



HIGHWAYS ADVISORY COMMITTEE 29 MARCH 2016

Subject Heading:	TPC510 Petersfield Avenue – Pay and Display Parking Bays & ‘At Any Time’ Waiting Restrictions
CMT Lead:	Andrew Blake-Herbert
Report Author and contact details:	Gurch Durhailay Project Manager schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost for the current proposals as set out in this report is £1500 which will be funded from the 2016/17 Minor Parking Schemes budget.

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 formal consultation to introduce Pay and Display Parking Bays and ‘At Any Time’ Waiting Restrictions in Petersfield Avenue, fronting the shopping parade 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** that:
 - a. the proposals to introduce 'At Any Time' Waiting Restrictions fronting the shops in Petersfield Avenue Parade, as shown on the plan in **Appendix A**, be implemented as advertised; and
 - b. that the proposals to introduce Pay & Display parking bays fronting the shops in Petersfield Avenue, as shown on the plan in **Appendix A**, be abandoned;
 - c. to formally mark out the four unrestricted parking bays at either end of the shops in Petersfield Avenue Parade, as shown on the plan in Appendix A, to maximise the use of available parking space;
 - d. the effect of any agreed proposals to be monitored.
2. Members note that the estimated cost for the current proposals in Petersfield Avenue as set out in this report is £1500 which will be funded from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 **Background**

- 1.1 At its meeting in April 2014, this Committee agreed in principle to the proposals to introduce 'At Any Time' waiting restrictions, fronting the shops in Petersfield Avenue.
- 1.2 At its meeting in October 2014, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in Petersfield Avenue, fronting the shops.
- 1.3 The proposals were subsequently designed and publicly advertised. A plan outlining the proposals is appended to this report in **Appendix A**.
- 1.4 The 'At Any Time' waiting restrictions related to the scheme were designed to remove the access issues local busses and heavy goods vehicles are having when negotiating the pedestrian refuges fronting the shops. Inconsiderate parking in these areas forces larger vehicles to use the opposite carriageway and this is causing safety concerns. By installing 'At

Any Time' waiting restrictions adjacent to the pedestrian islands, this should ensure the free and safe flow of traffic in either direction.

- 1.5 The Pay & Display parking bays were designed to help with parking provisions for local businesses, while preventing long term non-residential parking and ensuring a turnover of parking spaces. It is now generally considered that the provision of Pay & Display parking bays is user friendly and accessible to the public.
- 1.6 Due to the level of objections received to the consultation from members of the public and ward Councillors it is recommended that proposal to introduce Pay and Display parking bays be abandoned.
- 1.7 On 8th January 2016, residents and businesses that were affected by the proposals were consulted by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.
- 1.8 By the close of public consultation on 29th January 2016, 15 responses were received. A table summarising these responses is appended to this report as **Appendix B**.

2.0 Results of public consultation

- 2.1 From the 15 responses received, 1 was in favour and 14 objected to the proposals. Due to the negative response received from businesses, a site visit was arranged with Streetcare Staff, Councillors and Business owners. At this meeting, the business owners outlined concerns they have regarding the installation of Pay & Display parking provision. They felt that their businesses would suffer and customers would avoid parking at the Parade and would rather use Hildene shops, which is a much larger shopping area.
- 2.2 Residents who responded to the consultation were concerned that there were only 10 proposed parking bays to accommodate 22 flats above the shops. Residents who were at home during the day were not happy to pay to park their vehicles during the proposed hours of operation, which are Monday to Saturday, 8:30am to 6:30pm.
- 2.3 The proposed 'At Any Time' waiting restrictions fronting the pedestrian islands were supported by businesses, residents and by London Transport Busses.

3.0 Staff Comments

- 3.1 Having considered the proposals, Officers have identified and assessed the potential negative impact that the parking scheme poses to residents and businesses, and recommends to the Committee that all the proposed 'At Any Time' waiting restrictions are implemented and that the proposed Pay and Display bays be abandoned.

IMPLICATIONS AND RISKS

Financial implications:

The estimated cost of implementing the proposals as described above and shown on the attached plan is £1500 which will be met from the 2016/17 Minor Parking Schemes budget.

The costs shown are an estimate of the 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 may be subject to change.

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.

Legal implications and risks:

Waiting restrictions, 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 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:

All proposals included in the report (pay & display and waiting restrictions) have been publicly advertised and subject to public consultation.

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.

