

## **HIGHWAYS ADVISORY COMMITTEE**

**Tuesday 5 September 2017**

**Subject Heading:**

**SCH14 Ferry Lane, Proposed Pay & Display Parking Bays and 'At Any Time' waiting restrictions**

**CMT Lead:**

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**Policy context:**

**Traffic & Parking Control**

**Financial summary:**

**The estimated cost of implementation is £0.006m and will be met by the Parking Minor Safety Improvement budget (A24650)**

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

Communities making Havering	[ x ]
Places making Havering	[ x ]
Opportunities making Havering	[ ]
Connections making Havering	[ x ]

## SUMMARY

This report outlines the proposed conversion of the limited time Disabled Bays on the easterly kerbline of Ferry Lane to Pay & Display parking bays along with changes to the 'At Any Time' waiting restrictions and recommends a further course of action.

## RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that:
  - a) the observations of Civil Enforcement Officers are noted as appended in **Appendix A**;
  - b) the proposals to convert five infrequently used Disabled parking bays located on the easterly kerbline of Ferry Lane, as shown on the plan in **Appendix B**, into Pay and Display parking bays operational Monday to Saturday 8.30am to 6.30pm (3 hours maximum stay with no return within 2 hours) be publicly advertised; and
  - c) the proposed 'At Any Time' waiting restrictions in Ferry Lane, as shown on the plan in **Appendix B**, be publicly advertised;
  - d) the effects of any implemented proposals be monitored.

Members note that the estimated cost of this scheme as set out in this report is £0.006m, which will be met by the **Parking Minor Safety Improvement budget (A24650)**

## REPORT DETAIL

### 1.0 Background

- 1.1 Following a meeting with Ward Councillors on the 12<sup>th</sup> July 2016, to discuss various issues surrounding the Rainham Library, it was agreed in principle to convert little used Disabled Bays into Pay & Display parking bays in Ferry Lane. A plan outlining the proposals is appended to this report at **Appendix B**.
- 1.2 The item was advanced onto Calendar Brief on the 21<sup>st</sup> July 2016 and received no objections.

- 1.3 The proposals were put forward to help with parking provisions for local businesses and the Rainham Library, while preventing long-term non-residential parking and ensuring a turnover of parking spaces. The associated 'At any time' waiting restrictions are designed to improve road safety and sight lines in the area. It is now generally considered that the provision of Pay & Display parking bays is user friendly and easily accessible to the public whilst still maintaining one Disabled Parking bay within the bank of bays, which will enable Blue Badge Holders to utilise the bays in the normal way.
- 1.4 Ward Councillors were sent consultation documents on the 9<sup>th</sup> May 2017 advising them of the proposals. Two of the three Ward Councillors gave their support for the scheme; there was no response received from the third Ward Councillor.

## **2.0 Staff Comments**

- 2.1 Following careful consideration of the use of the disabled bays on the eastern side of Ferry Lane, and taking into consideration the proximity of local amenities and the additional demand created for parking provisions in the area, officers consider it advantageous to convert five of the six Disabled Parking Bays into Pay and Display bays. As part of the scheme it is proposed that the bay nearest to the station is retained as a Disabled Parking Bay. This would leave two Disabled bays (one on the eastern kerb, and one on the western kerb) on Ferry Lane which is considered to be a sufficient dedicated parking provision for disabled motorists. Members should note that Blue Badge holders are permitted to park in Pay & Display bays without charge. The scheme is proposed in order to make better use of a currently underused parking provision for the immediate amenities.

It is therefore recommended that this scheme, as supported by Ward Councillors, is progressed. The scheme will include one Pay & Display Machine in the vicinity of the parking bays together with the placement of suitable signage with the option for 'Pay by Mobile' clearly in view.

- 2.2 This report was initially sent out on the 19<sup>th</sup> June 2017, with a request from Diversity to ensure that the Havering Association for People with Disabilities (H.A.D) were consulted and their comments are as follows: -
- "We are not familiar with the area in question, but it seems a shame another disabled benefit is being cut or reduced. However if, as your research (as appended in **Appendix A**) has shown, LBH are confident disabled people will not suffer as a result of this action and it improves the local community then it is a decision for the Highways Advisory Committee to make."
- "To reiterate HAD does not condone the reduction of any disabled facilities in the borough however we reluctantly accept your decision in light of your recent research."
- Given the positive response from HAD, and the firm understanding that all changes of controls are monitored closely, the Schemes section feel that this will deliver a much needed improvement in parking availability in Rainham Village.

## IMPLICATIONS AND RISKS

### **Financial implications:**

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £0.006m for implementation will be met by the Council's allocation for Parking Minor Safety Improvement budget (A24650).

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment 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 overall Environment Revenue budget.

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

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

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 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

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 responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

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:**

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:**

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.

Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, children, young people and older people), this will assist the Council in meeting its duty under the act.

The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions will be publicly advertised and subject to formal consultation.

Consultation responses will be carefully considered to inform the final proposals.

There will be some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 3 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit businesses rather than be a detriment. This will not be applicable to Blue Badge Holders, as they will still be able to park without charge and for the full duration of the hours of operation.

**BACKGROUND PAPERS**

**Appendix A.**

**Observations made by Civil Enforcement Officers in the one week period w/c 26/01/2017**

<b>Ferry Lane disabled bay log ( by library)</b>				
<b>Date</b>	<b>Time</b>	<b>O/S Taplow House</b>	<b>Opp Taplow House</b>	<b>Officer</b>
26/06/2017 AM	09:11	Nothing to report	1 vehicle	HG685
26/06/2017 PM	13:45	Nothing to report	Nothing to report	HG685
27/06/2017 AM	09:15	Nothing to report	Nothing to report	HG695
27/06/2017 PM	14:05	1 vehicle parked	Nothing to report	HG695
28/06/2017 AM	10:00	Nothing to report	1 vehicle parked	HG680
28/06/2017 PM	13:35	Nothing to report	Nothing to report	HG680
29/06/2017 AM	09:55	Nothing to report	Nothing to report	HG680
29/06/2017 PM	15:00	Nothing to report	1 vehicle parked	HG680
30/06/2017 AM	10:10	Nothing to report	Nothing to report	HG700
30/06/2017 PM	15:10	Nothing to report	2 vehicles parked	HG700
01/07/2017 AM	11:00	1 vehicle parked	Nothing to report	HG505
01/07/2017 PM	15:15	Nothing to report	Nothing to report	HG550

## Appendix B

