

## **HIGHWAYS ADVISORY COMMITTEE**

### **16 November 2021**

<b>Subject Heading:</b>	<b>Experimental Scheme to Introduce Additional Pay and Display Bays in Hornchurch Town Centre – Fairkytes Avenue, Mavis Grove and Fentiman Way – Request to make permanent</b>
<b>CMT Lead:</b>	<b>Councillor Osman Dervish</b>
<b>Report Author and contact details:</b>	<b>Diane Bourne Interim Schemes Manager <a href="mailto:Schemes@havering.gov.uk">Schemes@havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Havering Local Development Framework (2008)</b>
<b>Financial Summary:</b>	<b>The estimated cost of implementation is £0.0125m funded from cost centre , C30010 Parking – Capital Funds</b>

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

Communities making Havering	<input checked="" type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input checked="" type="checkbox"/>
Connections making Havering	<input checked="" type="checkbox"/>

## SUMMARY

### Saint Andrews Ward:

This report is requesting the Highways Advisory Committee (HAC):

- a) considers and approves the Officers recommendations in relation to the feedback received from the feedback forms undertaken at Ward Councillors request in September 2021 in relation to making the experimental Pay and Display bays in Hornchurch permanent.
- b) agrees to making these experimental Pay and Display bays in Hornchurch permanent along with the implementation of the 'At Any Time Waiting Restrictions'.

## RECOMMENDATIONS

- 1 That the Highways Advisory Committee having considered this report and the representations made, recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that;
  - a) the experimental scheme which introduced additional Pay and Display parking bays and 'At Any Time' Waiting restrictions in Fairkytes Avenue, Mavis Grove and Fentiman Way (as shown on the plans in Appendix A,B and C) proceed to formal advertisement and making of the permanent traffic order.

## REPORT DETAIL

### 2 Background

- 2.1 This experimental scheme, introduced in August 2020 was designed to increase short stay parking provisions in and around Hornchurch town centre in an attempt to increase footfall into the shopping area and in turn help our local businesses recover from the Covid-19 pandemic after being flagged for special urgency under the parking exit strategy executive decision. Parking availability has been a key consideration in supporting the high street recovery and the additional parking bays with an hours free on street parking encouraged shoppers to visit and shop in the area.
- 2.2 Following the completion of an approved design of these additional pay and display bays, a safety audit was undertaken by an external company. The results of this audit were considered and actioned accordingly in the design.
- 2.3 The experimental proposals introduced twenty nine new pay and display / cashless parking spaces which were installed in early August 2020:
  - a) Twelve of the twenty nine parking spaces along with 'at any time' waiting restrictions (Appendix A), were introduced in Fentiman Way
  - b) fourteen parking spaces along with 'at any time' waiting restrictions (Appendix B), were introduced in Fairkytes Avenue and
  - c) three additional parking spaces were introduced in Mavis Grove (Appendix C).

- 2.4 The experimental pay and display bays are in roads just outside the main shopping area and therefore they are within walking distance for shoppers in order to support the local shops and businesses.
- 2.5 In July 2021 Ward Councillors were asked for their support of this experimental scheme to be made permanent and they requested for feedback from affected residents and businesses. As this was an experimental scheme a consultation prior to this scheme being installed was not necessary although a local engagement did take place via leaflets and Council communications.
- 2.6 A feedback questionnaire was sent to local residents and businesses in Fairkytes Avenue, Mavis Grove, Fentiman Way and also Grey Towers Avenue (due to displacement from Fairkytes Avenue) at the request of the Ward Councillors in September 2021.
- 2.7 The results of this feedback is shown in Appendix D, there was a low response rate, in Fairkytes Avenue residents/businesses are more in favour of the bays being made permanent, Fentiman Way had an extremely low response rate and Mavis Grove an no one particular option came out stronger than the other. The low response to the feedback suggests the majority of residents and businesses asked to respond have no concerns or issues with the scheme becoming permanent.
- 2.8 All three of the Saint Andrews Ward Councillors have been made aware of the approval being sought to make this experimental scheme permanent and all three Ward Councillors have confirmed their support for the scheme.
- 2.9 Officers therefore recommend making these pay and display bays permanent in order to assist footfall to Hornchurch town centre especially as these on-street bays currently provide an hours free parking.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

This report is asking HAC to recommend to the Cabinet Member making this scheme from experimental to permanent and accept the recommendations made by Officers of the above scheme.

The cost of implementation was estimated at £0.0125m which has already included resident/business engagement, signing, lining and advertising of the experimental traffic order. To make permanent as described above and shown on the attached plans would mean an amendment and advertisement of a traffic order, no other costs would be necessary and would be met from the C30010, Parking – Capital Funds budget which at the time of this report has sufficient available budget and was included within the cost estimate.

This is a standard project for Highways, Traffic and Parking (HTP) 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 Public Realm budget.

### **Legal Implications and risks:**

The Council has allowed the mandatory 6-months objections period to lapse before seeking a decision on whether or not the experimental order is made permanent and this decision is being 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.

