



Wanstead & Snaresbrook Residents' Alliance

Questions to be sent into the Council regarding the new car parking scheme

FOI submitted 19 December 2016 [20 working days expires on 18 January]

The request is for: *"The full detailed data which Redbridge Officers obtained, including the survey which they undertook, regarding the parking scheme in Wanstead from 1 January 2013 to 7 December 2016."* Please advise on progress on this.

Please see attached.

A full public meeting with the Leader, Councillors and Officers before the scheme is imposed

In his recent statement in the Wanstead and Woodford Guardian, Cllr Athwal said that he would be *"happy to meet with residents in another forum."* Will we therefore have the public meeting which residents are asking for?

The Government's regulations on parking schemes introduced by Local Authorities

The Government specifies that new parking schemes can only be implemented if there is an urgent need. What was the urgent need in this case?

Why was the Traffic Management Act of 2004 not used? In view of Wanstead residents' reaction, will this now be used?

The Traffic Management Act 2004 in respect of parking deals with the civil enforcement of traffic contraventions. Traffic Orders for parking schemes are dealt with under the Road Traffic Regulation Act 1984. Section 1 of this Act allows for Orders to be made to assist the flow of traffic and improve the amenities of the area and Section 9 allows for experimental Orders to be made.

WaSRA is an alliance of the following organisations committed to the protection of Wanstead and Snaresbrook

THE CARLTON TERRACE RESIDENTS' ASSOCIATION



*The Counties
Residents' Association*

www.countiesresidentsassociation.org.uk



**THE WANSTEAD
SOCIETY**

www.wansteadsociety.org.uk



Wanstead & Snaresbrook Residents' Alliance

Consultation

Why was the rejection, which Wanstead residents made clear, regarding a new car parking scheme in the 2014 consultation, ignored?

Over the last couple of years the numbers of registered vehicles and cars per household have risen leading to an increased number of requests for parking controls to be introduced across the borough. Parking survey data shows there to be a problem and residents will still have the opportunity to raise objections as part of the experimental procedure.

We are told that the public Borough-wide consultation used in 2015 is the basis for this new scheme in Wanstead:

- Only 1500 out of 297,000 - 0.5% of Redbridge residents responded
- Only 40% of the respondents c625 people, expressed an interest in car parking
- Wanstead was only mentioned three times two about the High Street and one about Grove Park.

The boroughwide consultation was used to inform a new parking strategy for Redbridge. The year 1 action plan contained in this strategy promotes the use of experimental schemes which can be easily amended or expanded if needed.

Please explain what the basic requirements of a public consultation of this nature are and state whether or not these are met, particularly in respect of communicating and consulting with local organisations and residents associations to get soundings.

The basic requirements of an experimental scheme are that it can be introduced without any public consultation, a Public Notice is published and an Experimental Traffic Order made. Representations and objections can be made during its operation and these have to be considered before a final decision is made on the future of the scheme.

WaSRA is an alliance of the following organisations committed to the protection of Wanstead and Snaresbrook

THE CARLTON TERRACE RESIDENTS' ASSOCIATION



*The Counties
Residents' Association*

www.countiesresidentsassociation.org.uk



**THE WANSTEAD
SOCIETY**

www.wansteadsociety.org.uk



Wanstead & Snaresbrook Residents' Alliance

Were the leaflets which were produced regarding this scheme translated into the other languages and braille?

We do not have a policy for translating or producing braille documents however we do respond to individual requests.

Why were residents who would be affected by the new parking scheme, even if the road they lived on was not having its parking arrangements changed, given any information on this? For example roads on the Counties Estate taking all the commuter parking from the Avenue, Grove Park and Grosvenor Road. This contradicts what Cllr Athwal stated: *"I also want to help people in surrounding roads to stop high street parking being displaced in front of their homes."*

It is standard practice to only deliver to those properties in the proposed scheme. Whilst the introduction of permit controls will displace those who are not eligible to apply for permits, particularly commuters, it is not certain how this will affect other areas. Under the experimental procedures if a problem should arise then we do have ability to look at changing or extending controls to deal with it.

Finance

The scheme is to cost £93,000 to introduce. Were consultants used and if so, what was their fee? **Consultants were not used.**

How much money has the Council made from Wanstead car parking fees and fines in the last twelve months?

The revenue from Penalty Charge Notices/parking fines collected from the Wanstead Area in the last year comes to £163,745.31. The revenue from Grove Park car park for 2015/16 was £84,960 and 2016/17 (April to December) £ 76,243

WaSRA is an alliance of the following organisations committed to the protection of Wanstead and Snaresbrook

THE CARLTON TERRACE RESIDENTS' ASSOCIATION



*The Counties
Residents' Association*

www.countiesresidentsassociation.org.uk



**THE WANSTEAD
SOCIETY**

www.wansteadsociety.org.uk



Wanstead & Snarebrook Residents' Alliance

What is the expected revenue provided by the new parking scheme?

Estimated annual revenue is £130,000.

With regard to the introduction of Pay and Display on the High Street:

- How have you calculated the amounts to be charged?

