



HIGHWAYS ADVISORY COMMITTEE

2 February 2015

Subject Heading:

TPC590 – St Nicholas Avenue,
Proposed Pay & Display Parking Bays
– comments to advertised proposals

CMT Lead:

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Policy context:

Traffic & Parking Control

Financial summary:

The estimated cost of £4000 for
implementation will be met by 2015/16
revenue budget for Minor Traffic and
Parking

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 advertised proposals to introduce Pay & Display parking bays in St Nicholas Avenue 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 a Pay and Display parking bay on the north-eastern side of St Nicholas Avenue, fronting Nos.4 to 9 Elm Parade operational Monday to Saturday 8.30am to 6.30pm, as shown on the plan (ref: St Nicolas Avenue TPC 590) Appended to this report as Appendix A, be implemented as advertised; and
 - (b) the proposed 'At Any Time' waiting restrictions proposed for St Nicholas Avenue and Elm Park Avenue, be implemented as advertised; and
 - (c) 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 £4000, of which £3500 can be funded from the capital allocation and the remaining £500 will be met from the 2015/16 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in January 2015, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in St Nicholas Avenue, fronting the shops.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan (Ref: St Nicolas Avenue TPC 590) 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 7th October 2015 residents and businesses that were affected by the proposals, were consulted 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 public consultation on the 30th October 2015, 1 response was received against to the proposals.

2.0 Results of public consultation

2.1 From the 30 letters sent out to the area, 1 response was received, a 3.3% return. The one response was from a shop owner, who is against the proposals, as they feel that there is no point in having the parking bays because there is a car park opposite the shops that is sufficient.

3.0 Staff Comments

3.1 Having considered the proposals, Officers have identified and assessed the potential negative impact that the parking scheme poses to residents and businesses, and recommends to the Committee that all of the proposals be implemented as advertised suggest that 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 £4000, of which £3500 can be funded from the capital allocation and the remaining £500 will be met from the 2015/16 Minor Parking Schemes budget.

The costs shown are an estimate of the 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

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, 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 Pay & Display parking bays and 'At Any Time' waiting restrictions have been publicly advertised and subject to formal consultation.

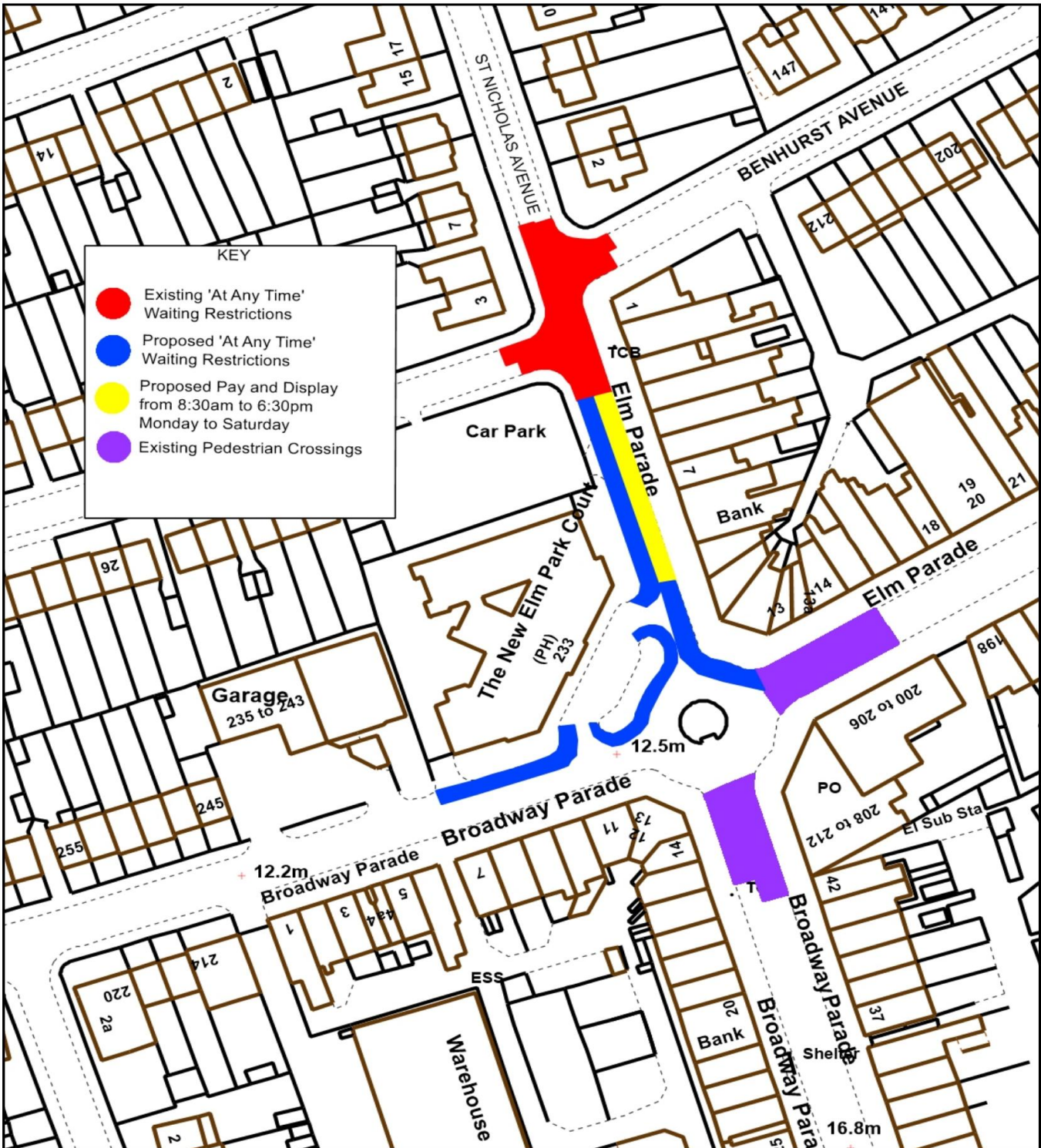
Consultation responses have been carefully considered to inform the final proposals.

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 St Nicholas Avenue can park in adjacent roads. The proposed Pay & Display is restricted to Mon – Sat 08:30am to 6.30pm, therefore overnight parking will be available to these residents.

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 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

Appendix A



St Nicholas Avenue TPC590 N
↑

Scale: 1:1000
Date: 15 September 2015
0 5 10 15 metres

London Borough of Havering
Town Hall, Main Road
Romford, RM1 3BD
Tel: 01708 434343
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Ordnance Survey 100024327