



Wanstead & Snaresbrook Residents' Alliance

Wanstead Parking - Round 2

(March/April 2017)

As many will know, the Council are planning to blanket most of Wanstead with parking restrictions. Those who have followed the story will know of the campaign against the proposals. The first round of that campaign succeeded in preventing implementation in February & obtained a promise to consult.

That consultation is now upon us. If you live inside a zone you'll have received a consultation pack containing a letter, maps, an information document, a questionnaire and a stamped address envelope. Those outside the zone will have only received a letter, but can complete the questionnaire online, although this is seen as discrimination against outsiders who'll be affected and/or without internet.

The current proposals are broadly similar, with the exception that the Warren Estate has been excluded from the scheme entirely. Some of the fine detail has been tweaked in some areas/roads, but generally it seems few concerns have been taken on board despite promises by the Council they would listen.

The justification for removing the Warren Estate was the opposition by its residents. This leads to the conclusion that you must let the Council know your views. Do **NOT** rely on residents' groups, do **NOT** rely on petitions, do **NOT** rely on whingeing to neighbours - **complete the questionnaire!** If you are content with the current arrangements, **say so!** If you're in favour of the scheme, or just some parts of it, **let them know!** The Council Leader has promised that if the consultation finds no change is needed, changes will NOT be implemented - **but you have to tell them else they'll assume you're in favour!**

To assist with your deliberation, we present below various issues for you to consider:-

Fundamental Issues

The underlying basis for the scheme is that the Council believe there is a "severe" parking problem in Wanstead. **Do you agree?** Repeated questions asking what specifically the "severe" problem is have not been answered. Many argue that the current one hour restrictions generally do a good job and major changes are not needed. A few roads may benefit from controls, just as some behind Wanstead Station and the High Street Park do, but does that justify blanketing Wanstead? The Council rely on their survey data, but only a few roads are shown to be full at a few times. Their own technical report states the resident zones are proposed due to anticipated displacement which must surely mean there is no current problem. **Is this a sound basis for such a vast scheme? let them know what you think!**

Procedural Issues

The original plan was to use an "Experimental Traffic Order" avoiding the need for consultation. The objection to the lack of consultation has been misunderstood by the Council to mean a general objection to an Experimental Traffic Order and so they are proposing to adopt a "Permanent Traffic Order".

However, one of the strongest objections to the original scheme was that the anticipated displacement into the residential roads from Pay and Display zones would not be as high as the Council predict making the vast swathes of Residential Permit Parking unnecessary. To avoid wasteful installation followed by expensive removal, it has been suggested that resident permit zones only be installed IF displacement causes a problem. Unfortunately, a Permanent Traffic Order prevents phased installation.

WaSRA is an alliance of the following organisations

THE CARLTON TERRACE RESIDENTS' ASSOCIATION



*The Counties
Residents' Association*



**THE WANSTEAD
SOCIETY**

It is therefore recommended that one item of feedback you include on your questionnaire is to use an Experimental Traffic Order for the scheme so that phased installation can be utilised - it would also enable quick modifications to be undertaken if part of the scheme were found to be causing a problem.

Resident Parking Permit Issues

The bulk of resident parking zones are proposed due to anticipated displacement from pay and display zones. At no point does the Council claim to have any hard evidence, survey data etc that any roads are currently in need of a resident zone, although they do claim they have had some individual requests in some locations - **does this justify blanketing Wanstead with such schemes?** Does someone who lives a mile away from you on the other side of the High Street who wants residents parking mean you should have the scheme on your road too? Whether you believe your road needs such a scheme or not, ensure you complete and return the questionnaire. Apathy and laziness are unlikely to get you what you want - **only in participating will your voice be heard.**

One of the most common misconceptions about residents parking is that it "buys" you a space outside your home. **This is NOT the case!** You're not guaranteed a space and still pay on the High Street.

Resident parking zones are intended for roads where residents do not benefit from off street parking, ie driveway/garage. This does mean some roads currently have, or could benefit from a resident parking zone - **but does your road really need one?**

What about the knock on effects? Many of the roads just outside of the proposed resident zones have few off road parking facilities and are already more congested as a result. If non-resident cars are moved away from roads where they can currently park safely and with little impact, into roads where they will cause a major problem, **how does that make sense?** These proposals do NOT demonstrate "big picture" thinking!

Pay and Display Issues

Pay and display is proposed wherever there are shops and wherever shoppers park to shop. In a few more remote locations pay and display is also proposed where a section of road has no house facing it. In many locations away from the High Street, the pay and display zone are "dual use" so that local residents can park there without paying a pay and display fee (NB they will need to have valid residents parking permit though!) - this could lead to "blocking"!

What benefit do remote pay and display zones provide other than revenue? One concern is that such remote zones will likely remain unused only adding to congestion elsewhere. What if dual use bays are used by resident's vehicles, where will the shoppers be able to park? **what will happen to the shops?**

Timing Issues

The current proposals do not include suggestions as to when these schemes would operate, however, it is believed the current thinking by the Council is for Monday-Saturday, 8.30am - 6.30am. Whatever your feelings about the parking controls themselves, as a separate issue, please consider when they should/shouldn't operate.

One major debating point relates to whether Saturday should be included or excluded (applies to both zone types!). One side of the argument considers commuter parking pressures to be equally present on Saturdays, the other side of the argument suggests Saturday controls would too greatly damage the prosperity of the High Street and Nightingale Square. **What do you think? Put it on the questionnaire!!**

Another timing concern is the early start. Pushing the start back to say 9.00am would have little impact on the overall effectiveness of the scheme, but could have enormous benefits for school drop off.

Conclusion

From the above it is obvious that WaSRA are against these proposals. However, as stated above, whether you share our views or not, it is essential that you take part in the consultation. It is clear that the Council will do whatever they want if they receive a low response rate. **Only by taking part can your opinion be heard.**