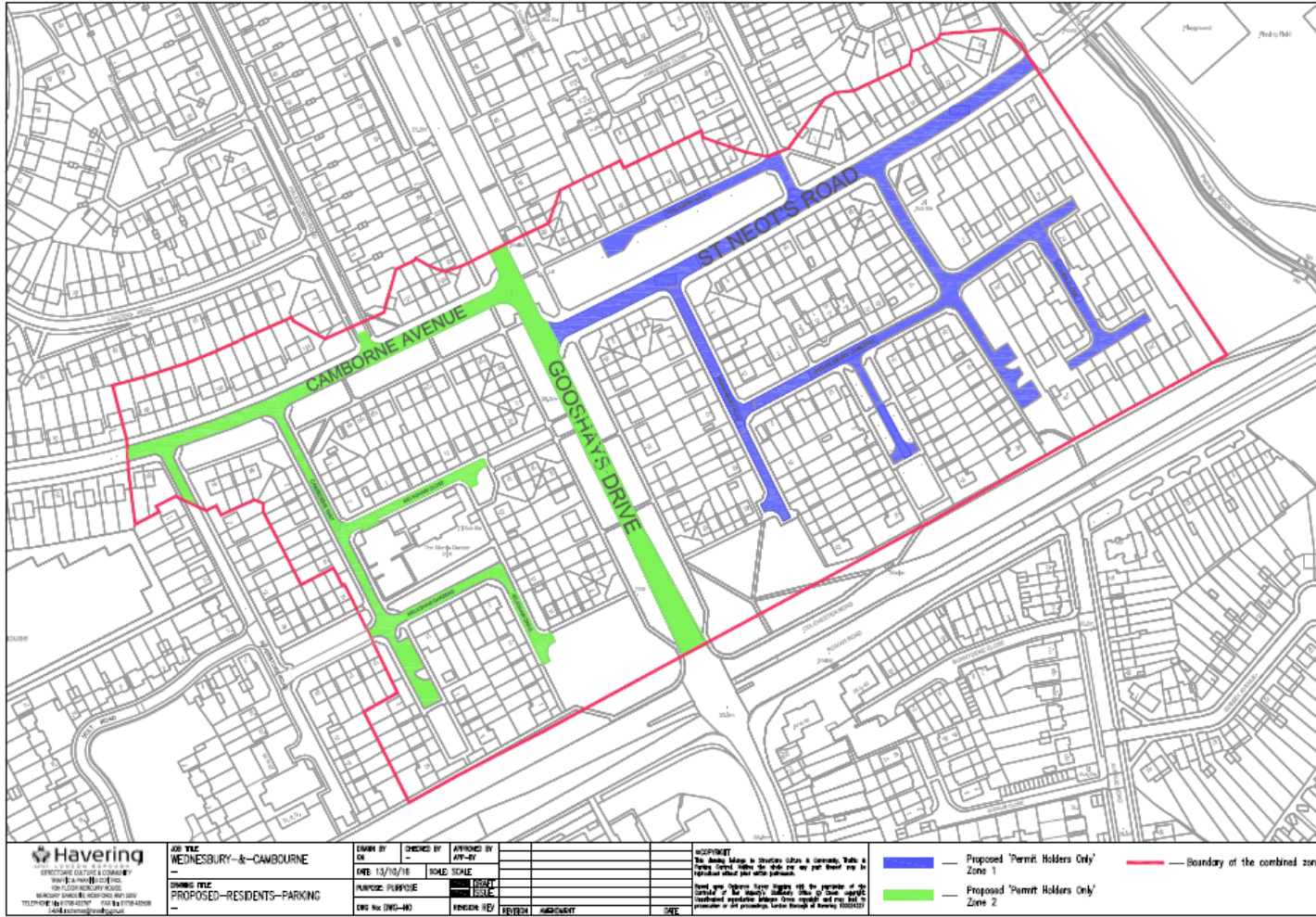
Signature:.....

