



HIGHWAYS ADVISORY COMMITTEE

6 June 2017

Subject Heading:

TPC775 Balgores Crescent - 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 2017/18 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 change the use of the existing Free Parking bays in Balgores Crescent to Pay & Display parking bays 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 Regulatory Services and Community Safety that:
 - (a) the proposals to introduce Pay and Display parking bays on the south-eastern side of Balgores Crescent, opposite number 7a Balgores Crescent, operational Monday to Saturday 9am – 5pm, as shown on the plan Appended to this report at Appendix A (“Plan”), be implemented as advertised;
 - (b) the proposed ‘At Any Time’ waiting restrictions proposed for the junction of Balgores Lane and Balgores Crescent, as shown on the Plan, 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, which can be funded from the revenue budget from the 2017/18 Minor Traffic and Parking 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 Balgores Crescent.
- 1.2 The proposals were subsequently designed and publicly advertised. A plan 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, 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 user friendly and accessible to the public.
- 1.4 On 17th February 2017 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 10th March 2017, 3 responses were received to the consultation, 2 were against the proposals and 1 in favour of part of the scheme.

2.0 Results of public consultation

2.1 From the 18 letters sent out to the area, 3 responses were received, a 16.6% 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 of the area, and recommends to the Committee that the proposals be implemented as advertised.

IMPLICATIONS AND RISKS

Financial implications:

Members note that the estimated cost of this scheme as set out in this report is £4000, which can be funded from the revenue budget from the 2017/18 Minor Traffic and Parking 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 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:

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").

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the 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:

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 were 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.

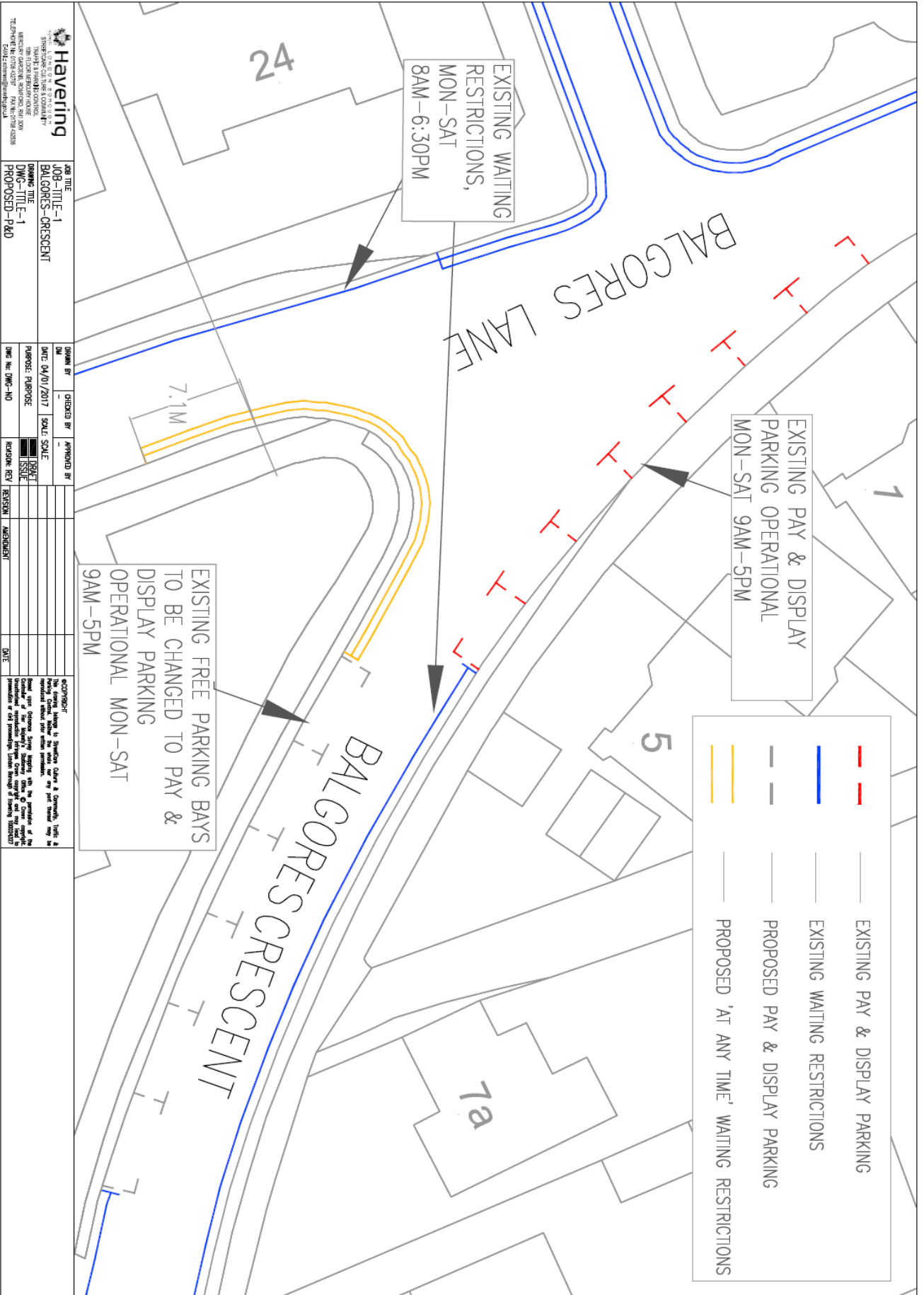
The proposal to install Pay & Display parking bays and 'At Any Time' waiting restrictions have been publicly advertised and subject to formal consultation.

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 to their detriment.

BACKGROUND PAPERS

Appendix A.



Appendix B

	Respondent	Road	Summary of Comments	Staff Comments
1	Resident	Balgores Crescent	The resident states that they are against the scheme because the parking spaces proposed for Pay & Display are required by residents of the flats opposite.	Residents of the maisonettes do not have any allocated off-street parking provision and do rely on this area to park long term. However, there are increasing parking pressure on the highway and the turnover of valuable parking space for the school opposite and the adjacent shops and Banks is considered necessary during the working day.
2	Resident	Balgores Crescent	The resident states they are against the proposed Pay & Display parking bays, because the maisonettes opposite don't have any off street parking. However, they are in favour of the proposed 'At Any Time' waiting restrictions.	Residents of the maisonettes do not have any allocated off-street parking provision and do rely on this area to park long term. However, there are increasing parking pressure on the highway and the turnover of valuable parking space for the school opposite and the adjacent shops and Banks is considered necessary during the working day. The proposed double yellow lines are designed to improve traffic flow and sight lines at the junction.
3	Resident	Balgores Crescent	The resident states that they are in favour of part of the scheme.	The resident did not state what part of the scheme they were in favour off.