

HIGHWAYS ADVISORY COMMITTEE

29 September 2020

Subject Heading:	Additional P&D bays in Hornchurch Town Centre
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	Gareth Nunn Gareth.nunn@havering.gov.uk 01708 433139 Engineering Technician
Policy context:	Havering Local Development Framework (2008)
Financial Summary:	Estimated cost of £0.0125m to be funded from cost centre A3001, Parking – Capital Funds

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

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

SUMMARY

In July 2020 an experimental parking scheme was designed and implemented to increase short stay parking provisions in and around Hornchurch Town Centre in an attempt to increase foot fall in to the shopping area and in turn help local businesses recover from the effects of the Covid-19 pandemic. Parking availability is seen as a key considered in supporting the high street recovery and it is anticipated that additional bays with 1 hour's free parking will encourage an increase in shopper's visiting the area. This experimental scheme also included the introduction of waiting restrictions as complimentary measures.

The scheme introduced 29 paid for parking spaces (pay & display and cashless) at the following locations:

- (a) Fentiman Way, Hornchurch – conversion of 12 parking spaces (as detailed on the plan in Appendix B);
- (b) Fairkytes Avenue, Hornchurch – conversion of 14 parking spaces (as detailed on the plan in Appendix D);
- (c) Mavis Grove, Hornchurch – conversion of 3 parking spaces (as detailed on the plan in Appendix C); and

The scheme introduced 'at any time' waiting restrictions in the following roads:

- (a) Fentiman Way, Hornchurch (as detailed on the plan in Appendix B);
- (b) Fairkytes Avenue, Hornchurch (as detailed on the plan in Appendix D).

RECOMMENDATIONS

Members Note the introduction of an experimental parking scheme for:

1. the provision of 29 paid for parking spaces (pay & display and cashless) at the following locations:
 - (a) Fentiman Way, Hornchurch – conversion of 12 parking spaces (as detailed on the plan in Appendix B);
 - (b) Fairkytes Avenue, Hornchurch – conversion of 14 parking spaces (as detailed on the plan in Appendix D);
 - (c) Mavis Grove, Hornchurch – conversion of 3 parking spaces (as detailed on the plan in Appendix C); and
2. the introduction of 'at any time' waiting restrictions in the following roads:
 - (a) Fentiman Way, Hornchurch (as detailed on the plan in Appendix B);

(b) Fairkytes Avenue, Hornchurch (as detailed on the plan in Appendix D).

REPORT DETAIL

1.0 Background

- 1.1 The request for the introduction of further paid for parking provisions in and around Hornchurch Town Centre was discussed at theme board and flagged for special urgency under the parking exit strategy executive decision to support the high street recovery following the Covid-19 pandemic.
- 1.2 The proposals have been reviewed for 'road safety' implications as well as implications for general accessibility and impact on existing parking provision. A safety audit has also been undertaken by an external company. The results of the audit were considered and actioned accordingly. As a consequence a previously identified road Appleton Way was removed from the scheme and an amendment was made to the scheme design for Fentiman Way. The changes brought about by the safety audit have resulted in a reduction in the overall amount of parking spaces originally proposed from 36 to 29.
- 1.3 The scheme will operate in roads just outside the main shopping area of Hornchurch Town Centre. The roads are locations that shoppers might not currently consider parking in. The use of these bays under the experimental scheme will be monitored to establish the effectiveness of the scheme in achieving the stated aim of supporting the high street through additional provision of convenient parking facilities for shoppers.

A factor in establishing the suitability of the roads within the scheme was their proximity to the main shopping area of Hornchurch Town Centre. The roads are all within walking distance of Hornchurch Town Centre. When considering the suitability of parking bays for conversion Officers were mindful of choosing bays which would have a minimal impact on local residents. Accordingly, the majority of parking bays chosen are sited away from residential properties. However, Officers note that this was not possible in Fairkytes Avenue, where the bays are in close proximity to residential properties. The operation of these bays will be closely monitored.

- 1.4 Leaflets were sent to residents of the effected roads and all businesses within Hornchurch Town Centre before the introduction of the additional bays notifying them of the changes. A copy of this leaflet is attached to this report as **appendix A**

2.0 Staff Comments

- 2.1 The option to not progress the scheme was considered but rejected. The primary purpose of this scheme is to increase on street parking provisions in and around Hornchurch Town centre in order to assist high street recovery after the Covid-19 pandemic.
- 2.2 Various roads around Hornchurch Town Centre were considered for the introduction of new or further pay & display bays, however Fentiman Way, Fairkytes Avenue and Mavis Grove were identified as being the most suitable based on proximity to Hornchurch Town Centre and effect on neighbouring residential properties.

