



HIGHWAYS ADVISORY COMMITTEE

REPORT

Date: 10th February 2015

Subject Heading:

TPC426 – London Road Area Review,
Proposed change of Disc parking to Pay
and Display – comments to advertised
proposals

Report Author and contact details:

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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 checked="" 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 outlines the responses received to the advertised proposals to change the use of the existing Disc Parking Bays located in London Road and its side roads, to paid for parking facilities, and to update the existing Parking Meters to Pay and Display parking bays.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the **Cabinet Member for the Environment** that:
 - a. the proposals to change the use of the existing Disc parking facility in London Road to paid for parking as shown on the drawing in **Appendix B**, be implemented as advertised;
 - b. The proposals to change the existing metre bay facilities in London Road to Paid for Parking as shown on the drawing in **Appendix C**, be implemented as advertised.
 - c. the proposals to change the use of the existing Disc parking facility in St Andrews Road to Paid for Parking as shown on the drawing in **Appendix D**, be implemented as advertised;
 - d. the proposals to change the use of the existing Disc parking facility in Cotleigh Road Paid for Parking as shown on the drawing in **Appendix E**, be implemented as advertised;
 - e. the proposals to change the use of the existing Disc parking facility in Eastbury Road to Paid for Parking as shown on the drawing in **Appendix F**, be implemented as advertised;
 - f. the proposals to change the use of the existing Disc parking facility in Kensington Road to Paid for Parking as shown on the drawing in **Appendix G**, be implemented as advertised;
 - g. the proposals to change the use of the existing Disc parking facility in Knighton Road to Paid for Parking as shown on the drawing in **Appendix H**, be implemented as advertised;
 - h. the proposals to change the use of the existing Disc parking facility in Crowlands Avenue to Paid for Parking as shown on the drawing in **Appendix I**, be implemented as advertised;
 - i. the proposals to change the use of the existing Disc parking facility in Norfolk Road and Cromer Road to Paid for Parking as shown on the drawing in **Appendix J**, be implemented as advertised;
 - j. the proposals to change the use of the existing Disc parking facility in Lonsdale Road to Paid for Parking as shown on the drawing in **Appendix K**, be implemented as advertised.
 - k. the effect of any agreed proposals be monitored.
2. Members note that the estimated cost of this scheme in London Road and its side roads as set out in this report is £31,000, which can be funded from

the capital allocation and the remaining £8,500 will be met from the 2014/15 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 Currently, there are Disc parking bays located in London Road and its side roads that serve the local shopping areas and Romford Dog Stadium. The Disc parking bays are currently operational at various times, depending on the Sector of the Zone and the age of the provision.
- 1.2 Throughout the borough there is a general trend for the Council to receive requests from shopkeepers or residents to change the existing Disc parking bays to Pay and Display parking bays and limited waiting bays, which are now considered to be more convenient and user friendly for visitors and shoppers.
- 1.3 The requests were received from a Ward Councillor and Council Officers to change the use of the existing Disc Parking Bays in;
- London Road
 - Cromer Road
 - Crowlands Avenue
 - Eastbury Road
 - Kensington Road
 - Knighton Road
 - St Andrews Road
 - Lonsdale Road
 - Norfolk Road
- 1.4 This request was presented to the Highways Advisory Committee at its meeting in 15th April 2014, when the Committee agreed in principle to design and consult on such proposals.
- 1.5 The proposals were subsequently designed and publicly advertised. Plans showing the proposals are appended to this report at **Appendix B to K**
- 1.6 On 21st November 2014, 208 residents and businesses holders who were perceived to be affected by the proposals were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.7 By the close of the consultation on the 12th December 2014, there were 7 responses received to the proposal, 5 against, 1 for and 1 that agreed with certain aspects of the proposals. The responses received to the proposals along with staff comments are outlined in the table appended to this report as Appendix A.

2.0 Staff Comment

- 2.1 The introduction of Pay and Display parking in popular local shopping areas has proven beneficial in promoting vitality in the local area and managing long term non-residential parking. A number of Pay and Display schemes are operating very successfully in other areas in the borough, serving both businesses and the local community. It is suggested that these proposals will be equally as successful in this area.
- 2.2 The costs of implementing any agreed proposals will be met from a specific addition to the StreetCare capital budget; this budget is aimed at improving accessibility to retail areas, deterring long term commuter parking and progressing one of the key elements of the 2007 Parking Management Strategy - to phase out the Disc Permit Scheme.
- 2.3 The proposals include the conversion of the existing Meter bays located outside The Sun public house to Pay and Display parking bays. These proposals have been designed to bring uniformity to the provisions in the area and reduce street clutter.
- 2.4 Having considered the proposals within the twenty four hour parking zone within St Andrews Road. Officers have identified and assessed the potential negative impact that the parking scheme proposes on the worshippers of St Andrews Church and those who use the Church Hall facilities. As a result of this assessment officers have recommended to install a shared use bay allowing a paid for parking facility to be enforceable 8.30am-6.30pm Monday to Saturday and a residents parking provisions to be enforceable twenty four hours a day seven days a week.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to Lead Member the implementation of the above scheme.

The estimated cost to install the proposed Pay & Display machine as set out in this report is £31,000 which will be financed from the capital budget.

The estimated cost of implementing the proposals, including physical and advertising costs, as described above and shown on the attached plans is £8,500. These costs can be funded from the 2014/15 Minor Parking Schemes budget.

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 proposals of Pay & Display bay requires consultation, the advertisement of proposals and consideration of the responses before a decision can be taken on their introduction.

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 proposals are to change the existing Disc Parking and Meter parking bays in London Road and its side roads to a Pay & Display parking bays. These proposals were put forward to unify the parking facilities in the area, which were creating problems for the local businesses and their customers in the area.

The Council undertook a consultation with residents and businesses in the local area, as well as 18 statutory bodies. Site notices were also placed in the location. The Council received one response to the consultation in favour of the scheme and five objecting to the scheme. However, no negative issues relating to protected characteristics were raised in the objections.

