



HIGHWAYS ADVISORY COMMITTEE

8 December 2015

Subject Heading:

TPC481, Mill Park Avenue & Mavis Grove, Proposed Residents Parking and Pay and Display scheme – comments to advertised proposals

CMT Lead:

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Policy context:

Traffic & Parking Control

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

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

SUMMARY

This report outlines the responses received to the public consultation of proposals to introduce a residents parking scheme in Mill Park Avenue and Pay & Display parking bays in Mavis Grove and associated waiting restrictions in both roads, 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;
 - (a) that the proposals as shown on the drawing (Ref: TPC481, Mill Park Avenue & Mavis Grove) contained in Appendix A be implemented as advertised;
 - (b) the extension of the residents parking scheme to include those residents of No's 5 to 19, 6 & 8 Mavis Grove; all residents of Mill Park Avenue and No. 25 Ravenscourt Grove;
 - (c) the extension of the residents parking scheme in Mill Park Avenue along the side wall of No. 25 Ravenscourt Grove;
 - (d) that the effects of any implemented proposals be monitored.
2. That it be noted that the estimated cost of this scheme as set out in this report is £7000, which can be funded from the capital allocation and the remaining £2000 will be met from the 2015/16 Minor Parking Schemes Budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in September 2014, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays, residents parking and waiting restrictions in Mill Park Avenue and Mavis Grove, the proposals are shown on the drawing appended to this report as **Appendix A**.
- 1.2 The proposal was put forward to help with parking provisions for local businesses, as it is now generally considered that the provision of Pay & Display parking bays is more user friendly and accessible to the public. The introduction of residents parking will deter long term parking and provide more parking for residents living in the area.
- 1.3 On 11th September 2015, 174 residents and businesses 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.
- 1.4 By the close of the public consultation on the 2nd October 2015, 25 responses were received, of which, 14 were for and 11 against the proposals. Some of these responses were received just after the

consultation had ended, but they have included in the table appended to this report as **Appendix B**.

2.0 Results of public consultation

2.1 From the 174 letters sent out to the area, 25 responses were received, a 14.4% return. Out of these responses 15 were from residents of Mill Park Avenue, with 10 responses being in favour of the proposals and 5 being against, 3 responses were from residents of Mavis Grove, 2 in favour of the proposals and 1 against, 1 response from residents of Florence Close, who was against the proposals, 4 responses were received from a company in Station Lane, all objecting to the proposals and 2 respondents did not give an address, but outlined their support for the proposals. All of the responses are summarised and along with staff comments are appended to this report as Appendix B.

3.0 Staff Comments

3.1 From the responses received, it would seem clear that there are parking problems in both these roads, which need to be addressed. The proposed Pay and Display parking provisions in Mavis Grove will provide further much needed parking spaces for the restaurants and businesses in Station Lane and will help to reduce shorter term parking in Mill Park Avenue. The proposed residents parking provision will limit the longer term parking in Mill Park Avenue and will give residents and their visitors somewhere to park within the restricted period. However, being so close to the town centre, these roads may need to be restricted for a longer duration. The restricted period could be increased in the future, further to the relevant approvals and the statutory consultation and decision making process.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £9000, of which, £7000 can be funded from the capital allocation and £2000 can be funded from the 2015/16 Minor Parking Schemes budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for StreetCare 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 StreetCare overall Minor Parking Schemes revenue budget.

Related costs to the Permit Parking areas:

Resident & Business permits charges	
Residents permit per year	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
Business permit per year	Maximum of 2 permits per business £106.58 each
Visitors permits	£1.25 per permit for up to 6 hours (sold in £12.50 books of 10 permits)

Legal implications and risks:

Waiting restrictions and parking bays require public 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 and enforcement of Controlled Parking Zones 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 have the potential to displace parking to adjacent areas, which may be detrimental to others. However, 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, children, young people and older people), this will assist the Council in meeting its duty under the act.

The proposals included in the report have been publicly advertised and subject to public consultation. All residents who were perceived to be affected by the proposals have been consulted formally and informally by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

The recommendation is for the proposal to be implemented as advertised and the effects be monitored on a regular basis to ensure any equality negative impacts are mitigated. Staff will monitor the effects of these proposals, especially relating to these groups, and if it is considered that further changes are necessary, the issues will be reported back to this Committee and a further course of action can be agreed.

