

HIGHWAYS ADVISORY COMMITTEE

21 January 2020

Subject Heading:

**SCH361 - Grenfell Avenue Area –
Results of formal consultation**

CMT Lead:

Councillor Osman Dervish

Report Author and contact details:

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Policy context:

**Havering Local Implementation Plan
2018/19 Delivery Plan**

Financial Summary:

**The estimated cost of implementation
is £0.004m and will be met from the LIP
allocation 2018/2019 - A2904**

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

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[x]
Connections making Havering	[x]

SUMMARY

Hylands Ward

This report outlines the responses received to the formal consultation undertaken with the residents of Edison Avenue, Edison Close, Gordon Avenue, Grenfell Avenue and Wren Gardens and recommends a further course of action.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that;
 - (a) the proposals to introduce a residents parking scheme in the Grenfell Avenue area, operational Monday to Friday 10am to 2pm inclusive, (shown on the plan in **Appendix C – Formal Design**) be **abandoned**;
 - (b) the proposed ‘At Any Time’ waiting restrictions, proposed Pay & Display parking provision and proposed Loading Bay be implemented as advertised (as shown in **Appendix E – Design to be Implemented**).
2. Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs is £0.004m and will be met from the LIP 2018/2019 funding allocation – A2904 (funding carried over).

REPORT DETAIL

1.0 Background

- 1.1 This item was advanced onto Calendar Brief in January 2018 due to the level of complaints received by the Council regarding long term non-residential parking in the Grenfell Avenue Area.
- 1.2 The extent of the review area is identified on the plan in **Appendix A – Review Area**.
- 1.3 On Friday 23rd March 2018, 335 residents that were perceived to be affected by the proposals were sent letters and questionnaires, with a return date of 13th April 2018. The responses to the questionnaire are outlined in the table in **Appendix B – Informal Consultation Results**.

2.0 Results of informal consultation

- 2.1 From the 335 letters sent out to the area, 113 responses were received, a 34% return. Out of the 113 responses 79 answered YES to question 1, that they felt there was a problem in the road, 74 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, 51 responses favoured Monday to Friday, while 23 responses favoured Monday to Saturday. In respect of the options of which hours of the day that were favoured, 35 responses favoured 10am to 2pm, while 37 responses favoured 8am to 6.30pm. In respect of what form of restriction was favoured, 52 responses favoured the Residents Parking Scheme option, while 21 responses favoured yellow line waiting restrictions. Given these results, it would seem the

most supported option would be a Residents Parking Scheme, operational from Monday to Friday 10am to 2pm.

- 2.2 Following the results of the consultation, officers met with Ward Councillors to discuss a way forward. All three Ward Councillors agreed that a formal consultation should take place to propose a Residents Parking Scheme operational Monday to Friday 10am-2pm inclusive.
- 2.3 From the responses received, it was clear that the majority of responses outlined that there was a parking problem in the area and that some form of action needed to be taken. The most popular option was a Residents Parking Scheme, operational Monday to Friday 10am to 2pm inclusive. The design of the scheme that was formally consulted on is set out in **Appendix C – Formal Design**, with an addition of Pay and Display Parking bays at the northern extremity of Grenfell Avenue, to make it easier for customers to use the parade of shops on Roneo Corner.

3.0 Results of Formal Consultation

- 3.1 From 335 letters sent out, 18 responses were received, a 5.4% return. Out of the 18 responses 3 were in favour, 13 were against, 1 was partly in favour of the scheme and 1 did not specify either way.
- 3.2 A petition was also received during the consultation from a resident claiming to have undertaken a survey of parking space availability during the times of the restrictions under the proposed scheme for Edison Avenue/Gordon Avenue. Over the 8 days monitored it was claimed that there were over 15 spaces available at different times of the day on each day of the survey. The individual responses received to the consultation are outlined in the table in **Appendix D – Residents' Responses**.

4.0 Staff Comments

- 4.1 After reviewing the responses from the statutory consultation, it is clear that the majority of residents do not support the proposed Permit Parking Area. Taking account of resident's comments and the lack of support for the proposals officers agree that this part of the scheme should be abandoned.
- 4.2 Due to persistent problems faced by refuse vehicles accessing the roads in the review area, officers recommend that the proposed 'At Any Time' waiting restrictions should be implemented to ensure that vehicular access is maintained.

Following resident's objections to the proposed 'At Any Time' waiting restrictions on the junction of Edison Close and Edison Avenue with consequential loss of parking it is recommended that this element of the scheme is abandoned. Officers have taken account of the level of use of this junction and do not consider that restrictions are required or that failure to implement such would have any significant adverse safety implications on highway use.

- 4.3 All Ward Councillors have been contacted following the results of the formal consultation and agree with officers recommendations as set out in this report.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation and accept the recommendations made by officers of the above scheme

Should all proposals be implemented, the estimated costs of £0.004m which includes advertising costs and implementing the proposals as described above and shown on the attached plans will be met from the LIP allocation 2018/2019 - A2904. 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 Capital budget.

