

HIGHWAYS ADVISORY COMMITTEE

18 September 2012

REPORT

Subject Heading:

**HORNCHURCH STATION AREA
PARKING REVIEW - comments to
advertised proposals. Deferred items**

Report Author and contact details:

Iain Hardy
Technical Officer
01708 432440
iain.hardy@haverling.gov.uk

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

| | |
|--|-------------------------------------|
| Clean, safe and green borough | <input checked="" type="checkbox"/> |
| Excellence in education and learning | <input type="checkbox"/> |
| Opportunities for all through economic, social and cultural activity | <input type="checkbox"/> |
| Value and enhance the life of every individual | <input checked="" type="checkbox"/> |
| High customer satisfaction and a stable council tax | <input type="checkbox"/> |

SUMMARY

This report represents the items from the Hornchurch Station Area Parking Review - comments to advertised proposals report (agenda item 13), which Members deferred at the meeting on 14th August 2012, to clarify the recommendations and the plans.

RECOMMENDATIONS

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:

1. The proposals as shown on plan QJ055-0F-28 Suttons Lane, be implemented as advertised and the effects of implementation be monitored.
2. The proposals as shown on plan QJ055-0F-29 Station Lane be implemented as advertised and the effects of implementation be monitored.
3. The proposals as shown on plan QJ055-0F-30 Kenilworth Gardens be implemented as advertised and the effects of implementation be monitored
4. The proposals as shown on plan QJ055-0F-31 Suttons Gardens, be implemented as advertised and the effects of implementation be monitored.
5. The proposals as shown on plan QJ055-0F-32 Cumberland Avenue, be implemented as advertised and the effects of implementation be monitored.
6. The proposals as shown on plan QJ055-0F-33 Cumberland Close, be implemented as advertised and the effects of implementation be monitored.
7. The proposals as shown on plans QJ055-0F-34, Matlock Gardens, be implemented as advertised and the effects of implementation be monitored.
8. That for the proposals as shown on plans QJ055-0F-35 Hacton Drive be:
 - a. implemented as advertised and the effects of implementation be monitored; or
 - b. rejected

REPORT DETAIL

1.0 Background

- 1.1 The former Hornchurch Area Committee requested a review of parking around the Hornchurch Station area prior to the establishment of the Highways Advisory Committee.
- 1.2 The Highways Advisory Committee requested that the Head of StreetCare proceed with a consultation to gauge views on parking in the area at its meeting of 13th July 2010 (Scheme requests, Item 11).

- 1.3 Approximately 2400 letters were hand delivered to the area on or just after 13th December 2010, with a questionnaire, with a closing date of 7th January 2011 for completion.
- 1.4 By the close of consultation, 322 responses (310 residents, 12 businesses with a petition) had been received (13% response rate).
- 1.5 The approximate area of the existing CPZ and the review area was shown on Drawing QJ055/101. The CPZ operates with a part time restriction in force between 10:30am and 11:30am, Monday to Friday. There are restrictions in the core area near the station operating 8am to 6:30pm, Monday to Saturday which are in place to generally assist with traffic flow.
- 1.6 There are disc parking bays outside the shops in Station Lane which operate 10:30am to 11:30am, Monday to Friday with parking for 30 minutes, plus some “free” parking bays in side streets which are available for parking.
- 1.7 At its meeting on 22nd March 2011, this Committee considered a report outlining the responses received to the informal consultation undertaken within the area around Hornchurch Station and agreed that the Head of Streetcare should proceed with detailed design and advertisement of the scheme.
- 1.8 The proposals were designed in consultation with the Ward Members and were subsequently advertised. All those perceived to be affected by the proposals were advised of them by letter with a plan showing the proposals in their area. Site notices were also placed throughout the area.
- 1.9 At its meeting on the 14th August 2012, this Committee deferred the items in this report, as the Committee decided that it would be more advantageous to have one recommendation per drawing.
- 1.10 This report looks at the responses received to the advertised proposals outlined in the revised drawings for each area and recommends a further course of action.

2.0 Design Principles

- 2.1 The scheme elements are designed to incorporate ‘At any time’ waiting restrictions at junctions, apexes of bends and key sections of roads in the area to keep sight lines clear for motorists and to ensure traffic flow.
- 2.2 The scheme also incorporates the extension of the bus stop in Station Lane, to ensure that the buses can access the stop easily and making the buses accessible to disabled passengers, older people and parents with prams. A bus stop clearway is also proposed for the existing bus stop in the Bevan Way layby opposite Central Drive.
- 2.3 In respect of the parking provision for the businesses on Station Lane and Suttons Lane, new Pay & Display parking provisions are proposed in Kenilworth Gardens and Cumberland Avenue to offset the reduction in parking space due to the proposed extension of the existing Bus stop Clearway in Station Lane, it is proposed to change the use of all the Free and Disc parking bay along Station

Lane and Suttons Lane and in the side roads (as outlined in this report) to Pay and Display parking bays. This is in line with the Council's general direction of travel in respect of paid for on-street parking provision. Pay and Display provides customers with a cheap and accessible parking option and it also encourages the turn over or parking spaces as the cost of long stay parking is designed to limit it. Pay and Display improves accessibility and promotes the use of local shops and businesses.

- 2.4 It is proposed to introduce a residents parking scheme in Cumberland Avenue, Cumberland Close and Matlock Gardens, to prevent long term non-residential parking taking place in the existing Free parking bays throughout these roads.
- 2.5 In respect of the proposals for Hacton Drive, it is proposed to introduce further 'At any time' waiting restrictions and free parking bays to ensure access to the first half of the road, where there are reported problems with obstructive parking, caused by residents, commuters and parents of the schools and nursery schools.
- 2.6 All of the proposals have been designed in conjunction with the Ward Councillors

3.0 **Responses received**

- 3.1 There were 1260 letters sent out to residents and businesses in the area of the proposals and at the close of public consultation 39 responses were received, a 3% return. The responses are summarised and along with the plans of the proposals, staff comments and recommendations are appended to this report as Appendix A.

4.0 **Staff comments**

- 4.1 From the number of consultation letters sent out to residents and businesses in the area of the proposals and level of responses, it is suggested that there is relatively little dissent to the proposals. However, there are some respondents that have raised comments to certain elements of the scheme or have requested further restrictions. Officers considered carefully each of the consultation responses and have tried to minimise, if not eliminate, the potential negative impact arising from these proposals, in terms of improving accessibility, safety and convenience for local residents and businesses.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above, as contained in the report deferred at the meeting of this Committee on 14th August 2012, and shown on the attached plans is £30,000 including advertising costs but excluding the installation of Pay and Display machines at six locations.

The estimated cost to install the proposed Pay & Display machines in Cumberland Avenue and Kenilworth Avenue, as set out in this report is £8,000. These elements of the scheme are MTFs approved and can be funded by a current Invest to Save bid.

The costs shown are an estimate of the full costs to implement the 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.

The total costs will need to be contained within the overall revenue budget.

Legal implications and risks:

Waiting restrictions and parking bays require 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 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.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

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, the young and older people), this will assist the Council in meeting its duty under the Act.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community, but most especially disabled people and people using pushchairs. Accessible bus stops will be of benefit to people using wheelchairs, but also people who have walking, balance and dexterity difficulties; and blind and partially-sighted people.

