



## HIGHWAYS ADVISORY COMMITTEE

8 December 2015

**Subject Heading:**

**Butts Green Road, Proposed Pay & Display Parking Bays – comments to advertised proposals**

**CMT Lead:**

**Andrew Blake-Herbert**

**Report Author and contact details:**

**Dean R Martin**  
**Technical Support Assistant**  
[Schemes@havering.gov.uk](mailto:Schemes@havering.gov.uk)

**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]

### SUMMARY

This report outlines the responses received to the consultation and the subsequent advertised proposals to introduce Pay & Display parking bays in Butts Green Road and Walden Road, 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 introduce 'At any time' waiting restrictions in Walden Road and Butts Green Road, as shown on the drawing in Appendix A, be implemented as advertised;
  - (b) the proposals to introduce pay and display parking in Walden Road and Butts Green Road, as shown on the drawing in Appendix A, be implemented as advertised;
  - (c) That 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 £8500, of which £7000 can be funded from the capital allocation and the remaining £1500 will be met from the 2015/16 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background and outcome to Public Consultation

- 1.1 At its meeting in January 2015, this committee agreed in principle to introduce Pay & Display parking bays in Walden Road and Butts Green.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan (ref: Butts Green Road P&D) outlining the proposals is appended to this report as **Appendix A**.
- 1.3 The proposals were put forward to help with parking provisions for local businesses, while preventing long term non-residential parking and ensuring a turnover of parking spaces. It is now generally considered that the provision of Pay & Display parking bays is user friendly and accessible to the public.
- 1.4 On 30<sup>th</sup> October 2015 residents who were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

1.5 By the close of the consultation on the 20<sup>th</sup> November, 5 responses were received to the advertised proposals. The responses received to the proposals along with staff comments are outlined in the table appended to this report as **Appendix B**.

## **2.0 Staff Comments**

2.1 Having considered the proposals, Officers have identified and assessed the potential negative impact that the parking scheme poses to residents, and recommends to the Committee that all of the proposals be implemented as advertised.

# **IMPLICATIONS AND RISKS**

### **Financial implications:**

The estimated cost of implementing the proposals as described above and shown on the attached plan is £8500, of which £7000 can be funded from the capital allocation and the remaining £1500 will be met from the 2015/16 Minor Parking Schemes budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for StreetCare 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 StreetCare overall Minor Parking Schemes revenue budget.

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

Waiting restrictions and parking bays require public consultation and the advertisement of proposals before a decision can be taken on their introduction.

### **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:**

All proposals included in the report (pay & display and waiting restrictions) have been publicly advertised and subject to public consultation.

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.