Legal implications and risks:

The Council's powers to make an order creating a controlled parking zone or for charging for parking on the highway 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 & General Directions 2016 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:

The enforcement of Controlled Parking Zones is a labour intensive task. Currently, there are sufficient employees to undertake enforcement.

Equalities implications and risks:

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

There will be some physical and visual impact from the required signing and lining works.

BACKGROUND PAPERS

Appendix A – Review Area

Appendix B – Informal Consultation Results

Appendix C – Formal Design

Appendix D – Residents' Responses

Appendix E – Design to be implemented

Appendix A – Review Area

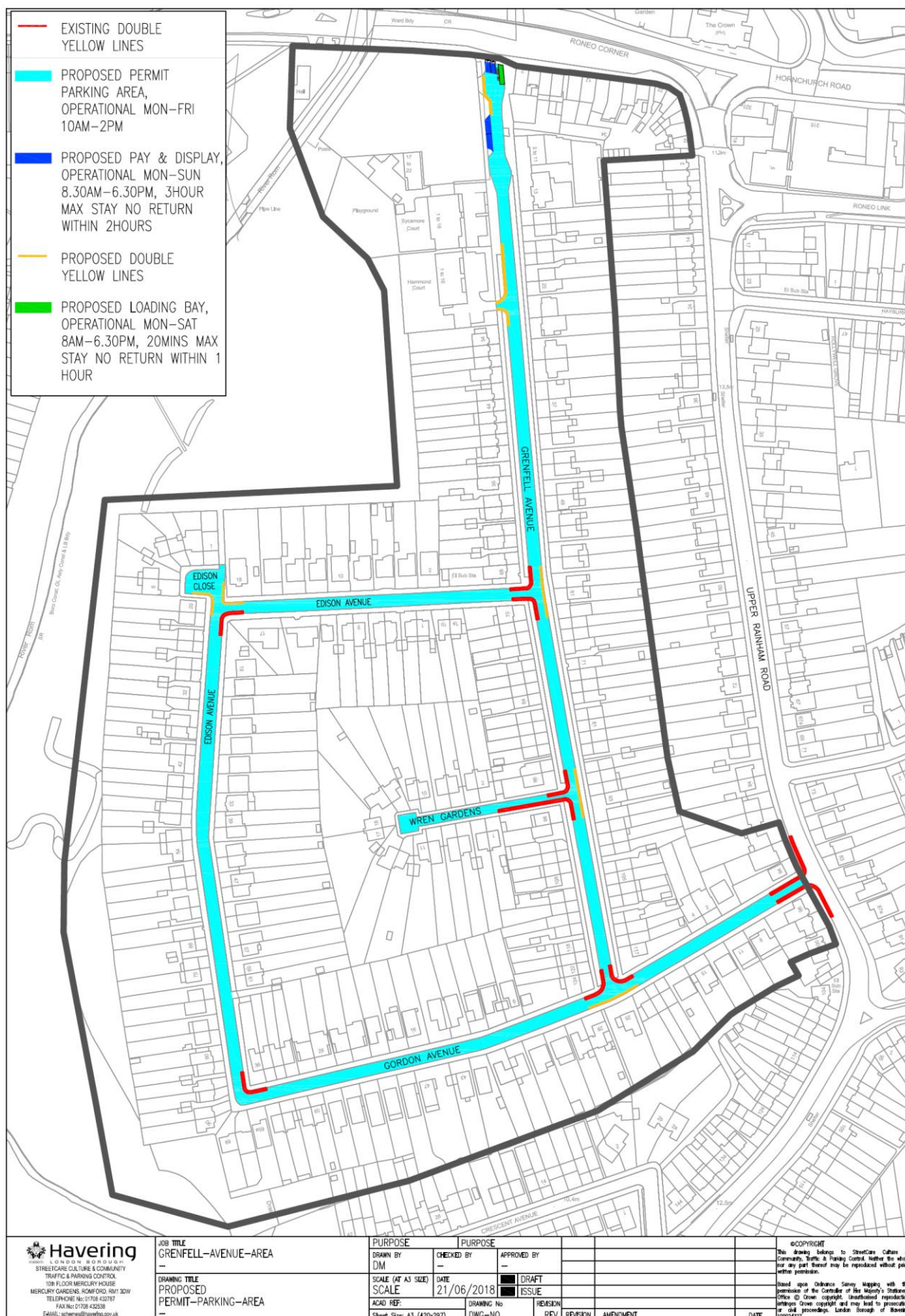


Appendix B – Informal Consultation Responses

Road Name	Address	% Returns	Returns	1. In your view, is there currently a parking problem in your road to justify action being taken by the Council		2. In favour of your road having parking restriction placed upon it to limit long term		Days		Times		Restriction	
			total	Yes	No	Yes	No	Mon / Fri	Mon/ Sat	10am – 2pm	8-6:30	YL	Residential parking
Grenfell Avenue	145	39%	57	47	10	43	4	30	13	23	20	16	28
Gordon Avenue	49	18%	9	5	4	4	5	1	4	1	4	1	3
Edison Avenue	76	40%	31	19	12	18	1	15	3	10	6	4	13
Wren Gardens	18	72%	13	6	7	6	0	4	2	1	5	0	6
Roneo Corner	34	0%	0	0	0	0	0	0	0	0	0	0	0
Upper Rainham Road	6	33%	2	1	1	1	0	0	1	0	1	0	1
Edison Close	6	16%	1	1	0	1	0	1	0	0	1	0	1
Rush Green Road	1	0%	0	0	0	0	0	0	0	0	0	0	0
Total	335		113	79	34	74	5	51	23	35	37	21	52



Appendix C – Formal Design



Appendix D – Residents’ Responses

<u>Respondent</u>	<u>Summary of comments</u>
Resident of Edison Close	The resident is against the proposals to install Double Yellow Lines in Edison Close and states that if the proposals are implemented then it would leave very limited parking for residents and visitors.
Resident of Grenfell Avenue	The resident is in favour of the scheme and also requests Double Yellow Lines outside their garage due to on occasions not being able to get their car out due to inconsiderate parking.
Resident of Wren Gardens	The resident is against the proposals and states that the permit parking proposal will have no benefit and will be an inconvenience. The resident goes onto say that residents and visitors should be able to park without having to pay.
Resident of Edison Avenue	The resident is against the proposals and says that they do not wish for this to be introduced.
Resident of Edison Close	The resident strongly objects to the introduction of yellow lines in Edison Close, and says that the introduction of the yellow lines would leave very limited parking for tenants, let alone space for visitors.
Resident of Gordon Avenue	The resident strongly objects to the proposals to introduce a permit parking area and subsequently the footway bays removed, then this will make the situation worse as vehicles will be parked fully in the carriageway.
Resident of Grenfell Avenue	The resident is against the proposals and states that by introducing the proposed double yellow lines, there will be even less parking for residents. However, the resident has said that they don't mind having the resident permit only but only for a 1 hour restriction. They go onto say that it appears to be another excuse to generate more income.
