



## HIGHWAYS ADVISORY COMMITTEE

Tuesday 28 August 2018

**Subject Heading:**

SCH15 Old Station Lane, Proposed Pay  
& Display Parking Bays

**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 from the LIP  
allocation 2018/2019 (A2904)

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

Communities making Havering  
Places making Havering  
Opportunities making Havering  
Connections making Havering

[x]  
[x]  
[x]  
[x]

## SUMMARY

This report outlines the proposed implementation of Pay & Display parking bays and removal of 'at any time' waiting restrictions on the North West side of Old Station Lane 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 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 (3 hours maximum – Tariff A) be implemented; and
  - b) the effects of any implemented proposals be monitored.
2. Members note that the estimated cost of this scheme as set out in this report is £0.006m, which will be met from the **LIP allocation 2018/2019 (A2904)**

## 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 amenities, while preventing long-term non-residential parking and ensuring a turnover of parking spaces.
- 1.3 At this committee's meeting in October 2017, approval was granted to formally advertise the proposals.
- 1.4 In January 2018 the proposals were formally advertised. At the close of consultation one representation was received objecting to the proposals. A table of representations together with officer's responses is attached at Appendix B.

## **2.0 Staff Comments**

- 2.1 Following careful consideration of the existing restrictions 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 part of the 'at any time' waiting restrictions on the North West side of Old Station Lane in to 'Pay and Display' parking bays.
- 2.2 Representations have been received and considered by officers. A table of representations together with officer's responses is attached at Appendix B.
- 2.3 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 £0.006m for implementation will be met from the LIP allocation 2018/2019 (A2904).

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:**

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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.

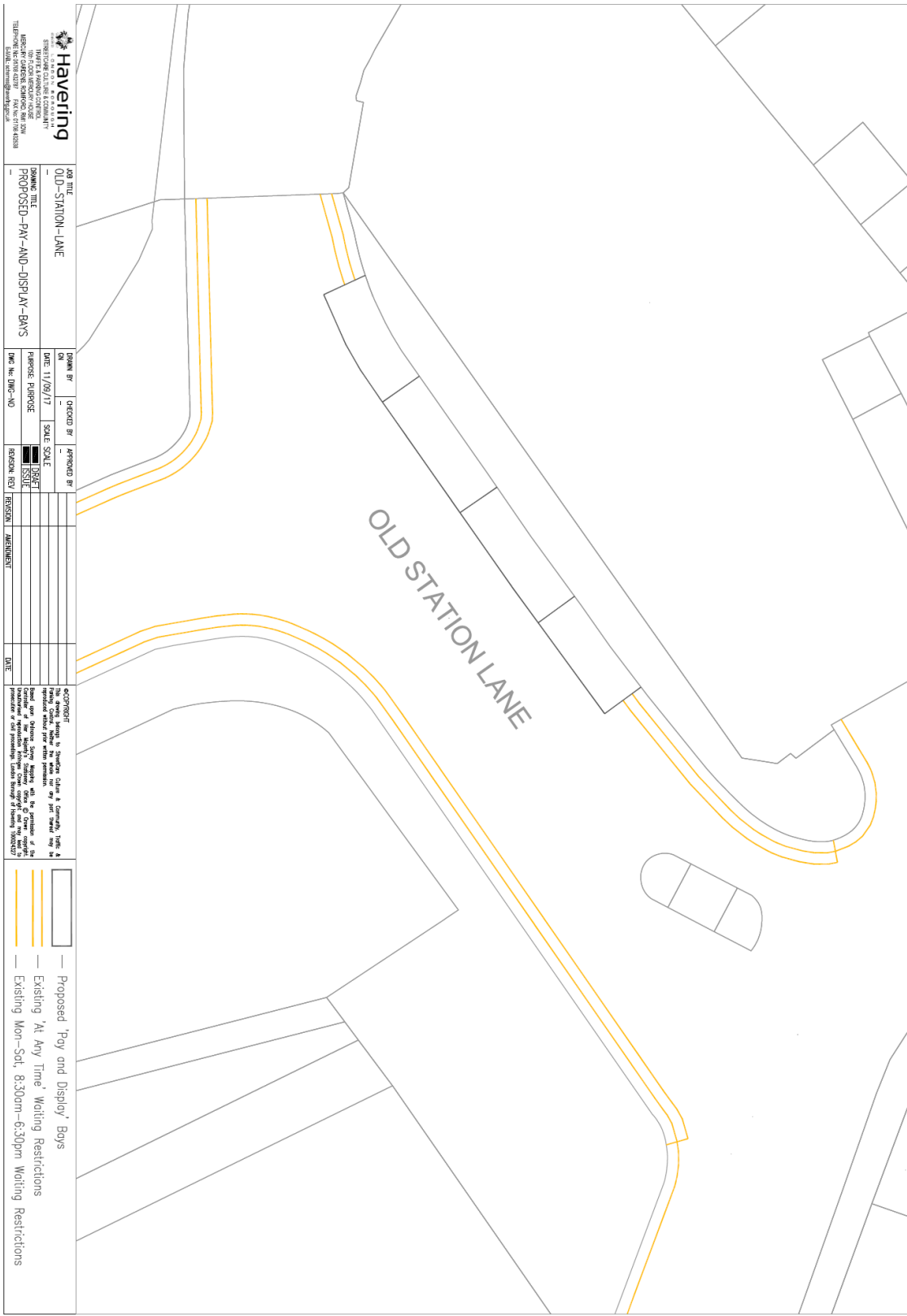
Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others. However, the Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all. Where infrastructure is provided or substantially upgraded, reasonable 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 B.

Consultation Response	Officer Comments to HAC
<p><i>'this is one of the few local spaces with street parking available to residents of Taplow House. While I am aware this address was sold without parking, we still need access for deliveries, contractors, etc and with the spaces alongside the flats only available to the disabled throughout the day, and the road in front of the flats being bus only, this leaves very little other spaces left for our service providers to use.</i></p> <p><i>Secondly, this area is used by many people to wait when picking up people from Rainham Station of an evening. If these spaces are no longer available to them, I can only see that there people will be forced to wait on Ferry Lane or in front of the station, causing more congestion, noise and fumes for residents of Taplow House who's balconys overlook this area and affecting our quality of life.'</i></p>	<p>This location is currently restricted by 'at any time' waiting restrictions (double yellow lines). Such restrictions prohibit parking/waiting with the only notable exemptions being to disabled badge holders (can park for up to 3 hours), people boarding/alighting and for loading/unloading (the transference of goods of bulk). A tradesman would not be able to park on double yellow lines in order to undertake work in a nearby property.</p> <p>In Pay and Display bays, disabled badge holders can still park at no cost, boarding/alighting is still permitted as is loading/unloading. It will also provide a parking provision for tradesmen or any other person requiring to park for any other reason whilst also ensuring a regular turnover of vehicles. The tariff that would be implemented currently includes the first half hour of parking for free.</p>