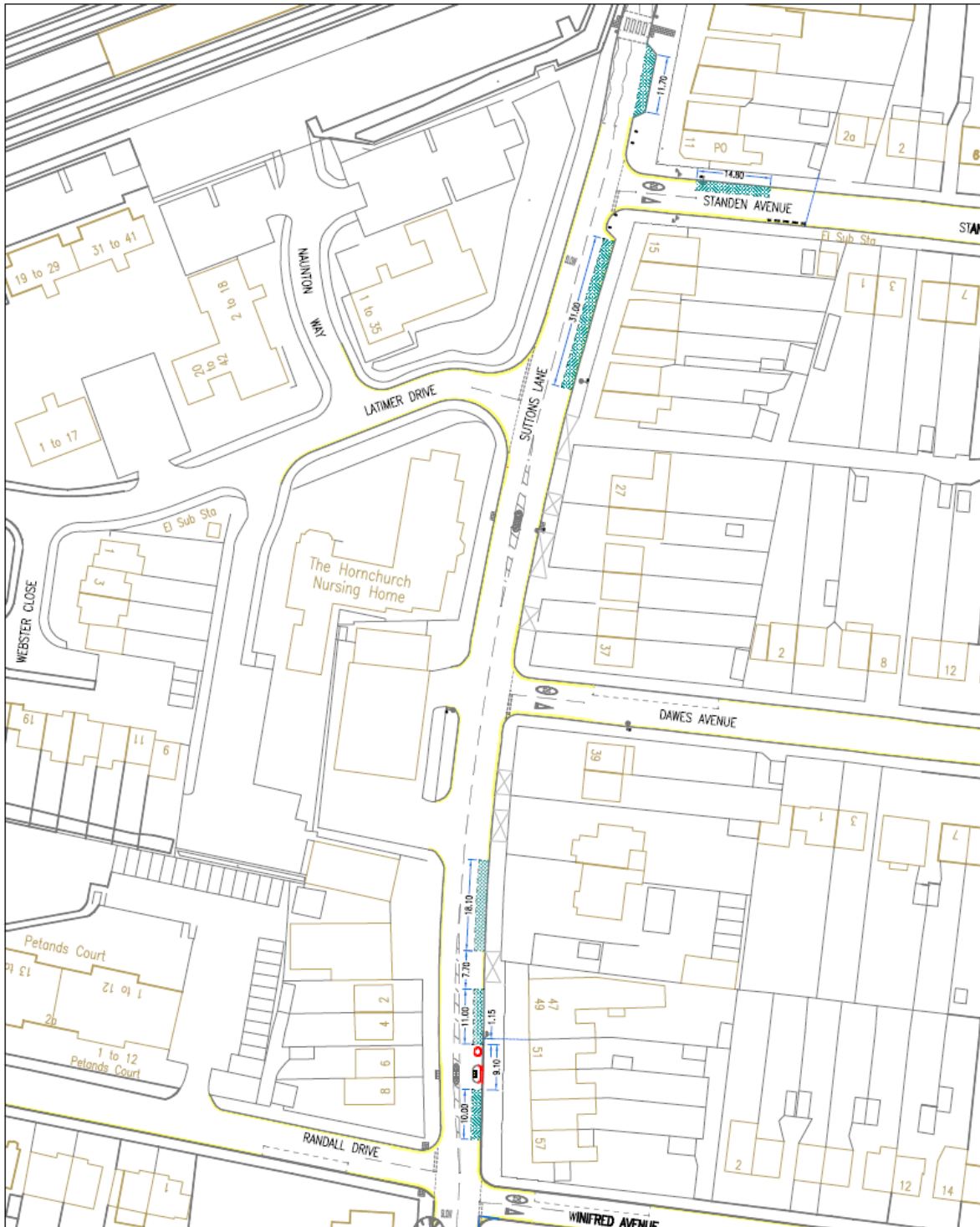
BACKGROUND PAPERS

Drawings:

QJ055-OF-28
QJ055-OF-31
QJ055-OF-34

QJ055-OF-29
QJ055-OF-32
QJ055-OF-35

QJ055-OF-30
QJ055-OF-33



| | | | | | | | | | | | |
|---|---------------------------------------|---|---|--|------------------------------|---|---------------------------------------|----------|---|---------------|----------|
| <p>Havering LONDON BOROUGH STREETCARE - CULTURE & COMMUNITY</p> <p><small>10th FLOOR MERCURY HOUSE MERCURY GARDENS ROMFORD, SUFF. S10 TELEPHONE No. 01708 434343 FAX No. 01708 433721 E-MAIL: streetcare@havering.gov.uk</small></p> | | <p>PURPOSE PROPOSAL</p> <p>©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.</p> <p><small>Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327</small></p> | | <p>PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)</p> <p>PROPOSED P&D PARKING BAY</p> | | | | | | | |
| <p>JOB TITLE HORNCHURCH STATION PARKING REVIEW</p> | | <p>DRAWN BY RP</p> | | <p>CHECKED BY IH</p> | | | | | | | |
| <p>DRAWING TITLE SUTTONS LANE</p> | | <p>APPROVED BY MLP</p> | | <p>REVISION</p> <table border="1"> <tr> <td>B</td> <td>MEMBERS AMENDMENTS (MEETING 19.08.11)</td> <td>30.08.11</td> </tr> <tr> <td>A</td> <td>INITIAL ISSUE</td> <td>02.06.11</td> </tr> </table> | | B | MEMBERS AMENDMENTS (MEETING 19.08.11) | 30.08.11 | A | INITIAL ISSUE | 02.06.11 |
| B | MEMBERS AMENDMENTS (MEETING 19.08.11) | 30.08.11 | | | | | | | | | |
| A | INITIAL ISSUE | 02.06.11 | | | | | | | | | |
| <p>SCALE (AT A4 SIZE) 1:500</p> | <p>DATE 24.08.12</p> | <p>DRAFT ISSUE</p> | <p>ACAD REF: Sheet Size A4 (210-297)</p> | <p>DRAWING No QJ055-0F-28</p> | <p>REVISION B</p> | | | | | | |

1. The Proposals as shown on plan QJ055-0F-28 Suttons Lane - incorporating drawing nos. QJ055-0F-17 and QJ055-0F-18 from original report

The proposals as shown on plan No. **QJ055-0F-28** are to introduce Pay & Display parking facilities in the existing free parking bays on Suttons Lane, in the lay-by fronting Nos. 7 and 9 Suttons Lane and in Standen Avenue to the side of No. 11 Suttons Lane and form a new Pay & Display parking facility in Suttons Lane, fronting Nos. 15 to 23, to introduce Pay & Display parking facilities in the existing Disc Parking Bays in Suttons Lane and to alter the pedestrian refuge outside Nos. 51 and 53 to help with drainage and ease access for larger vehicles negotiating the refuge following complaints from a Ward Councillor. The proposals also include an extension of the 'At any time' waiting restrictions on the southern side of Standen Avenue, to a point opposite the western boundary of No. 2a. The proposed hours of operation for the Pay and Display parking facilities are 8.00 a.m. and 6.30 p.m, Mondays to Saturdays inclusive, with a maximum stay period of two hours.

Responses received

Response 1

From a resident of Suttons Lane, who is concerned about the potential effects on the businesses in Suttons Lane and Station Lane. They feel being charged to park for a paper or a hot meal is not a good idea. They consider that if the parking bays in Suttons Lane and Standen Avenue that allow 20 minutes free parking are changed, customers will go elsewhere. They request further information about the operational times and tariffs.

Response 2

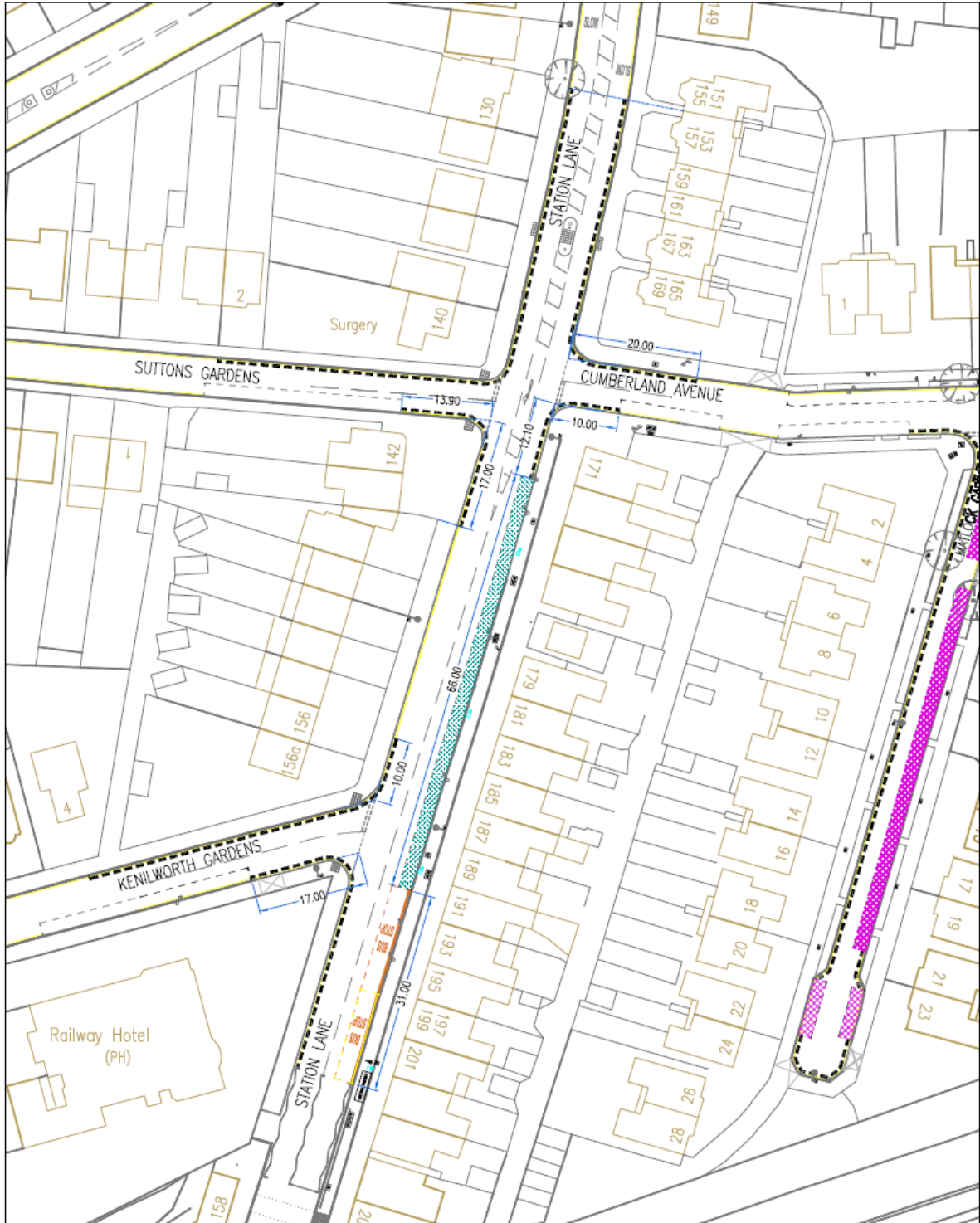
Response from a resident who has not provided their address, but has lived in the area for 6 years and outlines that traffic has increased as well as parking. They also state that changes introduced by The Council have not had a positive effect in the area and this will be another inconvenience to residents by the work itself and the increase of parking the scheme will attract. There are parking provisions in Hornchurch for commuters, lots of bus routes and bicycle provisions. They criticise The Council for wanting to make money and ask how this will assist the shop owners. The existing restrictions are not enforced effectively and they highlight the area near Suttons and Sanders Schools as being a problem area. They recommend that funding should be diverted to maintenance and suggests that we promote walking to school and bike use. They also suggest improving the situation by the driving school and not punishing the shop owners. It is felt that people should be asked rather than spending money on designs. They also mention their complaint regarding the changes at the junction of Standen Avenue which they feel has been made a nightmare and suggest the road has been narrowed for buses (Council Officers believe this is related to the pedestrian refuge). They feel that the bigger picture should be looked at as tax payers money isn't being spent wisely.