In making a decision to discontinue the experimental scheme the Council has considered the effectiveness of the scheme in a live setting and taken account of all public representations received during the statutory objection period.

The Council's powers to make an order creating charging for parking on the highway is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984")

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Section 6 of Part 1 RTRA 1984. Schedule 1 of the RTRA 1984 lists those matters as to which Orders can be made under Section 6. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996 are complied with.

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.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

#### **Human Resources implications and risks:**

This scheme can be delivered within the standard resourcing within Highways, Traffic and Parking, 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.

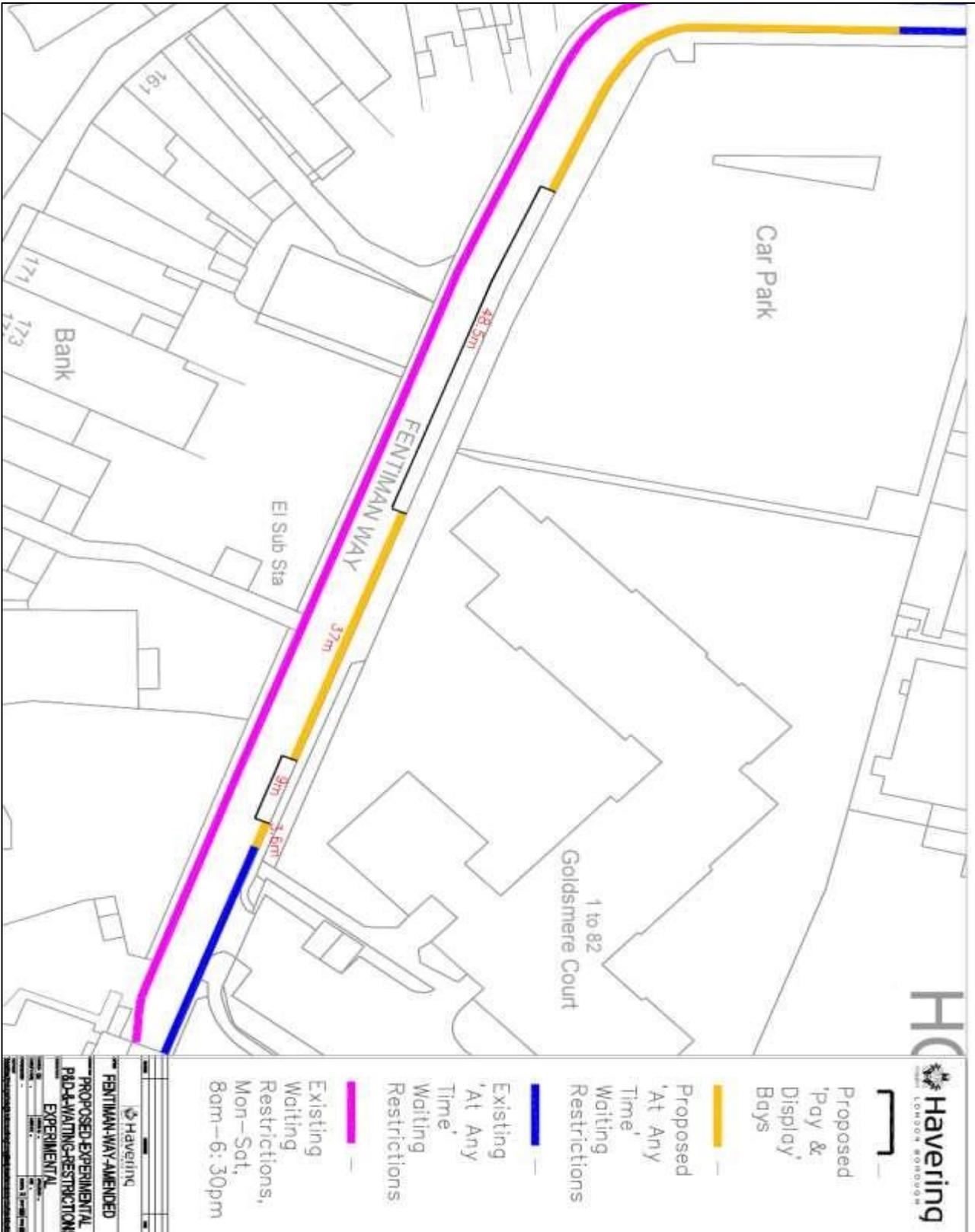
There is a provision for disabled people within this pay and display scheme. There will be some physical and visual impact from the signing and lining works.

