



HIGHWAYS ADVISORY COMMITTEE

29 March 2016

Subject Heading:

TPC728 – Kings Road, 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 2016/17 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 Kings 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 Pay and Display parking bays on the north-western side of Kings Road, fronting St Albans Church operational Monday to Saturday 8.30am to 6.30pm, as shown on the plan (ref: Kings Road TPC 728) Appended to this report as Appendix A, be implemented as advertised; and
 - (b) the proposed 'At Any Time' waiting restrictions proposed for all eight arms of Princes Road and Kings Road junction, as shown on the plan (ref: Kings Road TPC 728) 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 revenue allocation and the remaining £500 will be met from the 2016/17 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in July 2015, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in Kings Road, fronting the Church.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan (Ref: Kings Road TPC728) outlining the proposals is appended to this report as **Appendix A**.
- 1.3 The proposals were put forward as part of the phasing out of all Disc Parking Bays across the borough, as it now considered that Disc Parking is not as user friendly as Pay and Display parking facilities.
- 1.4 On 15th January 2016 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 5th February 2016, 5 responses were received to the proposals, 2 in favour, 2 against and 1 in favour of part of the scheme.

2.0 Results of public consultation

2.1 From the 27 letters sent out to the area, 5 responses were received, an 18.5% return.

3.0 Staff Comments

3.1 Having considered the representations received Officers have identified and assessed the concerns raised by residents and businesses, and it is recommended 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 revenue allocation and the remaining £500 will be met from the 2016/17 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 may be 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.

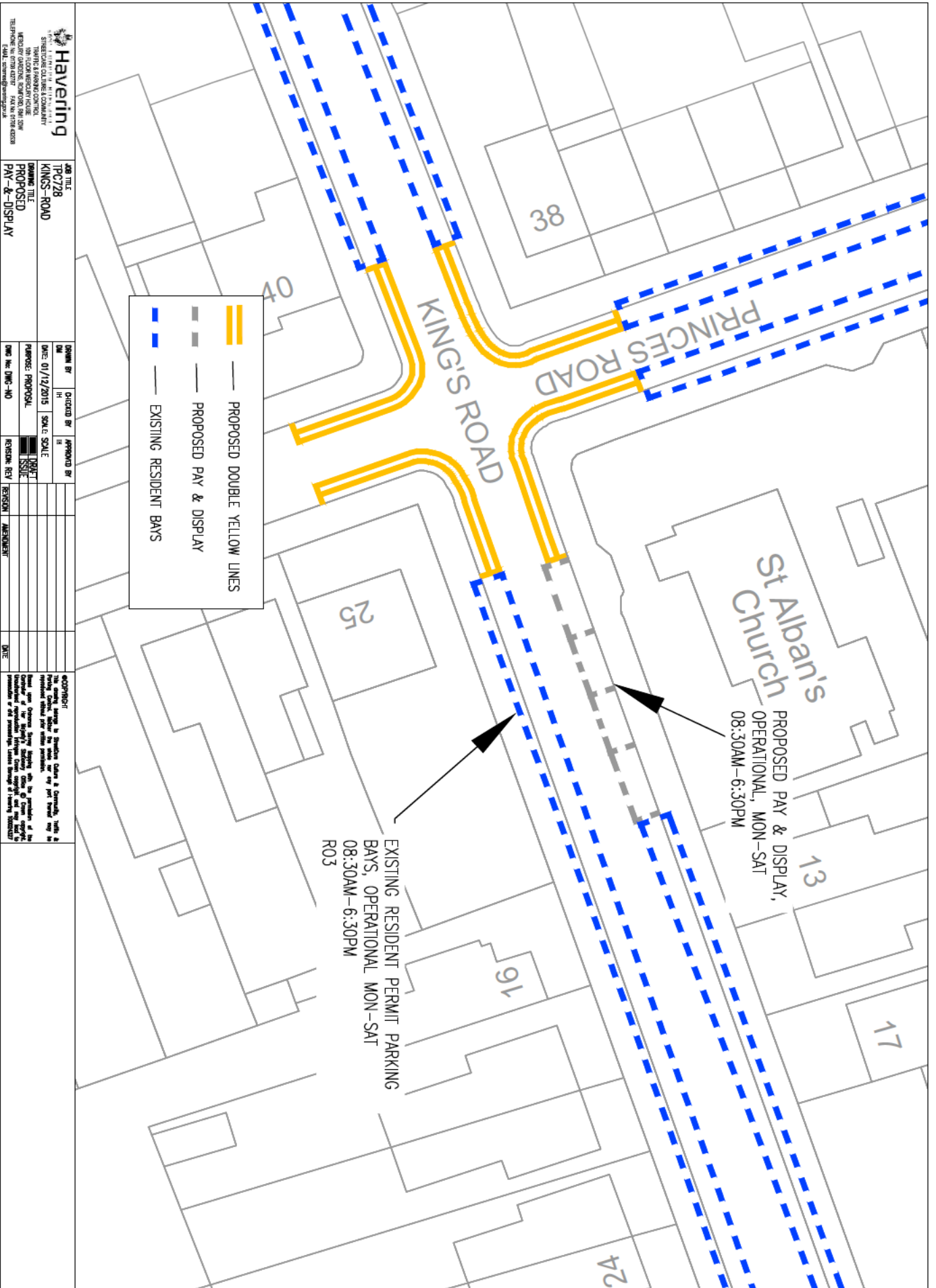
The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions have been publicly advertised and subject to formal consultation.

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

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



Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	Kings Road	The resident is in favour of the proposals.	
2	Resident	Kings Road	The resident is against the proposals as he says that there is already residents' parking in place, which he says is not properly enforced. He goes onto say that this is a further imposition on the residents of Kings Road.	If the Pay & Display parking provisions are to be approved and implemented then the council will take action and make sure that the area is properly enforced.
3	Resident	Princes Road	The resident is in favour of the scheme, but says that cars do not park on the single yellow line currently in place.	There are proposed double yellow lines on all arms of the junction adjacent to the church
4	Resident	Kings Road	The resident is in favour of part of the scheme, and has concerns about the operational time of the proposed Pay & Display which will be 8:30am-6:30pm, when many areas closer to the station only endure morning restrictions.	The operational times of the Pay & Display parking bays is the same tariff as all other Pay & Display provisions across the borough and applies 30 minutes less than the existing Disc Parking facilities
5	Resident	Kings Road	The resident is against the proposals and states do not put Pay & Display parking in Kings Road. The resident goes onto say that the bays will probably be unused for the majority of the time. He also states that the double yellow lines are essential.	There are proposed double yellow lines on all arms of the junction adjacent to the church