Staff comments

The proposals are designed to improve access at the junction of Standen Avenue and provide Pay and Display parking facilities in the vicinity of the shops. The proposed changes to the pedestrian refuge are designed to help with drainage and ease access for larger vehicles negotiating the refuge.

Recommendation - 1

That the proposals be implemented as advertised and the effects of implementation be monitored.



| | | | | | |
|--|--|--|--|--|--|
| Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY | | PURPOSE ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327 | | PROPOSAL | |
| JOB TITLE HORNCHURCH STATION PARKING REVIEW | | DRAWN BY RP | | CHECKED BY IH | |
| DRAWING TITLE STATION LANE | | APPROVED BY MLP | | REVISION B | |
| SCALE (AT A4 SIZE) N.T.S. | | DATE 24.08.12 | | DRAFT ISSUE | |
| ACAD REF. Sheet Size: A4 (210x297) | | DRAWING No QJ055-0F-29 | | REVISION B | |
| PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE) | | PROPOSED PAY & DISPLAY PARKING BAY | | MEMBERS AMENDMENTS (MEETING 19.08.11) | |
| | | REVISION A | | AMENDMENT INITIAL ISSUE | |
| DATE 30.08.11 | | DATE 02.06.11 | | DATE | |

2. The Proposals as shown on plans QJ055-0F-29 Station Lane - incorporating drawing nos. QJ055-0F-19 QJ055-0F-20 from original report

The proposals as shown on plan No. **QJ055-0F-29** are to introduce 'At any time' waiting restrictions on the western side of Station Lane between the pedestrian crossing markings and a point 10 metres north-east of the north-eastern kerb line of Kenilworth Gardens and from a point opposite the common boundary of Nos. 144&146. to a point opposite the common boundary of Nos. 151 & 153 and on the eastern side from a point opposite the common boundary of Nos. 151 & 153 to a point 12.1 metres south of the southern kerblines of Cumberland Avenue. To introduce an extended bus stop clearway on the eastern side of Suttons Lane from the existing pedestrian crossing northwards for a distance of 31 metres and changing the existing disc parking bay to a Pay and Display parking bay operational 8.00 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive with a maximum stay period of two hours.

Responses received

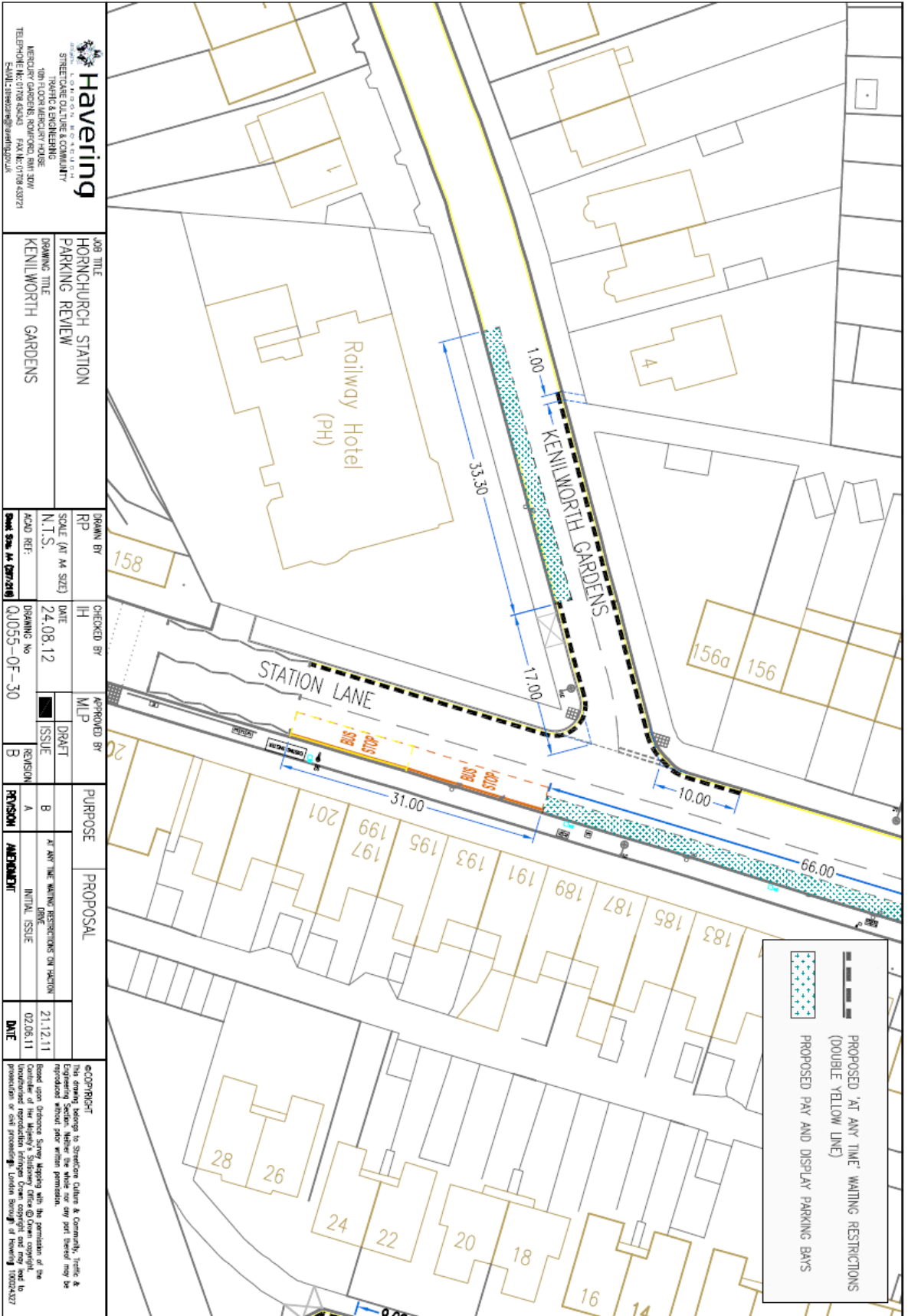
None

Staff comments

The proposals to introduce new Pay & Display parking facilities in Kenilworth Gardens and Cumberland Avenue are designed to provide parking provisions for the local businesses, which will be lost due to the proposed extension of the Bus Stop Clearway on Station Lane. These proposals are designed to make the stop accessible for disabled passengers to use the bus service. The proposed 'At any time' waiting restrictions are designed to improve sight lines and access at the junctions and ensure the pedestrian refuge is not obstructed. The proposed changes from Disc Parking provisions to Pay & Display, is in line with the changes to the parking provisions outside the Driving Test centre, in Station Lane, which have reportedly worked very well.

Recommendation - 2

That the proposals be implemented as advertised and the effects of implementation be monitored.



Haevering
 STREET LIGHTING & COMMUNITY
 TRAFFIC ENGINEERING
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, ROCHFORD, RM1 3JW
 TELEPHONE: 01708 834843 FAX: 01708 832721
 EMAIL: haevering@haevering.co.uk

DWG TITLE
 HORNCHURCH STATION
 PARKING REVIEW

DRAWING TITLE
 KENILWORTH GARDENS

DRAWN BY
 RP

SCALE
 (AT A4 SIZE)
 N.T.S.

