



HIGHWAYS ADVISORY COMMITTEE

6 February 2018

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| Subject Heading: | TPC816 St. Andrews Avenue area Detailed Design |
| 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 £0.01m and will be met through a virement from the revenue budget A24650 to capital (A2017). |

The subject matter of this report deals with the following Council Objectives

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| 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

The Schemes section of Havering Council are committed to solving Parking issues within the Borough, and will maximise 'on-street' parking for Residents where possible, with the emphasis on safety and maintaining vehicular access.

This report outlines the responses received to the detailed parking consultations undertaken in the St. Andrews Avenue area and recommends a further course of action.

Ward

Elm Park Ward

RECOMMENDATIONS

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

- a. The St. Andrews Avenue parking zone (as shown on the drawing in Appendix C), proceed to formal consultation as a 'Permit Holders Past this Point' Scheme operational Mon to Fri between 09:30 hours and 11:00 hours and 14:00 hours and 15:30 hours;
- b. Members note that all existing 'at any time' waiting restrictions (double yellow lines) within the St. Andrews Avenue parking zone will be retained for junction protection.
- c. Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should a scheme be implemented is £0.01m and will be met through a virement from the revenue budget A24650 to capital (A2017), as there are no funds within the capital budget to fund the project.

REPORT DETAIL

1.0 Background

- 1.1 Following reports from local residents regarding dangerous and / or inconsiderate parking at junctions which led to the introduction of 'At Any Time' waiting restrictions at junctions in early 2016, this Committee agreed that an informal consultation should be undertaken in January/February 2016 to identify and deal with parking related issues and gauge the views of local residents on the current parking situation in their road.
- 1.2 The 'St. Andrews Avenue Informal Consultation', complete with questionnaire (a copy of which is contained in Appendix B), was distributed to 349 residents on the 22nd January 2016 with a closing date of 19th February 2016 for receipt of representations. A plan showing the distribution area, agreed with local Ward Councillors, is contained in Appendix A. The distribution area covers all properties affected by the perceived problems.
- 1.3 At the close of the St. Andrews Avenue area Consultation on Friday 19th February 2016 of the 349 properties consulted a total of 69 completed responses were received with a further 10 incomplete responses received. The results of consultation, shown on the table in Appendix C, show a clear and positive response from the majority of the roads favouring the implementation of parking controls and for the Council to undertake further detailed design on a scheme.
- 1.4 It is noted that the roads within the proposed St. Andrews Avenue parking zone attract some non-residential / commuter parking, due to the close proximity of Elm Park Station which is a 15 minute (approximate) walk away.
- 1.5 The results were presented to the local ward Councillors on the 4th March 2016, and subsequently a meeting was held on 22nd March 2016 to discuss the results of the Consultation.
- 1.6 Following the meeting officers and Ward Councillors agreed that detailed design and formal consultation for the implementation of a scheme should be progressed with the inclusion of the following:
 - a) Option of having split operational times of restrictions from 9.30am to 10.30am and 2.30pm to 4pm;
 - b) Inclusion of permit pricing information within consultation documentation;
 - c) Inclusion of area immediately to the front of the St. Alban RC church in Aldingham Gardens in the designed scheme / consultation.

- 1.7 Officers initially favoured that any implemented scheme should be operational Mon to Sat, 08.30 hours to 18:30 hours which would be consistent with the parking controls implemented in the adjacent area north of the train line.
- 1.8 Officers noted that some of the roads in the St. Andrews Avenue area have footway parking, to allow access for Emergency and Refuse Vehicles. Any implemented scheme will be designed to maximise available on-street parking while maintaining traffic flow.
- 1.9 Officers also noted that a majority of responses from Easdale Drive and Rosewood Avenue rejected the need for parking controls. However, to omit these roads from the proposals would increase the risk of future parking displacement in these roads should the scheme proceed. It should be noted that the sample of responses from Easdale Drive and Rosewood Avenue are too small to be taken as representative of the entire roads. There was only one respondent from Easdale Drive out of 24 properties, and only 5 respondents from 45 properties in Rosedale Avenue.
- 1.10 Following the informal consultation a report was presented to the Highways Advisory Committee on the 26th April 2016 with a recommendation to proceed to formal consultation.

2.0 Responses received

- 2.1 A detailed consultation was undertaken in December 2016, and the results were distributed to Ward Councillors on 16th February 2017. A total of 383 properties were consulted with 79 responses received giving a 21% response rate. Out of the 79 responses 49 were in favour of having parking restrictions with 30 showing a preference for implementation of a 'Monday – Friday' restriction; 17 showed a preference for a 'Monday – Saturday' restriction. Of the 40 respondents that responded to the times of operational times, 22 respondents showed a preference for '8am to 6.30pm', 5 respondents showed a preference for '9.30am to 10.30am & 3pm to 4pm', 8 respondents showed a preference for '9.30am to 11am & 2.30pm to 4.30pm' and, 5 respondents showed a preference for '11am to 2pm'. The results of the consultation are contained in Appendix D.
- 2.2 The scheme was put on hold in the Councils programme of works and was reinitiated in August 2017. Due to the delays in bring the scheme into operation it was considered appropriate to re-consult the Residents. A further Consultation was undertaken on the 25th August 2017 and concluded on the 15th September 2017 the results of which are contained in Appendix E. Of the 395 properties consulted, there were 87 responses received giving a 22% response rate. Of the 87, responses received 70 (80%) said there was a Parking Problem, 55 (63%) said that the situation had deteriorated since the previous Consultation, and 66 (76%) said they would like a residents parking zone to be implemented.