Date:.....



Appendix D

Recent Plan for Stage 2 Consultation for Wednesbury Road and Camborne Way Areas



Havering
 STRUCTURAL CIVIL & CONCRETE
 1000 WOODSIDE DRIVE
 WOODSIDE INDUSTRIAL ESTATE
 WEDNESBURY, STURROVE, WARRINGTON, CHESHIRE, WA14 3LW
 TELEPHONE: 01925 451237 FAX: 01925 451238
 1944@havering.co.uk

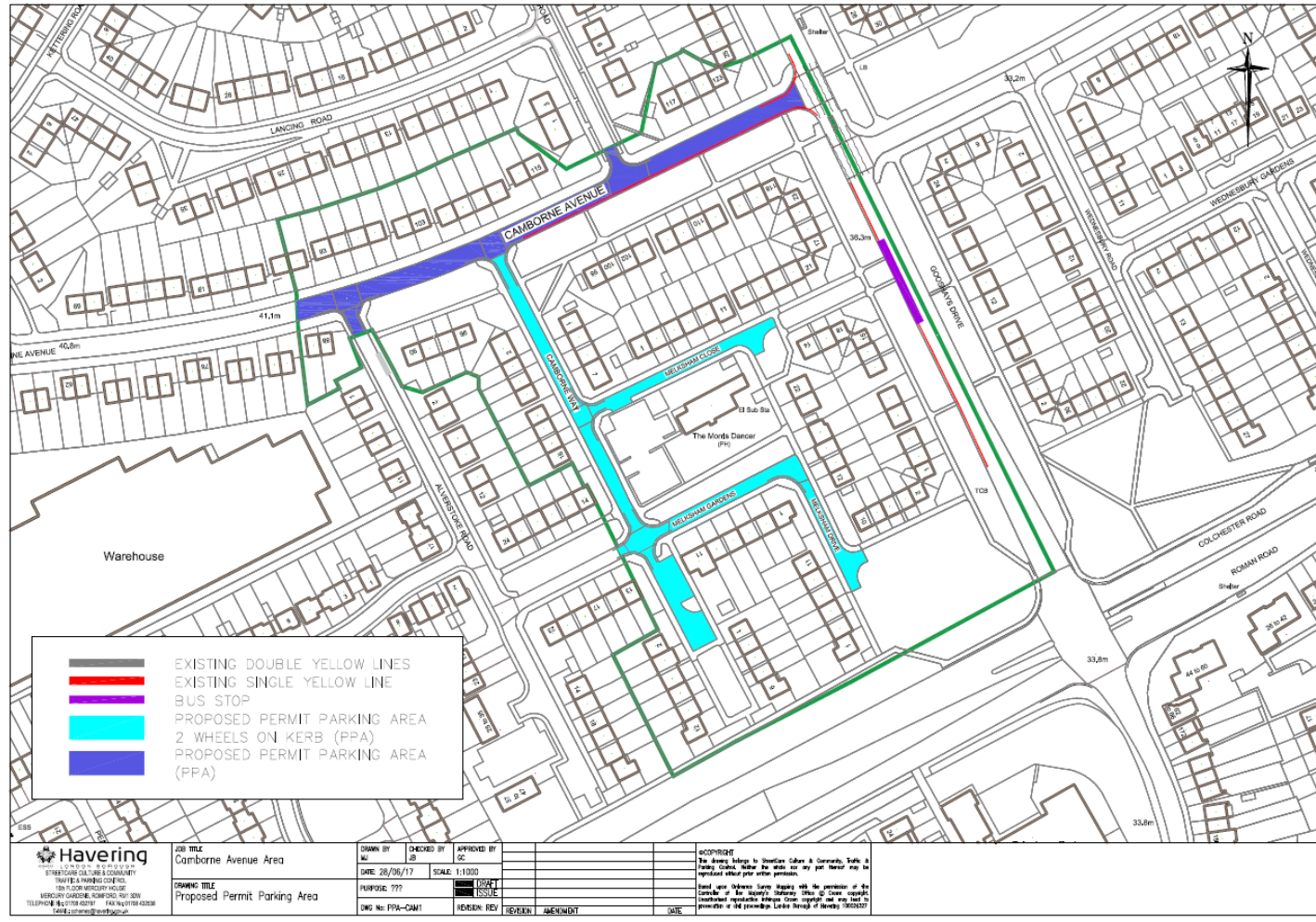
JOB TITLE
 WEDNESBURY & CAMBOURNE
DRAWING TITLE
 PROPOSED RESIDENTS PARKING

DRAWN BY CR	CHECKED BY -	APPROVED BY APP-07			
DATE 13/10/16	SCALE SCALE				
PURPOSE / PURPOSE	DATE / DATE				
DRG No (INC-NO)	VERSION / V	DATE	REVISION	DESCRIPTION	DATE

DISCLAIMER
 The above design is structural, civil & concrete. It is not a complete design and is not intended to be used for any other purpose without the written consent of the designer.
 The designer does not accept any liability for any loss or damage, including consequential loss, arising from the use of the design for any purpose other than that for which it was intended.

- Proposed 'Permit Holders Only' Zone 1
- Proposed 'Permit Holders Only' Zone 2
- Boundary of the combined zones

Actual TMO submission drawing



Objections and Responses

	Resident/Businesses	Summary of Comments	Staff Comments
1	A resident of Melksham Green	<p>Dear Sir or Madam,</p> <p>We have recently seen notices regarding a change in the local parking regulations (changing to resident parking control) but it's unclear if our road is affected.</p> <p>It's Melksham Green, RM3 8QT which isn't listed on the notices.</p> <p>I've tried to check myself on the haveringtraffweb.co.uk site but it doesn't work on any browser I can find or mobile OS'. it's been an exercise in frustration!</p> <p>Our concern is that there isn't currently enough parking for the number of houses that need it (7 spaces, 8 houses) and they are already massively over-subscribed. If our road isn't part of the scheme then we are likely to see an influx of people using the space and a reduction of other locations nearby we can use due to it.