Resident of Grenfell Avenue	The resident objects to the proposals and says that they do not want to pay for permits to park outside their own house. They go onto say they understand the reason this is being proposed because there is a number of selfish residents that complain about the amount of staff from queens hospital.
Resident of Edison Avenue	The resident is against the proposals on the grounds that, there is no need for it in Edison Avenue, the cost of permits and devaluation of properties.
Resident of Grenfell Avenue	The resident is fully in favour of the proposals and would welcome the permit parking, double yellow lines and pay & display which would alleviate all the parking problems being caused.
Resident of Wren Gardens	The resident strongly objects to the proposed permit parking and say they rejected the idea of permit parking at the first initial consultation stage. They go onto say that the installation of the yellow lines on the junction of Wren Gardens and Grenfell Avenue have improved the parking situation in this location and would be happy for the yellow lines to be installed

	opposite the junction to improve access for larger vehicles to access and egress the road.
Resident of Grenfell Avenue	The resident opposes to the proposals and says that there is currently no parking problem in the area and that restrictions of 10am-2pm are not necessary. The resident also says that they do not wish to have to purchase a residents permit to park in their road. However, the resident is in agreement that there is a problem at all junctions and therefore double yellow lines should be introduced.
Resident of Edison Avenue	The resident is against the proposals and says that if the proposals are installed then vehicles would park in between theirs and their neighbours dropped kerb, which is not big enough for a vehicle to park and would therefore obstruct their dropped kerb.
Resident of Grenfell Avenue	The resident is against the proposals and says that the chosen time of 10am-2pm is not necessary and a better time would be a 1 hour restriction. They also say that they disagree with the fact that they will have to pay for permits to park in their own road.
Resident of Wren Gardens	The resident is in favour of the additional double yellow lines opposite junctions to improve access, however, object to the remainder of the proposal of residents permit scheme.
Resident of Grenfell Avenue	The resident is against the proposals and says they are fundamentally flawed. The resident goes onto say that they feel that this proposal is yet another money making venture.
Resident of Wren Gardens	The resident does not specify whether they are in favour or not and say that the existing Double Yellow Lines need to be extended on the Grenfell/Gordon Avenue junction as this is a dangerous junction.
Resident of Edison Avenue	The resident is against the proposals and says that there is no need for Double Yellow Lines on the junction of Edison Avenue/Edison Close as there is no problem with parking on the junction. Also, the resident is concerned with the limited parking for residents in Edison Close if proposals do go ahead.

Appendix E – Design to be implemented

