



# HIGHWAYS ADVISORY COMMITTEE

16 April 2013

# REPORT

**Subject Heading:**

**HILLDENE SHOPPING AREA REVIEW -  
comments to advertised proposals**

**Report Author and contact details:**

Ben Jackson  
Schemes Engineer  
01708 431949  
ben.jackson@havering.gov.uk

**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 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 for the Hilldene Shopping Area Parking Scheme, which were agreed in principle by this Committee September 2011, and recommends a further course of action.

## RECOMMENDATIONS

That the Highways Advisory Committee recommends to the Cabinet Member for Community Empowerment that:

The proposals as shown on drawing no QJ063/02/06 **Appendix 1** to this report be implemented as follows:

1. That the On Street Pay & Display charging regime originally proposed and consulted on be amended to the tariffs listed in the table below subject to Cabinet approval, as set out in the report being submitted by the Head of Streetcare to Cabinet on Wednesday 17<sup>th</sup> April. These proposals also include the increase of maximum stay periods up to 3 hrs from the current 2 hr max stay period on Pay and Display.

Tariff Band	Current On Street Pay & Display & Original Proposal	<b><i>Proposed On Street Pay &amp; Display</i></b>	Outlying Car Parks	Parks
0 – 1hr	£0.20p			
0 – 1.5 hrs	£1.40p			
0 – 2 hrs	£2.00 max stay	<b><i>£0.20p</i></b>	£0.20p	£0.20p
2 – 3 hrs		<b><i>£0.50p Proposed new max stay</i></b>	£0.50p	£0.50p

2. That the proposed allocation of resident and business permit parking and disabled parking bays are implemented as proposed.
3. The waiting restrictions to help improve traffic flow, prevent obstructive parking and improve road safety are implemented as proposed.
4. The one-way system in East and West Dene Drives to assist with traffic movement, especially larger vehicles delivering to the rear of the Farnham Road and Hilldene Avenue shops is implemented as proposed.
5. That the loading facilities to improve access to the rear of the shops in Hilldene Avenue, West Dene Drive and Chippenham Road are implemented as proposed.
6. That the garages to the rear of the shops on East and West Dene Drive are approved to be removed to create additional parking, with extra spaces created by converting a grass verge area in East Dene Drive to the side of 198 East Dene Drive.

Should any of the above proposals be implemented then the effects will be monitored for a duration following the implementation with remedial action being considered.

## REPORT DETAIL

### 1.0 Background

- 1.1 At its meeting on 20th September 2011, the Highways Advisory Committee while considering a report on Minor Traffic and Parking Scheme Applications, item no TPC116 Hilldene, Farnham Road, East Dene Drive, West Dene Drive, Chippenham Road (in part), agreed in principal that a review of the parking in the area be undertaken.
- 1.2 The Highways Advisory Committee requested that the Head of StreetCare proceed with a scheme design and consultation to gauge views on parking in the area and that the results of the consultation be reported back to this Committee so a further course of action be agreed.
- 1.4 Approximately 230 letters with the attached plans of the proposal were hand delivered to those perceived to be affected by them on Friday 14th December 2012.
- 1.5 As the consultation occurred over the festive period, it was extended beyond the statutory period of 21 days, to 35 days, ending on Friday 18th January 2013.
- 1.6 Further to the hand delivered letters, plans were on display for the duration of the consultation at Harold Hill Library and within the entrance of the Homes and Housing office in Chippenham Road.
- 1.7 To assist with those that had questions regarding the proposals staff also held six drop in sessions, at the Harold Hill Library, on the dates and times shown below:

Tuesday 18th <b>December 2012</b>	9am - 8pm	Tuesday 15 <sup>th</sup> <b>January 2013</b>	9am - 8pm
Wednesday 19th <b>December 2012</b>	9am - 5pm	Wednesday 16 <sup>th</sup> <b>January 2013</b>	9am - 5pm
Thursday 20th <b>December 2012</b>	9am - 5pm	Thursday 17 <sup>th</sup> <b>January 2013</b>	9am - 8pm

- 1.8 At its meeting on 30th January 2013 full Council considered a motion by an opposition party to withdraw the Administrations proposals to introduce Pay & Display Parking and Resident Parking Permits at the Hilldene Shopping Area in Harold Hill.
- 1.9 Full Council referred the motion and the final decision whether to implement the scheme or not to the Highways Advisory Committee who in turn recommends a final course of action to the Lead Member for Community Empowerment.
- 1.10 This report looks at the responses received to the advertised proposals for the Hilldene area and recommends a further course of action.