ACAD REF:
Block Size: M (20/21/18)

CHECKED BY
 IH

DATE
 24.08.12

APPROVED BY
 MJP

DRAWN
 ISSUE

REVISION
 B

PURPOSE
 PROPOSAL

INITIAL ISSUE
 A

DATE
 21.12.11

REVISION
 A

DATE
 02.05.11

© COPYRIGHT
 This drawing belongs to Stratford Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.
 Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering (10/2007)

3. The Proposals as shown on plans QJ055-0F-30 Kenilworth Gardens – an excerpt from drawing QJ055-0F-18

The proposals as shown on plan No.**QJ055-0F-30** are to introduce 'At any time' waiting restrictions in Kenilworth Gardens on its southern side from the western kerblines of Station Lane westwards for a distance of 17 metres and on its northern side from its junction with Station Lane to a point 1 meter west of the western boundary of No.4 and to introduce a Pay and Display parking bay on the southern side of Kenilworth Gardens from a point of 17 metres west of the western kerblines of Station Lane westwards for a distance of 33.3 metres, operational from 8.00 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive with a maximum stay period of two hours.

Responses received

Response 1

From a resident of Kenilworth Gardens who agrees to the proposals that will ease congestion caused by vehicles parking to pick-up passengers from the station during peak times. However, they do have concerns over vehicles being displaced further down Kenilworth Gardens, potentially obstructing driveways.

Response 2

From a resident of Kenilworth Gardens whose property is opposite the Railway Hotel, they welcome the proposed double yellow lines at the junction and the extension to cover the right of way to the rear of the Station Lane properties. It is felt that if the pay & display is introduced it will cause greater volumes of parking in Kenilworth Gardens outside the first 3 or 4 properties. It is felt that drivers will not pay the 20p fee to park to get bread or for short stays at the shops, which again will have an impact on access to their properties which is already an issue. The resident has requested restrictions over their driveway which was not progressed due to this review and requests further restriction opposite the property to ease access for them and their neighbours. Officers have suggested that their driveways be widened to improve access but this has been declined as the resident feels they already have access to the property which is sufficient to execute a 3 point turn. They outline an incident where a driver pulled into their front garden which has also been experienced by another neighbour and there are safety considerations for younger members of the family. The resident has provided a number of photos which shows the parking situation and would welcome a personal discussion with Councillors/Staff.





Staff comments

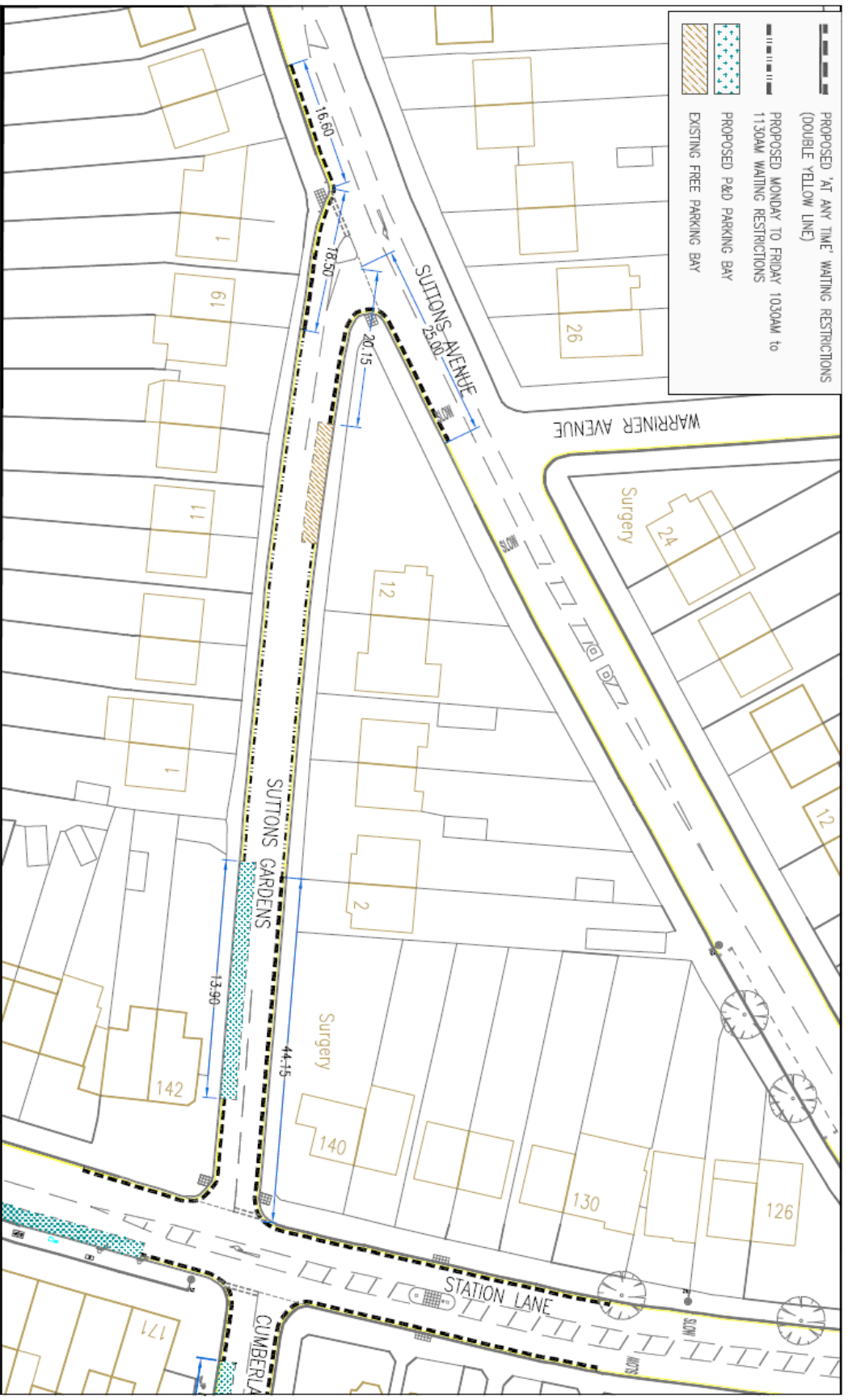
The proposals to introduce new Pay & Display parking facilities in Kenilworth Gardens and Clumberland Avenue are designed to provide parking provisions for the local businesses, which will be lost due to the proposed extension of the Bus Stop Clearway on Station Lane. These proposals are designed to make the stop accessible for disabled passengers to use the bus service. The proposed 'At any time' waiting restrictions are designed to improve sight lines and access at the junction and ensure


the pedestrian refuge is not obstructed. The proposed provision of a new Pay & Display parking bay in Kenilworth Gardens, is designed to replace the lost of parking provisions in Station Lane due to the provision of an accessible Bus Stop Clearway and are in line with the parking provisions outside the Driving Test centre, in Station Lane, which have reportedly worked very well.

Recommendation - 3

That the proposals be implemented as advertised and the effects of implementation be monitored.

-  PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE)
-  PROPOSED MONDAY TO FRIDAY 1030AM to 1130AM WAITING RESTRICTIONS
-  PROPOSED P&D PARKING BAY
-  EXISTING FREE PARKING BAY



| | | | | | | | | | | | | | |
|--|--|--|--|---|--|---|--|--|--|--|--|---|--|
|  Havering <small>LOCAL COUNCIL</small> <small>STREET LIGHTS</small> <small>100 RICHMOND ROAD</small> <small>MERCURY GARAGE, ROMFORD, RM1 3JW</small> <small>TELEPHONE: 01708 44043 FAX: 01708 43974</small> <small>EMAIL: streetlights@havering.gov.uk</small> | | JOB TITLE HORNCHURCH STATION PARKING REVIEW | | DRAWN BY RP SCALE (AT A4 SIZE) 1:500 DATE 24.08.12 CAD REF: QJ055-0F-31 | | CHECKED BY IH DATE 24.08.12 DRAWING NO. QJ055-0F-31 | | APPROVED BY MLP DRAFT ISSUE REVISION B | | PURPOSE PROPOSAL MEMBERS AMENDMENTS (MEETING 19.08.11) INITIAL ISSUE 02.08.11 DATE | | © COPYRIGHT This drawing belongs to Streetcore Urban & Community, Towns & Engineering Services. Where the whole or any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100070427 | |
|--|--|--|--|---|--|---|--|--|--|--|--|---|--|

4. The Proposals as shown on plans QJ055-0F-31 Suttons Gardens, incorporating drawing nos. QJ055-0F-20 and QJ055-0F-21 from original report

The proposals as shown on plan No.**QJ055-0F-31** are to introduce 'At any time' waiting restrictions on the south- eastern side of Suttons Avenue, from a point 25 metres north-east of the northern kerbline of Suttons Gardens to the common boundary of Nos. 7 and 9, extending into Suttons Gardens on its southern side to the common boundary of no 17 and 19 and on its northern side to the existing Free Parking bay, 12.15 metres east of the south-eastern kerbline of Suttons Avenue. To retain the existing free parking bay opposite nos. 11 and 13, change the existing Free parking bay along the flank of No.142 Station Lane to a Pay & Display parking facility, introducing 'At any time' waiting restrictions on the southern side of the road, from its junction with Station Lane to the proposed Pay & Display parking facility and on the northern side from its junction with Station Lane, to the common boundary of Nos. 2 and 4. The remainder of Suttons Gardens is proposed to be restricted with waiting restrictions operational between 10.30 am and 11.30am Monday to Friday inclusive.