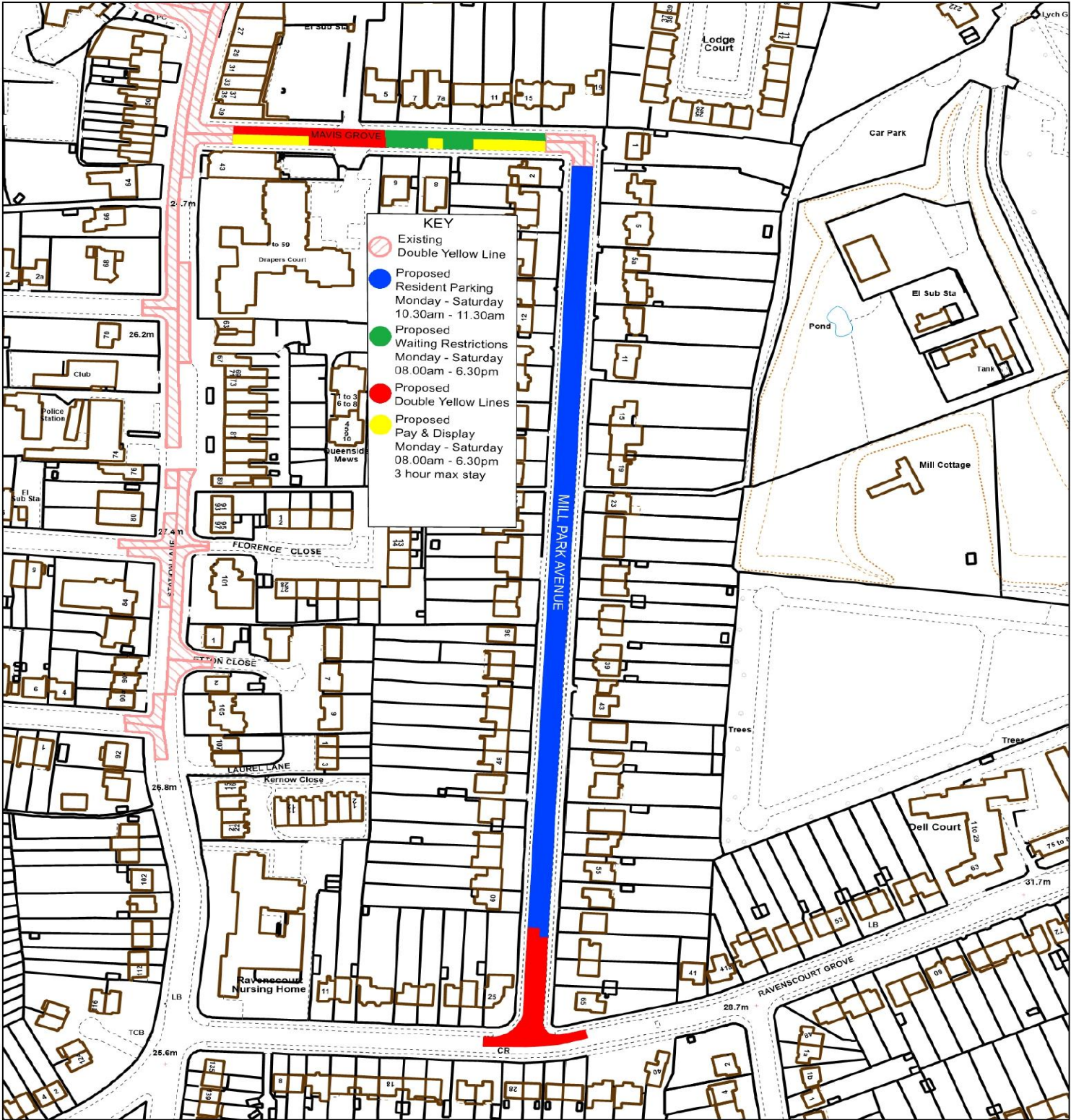
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

BACKGROUND PAPERS


Appendix A.


Appendix B

Appendix A



Milli Park Avenue/ Mavis Grove N
↑


Scale: 1:1500
Date: 03 September 2015
0 50 100 150 metres


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Ordnance Survey 100024327

London Borough of Havering
Town Hall, Main Road
Romford, RM1 3BD
Tel: 01709 434343

Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Employee of Holgate Corporate Risks	Station Lane	The employee of Holgate Corporate Risks says that he works in Ripon house and commutes from Kent each day so has no other means other than to drive. He goes on to say if he has nowhere to park he will have to leave his job.	<p>This response is from an employee of a Hornchurch business, who parks long term in one of the two roads or uses their vehicle in connection with their business.</p> <p>Season tickets are available £50per month and £150 per 3 months in some Hornchurch car parks</p>
2	Employee of Holgate Corporate Risks	Station Lane	An employee says she is against the proposals.	This response is from an employee of a Hornchurch business, who parks long term in one of the two roads or uses their vehicle in connection with their business
3	Employee of Holgate Corporate Risks	Station Lane	An employee says she is against the proposals.	This response is from an employee of a Hornchurch business, who parks long term in one of the two roads or uses their vehicle in connection with their business
4	Resident	Mill Park Avenue	The resident outlines that they are not in favour of the scheme and that providing Pay and Display in Mavis Grove will only push more cars onto Mill Park Avenue. It is suggested that the proposed 10-30-11-30 restricted parking on Mill Park Avenue will not stop such cars, and will only serve to increase cars on Mill Park Avenue.	Providing Pay and Display in in Mavis Grove will give a short term parking provision for the town centre, which should reduce some parking in Mill Park Avenue and with the residents parking provision in Mill Park Avenue, both restrictions should go a long way to turn over short term parking and reduce all day commuter parking.
5	Resident	Mill Park Avenue	The resident says that he believes the council is pushing forward a cost neutral scheme for this area (resident bays and pay and display) when all is needed is a continuation of the single yellow line along Mill Park Avenue with the one hour restriction. This would stop all commuter parking and High Street	One of the recommendations is for the committee to agree that the residents parking provision in Mill Park Avenue, be extended along the side wall of No. 25 Ravenscourt Grove to

