

HIGHWAYS ADVISORY COMMITTEE

6 March 2018

Subject Heading:

TPC812 – Rush Green Road/Dagenham Road – Proposed At Any Time waiting restrictions

SCH344 – Norwood Avenue – Proposed Pay and Display Parking Bays

SCH357 – Lincoln Avenue – Proposed Pay and Display Parking Bays

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Policy context:

Traffic & Parking Control

Financial summary:

The estimated cost of implementation of the three proposals is £0.010m and will be met by the Parking Minor Safety Improvement budget (A24650)

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 proposed 'At Any Time' waiting restrictions and proposed 8am to 6.30pm Monday to Saturday Loading Ban, at the junction of Rush Green Road and Dagenham Road and the proposed Pay and Display parking bays in Norwood Avenue and Lincoln Avenue, operational Mon-Sat 8am-6.30pm Max Stay 3 hours, no return within 2 hours.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that:
 - a) the proposals to introduce 'At any time' waiting restrictions and proposed Monday - Saturday 8am-6.30pm Loading Ban restriction at the junction of Rush Green Road and Dagenham Road be publicly advertised; and
 - b) the proposals to introduce Pay and Display parking bays in Norwood Avenue and Lincoln Avenue, operational Monday to Saturday 8am-6.30pm with a maximum stay of 3 hours with no return within 2 hours be publicly advertised;
 - c) the effects of any implemented proposals be monitored.

Members note that the estimated cost of this scheme as set out in this report is £0.010m, which will be met by the **Parking Minor Safety Improvement budget (A24650)**

REPORT DETAIL

1.0 Background

- 1.1 The Rush Green Road/Dagenham Road junction was approved at this Committee in January 2016, the Norwood Avenue Pay and Display was approved on Calendar Brief in October 2017. The Lincoln Avenue Pay and Display was also approved on Calendar Brief in January 2018.
- 1.2 The proposals for the Dagenham Road and Rush Green Road junction were put forward to prevent vehicles parking outside the local shops causing issues for motorists when approaching a major junction with traffic signalled lights. These proposals have also been designed to improve road safety and sight lines.
- 1.3 The proposals for Norwood Avenue and Lincoln Avenue were put forward to help with parking provisions for local businesses as part of the proposals for the junction of Rush Green Road and Dagenham Road. These proposals will also prevent long-term non-residential parking and ensuring a turnover of parking spaces. The associated waiting restrictions are designed to ensure vehicle crossovers are not obstructed and are in line with existing waiting restrictions.
- 1.4 Ward Councillors were sent copies of the proposal and were asked for any comments or objections they may have. All Councillors were happy with the proposals.

2.0 Staff Comments

- 2.1 It is recommended that these schemes, as supported by Ward Councillors, are progressed with the proposed Pay and Display facilities offsetting the loss of parking facilities around the junction and providing further parking facilities for the shops. The Norwood Avenue scheme will require one Pay & Display Machine and the Lincoln Avenue scheme will require two Pay & Display Machines. These will be located in the vicinity of the parking bays together with the installation of suitable signage and the option of 'Pay by Mobile' clearly in view.

IMPLICATIONS AND RISKS

Financial implications:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £0.010m for implementation will be met by the Council's allocation for Parking Minor Safety Improvement budget (A24650).

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Environment and 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 overall Environment 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").

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 officer's 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:

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 and Monday -Saturday 8am-6.30pm Loading Ban will be publicly advertised and is subject to formal consultation.

Consultation responses will be 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 businesses rather than be a detriment. This will not be applicable to Blue Badge Holders, as they will still be able to park without charge and for the full duration of the hours of operation.

BACKGROUND PAPERS

Appendix A.

Appendix B.

Appendix C.