Responses received

Response 1

From a resident of Sutton Gardens who has lived there a long time and has concerns over the parking and safety of the locality. Whilst the resident agrees with the advertised proposals they also have concerns over any new restrictions being properly enforced. The issue of parking related to the café is highlighted as it is felt customers will park further down the road to avoid the parking charges. There are also concerns over site lines being obstructed for residents exiting their driveways, particularly at weekends and also suggest a review process is considered given the residents' concerns.

Response 2

From a resident Sutton Gardens that outlines that there are currently 'At any time' waiting restrictions parking bays and single yellow lines that apply from 10.30 - 11.30 am.

Response 3

From a resident Sutton Gardens who outlines that there are four adults living in the property, of which they own three cars. They state that they do have rear access in Suttons Avenue and whilst they welcome the introduction of the 'At any time' waiting restrictions it is their understanding that visitors to the café can still park on their forecourt and vans regularly block the view to on-coming traffic emerging from Suttons Gardens. There have been a number of accidents in the past and the road is used as a cut-through between Suttons Avenue and Station Lane. It is their understanding that the parking controls are being proposed to encourage trade to the retailers; however it is felt that this will not work for customers just nipping into the bakers and object to the pay and display element of the scheme. They feel that it would be unfair to grant permits to

residents of some streets and not to residents of Sutton Gardens. This will disadvantage residents when work is being carried out on their properties or have visitors.

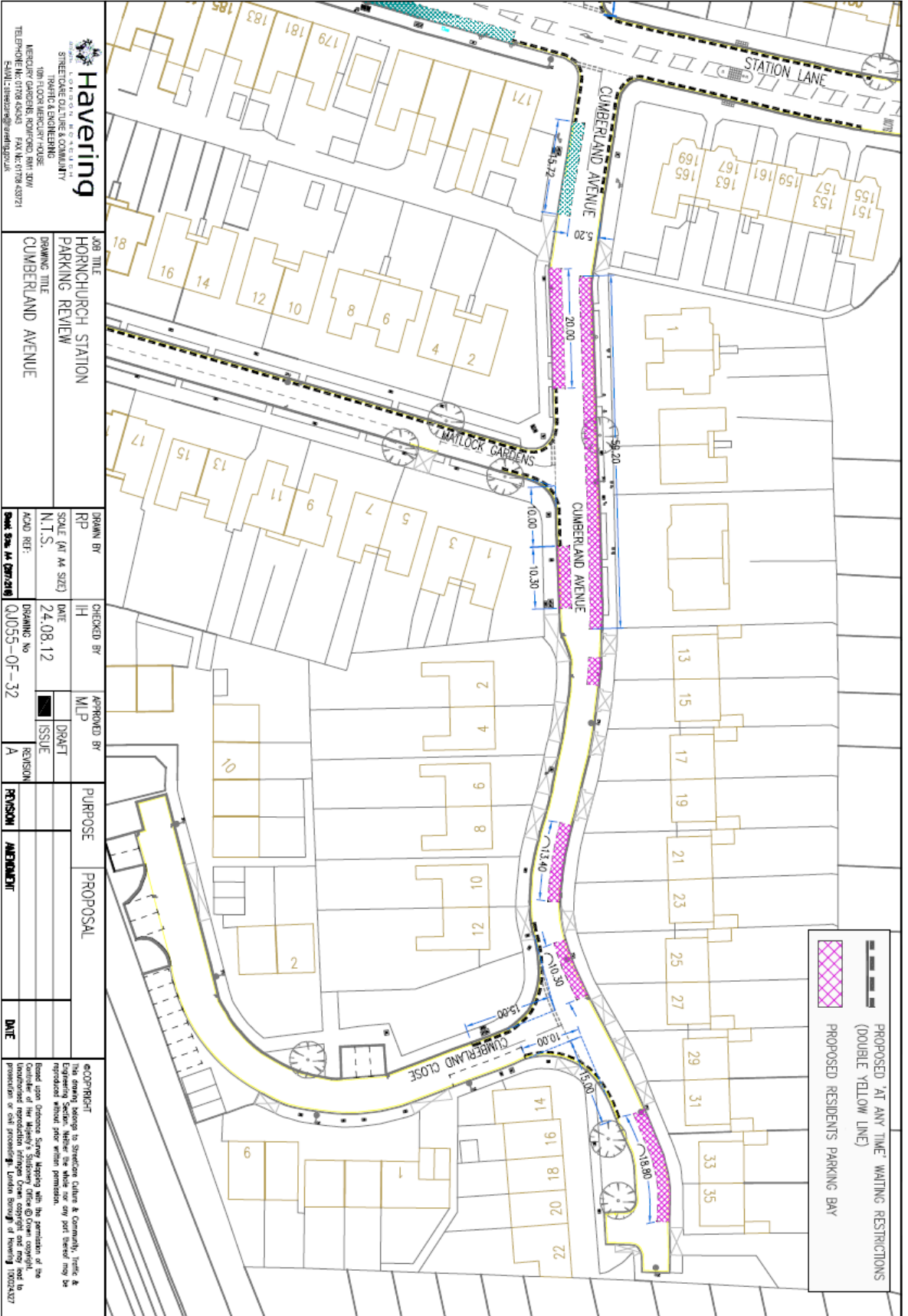
Staff comments



The second respondent has misinterpreted the draft proposals.

The proposals are designed to improve access at the junctions of Suttons Gardens and provide further Pay and Display parking facilities for the local shops, while the 'At any time' waiting restrictions will improve access at the junctions. It is possible that the proposed changes to one of the free parking bays in Suttons Gardens, may impact on those residents that have multiple vehicles.

Recommendation - 4

That the proposals be implemented as advertised and the effects of implementation be monitored.



 PROPOSED "AT ANY TIME" WAITING RESTRICTIONS (DOUBLE YELLOW LINE)
 PROPOSED RESIDENTS PARKING BAY


Haverling
 CIVIL ENGINEERS
 10th FLOOR MERCURY HOUSE
 100, CUMBERLAND AVENUE
 STATION LANE
 HORNCHURCH STATION
 TELEPHONE: 01178 4545 FAX: 01178 43721
 EMAIL: stuart@haverling.co.uk

JOB TITLE: HORNCHURCH STATION PARKING REVIEW
DRAWING TITLE: CUMBERLAND AVENUE

DRAWN BY: RP
SCALE (AT A4 SIZE): N:1:5
ACAD REF:
CHECKED BY: IH
DATE: 24.08.12
DRAWING NO: QJ055-0F-32
APPROVED BY: MJP
ISSUE:
REVISION: A

PURPOSE: PROPOSAL
REVISION: AMENDMENT

DATE:
COPYRIGHT:
 This drawing belongs to Smeaton Clark & Company, Towns & Engineering, Station Lane, Hornchurch, Essex. It is the property of Smeaton Clark & Company, Towns & Engineering and shall remain their property. It is not to be reproduced without prior written permission.
 Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 10002627

5. The Proposals as shown on plans QJ055-0F-32, Cumberland Avenue. , incorporating drawing nos. QJ055-0F-20 and QJ055-0F-22 from original report

The proposals as shown on plan No.**QJ055-0F-32** are to introduce a residents parking scheme in Cumberland Avenue Matlock Gardens and Cumberland Close, operational between 10.30 a.m. and 11.30 a.m. on Mondays to Saturdays inclusive, with associated 'At any time' waiting restrictions at its junctions with Station Lane, Matlock Gardens and Cumberland Close. It is also proposed to introduce a new Pay & Display parking provision along the flank wall of 171 Station Lane, operational between 8.00 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive, with a maximum stay period of two hours.

