



## HIGHWAYS ADVISORY COMMITTEE

29 March 2016

**Subject Heading:**

TPC776 Helen 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)

**Policy context:**

Traffic & Parking Control

**Financial summary:**

The estimated cost of £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 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 Helen 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 south - eastern side of Helen Road, opposite Ardleigh Green Junior School, operational Monday to Saturday 8.00am to 6.30pm, as shown on the plan (ref: Helen Road TPC776) Appended to this report as Appendix A, be implemented as advertised; and
  - (b) the proposed extension of the existing 'At Any Time' waiting restrictions in Helen Road as shown on the plan (ref: Helen Road TPC776) 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 September 2015, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in Helen Road, opposite Ardleigh Green Junior School.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan (Ref: Helen Road TPC776) 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 more user friendly and accessible to the public.

1.4 On 15<sup>th</sup> 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 5<sup>th</sup> February 2016, 6 responses were received to the proposals, 1 in favour, 4 against the proposals and 1 in favour of part of the scheme.

## **2.0 Results of public consultation**

2.1 From the 19 letters sent out to the area, 6 responses were received, with two responses being from one address and being virtually the same in content. The response was 31.5% return.

## **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.

# **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.

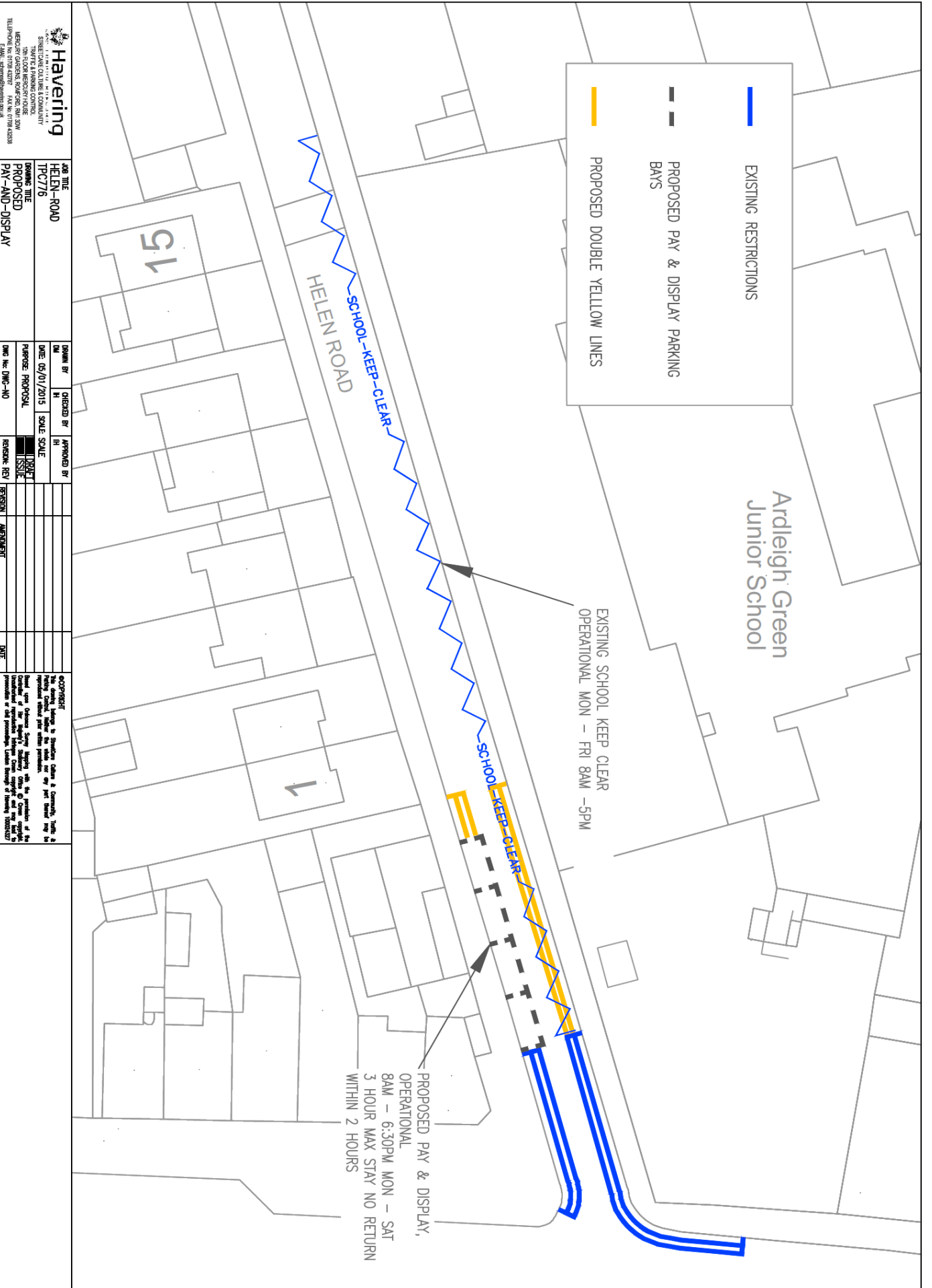
The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions have been publicly advertised and subject to formal consultation.

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

	<b>Respondent</b>	<b>Road</b>	<b>Summary of Comments</b>	<b>Staff Comments</b>
1	Resident	Helen Road	The resident is against the proposals and states that they don't have enough room to allow for off street parking and therefore have to park in the bays where the proposals are. She goes onto say that she doesn't want to have to pay to put a ticket on her car everyday if she was park there.	All properties in Helen Road have the capacity to allow residents to have off-street parking.
2	Head Teachers of Ardleigh Green Infant and Junior School	Helen Road	The Head Teachers of both Infant and Junior Schools are in favour of the proposals, and state that if the proposals were implemented then this may discourage pick up and drop off to the school which is inconvenient and a danger to residents.	
3	Resident	Helen Road	The resident is not in favour of the scheme and strongly disagrees because the residents' family and friends won't be able to park when they visit.	Further down Helen Road there are footway parking bays for visitors to park.
4	Resident	Ardleigh Green Road	The resident is against the proposals and says that the proposals will have a detrimental effect on the local shops as passing trade will not wish to pay for parking. The resident goes onto say that they feel this is an unnecessary use of public funds.	Pay and display parking facilities do turn over the parking spaces that may otherwise be parked in for long periods
5	Shop Owner	Ardleigh Green Road	The shop owner is in favour of part of the scheme and states that he thinks that if there is a three hour waiting time, then it would be of no use to the local shops. It would be more sensible to give 30 minutes or at the very most, one hour, which for most people, is plenty of time to shop. It would mean that more people would have a chance to park.	The current Pay & Display parking tariff is to allow up to 30 minutes free parking.
6	Resident	Ardleigh Green Road	The resident is against the proposals and says that the proposals will have a detrimental effect on the local shops as passing trade will not wish to pay for parking. The resident goes onto say that they feel this is an unnecessary use of public funds.	Pay and display parking facilities do turn over the parking spaces that may otherwise be parked in for long periods