



## HIGHWAYS ADVISORY COMMITTEE

7 November 2017

**Subject Heading:**

**SCH15 Old Station Lane– Proposed  
Pay and Display Bays**

**CMT Lead:**

**Dipti Patel**

**Report Author and contact details:**

**Gareth Nunn  
Engineering Technician  
[Schemes@havering.gov.uk](mailto:Schemes@havering.gov.uk)**

**Policy context:**

**Traffic & Parking Control**

**Financial summary:**

**The estimated cost of implementation  
is £0.003m and will be met by the  
Parking Minor Safety Improvement  
budget (A24650)**

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

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

<b>SUMMARY</b>
----------------

This report outlines the proposed conversion of part of the existing 'At Any Time' Waiting Restrictions to Pay & Display parking bays in Old Station Lane, Rainham.

## 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 proposals to convert part of the existing 'At Any Time' Waiting Restrictions as shown on the plan in **Appendix A**, into Pay and Display parking bays operational Monday to Saturday 8.30am to 6.30pm (2 hours maximum – Tariff C) be publicly advertised; and
  - b) the effects of any implemented proposals be monitored.

Members note that the estimated cost of this scheme as set out in this report is £0.003m, which will be met by the **Parking Minor Safety Improvement budget (A24650)**

## REPORT DETAIL

### 1.0 Background

- 1.1 The item was advanced onto Calendar Brief in July 2016 and received no objections.
- 1.2 The proposals were put forward to add further parking provisions for local businesses, while preventing long-term non-residential parking and ensuring a turnover of parking spaces.
- 1.3 Ward Councillors were sent copies of the proposal on 11th September 2017 and were asked for any comments or objections they may have. Following consultation with Ward Councillors a request was made for an additional 'pay and display' bay added to what was in the original design, this request was accommodated.

### 2.0 Staff Comments

- 2.1 It is recommended that this scheme is progressed and formally consulted on. 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.

## 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 £0.003m 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.

Description	Estimated £m
P&D Machine	0.002
Installation costs	0.000
Signs, posts, lining and their installation	0.001
Total	0.003

### 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.