On street parking charges are reviewed annually and set by Council Members

- Can the Council evidence that the overall amount of public parking space freed-up by short terms parking, is at least equivalent to what will be lost by the reduction in public parking space on the surrounding residential roads?

It is expected that the turnover of spaces on the High Street, along with dual use parking just off the High Street will be sufficient. However if more space is needed then under the experimental procedure we will be able to look at providing this.

What is the Council's interpretation of the R Attfield v London Borough of Barnet [2013] judicial review with regard to the lawful use of monies raised by parking regulations?

Does the Council agree that the Road Traffic Regulation Act [RTRA] 1984 is not a revenue-raising or taxing statute and does not authorise a Council to use its powers to charge local residents parking charges with the purpose of raising revenue, which is unlawful?

The case of Attfield v LB Barnet was concerning the raising of existing charges to raise revenue to spend on road maintenance, concessionary fares and other transport costs. The introduction of the Wanstead scheme is not to raise revenue but to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on the highway.

WaSRA is an alliance of the following organisations committed to the protection of Wanstead and Snarebrook

THE CARLTON TERRACE RESIDENTS' ASSOCIATION



*The Counties
Residents' Association*

www.countiesresidentsassociation.org.uk



**THE WANSTEAD
SOCIETY**

www.wansteadsociety.org.uk



Wanstead & Snaresbrook Residents' Alliance

As the monies raised by the scheme can only be used to pay for parking and traffic things, will the Council let us know what parking and traffic related things the cash raised will be used for?

Any surplus generated by the Parking Account is used to fund Highway Improvement works.

Validity of the data behind the new parking scheme

The Council document announcing the scheme says that they have collected data on non-resident parking on roads in Wanstead. Which roads were these and how did they know which cars belonged to residents and which cars did not?

The roads surveyed are included on the attached. Surveys were carried out throughout the day and those vehicle registrations which were recorded at 4am are considered to be resident's vehicles.

Judgement on whether or not the new scheme works

Who will decide whether or not the "trial" is a success or a failure and what will be the criteria which will be used?

How will the Council monitor the impact which the new parking scheme will have on shops and businesses both on the High Street and the rest of Wanstead?

We will continuously monitor feedback from residents and businesses, carry out observations and conduct further parking surveys as required. A report will be produced as part of the review process, this will include local Councillor comments and will be submitted to the Cabinet Member for Environment and Sustainability and the Operational Director Civic Pride for decision.

WaSRA is an alliance of the following organisations committed to the protection of Wanstead and Snaresbrook

THE CARLTON TERRACE RESIDENTS' ASSOCIATION



*The Counties
Residents' Association*

www.countiesresidentsassociation.org.uk



**THE WANSTEAD
SOCIETY**

www.wansteadsociety.org.uk



Wanstead & Snaresbrook Residents' Alliance

Specific questions regarding the scheme

Why do the parking restrictions apply to Saturdays?

Parking surveys also showed a significant level of non-resident long term parking on a Saturday, also the High Street needs controls to help with providing a turnover of parking spaces for the businesses.

How will people who do not have a mobile phone pay for parking on the High Street? [As you know there are a large number of elderly people in Wanstead who do not use mobile phones.]

The Council are investigating alternative methods.

Cambridge Park – has the cycling officer been consulted and a full road safety audit undertaken for the new bays proposed for the road?

The Cycling Officer has been consulted and double yellow lines are being provided for the Cycle Lane in Cambridge Park, including the current section which does not have them.

Why do residents who live on the Avenue, Grove Park and most of Grosvenor Road need resident parking permits when they have ample space on their premises?

Any residents, or their visitors, who need to park on street will be able to do so. As part of the experiment it may be necessary to look at amending the controls to better manage the space.

Where do you expect shoppers to park, knowing that the car park opposite the Co-op is often full?

It is expected that the turnover of spaces on the High Street, along with dual use parking just off the High Street will be sufficient. However if more space is needed then under the experimental procedure we will be able to look at providing this.

WaSRA is an alliance of the following organisations committed to the protection of Wanstead and Snaresbrook

THE CARLTON TERRACE RESIDENTS' ASSOCIATION



*The Counties
Residents' Association*

www.countiesresidentsassociation.org.uk



**THE WANSTEAD
SOCIETY**

www.wansteadsociety.org.uk



Wanstead & Snaresbrook Residents' Alliance

What do you plan to do about commuters parking on roads where residents do not have off-street parking space eg Warwick Road, Hereford Road and much of Buckingham Road?

Under the experimental procedures if a problem should arise then we do have ability to look at changing or extending controls to deal with it.

Please provide the answers by 5:00 pm on Thursday 5 January in order that we can consider your response and discuss this at our meeting with Cllr Howard on Monday 9 January.

WaSRA is an alliance of the following organisations committed to the protection of Wanstead and Snaresbrook

THE CARLTON TERRACE RESIDENTS' ASSOCIATION



*The Counties
Residents' Association*

www.countiesresidentsassociation.org.uk



**THE WANSTEAD
SOCIETY**

www.wansteadsociety.org.uk