The Council identified the potential negative implications for worshippers at St. Andrews Church for the twenty-four hour parking zone on St. Andrews Road. Attempts have been made to mitigate this impact by installing a shared used bay.

Parking restrictions 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 negative impact.

Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, Children and young people, older people), this will assist the Council in meeting its duty under the Equality Act 2010.

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

BACKGROUND PAPERS

Appendix A-Consultation Responses

Appendix B-TPC426-London Road Plan

Appendix C-

Appendix D-St Andrews Road Plan

Appendix E Cotleigh Road Plan

Appendix F -Eastbury Road

Appendix G -Kensington Road

Appendix H -Knighton Road

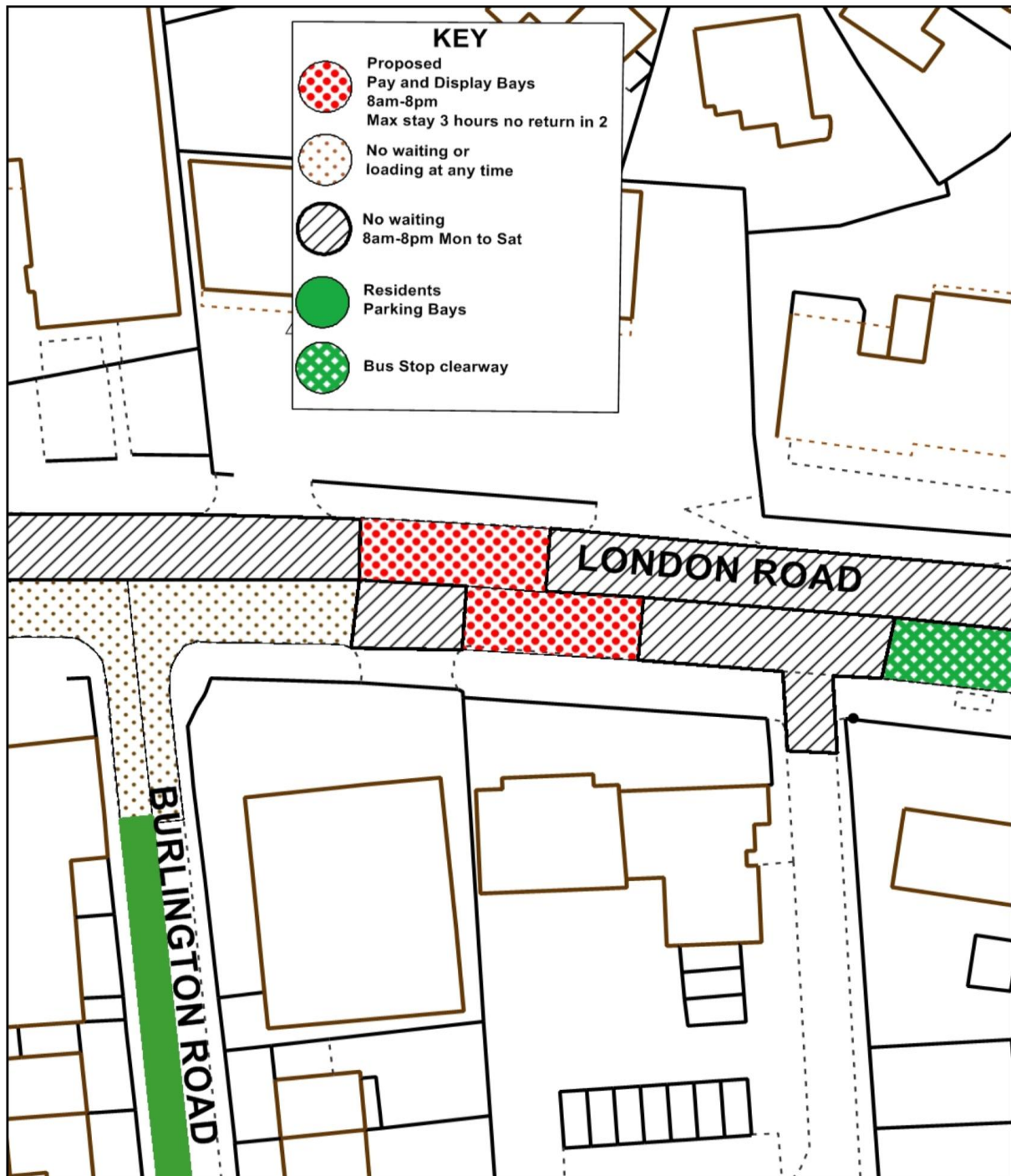
Appendix I -Crowlands Avenue & London Road

Appendix J -Norfolk Road & Cromer Road

Appendix K-Lonsdale Road

Appendix A
Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	A Business	London Road	Objects to the conversion of the Disc parking bays located in London Road, Cromer Road and Norfolk Road as it would cause problems for customers.	With Pay and Display provisions replacing Disc parking, there will be a better turnover of vehicles and it is less likely that motorists will flout the restrictions, which tends to take place with Disc parking provisions.
2	St Andrews Church	St Andrews road	No decision was made for being for or against the proposals but various questions was asked in relation to the discs being refunded or used within the bays.	For the first 12 months after the changes are effected, Disc holders will be permitted to park in the New Pay and Display parking bays with a valid Disc, for the maximum stay period.
3	A Resident	Unknown	The resident stated that they were in favour of part of the scheme but they request that the maximum stay period should be lowered to 2 hours instead of 3 as people will overstay and no one will be able to use the amenities.	A three hour maximum stay period works better for a wider range of businesses, such as Hairdressers.
4	A Resident	London Road	The resident is objecting on the grounds that introducing a paid for parking scheme will not solve the parking situation and residents parking should be considered.	Traffic and Parking Control are currently initial stages the process of designing an extension of the residents parking scheme in the area, which will allow residents to park in bays with a valid resident/visitors permit
5	A Resident	Kensington Road	A resident is objecting the proposals as it is a busy road and it's hard to find a parking space. Charging for parking in this bay will make the situation worse.	The paid for parking via Pay and Display is replacing the parking Disc system, which is also a paid for provision. Therefore, it is considered there will be little difference in the two types of paid for parking.
6	A Resident	London Road	A Resident has objected to the proposals on the grounds that introducing paid for parking should not be implemented and that residents parking should be introduced.	Traffic and Parking Control are currently in the process of designing an extension of the residents parking scheme in the area, which will allow residents to park in bays with a valid resident/visitors permit
7	A Resident	Lonsdale Road	A resident is objecting to the proposals on the grounds that the bay that is currently in situ blocks access and egress to the drive and there is no need for the conversion, as no one really uses the bays.	When implementing any agreed proposals, it will take into consideration the clearance of the bays from the resident's driveway, so that access and egress is not compromised. When visiting the area during various site checks, the bays were seen to be in use at various times, with some drivers displaying discs and some not. In the event that a vehicle is seen obstructing access and egress then enforcement can be contacted on 01708432787 to serve a Penalty Charge Notice to those vehicles parked in contravention.




