

HIGHWAYS ADVISORY COMMITTEE

Subject Heading:	Deyncourt Gardens and Waldergrave Gardens comments to advertised proposals
CMT Lead:	Steve Moore
Report Author and contact details:	Omar Tingling Project Engineer Schemes@havering.gov.uk
Policy context:	Traffic & Parking Control
Financial summary:	The estimated cost of £3,500 for implementation will be met by Capital Parking Strategy Investment Allocation 2016/2017

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

Ward
Cranham

This report outlines the responses received to the formal consultation undertaken in Deyncourt Gardens and Waldergrave Gardens to introduce pay and display parking for the area 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 existing free parking bays in Deyncourt Gardens and Waldergrave Gardens as shown on the plan in Appendix A be converted to pay and display bays operational Monday to Saturday 8am to 6.30pm (first 30 minutes free).
2. Members note that the estimated cost as set out in this report is £3,500, and will be met from the Capital Parking Strategy Investment Allocation 2016/17

REPORT DETAIL

1.0 Background

- 1.1 At its meeting in August 2015, this Committee agreed in principle to the proposals to propose pay and display parking facilities in Deyncourt Gardens and Waldergrave Gardens.

2.0 Responses received

The formal Consultation started on the 9 December 2016 and concluded on the 6th January 2017. At the close of the consultation the Council received 5 representations with 3 in favour of the scheme and 2 against the scheme. The representations are are tabled in Appendix B.

3.0 Staff Comment

- 3.1 From the responses to the consultation it appears that the majority of residents are happy with the proposed change to the designation of the bays. The properties that were consulted are mainly sheltered accommodation. The main concern was where visitors to this facility would park. It is felt that the pay display provision will allow for visitors to the sheltered accommodation along with an added facility for short term visitors to Uppminster town centre.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Lead Member to implement the proposed changes as outlined in the recommendations to this report.

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £3,500. These costs will be met from the Capital Parking Strategy Investment Allocation 2016/17.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions may be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation.

Total costs will need to be contained within the specified budgets.

Legal implications and risks:

The Council's power to make an order for charging for parking on highways is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations and General Directions 2002 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officers recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

Human Resources implications and risks:

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

Equalities implications and risks:

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

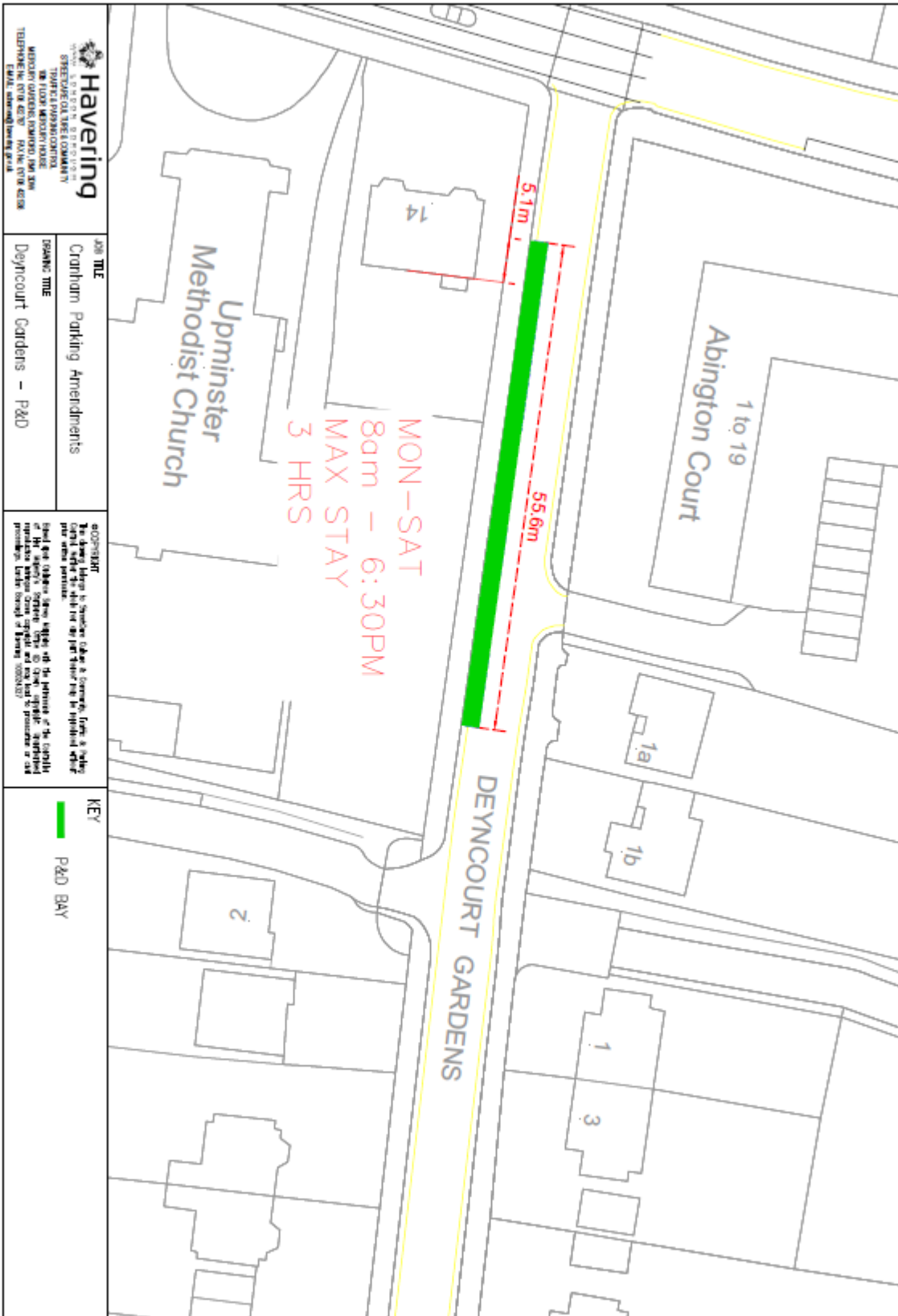
Highways Advisory Committee, 7th February 2017