Responses received

Response 1

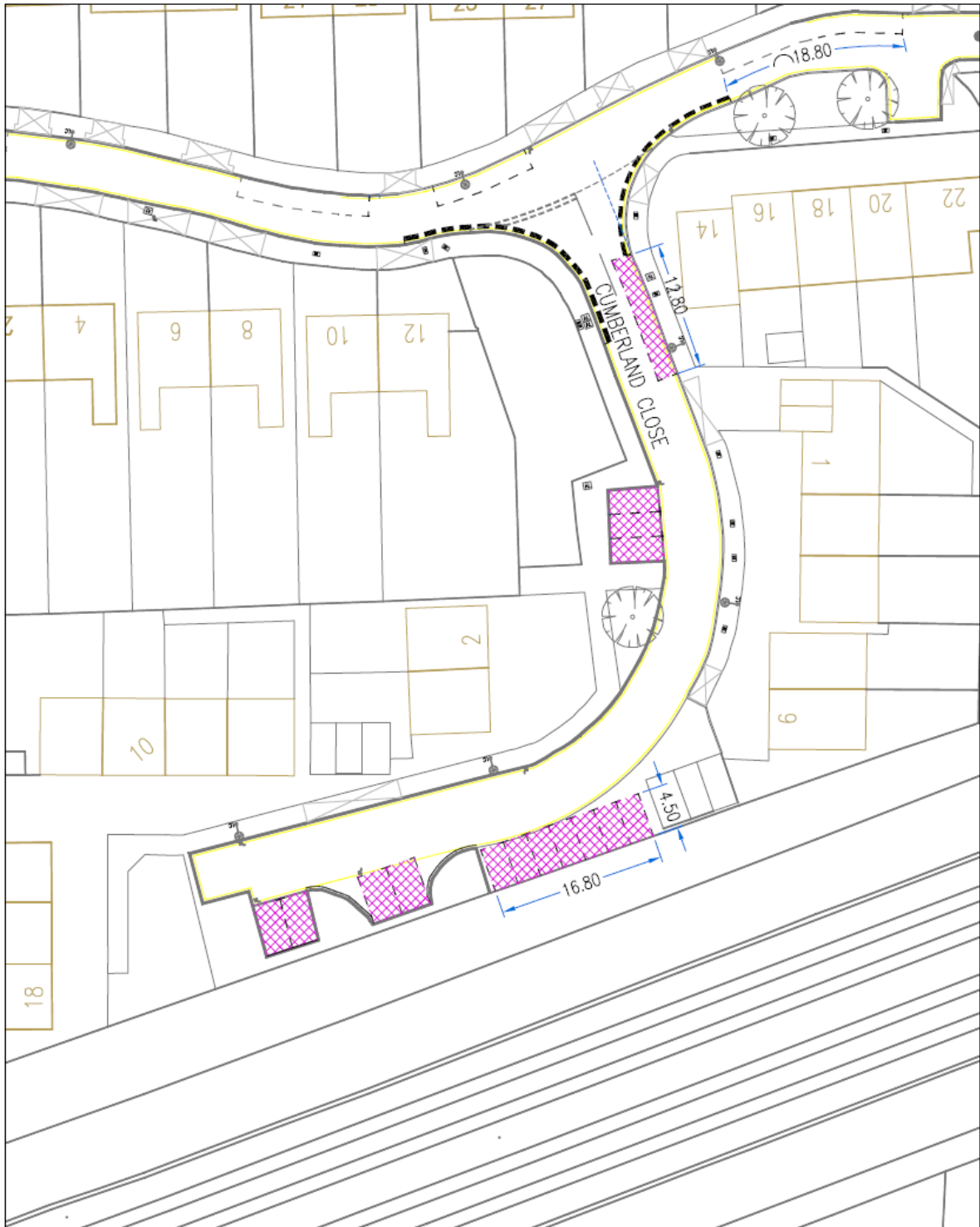
From a resident of Cumberland Avenue claiming that they didn't receive any prior questionnaire to the proposals, nor had an opportunity to input suggestions. They disagree with the proposals and feel that the current parking controls work well and do not need to change.

Staff comments

The proposals are designed to change the existing free parking bays in these roads to residents only parking bays, improving the provisions for residents and removing the commuter element from the road. The associated 'At any time waiting restrictions will improve access in the narrower sections of the roads and at the junctions. Although these residents parking provisions are designed to help residents, they will have to purchase permits at the tariffs that apply throughout the borough. The proposed Pay & Display parking facilities will provide further parking space for the local shops.

Recommendation - 5

That the proposals be implemented as advertised and the effects of implementation be monitored.



| | | | | | | | |
|--|-------------------------|--|--|------------------------------------|---|----------------------------------|--|
| Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY | | 10th FLOOR MERCURY HOUSE MERCURY SQUARES HORNCHURCH, SMI 7JH TELEPHONE No 01782 434343 FAX No 01782 433721 E-MAIL streetcare@havering.gov.uk | | PURPOSE PROPOSAL | PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE) | | |
| JOB TITLE HORNCHURCH STATION PARKING REVIEW | | ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327 | | PROPOSED RESIDENTS PARKING BAY | | | |
| DRAWING TITLE CUMBERLAND CLOSE | | DRAWN BY RP | CHECKED BY IH | APPROVED BY MLP | | | |
| SCALE (AT A4 SIZE) 1:500 | DATE 24.08.12 | DRAFT <input type="checkbox"/> | ACAD REF: Sheet Size: A4 (210-297) | DRAWING No QJ055-OF-33 | REVISION A | INITIAL ISSUE 02.06.11 | |
| ISSUE | | | | REVISION AMENDMENT | DATE | | |

6. The Proposals as shown on plans QJ055-0F-33, Cumberland Close, formally drawing no. QJ055-0F-24 from original report

The proposals as shown on plan No. **QJ055-0F-33** are to introduce a residents parking scheme in Cumberland Avenue, Matlock Gardens and Cumberland Close, operational between 10.30 a.m. and 11.30 a.m. on Mondays to Saturdays inclusive, with associated 'At any time' waiting restrictions at its junctions with Station Lane, Matlock Gardens and Cumberland Close.

Responses received

Response 1

From a resident of Cumberland Close who wishes to object to the proposed parking scheme and feels it would be unfair to pay for permits when surrounding roads have designated free parking provisions.

Response 2

From a resident of Cumberland Close who feels that there has been an omission of two parking bays in the area at the very end of Cumberland Close. They also question the charging of the permits as there are a number of elderly residents in Cumberland Close and it is felt that their visitors should not have to pay for the privilege of visiting relatives. It is asked if a free permit can be issued to residents.

Response 3

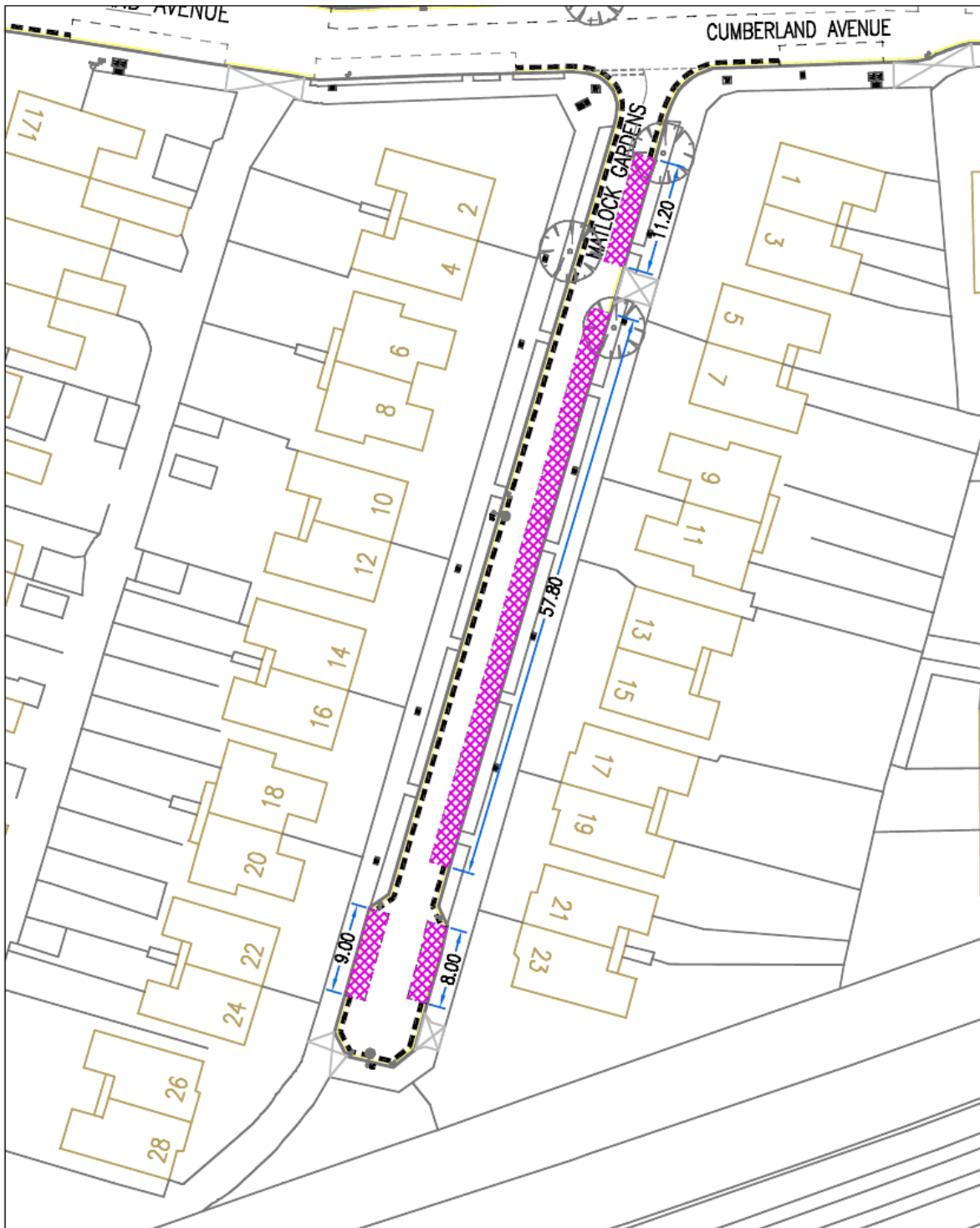
From a resident of Cumberland Close who also questions the omission of the parking bays at the bottom of the Close. They feel that the proposals do not clearly show what is happening in the remainder of the Close where changes are not proposed. They wish to object to the proposals as they have lived at the property for over 10 years and do not feel the need for a permit scheme and think the existing Monday to Friday 10.30am to 11.30am restrictions work well. This family has three vehicles with one member of the family working for a utility company and has access to many different vehicles and this would cause many problems if permits apply. They outline that permits will be a cost to residents and in all the time they have lived there they feel such a scheme is not necessary.