TPC426-London Road N
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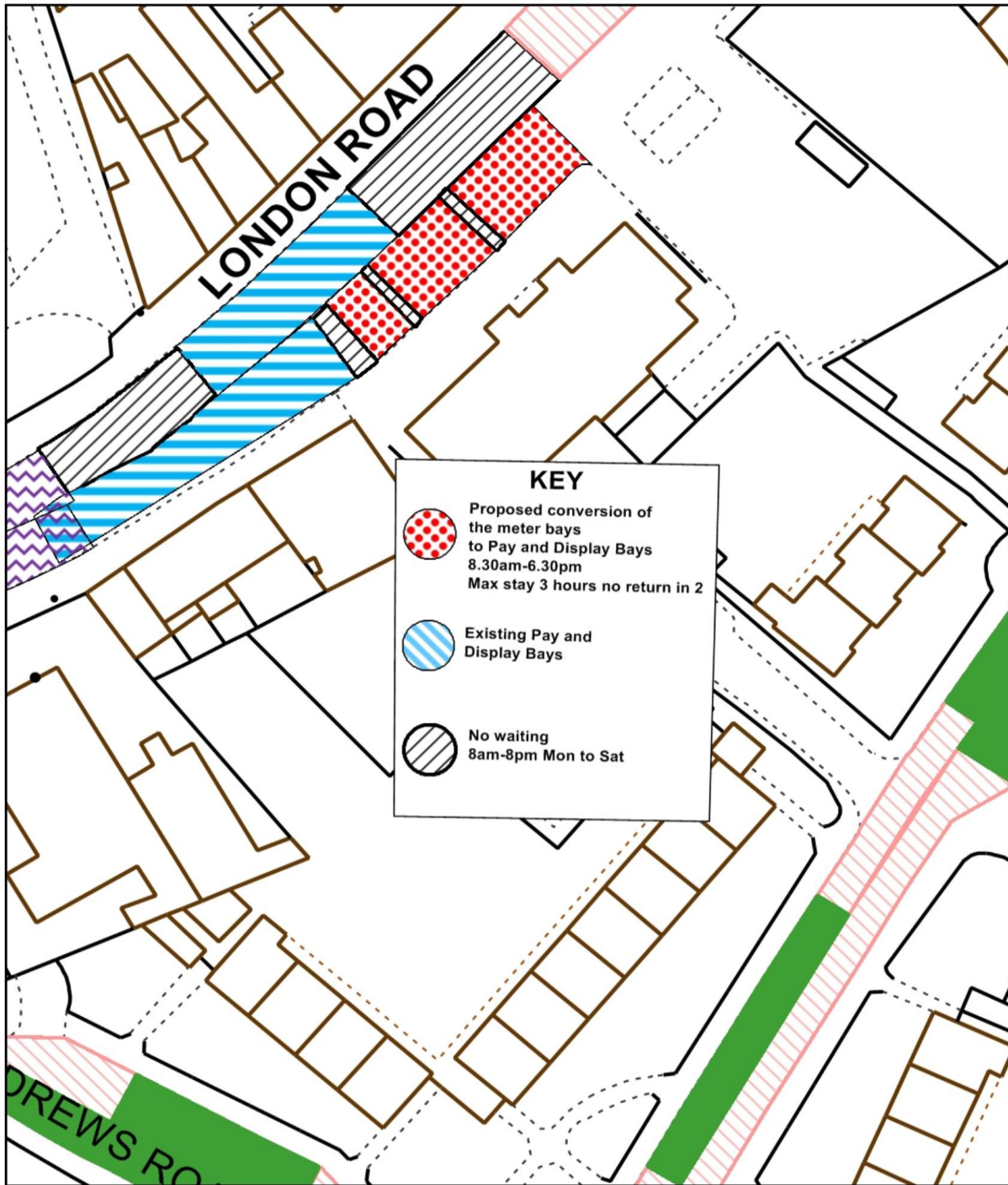
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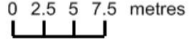