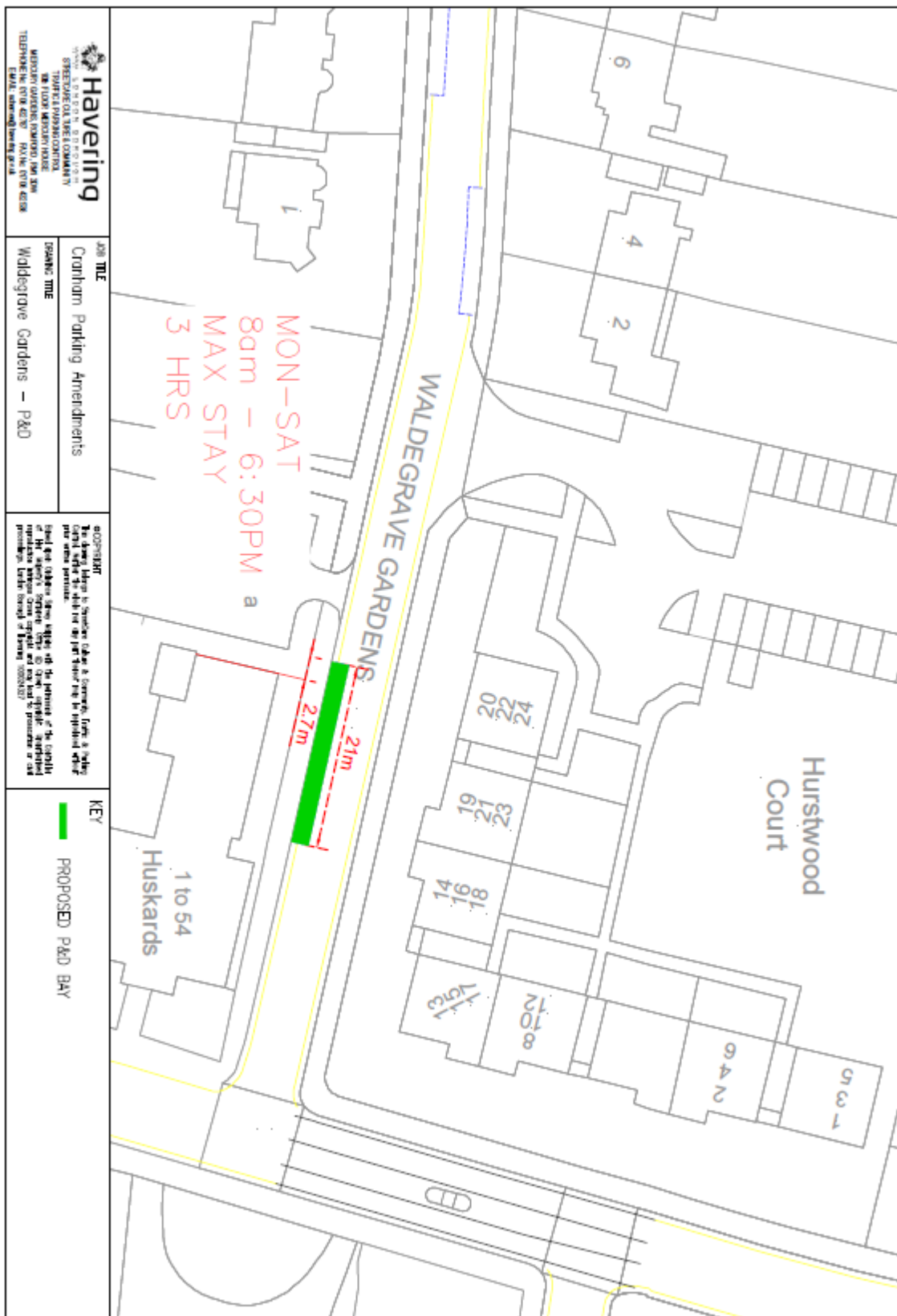
Parking controls have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any further negative impact.

There will be some visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled people, which will assist the Council in meeting its duty under the Equality Act 2010.

BACKGROUND PAPERS

Appendix A





Having
 www.having.gov.uk
 BREEDING & REPRODUCTION
 THE HAVING
 HAVING GARDENS, 10000, 10000
 TELEPHONE: 01753 457000 FAX: 01753 457000
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JOB TITLE
 Cranham Parking Amendments

ISSUING TIME
 Waldegrave Gardens - PA&D

DISCLAIMER
 The drawings shown in this document are for information only and do not constitute a contract. The drawings are the property of the Having and are not to be used for any other purpose without the written consent of the Having. The Having is not responsible for any errors or omissions in the drawings or for any consequences arising from their use.

KEY
 PROPOSED PA&D BAY

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Appendix B

Time period of restrictions should be increased	Support proposal	None
Time period of restrictions should be increased	Support proposal	None
Restriction will create more congestion	Against proposal	There will be a constant turnover of vehicles at this location, long term parking will stop.
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Noise from visitors	Support proposal	None