

## **REGENERATION, CULTURE AND ENVIRONMENT OVERVIEW & SCRUTINY COMMITTEE**

**16 JUNE 2016**

### **YORK AVENUE, GILLINGHAM SIX MONTH REVIEW FOLLOWING IMPLEMENTATION OF PARKING CHANGES**

Report from: Richard Hicks, Director of Regeneration, Culture,  
Environment and Transformation

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#### **Summary**

This report gives a six month review for a parking scheme implemented in York Avenue, Gillingham to assist in reducing delays to traffic on the approach to the Medway Hospital.

#### **1. Budget and Policy Framework**

1.1 The decision is within the council's policy and budget framework including the Council Plan.

#### **2. Background**

2.1 The Council had been working in partnership with the Medway Maritime Hospital for some time to come up with a package of solutions that will assist patients attending the hospital, prevent local roads being blocked with queuing traffic and allow emergency vehicles, taxis and buses to get in and out of the site more easily.

2.2 The hospital were releasing more parking spaces by persuading staff to park elsewhere such as at the historic dockyard and then bussing the staff in. At the time officers carried out on street parking surveys in the area to identify spare capacity. The survey showed that on an average day there were in the region of 55 - 73 parking bays available all day in York Avenue.

2.3 Subsequently, officers conducted informal and statutory public consultations on a proposal to convert the existing residents parking bay on the hospital side of York Avenue to a part time Shared Use Bay – the proposed restriction was a combination of the existing Residents Parking 8am to 10pm Monday to Sunday, but on the hospital side only the existing bay will be amended to incorporate Pay & Display Monday – Sunday 10am – 5pm, all other times the bay will revert to residents parking.

2.4 Following public consultation a petition was submitted to this committee on the 5 April 2015, members agreed for the scheme to be implemented at a reduced time for the Pay & Display Monday – Friday 10am – 5pm and a six month review of the scheme following implementation.

2.5 The scheme came into operation on Monday 21 September 2015.

### **3. Options**

3.1 The three options available for Members consideration are as follow:

3.2 Option A - revert back to residents parking on both sides of the road as existed prior to the implementation of the scheme.

3.3 Option B - request officers to look at expanding the days to the weekend and times to the original proposal of Pay & Display Monday – Sunday 10am – 5pm.

3.4 Option C – continue with the current arrangements of a shared use Residents Parking 8am to 10pm Monday to Sunday, but on the hospital side only the existing bay will be amended to incorporate Pay & Display Monday – Friday 10am – 5pm.

### **4. Advice and analysis**

4.1 During the period of operation from implementation on Monday 21 September 2015 to the 31 March 2016 officers have made adhoc visits while travelling to other site visits and have noted between 15 and 20 spaces still available on the hospital side during the day.

4.2 Details of the financial costs of the scheme are reported in section 7.

4.3 Option A

If this option was considered then it has the potential for adding numbers of vehicles to the queue in Rock Avenue during the weekday trying to enter the hospital grounds for appointments or visiting. This prevents the bus service from maintaining bus timetables and also hinder emergency ambulances attending the Accident and Emergency part of the hospital.

4.4 Option B

If this option were considered then it may assist in reducing any queues in Rock Avenue outside the current times of operation.

4.5 Option C

This option maintains current arrangements and seems to have helped to some degree but not impacted adversely on the residents during the times of operation.

## 5. Risk management

5.1 In this report there are no apparent threats or risks to the community.

## 6. Consultation

6.1 During the period of operation of the scheme officers have received one FOI requesting details of the costs of the scheme. A resident consultation letter was hand delivered prior to the implementation of the scheme and it is proposed that a further information letter will be delivered following the committee notifying the residents of this review and outcome.

## 7. Financial implications

7.1 The costs for the scheme came in as follows:

### Capital costs

Ticket machines installed and working	£33,715.00
Sign posts and revised signs	£ 2,678.40
Traffic Regulation Order adverts (this figure is approximate as a number of schemes were placed into one advert. Two adverts must be placed in the local paper on different occasions)	£ 1,000.00

### Ongoing costs

The cost of maintenance is £70.38 per machine per quarter and the cost to empty them is £5.75 per machine per week.

The revenue received from the P&D machines and PCNs is £2,165.60 up to and including 29 February 2016.

7.2 Option costs

Both option A and B have capital costs implications option C is capital cost neutral, all options have ongoing costs throughout the period of the scheme.

Option A - Will require costs for removal of the P&D machines, changes to the signs and a re-advertisement for changes to the existing Traffic Regulation Orders.

Option B - Will require changes to the P&D operating software for the new times, renewed traffic signs to explain the new times and a re-advertisement for changes to the existing Traffic Regulation Orders.

Option C – No further capital costs are required.

## 8. Legal implications

8.1 There are no direct legal implications arising from this report.

## **9. Recommendations**

- 9.1 It be recommended to Officers that the current scheme be maintained with no further action.

### **Lead officer contact**

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### **Appendices**

Residents' consultation letter August 2015

### **Background papers**

None