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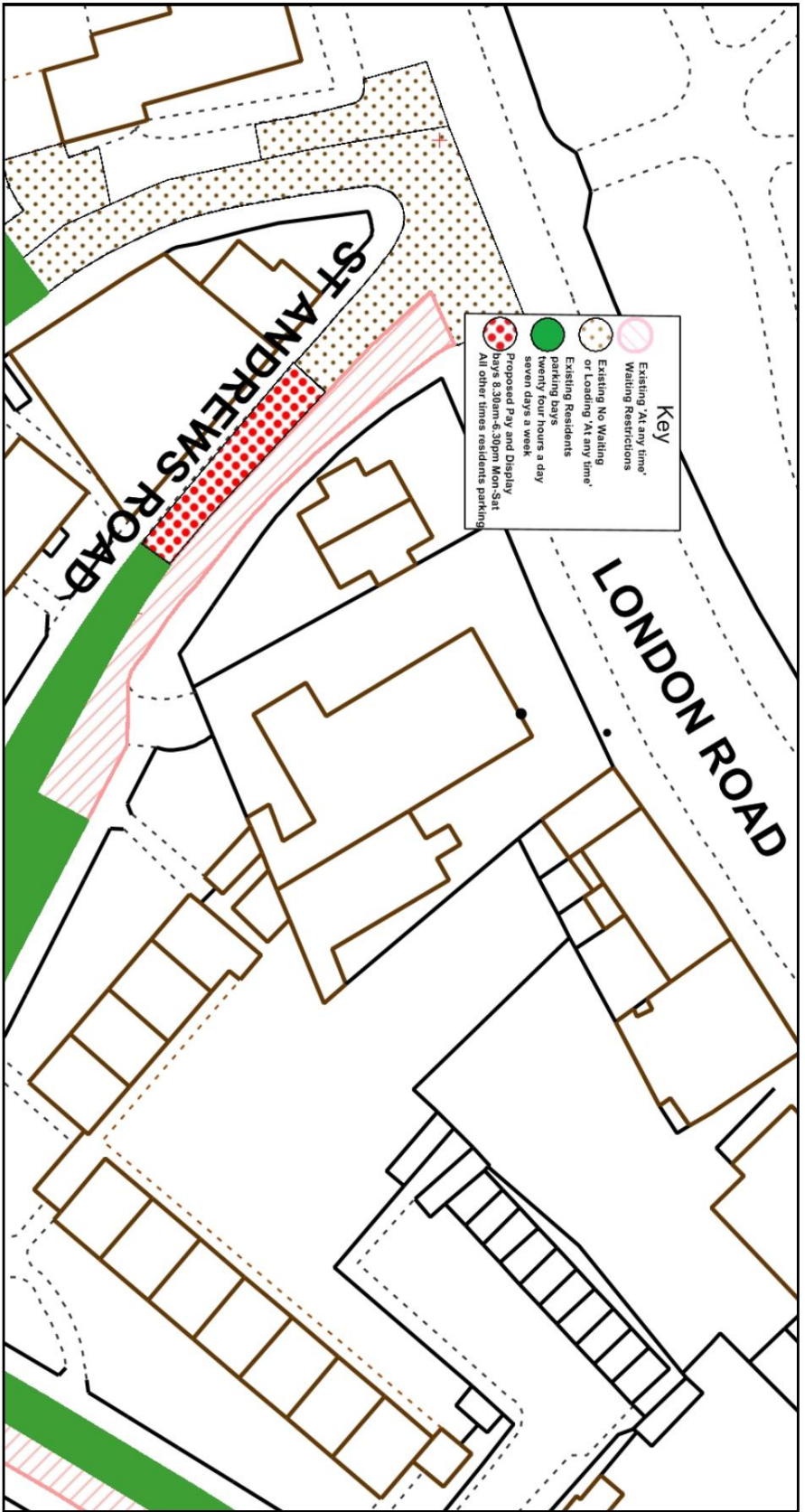
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Appendix C



<p>TPC426-London Road-Meter bay conversion</p>	
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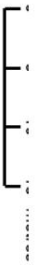
Appendix D



