



HIGHWAYS ADVISORY COMMITTEE

7 June 2016

Subject Heading:

TPC822 – Eastern 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 £4200 for implementation will be met by 2016/17 Capital Parking Strategy Investment allocation.

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 Eastern 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 a Pay and Display parking bay on the north-western side of Eastern Road, fronting St James's House and the Romford and District Synagogue, Monday to Saturday 8.30am to 6.30pm, as shown on the plan appended to this report as Appendix A, be implemented as advertised; and
 - (b) the proposed 'At Any Time' waiting restrictions proposed for Eastern Road, 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 £4200, which can be funded from the 2016/17 Capital Parking Strategy Investment allocation.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in February 2016, this Committee agreed in principle to the proposals to introduce Pay & Display parking bays in Eastern Road, fronting St James's House and the Romford and District Synagogue.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan 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 and organizations, while preventing long term 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 29th April 2016, 2 responses were received who were both partly in favour of the scheme.

2.0 Results of Public Consultation

- 2.1 One response was partly in favour of the scheme because they would have preferred a 3 hour maximum stay rather than the 2 hour maximum stay as proposed. The 2 hour maximum stay is part of the On-Street Parking Meters and Pay and Display Tariff for Romford Town Centre. The idea of the maximum stay is to ensure a regular turnover of vehicles and prevent long term parking. Disabled Badge holders can park in on street pay and display bays with no time limit.
- 2.2 The other response that was partly in favour of the scheme but they would have liked to see the loading bay remain. However loading and unloading is permitted on single yellow lines, double yellow lines and in pay and display bays.

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 and 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 £4200, which will be met from the 2016/17 Capital Parking Strategy Investment allocation.

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 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 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 organizations 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