## 2.0 Design Principles

- 2.1 To prevent commuters from taking up available car parking spaces, which could be used by the customers of local businesses and residents, it is proposed that parking areas shown on **Appendix 1** – Proposed Site Plans are amended to both allocated pay and display parking areas; resident and business permit parking and disabled parking bays.
- 2.2 Introduce waiting restrictions to help improve traffic flow, prevent obstructive parking and improve road safety.
- 2.3 Introduce a one-way system in East and West Dene Drives' to assist with traffic movement, especially to improve access for larger vehicles delivering to the rear of the Farnham Road and Hilldene Avenue shops.
- 2.4 To further assist with deliveries, install additional loading facilities to the rear of the shops in Hilldene Avenue, West Dene Drive and Chippenham Road.
- 2.5 To increase the number of parking spaces for residents and businesses of the area, it is also proposed that garages to the rear of the shops on East and West Dene Drive be removed to create additional parking. Extra spaces will also be created by converting a grass verge area in East Dene Drive.
- 2.6 Any amendments to the original proposal may require further statutory public consultation that will lead to additional costs for advertisement of those proposed changes to accommodate any physical changes that may be agreed.

## 3.0 Responses received

- 3.1 There were 36 pieces of correspondence received during the consultation period which are tabled and shown on **Appendix 2**. These responses were from 8 businesses, 15 residents, two Councillors and 11 users of the Hilldene shopping area and one garage lease holder. The majority of the responses were against parts of the parking proposals, with three responses being in favour of all the proposals, two responses were in favour of implementing the proposed one-way system and two being in favour of further street lighting improvements.
- 3.2 A petition was received from 286 signatories objecting to East Dene and West Dene areas becoming permit parking area, and the proposed one-way system. They also object to Hilldene Avenue parking area becoming a Pay & Display car park.
- 3.3 A further petition was received outside the statutory consultation period signed by 1110 signatories opposing to the introduction of Pay & Display parking and Residents Parking Permits at Hilldene Shopping area believing the imposition of such charges will deter trade and will adversely affect retailers and other businesses located there. Addresses of the signatories appear to extend as far as Essex and Brentwood, although in the main are made up of mostly Havering residents.
- 3.4 There is no indication that those signing both petitions were in view of the full proposals and appear to have signed opposing two elements, they being the paid

for parking and the one way system. Officers cannot be certain that all signatories were advised impartially of all aspects of the proposals and the longer term benefits that the scheme should provide for the area. Copies of the petitions are available to Members at their request.

- 3.5 During the drop in session held at Harold Hill Library 35 interested parties attended to find out further information regarding the scheme and how best to respond to the consultation. All those that attended the drop in sessions were advised to respond in writing to the proposals.

#### **4.0 Officer comments**

- 4.1 The proposals were designed to further enhance the Hilldene area by significantly increasing the number of available parking spaces for all visitors, by limiting long term non-residential parking, allocating specific area to residents and businesses, providing improved loading facilities and improved traffic flow. Many of the disabled and elder community prefer to shop locally and the low parking tariff will ensure that parking spaces are turned over regularly and that the opportunity to park is enhanced over that which currently exists. This will support the disabled and elder community.
- 4.2 These proposals increase the parking provision for disabled car users in search of local shopping facilities; the current level of parking of disabled parking is 9 spaces, whilst the proposals set out 18 available spaces. Overall, the proposals double the disabled parking facilities for shoppers and ensure a turnover of visitors in all of the areas.
- 4.3 A number of tenants that are in lease or licence of the garages sites to the rear of Hilldene Avenue are not utilising them for the purpose they are intended. Equally there are a number that are currently vacant and underused. The garage sites have also been reported to be areas for antisocial activity, in addition to fly tipping. It is inevitable that with car ownership on the increase that parking areas would be greatly maximised from the removal of the garage sites providing accessible parking for both residents and businesses.
- 4.4 The introduction of pay and display parking in popular local shopping areas has proved beneficial in promoting vitality in the local area and managing out commuter parking. A number of Pay and Display schemes are operating successfully in other areas in the borough serving both businesses and local community. There have been detailed discussions elsewhere which have led to the production of the Cabinet Report which harmonises outlying car parking and Pay and Display tariff. Should this report be agreed at Cabinet, the regime to be implemented here will provide for longer stays at much lower cost and it is our view that this recognises the concerns of local consultees.
- 4.5 The turnover of parking in all the bays will also make street cleansing easier and more effective.
- 4.6 With the provision of new loading bays throughout the area, businesses will find loading and unloading vehicles easier, while the one way working and 'At any time' waiting restrictions will expedite the free unhindered flow of traffic through and around the area.

## 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 of implementing the proposals as described is approximately £180,812. This cost can be met from the allocation of funding for improvements to Hilldene Shopping Centre agreed in the November 2008 Harold Hill Ambitions Cabinet Report.

The proposed parking provision costs for the implementation of the Pay and Display element of the scheme (including associated costs) is approximately 35k. These costs 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.

The residential and business permit provision implementation costs are estimated at 3k and will be met from within Streetcare's current revenue budget. This element of the scheme is designed to provide all day accessible parking for Hilldene residents and retailers, close to their properties and businesses.