St Andrews Road

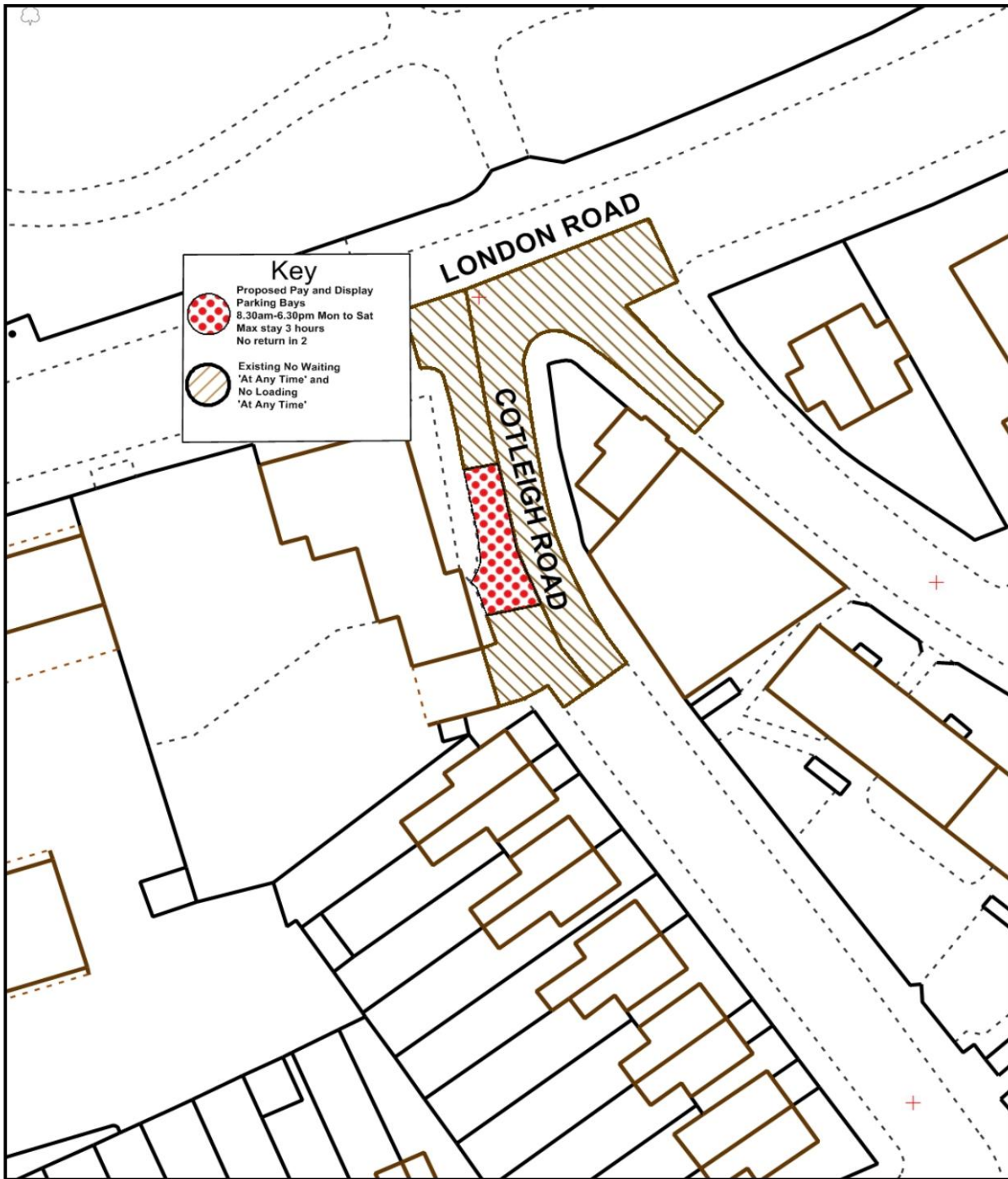


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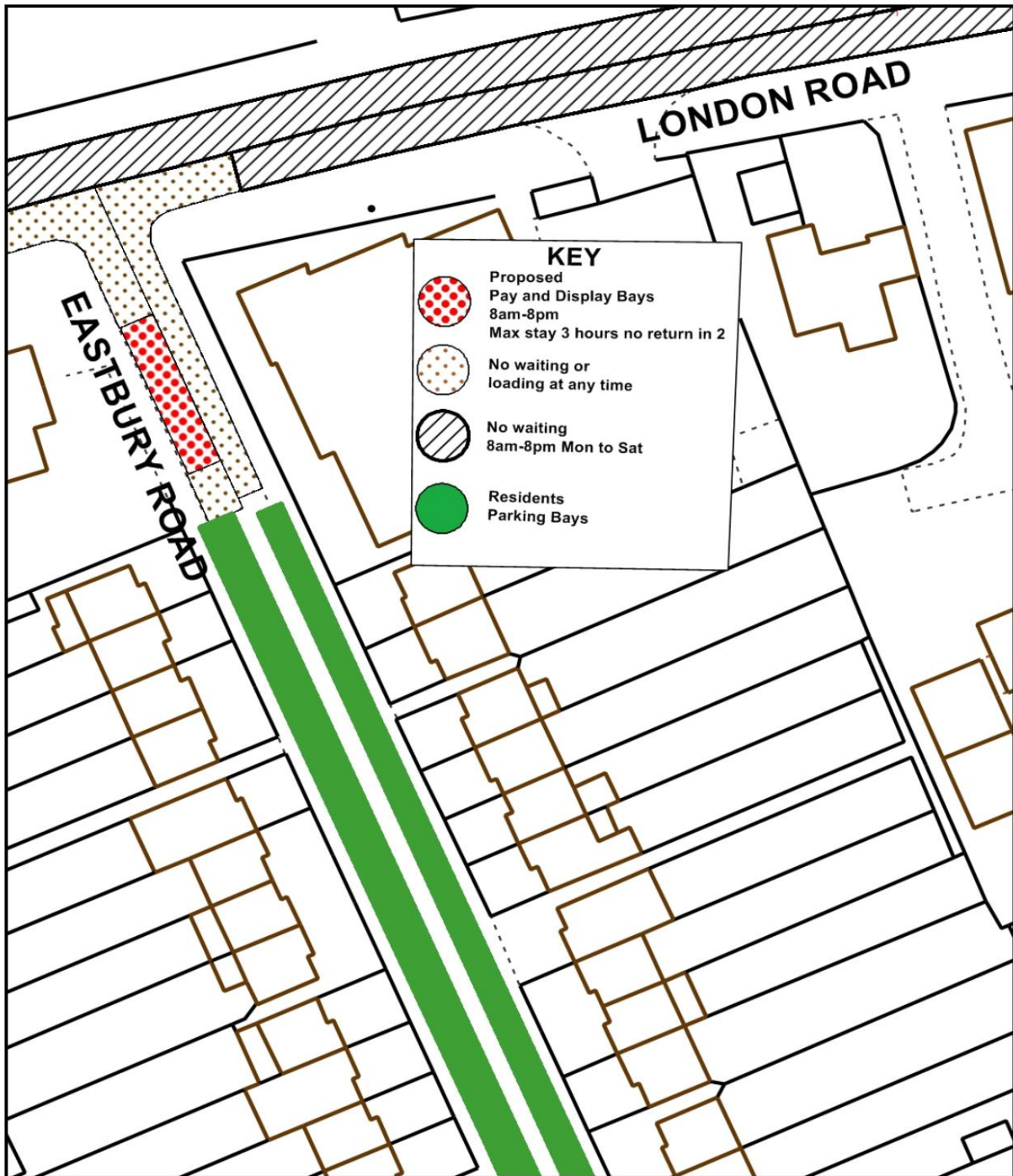