			<p>employee parking which is the main source of irritation with residents.</p> <p>He also strongly protests about changing the single yellow lines at the Ravenscourt Grove end of Mill Park Avenue to double yellows because the current system works well and any visitors to homes at this end of the street would be shunted up the road causing annoyance to neighbours and a long walk, which our elderly, disabled and parents with young children visitors would find a struggle.</p>	<p>take into account the response from this resident</p>
6	Resident	Mavis Grove	The resident is against the proposals.	None.
7	Resident	Mill Park Avenue	The resident is against the proposals as she believes that this will not alleviate the parking issue in Mill Park Avenue.	These proposals will have a positive effect on limiting the long term parking that is taking place in these roads
8	Resident	Mill Park Avenue	The resident is against the proposals as she believes that this will not alleviate the parking issue in Mill Park Avenue.	These proposals will have a positive effect on limiting the long term parking that is taking place in these roads
9	Employee of Holgate Corporate Risks	Station Lane	The employee is against the proposals.	This response is from an employee of a Hornchurch business, who parks long term in one of the two roads or uses their vehicle in connection with their business
10	Resident	Florence Close	The resident is writing to object to the proposal for a Controlled Parking Zone in Mill Park Avenue following your recent notice in the Post newspaper.	Florence Close is a small close situated off of Station Lane, with limited parking provision
11	Resident	Mill Park Avenue	The residents say that they are not in favour of the scheme because they both believe it would be better to have time restrictions down this road, plus if possible speed bumps	<p>It is considered that the proposals will have a positive effect on the long term parking in both roads.</p> <p>In respect of the traffic calming request for the roads, this Committee has not approved such a scheme and there have been no personal injury accidents recorded in either road in the period</p>

				between 2005 and 2014
12	Resident	Mill Park Avenue	The resident is in favour of the proposals	None.
13	Resident	Mill Park Avenue	The resident is in favour of the proposals	None.
14	Resident	Mavis Grove	The resident is in favour of the scheme	None.
15	Resident	Mill Park Avenue	The residents state that they are confused regarding business permits? Are these going to be allowed in Mill Park Avenue? If this is the case it is ridiculous as of course businesses will use them and it will NOT eliminate the parking issues that we have. They are happy to trial resident parking in the restricted times of 10.30 and 11.30 but am concerned that workers will just move their cars from paying areas at this time and would have preferred an all-day restriction but this is better than nothing.	Only the residents of 5 to 9 and 6 & 8 Mavis Grove, all residents Mill Park Avenue and No. 25 Ravenscourt Grove will be able to have permits for the residents parking scheme. If the restricted period is found to not work then further proposals can be considered to extend the restricted period
16	Resident	Mill Park Avenue	The resident is in favour of the scheme.	None.
17	Resident	Mill Park Avenue	The resident outlines that they are very much in favour of the proposals.	None.
18	Resident	Mavis Grove	The resident outlines they fully back what has been proposed, well done to the council	None.
19	Resident	Mill Park Avenue	The resident outlines they are in favour of the proposals.	None.
20	Resident	Mill Park Avenue	The resident outlines that they were hugely in favour of the scheme and agree these restrictions would be perfect.	None.
21	Resident	Mill Park Avenue	They are in favour of the scheme, but they did say that they would prefer an all-day Monday to Saturday parking restriction, without Pay & Display, to include a residential permit scheme at no cost to residents.	If the restricted period is found to not work then further proposals can be considered to extend the restricted period. All residents parking schemes in the borough are chargeable, with permit prices being the same throughout the borough
22	Resident	Mill Park Avenue	The resident is in favour of the proposals.	None.
23	Resident	Mill Park Avenue	They are in favour of the proposed scheme, however they feel that the proposed times for parking restriction is not long enough and should be on a morning and afternoon basis. They suggest the following. Morning 9.30am	If the restricted period is found to not work then further proposals can be considered to extend the restricted period.

			to 11.30am Afternoon. 1.30pm to 3.30pm.	
24	Not specified	No address given	They are in favour of the proposals.	None.
25	Not specified	No address given	They agree with the proposed restrictions and are in favour.	None.