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 in consultation with the Deputy Leader of the Council – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a joint project for StreetCare and Regeneration 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 and Regeneration Capital Budgets.

### **Legal implications and risks:**

Waiting restrictions, parking bays and one-way working require 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, business/residential/disabled parking, waiting restrictions, one-way system, loading facilities, garage removal and street lighting) have been publicly advertised and subject to public consultation. Additionally, six drop-in sessions were organised by staff members to inform stakeholders about the proposed changes and answer their questions.

While there is a general support to the waiting restrictions, one-way system, loading facilities, garage removal and street lighting proposals, the majority of respondents were against the parking proposals and pay & display arrangements (Appendix B).

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses.

However, parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking. The proposed parking restrictions and the low parking tariff will ensure that parking spaces are turned over regularly and that the opportunity to park is enhanced for local residents, particularly for disabled people, older residents and parents with children who are most likely to shop locally. Furthermore, under the proposed changes the disabled parking facilities will double (from 9 to 18 spaces) which will enable and encourage disabled people and older residents to shop locally.

Disabled 'Blue' Badge holders are able to park for an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

After careful consideration of each of the responses and any potential/likely equalities issues and concerns arising from the proposals, officers have recommended that the proposed changes be implemented as advertised and the effects be monitored on a regular basis.

## **BACKGROUND PAPERS**

**Appendix 1** – Proposed Site Plans

**Appendix 2** - Consultation response table



**KEY:**

- Proposed Pay & Display parking - 6.30pm Mon - Sat
- Proposed shared use bays - residents and business permit
- Proposed Loading bays
- Proposed recovery or alterations to existing roadway
- Proposed Disabled parking bays
- Existing vehicle crossover/dropped crossings
- Proposed at any time double yellow waiting restrictions
- Proposed at any time double yellow waiting restrictions
- Existing traffic movements
- Proposed one way working traffic movements

**Legend:**

- Existing cycle lanes
- Proposed cycle lanes
- Existing bus stops
- Proposed bus stops
- Existing cycle crossings
- Proposed cycle crossings
- Existing bus crossings
- Proposed bus crossings

**Scale:** 1:1000

**North Arrow:** [North Arrow]

**Project Information:**

**Client:** Havering Council

**Project Name:** Newbury Gardens

**Project Number:** [Number]

**Project Location:** [Address]

**Project Status:** [Status]

**Project Date:** [Date]

**Project Version:** [Version]

**Project Author:** [Name]

**Project Reviewer:** [Name]

**Project Approver:** [Name]

**Project Contact:** [Name]

**Project Phone:** [Number]

**Project Email:** [Email]

**Project Website:** [Website]

**Project Social Media:** [Social Media]

**Project Logo:** [Logo]





HILLDENE REVIEW RESULTS OF PUBLIC CONSULTATION																		
1 petition received within the consultation period signed by 286 signatories 1 petition received by full Council outside of the consultation period signed by 1110 signatories 36 individual responded under separate cover	Business	Resident	Councillor	Visitor	Pay & Display		Resident Business Disabled		Waiting Restrictions		One-Way System		Loading Facilities		Garage Removal		Street Lighting	
					For	Against	For	Against	For	Against	For	Against	For	Against	For	Against	For	Against
Address																		
Unknown				X		X												
Harris Close				X		X												
Barnstaple Road				X		X												
Unknown				X		X												
Unknown				X		X												
Daventry Road				X		X												
Dagnam Park Drive				X		X												
Noak Hill Road				X		X												
Percy Close				X		X												
Unknown				X		X												
Unknown				X		X												
Fishnchickn	X					X												
Chippenham Road Childrens Centre	X					X												
Poundtown 170-174 Hilldene Avenue	X					X		X										
Tenant of garage No197	X					X		X				X				X		
Greggs	X					X												
Street trading unit	X					X		X										
Hilldene Kebabs	X					X												
The Barbers 196 Hilldene Ave	X					X												
Resident of Cambourne Ave		X				X												
Resident of Hilldene		X				X		X				X						
Resident of Farnham Road		X						X				X		X				
Resident of Cambourne Ave		X				X												
Resident of Hilldene Avenue		X				X												
Resident of Farnham Road		X				X												
Resident of Hilldene Avenue		X				X												
Resident of Hilldene Avenue		X				X		X										
Resident of Harris Close		X				X												
Resident of Harold Hill		X				X												
Resident of Harold Hill		X				X		X				X						X
Resident of Cambourne Ave		X				X												
Resident of Farringdon Ave		X				X												X
Resident of Hilldene		X				X												
Resident Hilldene Avenue		X				X												
Councillor Paul McGeary			X			X		X		X		X		X				
Councillor Dennis Bull			X			X												
<b>Totals</b>	<b>8</b>	<b>15</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>33</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>