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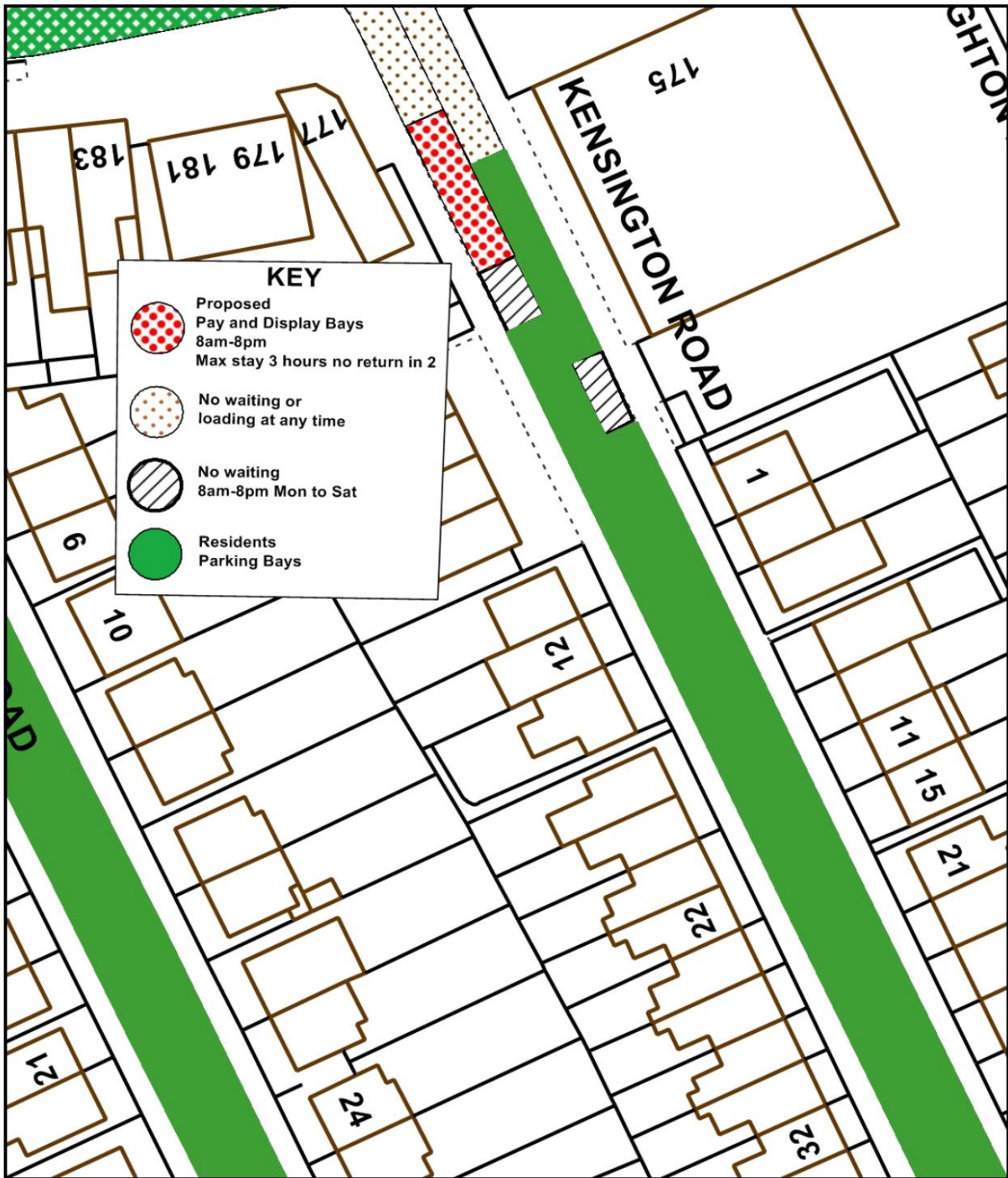
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Appendix F



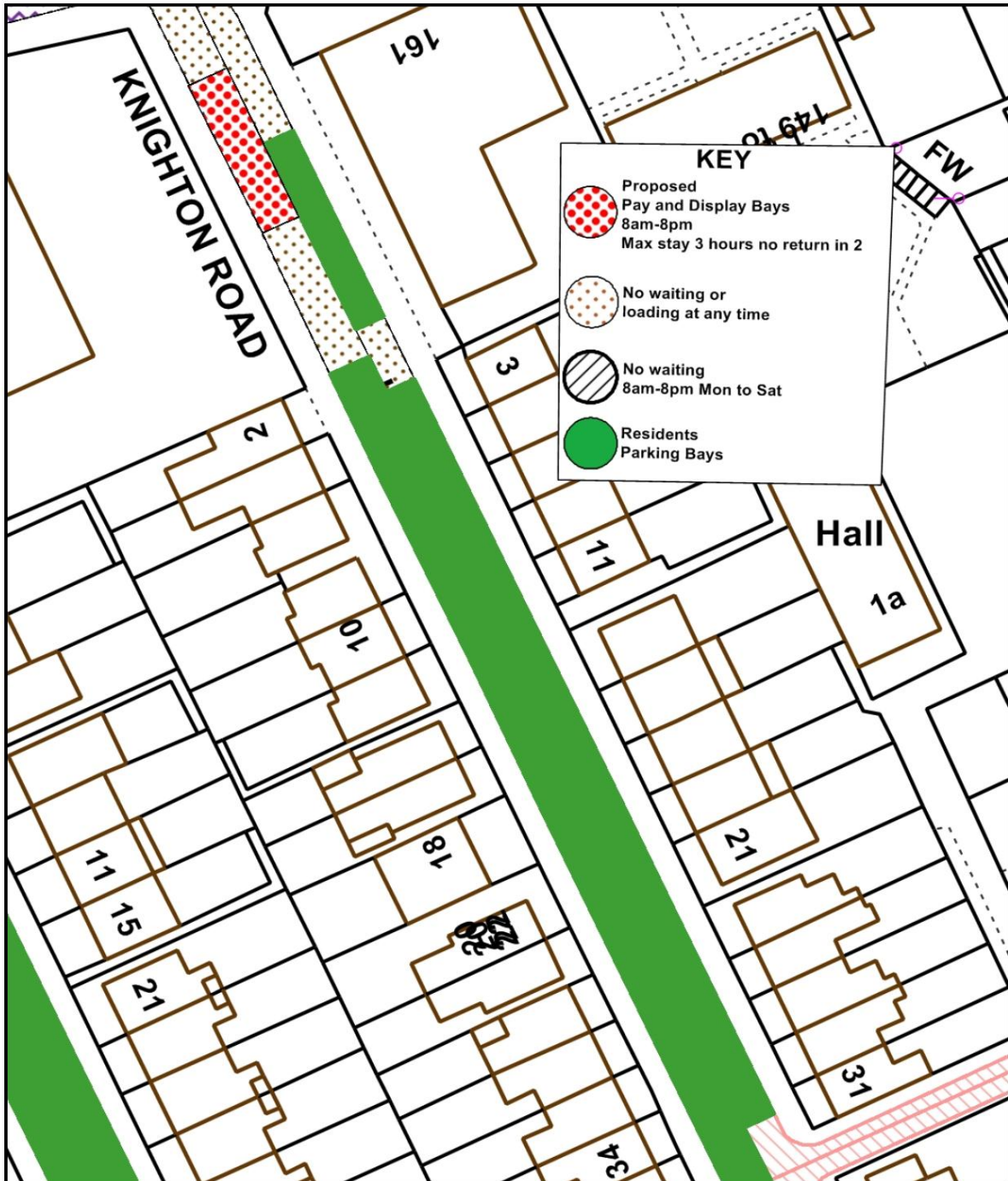
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<p>    <small>The National Land & Property Gazetteer</small> <small>NATIONAL STREET GAZETTEER</small> <small>Licensed Partner</small> </p>	<p> Scale: 1:512 Date: 08 October 2014 <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">0 2.5 5 7.5 metres</div>  </div> </p>
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Appendix G