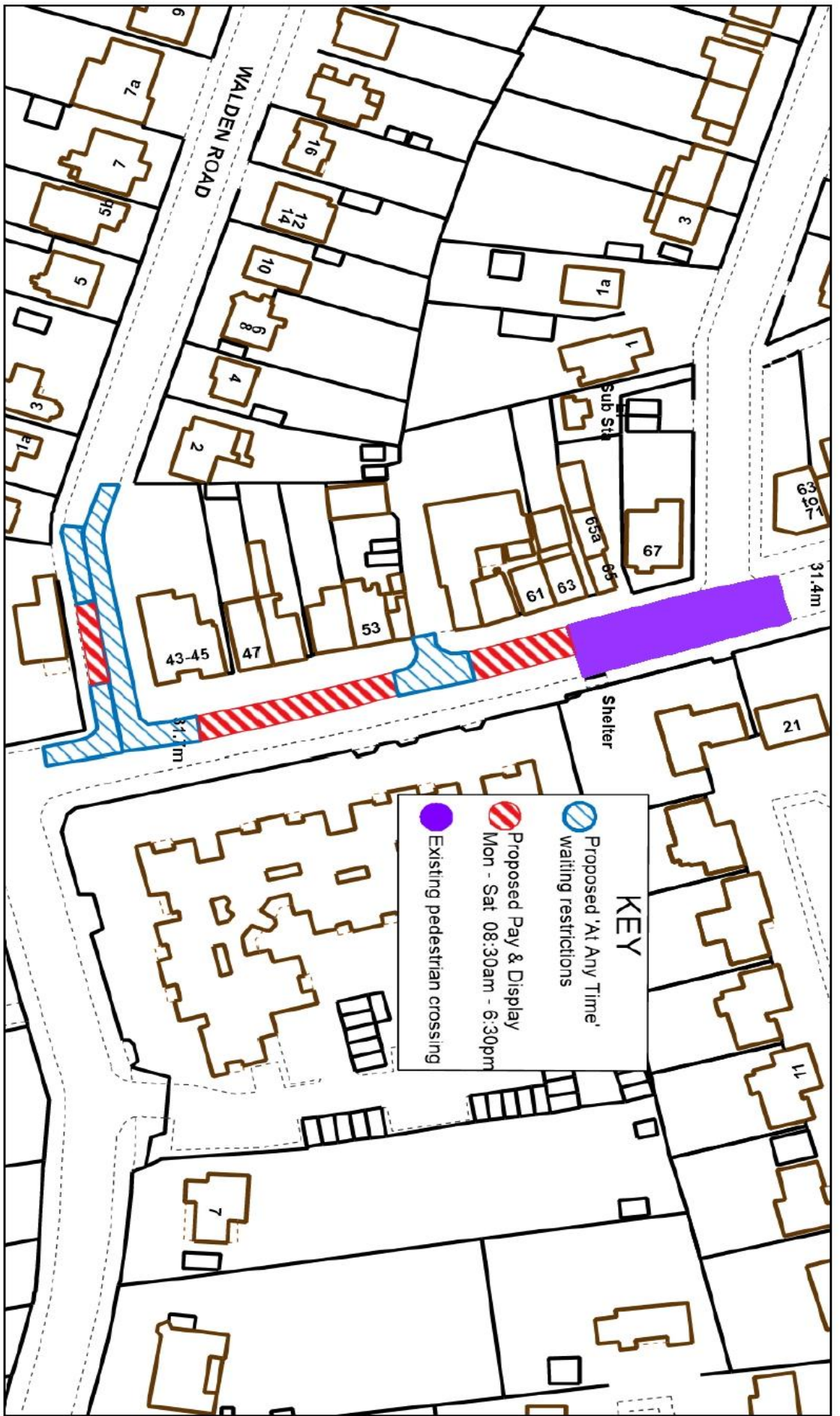
The proposal to install two pay and display bays outside the businesses along Butts Green Road and extend the no waiting 'At Any Time' in Walden Road have been publicly advertised and are subject to formal consultation.

Consultation responses have been carefully considered to inform the final proposals.

Officers carried out an analysis of the on and off-street parking provision for residents including the amount of available kerb space, which showed that there is sufficient space available for the residents who live above the businesses in Butts Green Road to park in the adjacent roads.. The proposed Pay and Display parking provisions will operate Mon – Sat 08:30am to 6.30pm, therefore overnight parking will be available to these residents.

A way-leave is to be agreed with the owner of the business at no. 59 Butts Green Road to install a pay and display machine outside of his property, which will result in some visual impact but it is anticipated that this work will benefit the majority of the local business where parking for longer than 2 hours is not necessary. It will also ensure a regular turnaround of vehicles which should benefit business rather than be a detriment.

**BACKGROUND PAPERS**



Butts Green Road P&D

Scale: 1:1000  
 Date: 22 October 2015  
 Size: A4

## Appendix B

	<b>Respondent</b>	<b>Road</b>	<b>Summary of Comments</b>	<b>Staff Comments</b>
1	Casablanca Florist	Butts Green Road	The shop owner says she is completely in favour of the scheme, as she states that people using Emerson Park Station also leave their cars outside her shop all day and that this prevents her customers from parking.	None
2	Resident	Walden Road	The resident is against the proposals as she says that parking is at a premium as it is and introducing Pay & Display bays would make the parking harder.	The provision of Pay and Display parking bays is generally found to turn over parking more quickly and these provisions are generally located fronting or adjacent to shopping parades
3	Resident	Butts Green Road	The resident is against the proposals as she states that the proposals would make it even harder to park and costly for residents.	Residents can park in the unrestricted areas of the adjoining roads.
4	Brooks Fishmongers	Butts Green Road	The owner of the shop is in favour of the scheme.	None
5	Resident	Wykeham Avenue	The resident is in favour of part of the scheme says that there is a lot of parking on the pavement along Butts Green Road outside the shoe shop with no dropped kerb. This will increase with parking charges. Parking is not enforced in the area now. If payments bought about more enforcement of illegal parking that would be good. He goes on to say that more cars will park in Wykeham Avenue and that they are unable to get into or out of our drive daily from people parking across the 1 drive entrance already, with the Tesco and Imperials customers.	If the proposals are implemented then the Pay & Display bays will be monitored in terms of enforcement.