- 2.3** A further road (Appleton Way) was initially identified but removed from the proposals following concerns raised by an external safety audit which would require design changes to progress. In light of the urgency to assist the high street recovery it was decided to progress with the proposals excluding Appleton Way. Introducing further 'pay & display/cashless parking bays in Appleton Way may be considered at a later date.
- 2.4** Removing Appleton Way from the proposals has resulted in a loss of 7 bays. The scheme will introduce 29 pay & display/cashless parking spaces.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated costs of £0.0125m which includes resident engagement and implementing the proposal as described above and shown on the attached plan will be met from the A3001, Parking – Capital Funds budget which at the time of this report has sufficient available budget.

This was a standard project for Environment and there is no expectation that the works cannot be contained within the cost estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

Pay & Display Bays	Estimated Cost £ £12,500
--------------------	-----------------------------

Legal Implications and risks:

This report is brought to Committee for noting. The experimental scheme was approved under delegated powers by the Assistant Director of Environment on 22/07/2020

A further report will be brought to members before the expiration of the experimental period for a recommendation on the permanency of the scheme.

The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 ("RTRA 1984") to impose an experimental traffic order to charge for parking places on the highway (s45 RTRA 1984) and/or regulate or control vehicular traffic on roads as set out in Part 1 of the RTRA 1984.

Before an experimental order is made the Council should ensure that the statutory procedures set out in section 22 of the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with.

If the experimental order is to be made permanent, Section 23 of the Regulations must be considered. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force. Section 9 RTRA 1984 (3) provides that an experimental order shall not continue in force for longer than 18 months.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

Human Resources implications and risks:

The proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

Equalities implications and risks:

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

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

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

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

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

There is a provision for disabled people within this scheme.

BACKGROUND PAPERS

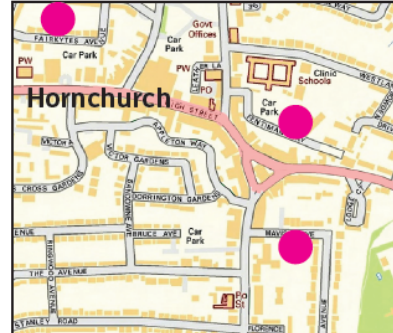
Appendix A – Leaflets sent to businesses and residents

New Pay & Display and Cashless Parking Bays for Hornchurch Town Centre from 3 August 2020

From **3 August 2020**, Havering Council will be introducing additional Pay & Display and cashless parking bays in and around Hornchurch Town Centre. These bays are to increase short stay parking provision to help residents & shoppers support our high streets safely and conveniently as part of the recovery from the Covid-19 pandemic.

The locations identified for new or additional Pay & Display /cashless parking bays are:

- Fentiman Way • Mavis Grove • Fairkytes Avenue



Pay by **RingGo** App or with Cash

The new bays will have both cashless and cash payment options. Should Pay & Display machines not be installed for the 3 August 2020, payment at nearby machines will be permitted with the nearest machines sign posted.

To take advantage of the cashless option use RingGo, the UK's no.1 parking app with millions of users nationwide. You can use your phone to pay for parking with RingGo across Havering. It's quick, secure and you don't have to hunt around for loose change.

For more information go to: <https://www.myringgo.co.uk/>

Your Questions Answered

Havering Council are introducing these bays under an experimental traffic order. This allows us to monitor the effects of the bays whilst also permitting any changes to be made within the first 6 months of the scheme going live. The experimental traffic order lasts for a maximum of 18 months, after which the additional bays will be made permanent or be removed, based on feedback from local residents and businesses.

Q. Can Blue Badge holders park for free?

A. Yes, Blue Badge holders can park for free up to the maximum stay of 3 hours. Blue Badge holders should display their valid badge and clock (set at the time of arrival).

Q. Why has there not been any consultation?

A. Due to the experimental nature of the scheme no formal consultation is required. However, the Council are keen to hear from residents as to how they believe the scheme is working. The impact of the scheme will be continuously monitored and changes will be considered within the first 6 months.

Q. How much will it cost to park?

A. From the 3 August 2020 the boroughs new 'on street' parking tariff comes in to force.

The cost of parking will be as follows:

Tariff operational Monday to Saturday, 8am to 6.30pm. Maximum stay 3 hours, no return within 2 hours.	0 – 1 hours	£0.00 (FREE)
	1 – 2 hours	£2.50
	2 – 3 hours	£3.50
	Sunday	No charge

For further information & to provide feedback, contact:
trafficandparkingcontrol@haverling.gov.uk



Havering
LONDON BOROUGH