3.0 Staff Comment

- 3.1 Following detailed discussions with ward councillors and taking full consideration of the consultation responses officers consider that the St. Andrews Avenue parking zone should proceed to formal consultation as a 'Permit Holders Past this Point' Scheme operational Mon to Fri between 09:30 hours and 11:00 hours and 14:00 hours and 15:30 hours.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend that this scheme is progressed to detailed Statutory Consultation, for the St. Andrews Avenue area, as laid out in 'Appendix D'.

The estimated cost of implementing the proposals, including physical measures, advertising and making the Traffic Management Orders is £0.01m for implementation, and will be met through a virement from the revenue budget A24650 to capital (A2017), as there are no funds within the capital budget to fund the project.

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 are to 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:

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 officer's 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



Appendix A

St. Andrews Avenue area informal consultation plan



| | |
|--|---|
| St. Andrews Avenue Area | N ↑ |
|  | Scale: 1:5000 Date: 07 January 2016 Size: A4  |
|  London Borough of Havering Town Hall, Main Road, Romford, RM1 3BD Tel: 01708 424543 | © Crown copyright and database rights 2015 Ordnance Survey 100024327 |

Appendix B

St. Andrews Avenue area Informal Consultation Results




| ST. ANDREWS AVENUE | | | | | | | | | | | | | | | | | | |
|--------------------|------------|------------|---------------|---------------|-----------|-----------|-----------|-----------|-------------|----------|------------------|-----------|------------------|------------|----------------|-----------|------------|------------|
| 03/03/2016 | | | | | | | | | | | | | | | | | | |
| Road Name | Address | % Returns | Returns total | Returns total | Problem? | | Controls? | | Reconsider? | | OVERALL SUPPORT? | | Parking Controls | | % Reconsidered | | % Support | |
| | | | | | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No | Yes | No |
| AMBLESIDE AVENUE | 66 | 18% | 12 | 0 | 11 | 1 | 12 | 0 | 0 | 0 | 12 | 0 | 100% | 0% | 0% | 0% | 100% | 0% |
| CARNFORTH GARDENS | 55 | 15% | 8 | 0 | 6 | 2 | 6 | 2 | 0 | 1 | 6 | 2 | 75% | 25% | 0% | 13% | 75% | 25% |
| DERWENT WAY | 20 | 25% | 5 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 100% | 0% | 0% | 0% | 100% | 0% |
| EASDALE DRIVE | 24 | 4% | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0% | 100% | 0% | 0% | 0% | 100% |
| LANGDALE GARDENS | 20 | 10% | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 100% | 0% | 0% | 0% | 100% | 0% |
| ROSEWOOD AVENUE | 45 | 11% | 5 | 0 | 0 | 5 | 0 | 5 | 1 | 1 | 1 | 4 | 0% | 100% | 20% | 20% | 20% | 80% |
| SIVERDALE DRIVE | 9 | 22% | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 50% | 50% | 0% | 50% | 50% | 50% |
| ST ANDREWS AVENUE | 99 | 21% | 21 | 0 | 13 | 8 | 12 | 9 | 0 | 1 | 12 | 9 | 57% | 43% | 0% | 5% | 57% | 43% |
| WINDERMERE AVENUE | 54 | 24% | 13 | 0 | 11 | 2 | 11 | 2 | 0 | 1 | 11 | 2 | 85% | 15% | 0% | 8% | 85% | 15% |
| Total | 392 | 18% | 69 | 0 | 50 | 19 | 49 | 20 | 1 | 5 | 50 | 19 | 71% | 29% | 1% | 7% | 72% | 28% |
| INCOMPLETE | 10 | 3% | 10 | 0 | 7 | 3 | 7 | 3 | 0 | 0 | 6 | 2 | | | | | | |



Appendix C

St. Andrews Avenue revised area plan with road analysis



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| <p>St. Andrews Avenue area stage 2 consultation boundary</p> | <p>N ↑</p> |
| <p></p> | <p>Scale: 1:2500 Date: 11 April 2016</p>  |
| <p> London Borough of Havering Town Hall, Main Road Romford, RM1 3BD Tel: 01705 434343</p> | <p>© Crown copyright and database rights 2016 Ordnance Survey 100024327</p> |

Appendix E

St. Andrews Avenue Re - Consultation Results

| ST. ANDREWS AVENUE AREA - STAGE 2 RE-CONSULT | | | | | | | | | |
|--|-----------------|------------|-----------|---|-----------|--|-----------|--|-----------|
| Road Name | Q1 & Q2 Address | % Returns | Returns | Q2. Do you still have a Parking problem in your road? | | Q3. Has the situation in your road deteriorated since the Stage 2 Consultation in December 2016? | | Q4. Would you like us to proceed with the implementation of a Controlled Parking Zone? | |
| | | | | total | Yes | No | Yes | No | Yes |
| AMBLESIDE AVENUE | 68 | 28% | 19 | 18 | 1 | 14 | 4 | 14 | 4 |
| CARNFORTH GARDENS | 56 | 20% | 11 | 9 | 2 | 7 | 4 | 8 | 3 |
| DERWENT WAY | 20 | 25% | 5 | 5 | 0 | 3 | 2 | 5 | 0 |
| EASDALE DRIVE | 24 | 8% | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| LANGDALE GARDENS | 20 | 15% | 3 | 3 | 0 | 3 | 0 | 3 | 0 |
| ROSEWOOD AVENUE | 45 | 13% | 6 | 3 | 3 | 2 | 4 | 4 | 2 |
| SILVERDALE DRIVE | 9 | 0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ST. ANDREWS AVENUE | 99 | 28% | 28 | 20 | 8 | 16 | 12 | 20 | 8 |
| WINDERMERE AVENUE | 54 | 24% | 13 | 11 | 2 | 9 | 4 | 11 | 2 |
| Total | 395 | 22% | 87 | 70 | 17 | 55 | 31 | 66 | 20 |
| Duplicates | | | 2 | | | | | | |