Staff comments

The proposals are designed to change the existing free parking bays in these roads to residents only parking bays improving the provisions for residents and removing the commuter element from the road. The associated 'At any time waiting restrictions will improve access in the narrower sections of the roads and at the junctions. Although these residents parking provisions are designed to help residents, they will have to purchase permits at the tariffs that apply throughout the borough.

Recommendation - 6

That the proposals be implemented as advertised and the effects of implementation be monitored.



| | | | | |
|---|----------------------------------|--|------------------------------|--|
| Havering <small>LONDON BOROUGH</small> STREETCARE - CULTURE & COMMUNITY <small>10th FLOOR MERCURY HOUSE MERCURY GARDENS BOWDOLL ST. SW TELEPHONE No. 01708 434343 FAX No. 01708 433721 E-MAIL: streetcare@haverling.gov.uk</small> | | PURPOSE ©COPYRIGHT This drawing belongs to StreetCare Culture & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 100024327 | PROPOSAL | PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS (DOUBLE YELLOW LINE) PROPOSED RESIDENTS PARKING BAY |
| JOB TITLE HORNCHURCH STATION PARKING REVIEW | | DRAWN BY RP | CHECKED BY IH | APPROVED BY MLP |
| DRAWING TITLE MATLOCK GARDENS | | SCALE (AT A4 SIZE) 1:500 | DATE 24.08.12 | DRAFT <input checked="" type="checkbox"/> ISSUE |
| ACAD REF: Sheet Size: A4 (210x297) | DRAWING No QJ055-0F-34 | REVISION A | REVISION AMENDMENT | INITIAL ISSUE 02.06.11 DATE |

7. The Proposals as shown on plans QJ055-0F-34, Matlock Gardens, formally drawing no. QJ055-0F-23 from original report

The proposals as shown on plan No. **QJ055-0F-34** are to introduce a residents parking scheme in Cumberland Avenue Matlock Gardens and Cumberland Close, operational between 10.30 a.m. and 11.30 a.m. on Mondays to Saturdays inclusive, with associated 'At any time' waiting restrictions.

Responses received

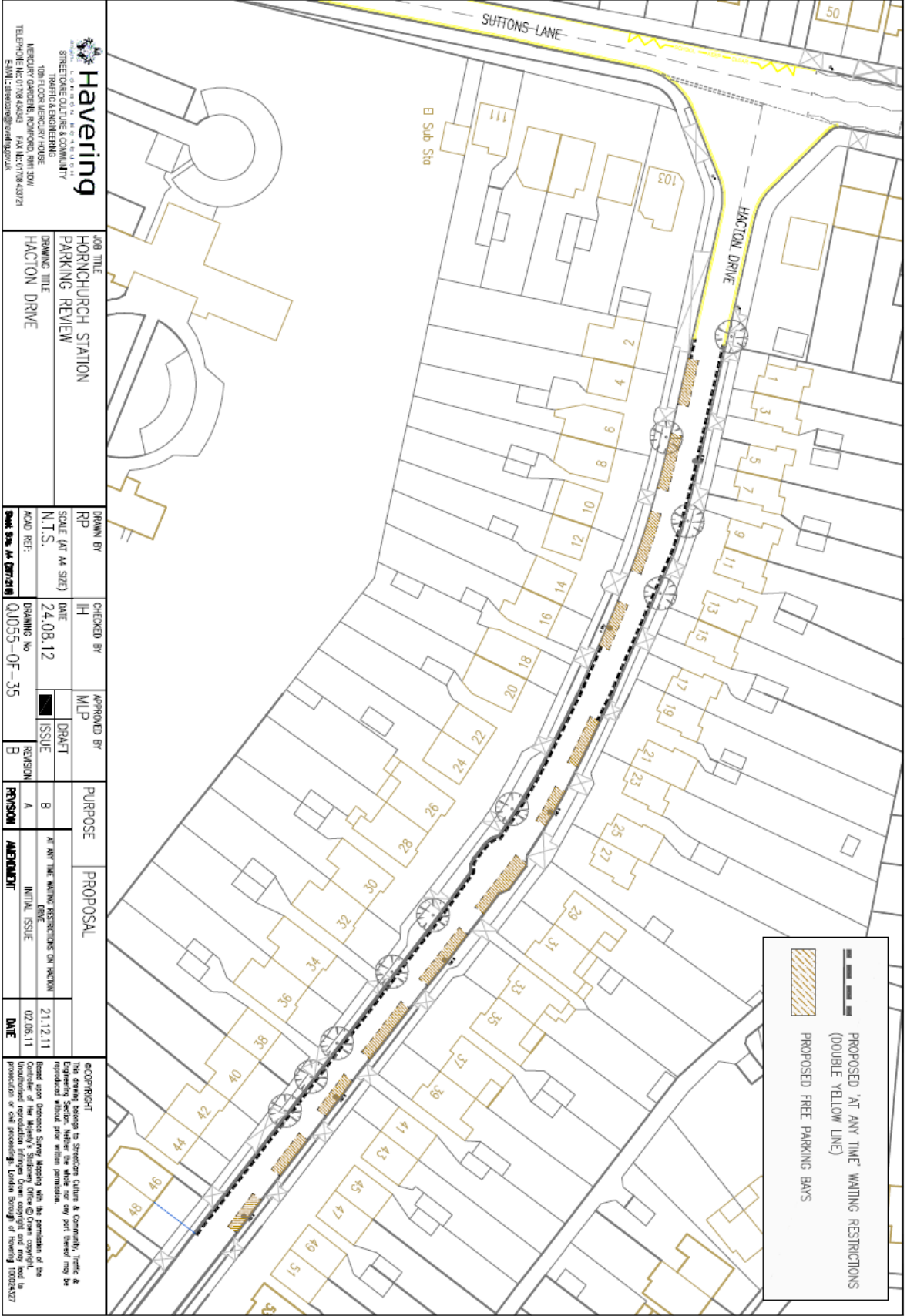
None.

Staff comments

The proposals are designed to change the existing free parking bays in these roads to residents only parking bays improving the provisions for residents and removing the commuter element from the road. The associated 'At any time waiting restrictions will improve access in the narrower sections of the roads and at the junctions. Although these residents parking provisions are designed to help residents, they will have to purchase permits at the tariffs that apply throughout the borough.

Recommendation - 7

That the proposals be implemented as advertised and the effects of implementation be monitored.



Havering
 STREET DESIGN & RECORDS LTD
 10th FLOOR MERCURY HOUSE
 MERCURY GARDENS, RIVINGTON ROAD, S.W.
 TELEPHONE No: 01708 450404 FAX No: 01708 450211
 EMAIL: streets@haveringplanning.com

JOB TITLE
 HORNCHURCH STATION
 PARKING REVIEW

DRAWING TITLE
 HACTON DRIVE

DRAWN BY
 RP

SCALE (AT A4 SIZE)
 N.1.S.

ACAD REF:
 Small Scale 1:4 (2017-2018)

CHECKED BY
 HI

DATE
 24.08.12

DRAWING No
 Q1055-01-35

APPROVED BY
 MLP

DRAFT

REVISION
 B

| PURPOSE | PROPOSAL | DATE |
|---------|---------------------------------------|----------|
| B | N.1.S. TIME REVIEW RESPONSE ON HACTON | 21.12.11 |
| A | INITIAL ISSUE | 02.06.11 |
| B | AMENDMENT | |

© COPYRIGHT
 This drawing belongs to Stratford Urban & Community, Traffic & Engineering Section. Neither the whole nor any part thereof may be reproduced without prior written permission.

