



HIGHWAYS ADVISORY COMMITTEE

Tuesday 6 September 2016

Subject Heading:

TPC825 Balgores Lane, Proposed Pay & Display Parking Bays and 'At Any Time' waiting restrictions – comments to advertised proposals

CMT Lead:

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Policy context:

Traffic & Parking Control

Financial summary:

The estimated cost of £4000, of which £3500 can be funded from the Capital Parking Strategic Investment 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 and 'At Any Time' waiting restrictions in Balgores Lane 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, Regulatory Services and Community Safety that:
 - (a) the proposals to introduce Pay and Display parking bays on the south-western side of Balgores Lane, operational Monday to Saturday 8.30am to 6.30pm, as shown on the plan (ref: Balgores Lane TPC825) in **Appendix A**, be implemented as advertised; and
 - (b) the proposed 'At Any Time' waiting restrictions as shown on the plan (ref: Balgores Lane TPC825) in **Appendix A**, be implemented as advertised.
 - (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 2016/17 Minor Parking Schemes budget.

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 Balgores Lane.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan (Ref: Balgores Lane TPC825) outlining the proposals is appended to this report at **Appendix A**.
- 1.3 The proposals were put forward to help with parking provisions for local businesses and the Library on Balgores Lane, while preventing long-term non-residential parking and ensuring a turnover of parking spaces. The associated 'At any time' waiting restrictions are designed to improve road safety and sight lines. It is now generally considered that the provision of Pay & Display parking bays is user friendly and easily accessible to the public.
- 1.4 On 13th May 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 3rd June 2016, 4 responses were received to the proposals.

2.0 Results of public consultation

2.1 From the 12 letters sent out to the area, 4 responses were received, a 33.3% return. The four responses received were all against the scheme. The responses have been outlined along with staff comments in the table in **Appendix B**.

2.2 Ward Councillors were sent consultation documents advising them of the proposals. All Ward Councillors are in favour of the scheme.

3.0 Staff Comments

3.1 All of the comments received to the proposals were from the residents of Mulberry Close, who were concerned that there proposals would displace further parking in to their road. However, it is expected that the Pay and Display parking facility will turn over parking more quickly, which should help with any displacement into the road. Further to this, the proposed double yellow lines will significantly improve safety and sight lines around the access to the Free Library car park and around the junction of Mulberry Close. For these reasons 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 capital allocation and the remaining £500 will be met from the 2016/17 Minor Traffic and 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 Environment 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:

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.