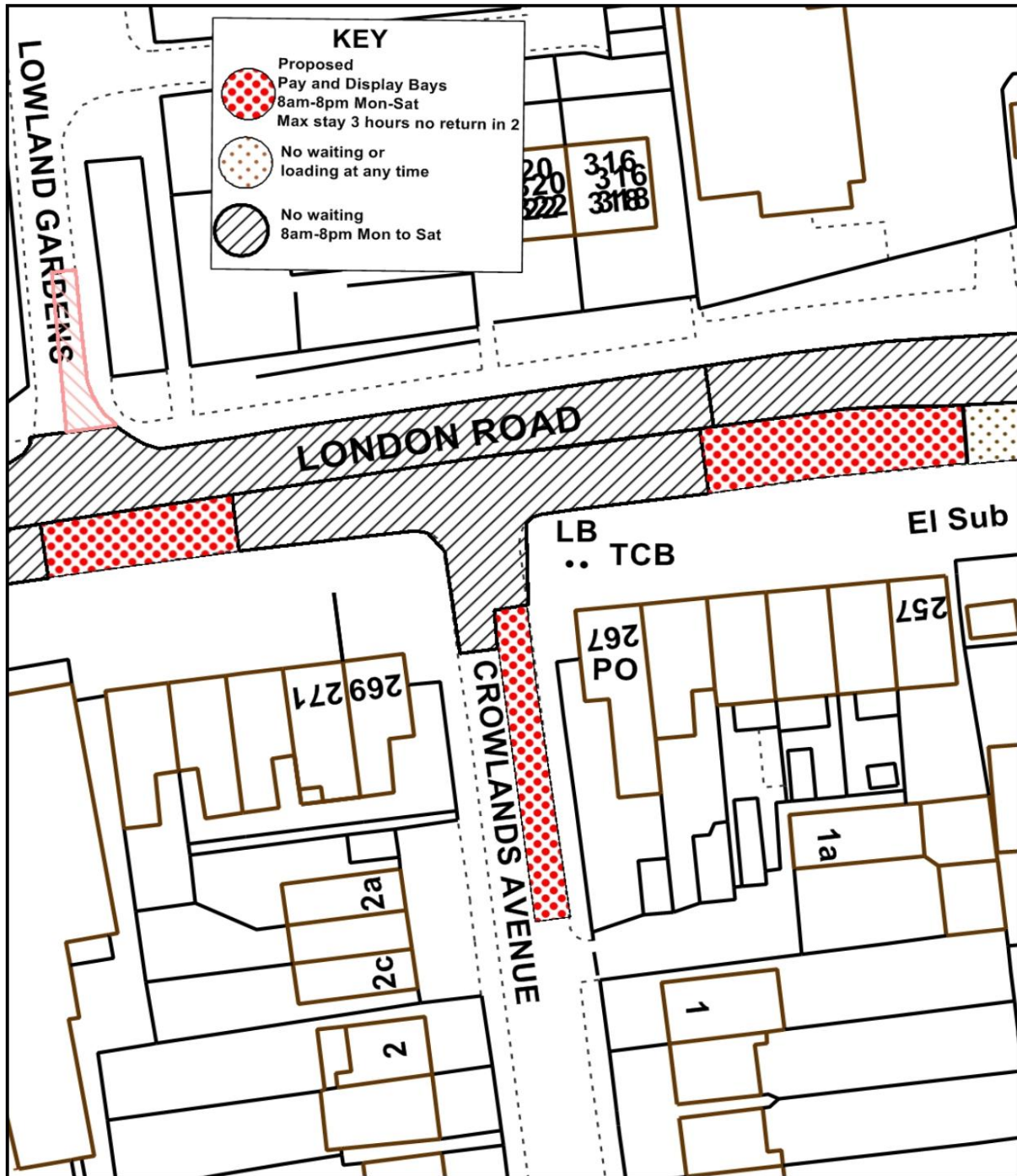
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Appendix H






TPC426-Knighton Road	
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Appendix I