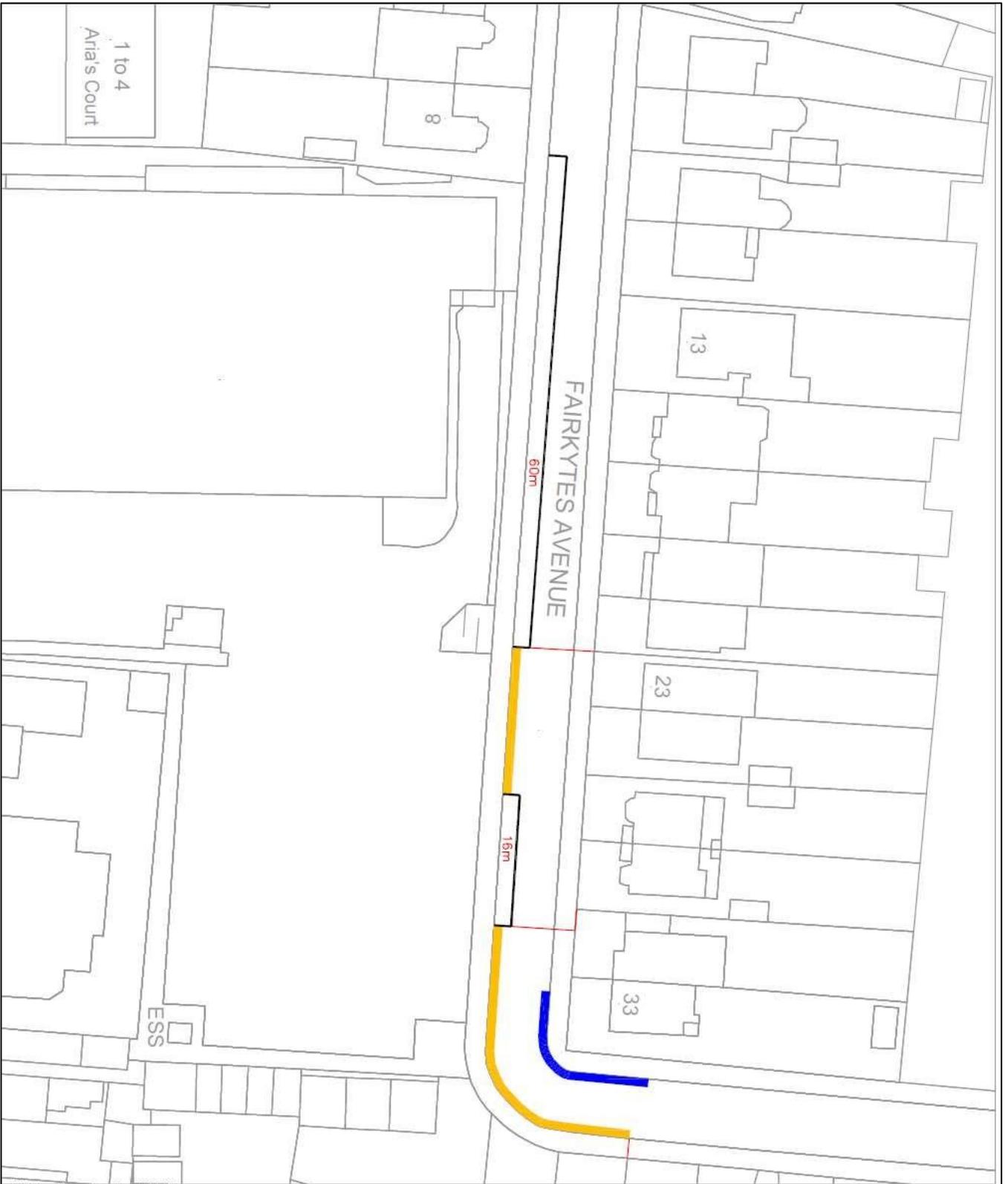
**BACKGROUND PAPERS**

**NONE**

# APPENDICES

## Appendix A – Fentiman Way





— Proposed 'Pay & Display' bays

— Proposed 'At Any Time' Waiting Restrictions

— Existing 'At Any Time' Waiting Restrictions



Havering  
FAIRKYTES-AVE

**PROPOSED-EXPERIMENTAL  
P&D-WAITING-RESTRICTIONS  
EXPERIMENTAL**

DATE	DESCRIPTION



## Appendix D – Feedback Results

### Hornchurch Experimental Pay & Display Bays Feedback

Road Name	No of Addresses	% Returns	Returns	Q1. In your view, are you in favour of the experimental payment parking bays in Fairkytes Avenue becoming permanent?		Q1. In your view, are you in favour of the experimental payment parking bays in Fentiman Way becoming permanent?		Q1. In your view, are you in favour of the experimental payment parking bays in Mavis Grove becoming permanent?			
				total	Yes	No	Yes	No	Yes		
Fairkytes Avenue	53	28%	15	10	5						
Grey Towers Avenue (Fairkytes)	45	9%	4	1	3						
Fentiman Way	83	1%	1				1				
Mavis Grove	68	13%	9					4	5		
Mill Park (Mavis Grove)	2	50%	1					1			
Station Lane (Mavis Grove)	46	2%	1						1		
<b>Total</b>	<b>297</b>		<b>31</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>		