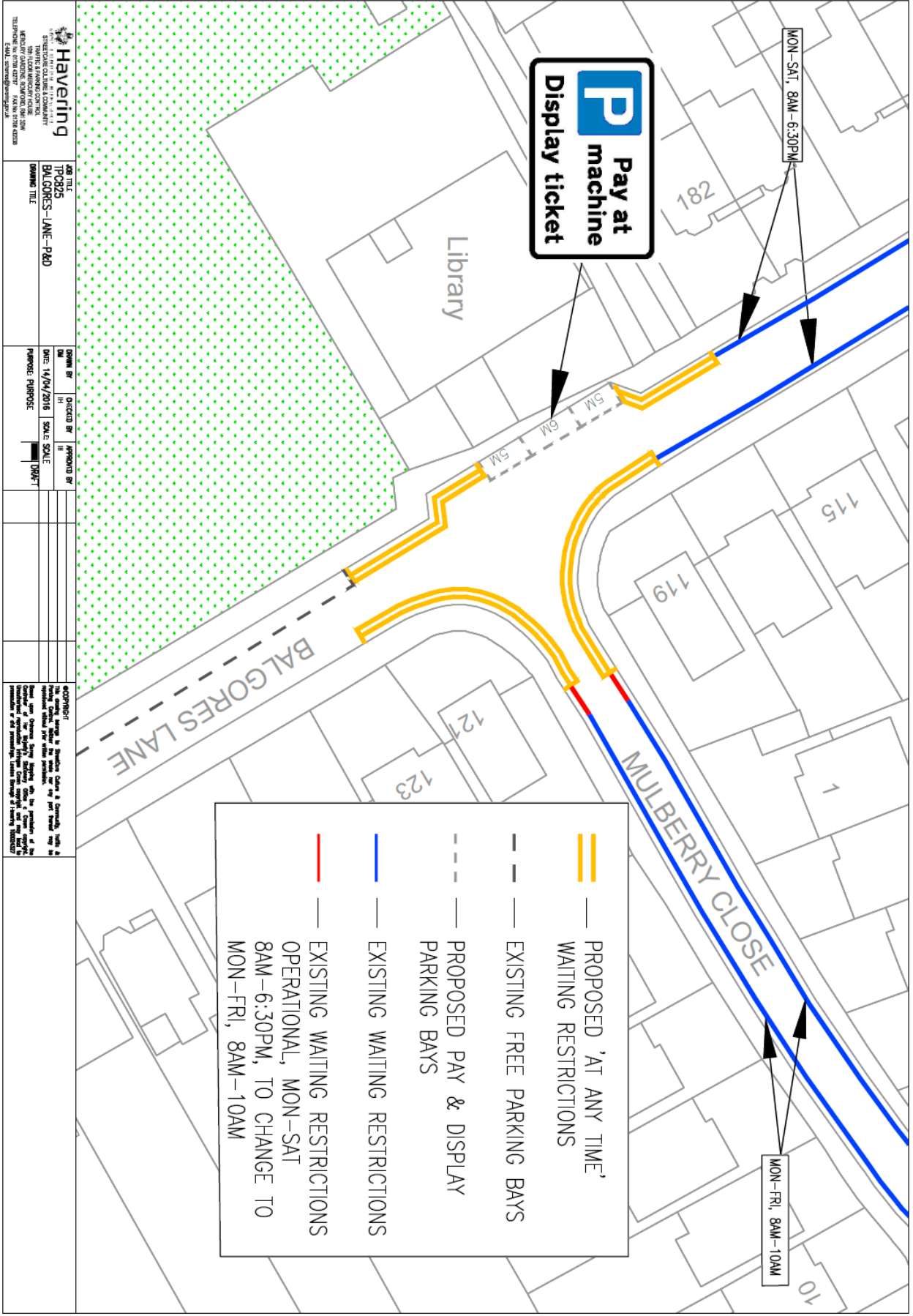
The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions have been publicly advertised and subject to formal consultation.

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



<p>Haverling TRADING SERVICES COMPANY 100 BALGORES LANE, BALGORES HAVERTING, WILTSHIRE, BA15 2JG TEL: 01299 422222 FAX: 01299 422222 EMAIL: sales@haverling.co.uk</p>	
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Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	Mulberry Close	The resident is against the proposals as she is worried that if the Pay & Display is implemented, then cars will be displaced into Mulberry Close.	The Pay & Display has been proposed to reduce long term parking and improve turnover for visitors to the library/shops. Pay & Displays facilities in the Gidea Park area have always been successful in this regard. It is also expected that this facility may also help to improve the parking situation in Mulberry Close.
2	Resident	Mulberry Close	The resident also states that she is against the scheme as she is worried that if the Pay & Display is implemented, then cars will be displaced into Mulberry Close.	The Pay & Display has been proposed to reduce long term parking and improve turnover for visitors to the library/shops. Pay & Displays facilities in the Gidea Park area have always been successful in this regard. It is also expected that this facility may also help to improve the parking situation in Mulberry Close.
3	Resident	Mulberry Close	The resident also states that she is against the scheme as she is worried that if the Pay & Display is implemented, then cars will be displaced into Mulberry Close.	The Pay & Display has been proposed to reduce long term parking and improve turnover for visitors to the library/shops. Pay & Displays facilities in the Gidea Park area have always been successful in this regard. It is also expected that this facility may also help to improve the parking situation in Mulberry Close.
4	Resident	Mulberry Close	The resident also states that she is against the scheme as she is worried that if the Pay & Display is implemented, then cars will be displaced into Mulberry Close. The resident also states that if the scheme would only be acceptable if the Double Yellow Lines are extended up to the first dropped kerb in Mulberry Close.	The Pay & Display has been proposed to reduce long term parking and improve turnover for visitors to the library/shops. Pay & Displays facilities in the Gidea Park area have always been successful in this regard. It is also expected that this facility may also help to improve the parking situation in Mulberry Close.