Based upon Ordnance Survey Mapping with the permission of the Controller of the Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. © London Borough of Havering 10/04/2007

8. The Proposals as shown on plans QJ055-0F-35 Hacton Drive, incorporating drawing nos. QJ055-0F-25, QJ055-0F-26 and QJ055-0F-27 from original report

The proposals as shown on plan No. **QJ055-0F-35** are to extend the existing 'At any time' waiting restrictions in Hacton Drive on its northern side to cover the shared access of Nos. 19 & 21 installing 3 parking bays from No21 to No51 between the existing vehicle crossovers leaving the existing crossovers unrestricted. On the southern side to extend the existing 'At any time' restrictions to cover the vehicle crossover to Nos.2 installing 3 parking bays between No2 &16 leaving the existing vehicle crossovers unrestricted and to introduce 'At any time' waiting restrictions to cover the vehicle crossover of Nos.16 &18 to common boundary of Nos. 46 & 48.

Responses received

Response 1

From a resident of Hacton Drive who wishes to voice their concerns over the proposal. Suttons school and the nursery reportedly cause congestion and problems with traffic flow at peak times and they fail to see how increasing traffic into the road would benefit anyone as most residents already park on one side of the road and struggle to exit on to Suttons Lane. They are bemused by the proposals as the road is a No Through road and these would result in chaos when drivers are turning in a direction of exit. It is feared vehicles would use residents accesses for turning which may cause damage to residents vehicles they and ask will there be a reduction in Council Tax or offer any recompense for damage caused over time. They feel there will not be a single resident that will welcome the changes. They suggest the Council purchases the area of land opposite the entrance Daws Avenue to make into a Car Park for at least 30 vehicles that can be permit controlled and which will raise revenue

Response 2

From a resident of Hacton Drive who suggests that the proposals will displace parking further down Hacton Drive and outlines that the problems of double parking only exists Monday to Friday when drivers park, drop off their children at nursery then walk to work. They feel the restrictions should only operate Monday to Friday giving residents and visitors a chance to park close to their homes. They outline that they strongly disagree with the proposals. Further to this they advise that the existing double yellow lines in Hacton Drive are flouted at school times. Therefore the proposals are a waste of time as the school users will still take no notice

Response 3

From a resident of Hacton Drive who outlines that Hacton Drive does not adversely suffer from commuter parking. However it does suffer from parents parking for the school around the junction of Suttons Lane. They feel the existing restrictions do not work and the parking problems have got worse at peak times. There are problems with getting out the road. The proposed parking spaces would not solve the problem but make it worse. Parents would use the proposed parking places causing more

congestion and making it unbearable for residents. They suggested that restrictions between 8am and 9am and 2.30pm and 3.45pm would be better as there are concerns over emergency access particularly at school peak times.

Response 4

From a resident of Hacton Drive that feels the only answer is to extend 1 hour no parking restriction, and the majority of problems are caused by non-residents. They suggest that the refuge men experience difficulties negotiating the road.

Response 5

From a resident of Hacton Drive who while they understand the reason for the proposals, they suggest the restrictions should operate Monday to Friday between 7am and 6pm. This would give an opportunity for visitors and tradesman to visit without too much inconvenience for at least the weekend period. They also assume that the proposals would apply on Bank Holidays.

Response 6

From a resident who outlines that they would not like 24 hour restrictions but they would not mind a 1 hour restriction, as they think that would suit everybody.

Response 7

From a resident of Hacton Drive, who comments that they did not receive a plan of the proposals for the bus stop in Bevan Way, they outline that there have always been parking problems in Hacton Drive and the key consideration is concerning the ability for emergency and service vehicles to gain entry. They feel the restrictions should only extend up to No.24. Beyond that point they are perceived to be superfluous. They are not aware of access issues beyond Nos.26 & 29 and restrictions past this point are felt unnecessary. There is a parking lay-bay outside Nos. 26 & 29 which it is felt would be crass to lose as it is used for turning. It is pointed out that everyone turns in the bigger space of the driveway of Nos 27 & 29. The parking restrictions at the junction are always abused at school peak time and are rarely enforced.

Response 8

From a resident of Hacton Drive who wishes to register their objection to the proposals. The resident was not happy with the quality of the plans provided They acknowledge that there are parking problems in Hacton Drive at school run times, inconsiderate parking by commuters and parents double parking which causes difficulties accessing the road, vehicles overhanging driveways and parking on the double yellow lines at the top of the road. It is very rare that double parking takes place evenings and weekends as residents solve the problems. However, commuters leave their vehicles in the road all day. The proposed 24 hour restrictions will inconvenience residents that park their vehicles in the road and will have an affect on visitors. They ask what provisions would be made for tradesmen, it is felt that the proposals will displace commuters further into the street. They would not be opposed to parking restrictions for 1 hour in the morning and asks why the Council do not enforce the existing 'At any time' restrictions at the

junction? The resident also comments regarding the legal format of the notice and that the proposals were difficult to understand.

Response 9

From a resident of Hacton Drive who appreciates the attempt to try and maintain a staggered clear path for emergency and service vehicles. The problems in the road are caused by the parents using Sanders Draper and Suttons School, the nursery at the top of the road and commuters. Residents generally don't cause problems. It is suggested that the residents on the even lower numbered side of the road do not use their garages or front gardens for parking. It is felt that the proposed 'At any time' restrictions would be acceptable if the free bays were operated for residents use between 8am and 4pm and the permits should be free for those who are provided parking facilities for themselves and the remainder of residents should be charged a fee if the free parking bays will be used by parents of the schools displacing residents further down the road. They also feel that the double yellow lines should be extended into both sides of the road to prevent drivers loitering during school times. They also comment that they have no observations regarding the proposed pay and display on Suttons Lane.

Response 10

From a resident of Hacton Drive, who feels the proposals are unfortunately necessary and some residents will be adversely affected through no fault of their own. They outline the problems are caused by commuters and parking related to the nursery and schools, mainly Monday to Friday. The parking problems were made worse by the extension of the nursery with only further limited space for staff. The proposals are welcomed to improve access into the road for emergency and service vehicles. However, there are concerns over the affect that the proposals will have on residents. With residents having shared driveways and the parking provisions in the road being halved, residents will be displaced. They suggest alternating the restrictions all the way in the top section of the road or throughout the whole road. It is suggested that a residents parking scheme should be considered, operating Monday to Friday and not for 24 hours as is being considered in Cumberland Avenue. They criticise the level of enforcement at peak school times and suggest that the proposals will be no good if they are not enforced. The resident also comments that with the introduction of Pay and Display in Suttons Lane that more vehicles will be crossing over the footway to get to the shop frontages and nothing will be done to prevent this. They also feel that there should be a larger no parking area either side of the refuge in Suttons Lane to ease access through the refuge for larger vehicles.

Response 11

From a resident of Hacton Drive, who is concerned that the proposals will displace parking further down the road, where there are no restrictions and suggest that the proposals be abandoned and a premium hour restriction be installed all the way down one side of the road. They also outline that access for service vehicle, deliveries and emergency services is tight at peak times.

Response 12

From a resident of Hacton Drive, who strongly objects to the “draconian proposals” for the quiet residential cul-de-sac. It is felt that the proposals will not resolve the commuter problems or stop parking at peak school times, but will have an adverse affect on residents and their visitors. They feel the problems are caused by parents of the schools and the occasional commuter. They advise the current double yellow lines are ignored and extending the restrictions will not solve the problems. They would like to see more enforcement of the existing restrictions and prosecution for obstruction for the most inconsiderate offenders.

Response 13

From a resident of Hacton Drive, who has lived at the address for 30 years and considers that there is not a parking problem outside the property. There are concerns that the proposed restrictions may have an effect on visitors to elderly neighbours. It is considered that the only problems are at the junction for about an hour a day, where the existing restrictions are ignored and are not enforced. It is felt that policing all the restrictions around school sites is impossibility. They advise there are no problems in school holidays.

Response 14

From a resident of Hacton Drive, who objects to the proposals as they feel that they would create havoc to residents who would be restricted. The properties in the road predominately have sheared driveways and it is asked where will visitors and tradesmen park. It is felt that the free parking bays will be full of school, nursery and commuter parking leaving nowhere for the residents. Further to this, it is felt that the “draconian measures” will displace parking further down the road and will not stop the school congestion. They feel that the only fair solution to stop the congestion is for a residents parking scheme.

Staff comments

The proposals are designed to ensure access for emergency services at all times in this relatively narrow grass verged road. Parking of vehicles opposite one another does obstruct access through the road for larger vehicles. Even if a residents parking scheme were designed for the road, as some residents indicate that they would be in favour of, the amount of parking provision for residents would be significantly reduced as parking bays would not be installed opposite each other. It is considered that these proposals do not have the support of many residents. This road has been consulted on a number of occasions regarding the implementation of further waiting restrictions to improve access into the road. These responses although outlining that there are parking problems in the road seem not to be in favour of the proposals as they stand.

Recommendation - 8

That the Committee decide if:

- a. the proposals be implemented as advertised and the effects of implementation be monitored; or
- b. the proposals be rejected.