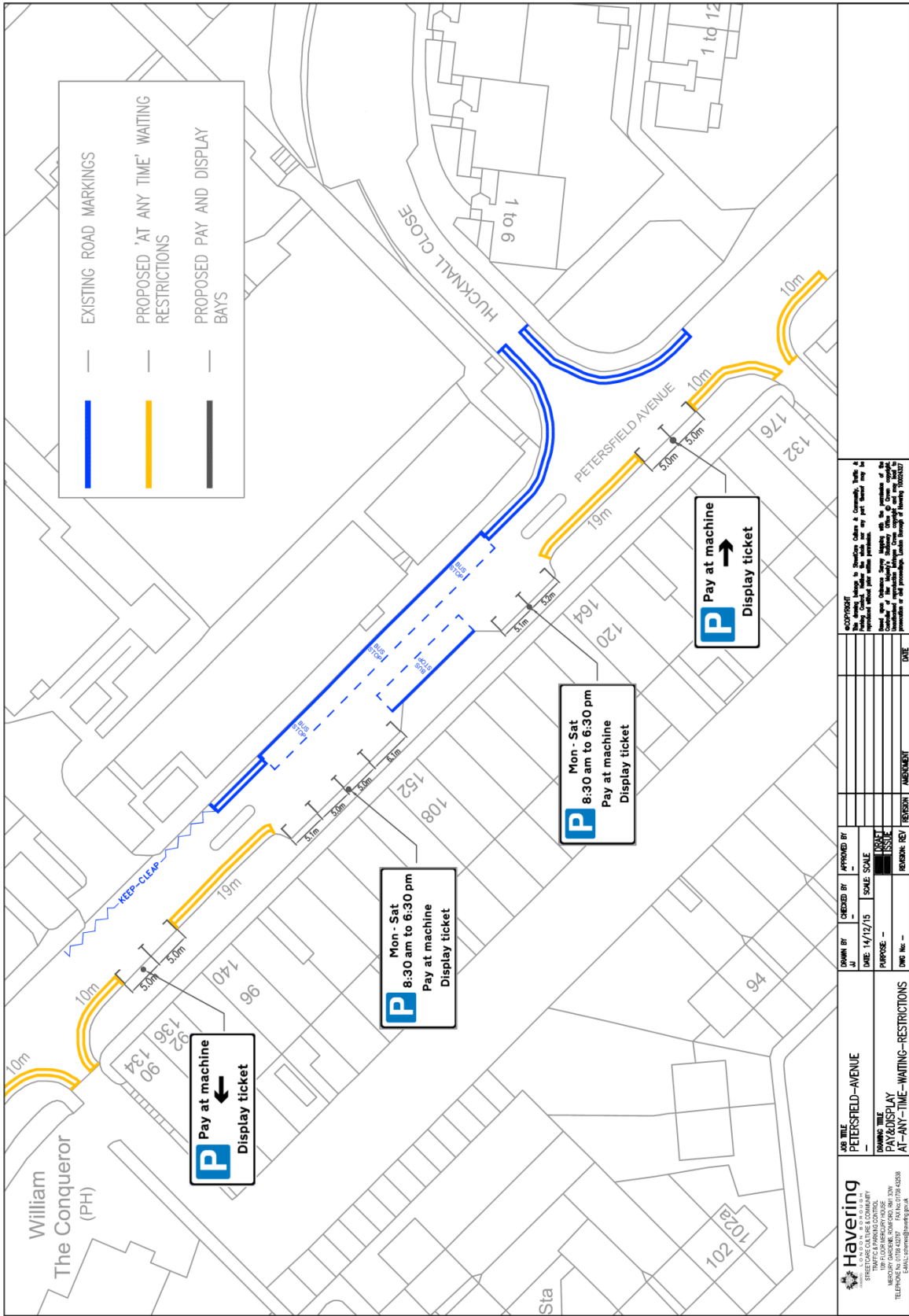
The proposal to install 'At Any Time' waiting restrictions have been publicly advertised and are subject to formal consultation.

Consultation responses have been carefully considered to inform the final proposals.

Officers carried out an analysis of the on and off-street parking provision for residents including the amount of available kerb space which showed that there is sufficient space available for the residents who live above the businesses in Petersfield Avenue can park in adjacent roads. .

BACKGROUND PAPERS

Appendix A



HAVERING STREETSCAPE CULTURE & COMMUNITY TRAFFIC & PARKING CONTROL HERBERT GARDNER, 10 WINDY ROAD, HAVERING TELEPHONE: 01473 801000 FAX: 01473 801001 EMAIL: hsc@havering.gov.uk		JOB TITLE PETERSFIELD-AVENUE		APPROVED BY [Signature]	DATE 14/12/15	SCALE AS SHOWN
DRAWING TITLE PAY&DISPLAY AT-ANY-TIME-WAITING-RESTRICTIONS		DATE 14/12/15	SCALE AS SHOWN	ISSUE 1	REVISION REV	DATE -
DESCRIPTION The drawing shows the proposed layout of the parking bays and signage for the Petersfield Avenue site. It includes the location of the pay and display machines and the proposed waiting restrictions. The drawing is for information only and does not constitute a contract. The contractor shall be responsible for the implementation of the proposed scheme in accordance with the specifications and standards of the relevant authorities.		APPROVED BY [Signature]	DATE 14/12/15	SCALE AS SHOWN	ISSUE 1	REVISION REV