</p> <p>Please can you forward a diagram of the affected areas with sufficient detail for us to see what is changing and where?</p>	<p>The Road does appear on numerous mapping services and is not clear on our own Earthlight System as 'Melksham Green' but appears as an extension of 'Camborne Way'. This will still be covered under the Traffic Order and Residents of Melksham Green will still qualify for Permits regardless of the Traffic Order. The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1035'.</p>

		Many thanks, Mike.	
2	A resident of Melksham Green	<p>Can you please clarify whether Melksham Green is included in this scheme, it is shown on the map as Camborne Way and not Melksham Green.</p> <p>Also, can you please confirm how 2 wheel pavement parking will work in a cul-de-sac, surely marked bays would create more parking spaces. If you look at how residents already park (as if there were marked bays) it works well and allows for more cars to park.</p>	<p>The Road does appear on numerous mapping services and is not clear on our own Earthlight System as 'Melksham Green' but appears as an extension of 'Camborne Way'. This will still be covered under the Traffic Order and Residents of Melksham Green will still qualify for Permits regardless of the Traffic Order. The parking restrictions were available on haveringtraffweb.co.uk as 'PTO1035'.</p> <p>2 Wheel parking will be shored up with 'in Marked Bays', where needed. It is intended that Residents will be able to elect where they park 2 wheels on kerb, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways or cause obstruction to Refuse and Emergency Vehicles.</p>
3	A resident of Camborne Avenue	I would like this scheme to finish out side 86 Camborne Avenue since people cannot legally	Residents will be able to elect where they park 4 wheels on

		park there cars outside No 84 due to the drop Kerb and the length of kerb here. You cannot park a car since it will block the drives of 86 and 84 Camborne Avenue.	road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.
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