TPC426-London Road and Crowlands Avenue

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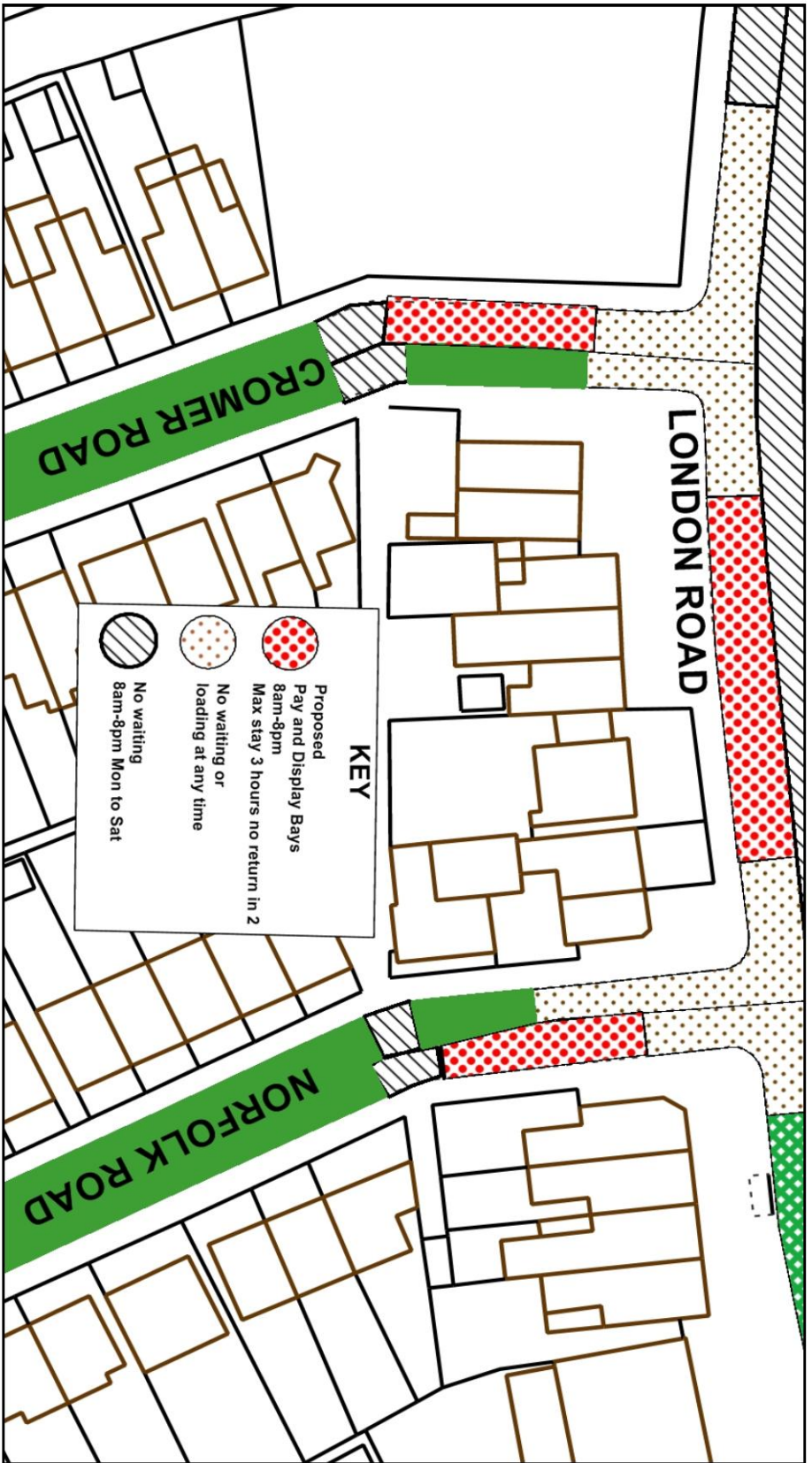
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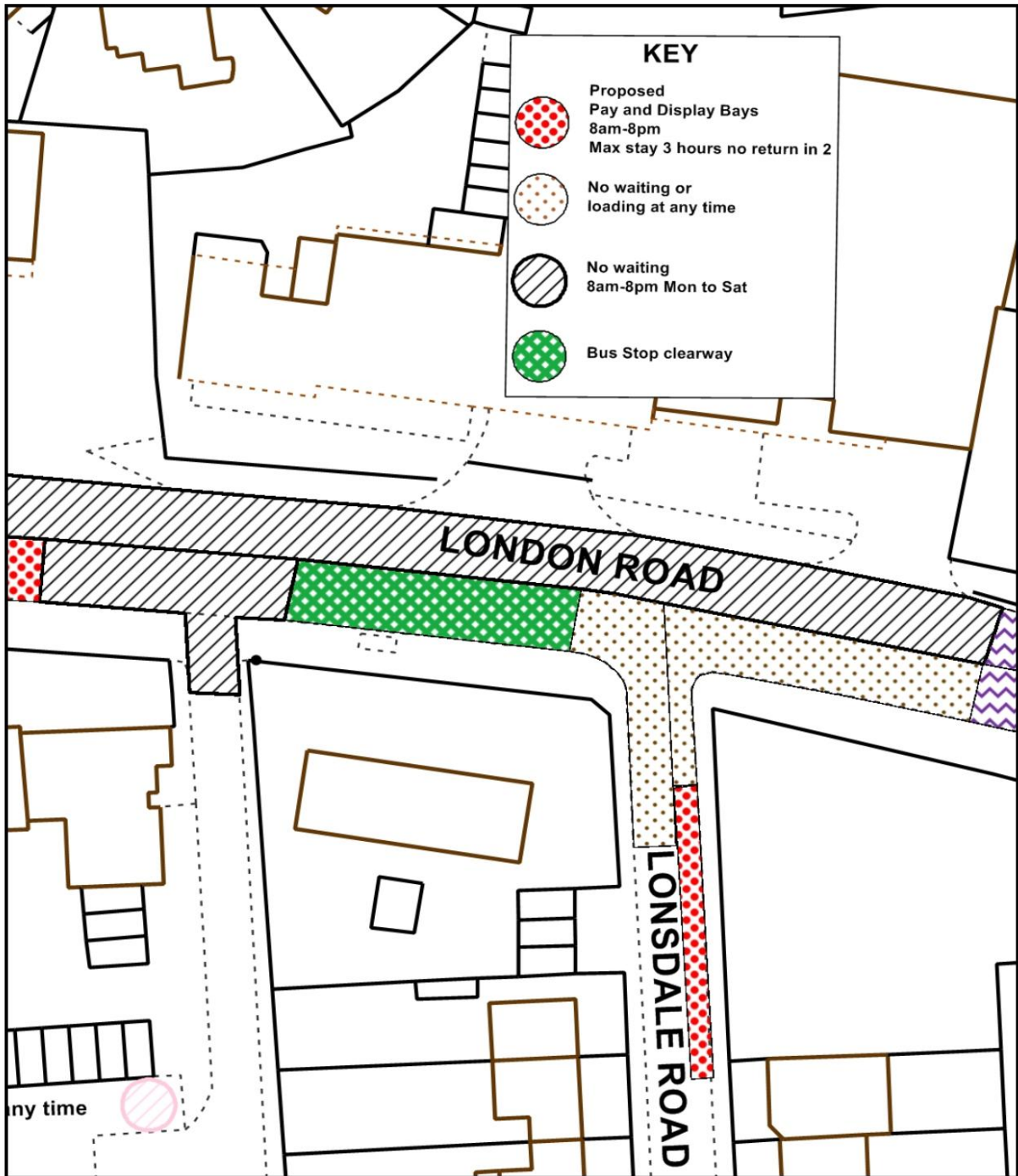
Appendix J








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