Appendix B

	Resident/Businesses	Summary of Comments	Staff Comments
1	A resident of Petersfield Avenue.	In favour of part of the scheme. This resident is in favour if the tenants living above the shops are provided with parking permits to park their vehicles. They have explained that they do not want to park in the surrounding streets as they have young children and they will be put at risk with the high volumes of traffic passing through Petersfield Avenue.	The pay and display proposals are no longer being recommended.
2	A resident of Petersfield Avenue.	Not in favour of the proposals. This resident vehemently disagrees with the pay and display parking bays, as they feel it is adding to their costs on top of the increase in council taxes and housing rent.	Pay and display parking provisions are implemented around shopping parades to turnover longer term parking, so that potential customers can park in the vicinity of where they wish to visit.
3	A resident of Petersfield Avenue.	Not in favour of the proposals.	None
4	A resident of Petersfield Avenue.	In favour of part of the scheme. This resident is in favour as long as the residents above the shops are provided with allocated parking spaces or parking permits. They have explained that they find it hard to park outside the shops and are not happy to park in the surrounding streets as they believe it will be dangerous for themselves and their children.	If permits were to be considered for this area, it is suggested that any parking provision for residents would be provided to the rear of the shops, where long term residential parking would have no effect on the parking provision for the shops.
5	A resident of Petersfield Avenue.	Not in favour of the proposals. This resident has explained they are at home during the day and will have to pay to park their car in front of their home. This will force them to park at the rear of the shops. Due to the amount of youths that gather there, they feel it is unsafe and their vehicle will be at risk of vandalism. They have said that it is well documented that paid parking can massively affect local businesses and they would much rather live above thriving businesses as opposed to run-down units.	The issues raised by this resident will be passed on to Homes and Housing

6	A Business owner in Petersfield Avenue.	Not in favour of the proposals. As a business owner of two shops within the Petersfield Avenue parade, they have explained that Pay and Display parking bays will cause more problems than they will solve. They have explained that the double yellow lines in front of the islands were originally removed when the road outside the shops in Petersfield Avenue was resurfaced. They feel that reinstalling the double yellow lines will remove all access issues along Petersfield Avenue. They have also explained that they have clients during the day that will need to park for longer than the 3 hour maximum stay period in the Pay and Display bays. This will lead to people parking elsewhere, which will cause congestion in the nearby streets.	The double yellow line element of the scheme, that is felt essential to ensure that the buses no longer experience difficulties negotiating the two pedestrian refuges fronting the shops. As there is long term parking taking place fronting the shops the introduction of pay and display in this location can only be of benefit to the parade overall.
7	Stagecoach London.	In favour of the proposals. The rationale behind their support is that they believe the proposals will have a positive impact on their ability to provide a regular service to their passengers and the residents in the surrounding areas which have been impacted by the parking issues around the section of road outside Petersfield Avenue parade of shops.	The main part of the scheme that Stagecoach are interested in is the double yellow line element of the scheme, that is felt essential to ensure that the buses no longer experience difficulties negotiating the two pedestrian refuges fronting the shops.
8	A Business Owner in Petersfield Avenue.	Not in favour of the proposals. They have explained that they have spent years building up a reputation, which will be ruined by the Pay and Display parking bays. Due to the nature of their work, clients will need to park for longer than the maximum 3 hour stay period, which they feel will force their clients to go elsewhere.	As it would appear that the residents who live above the shops are parking in the prime places where customers would like to park and it is felt that Pay and Display would help the parade overall
9	A resident of Petersfield Avenue.	Not in favour of the proposals. They feel that the local shops, Businesses and residents will suffer from the implementation of this scheme. This resident has to park close to their property due to personal matters and the 3 hour maximum stay with no return in 2 hours will stop them.	Residents that park outside shops are taking away potential parking space for those shops and making less attractive to passing trade. If the resident has a disability they can apply

			for a disabled parking facility
10	A Business Owner in Petersfield Avenue.	Not in favour of the proposals.	None
11	A Business Owner in Petersfield Avenue.	Not in favour of the proposals.	None
12	A Business Owner in Petersfield Avenue.	Not in favour of the proposals.	None
13	A Business Owner in Petersfield Avenue.	Not in favour of the proposals. They have explained that their customers drop off and pick up regularly so the 3 hour maximum stay and no return within 2 hours will have a detrimental effect on their business. They feel that people will avoid the Petersfield Avenue Parade of shops if they are made to pay and display.	As it would appear that the residents who live above the shops are parking in the prime places where customers would like to park and it is felt that Pay and Display would help the parade overall
14	A Business Owner in Petersfield Avenue.	Not in favour of the proposals.	None
15	A Business Owner in Petersfield Avenue.	Not in favour of the proposals.	None