

HIGHWAYS ADVISORY COMMITTEE

Tuesday 27 July 2021

Subject Heading:	St Helens Court Parking and Housing Enforcement Phase 2
Lead Member:	Councillor Osman Dervish & Councillor Joshua Chapman
Report Author and contact details:	Gareth Nunn Gareth.nunn@havering.gov.uk Engineering Technician
Policy context:	Highways and Parking Strategy December 2018
Financial Summary:	The estimated cost of implementation is £0.002m and will be met from cost code C30010

The subject matter of this report deals with the following Council Objectives

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[x]
Connections making Havering	[x]

SUMMARY

Rainham & Wennington Ward:

This report is presented to the Highways Advisory Committee (HAC) to comment and advise the Cabinet Members for Environment and Housing to formally advertise the proposals to introduce 'Resident Permit Holders Only' bays in 2 locations on St Helens Court, Rainham that are currently garage sites but are due to be demolished.

RECOMMENDATIONS

- 1) That the Highways Advisory Committee having considered this report recommends to the Cabinet Member for Environment in consultation with the Leader of the Council:
 - a) to commence formal advertisement on the making of a traffic management order for implementation of 'Resident Permit Holder Only' parking bays operational Monday to Saturday between 08:00 hours and 18:30 hours, on housing land at St Helens Court Rainham, shown on the plan in Appendix A.
 - b) if at the close of consultation no objections are received to the proposals at 1(a) above, the scheme proceeds to full implementation.
- 2) Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs is £0.002m and will be met from the Cost code C30010.

REPORT DETAIL

1.0 Background

- 1.1 This proposal is the 2nd phase of a review of parking in St Helens Court Rainham which proposes the introduction of a Residents Parking Scheme.
- 1.2 When consulting with residents and seeking a recommendation from the Highways Advisory Committee (HAC) on the implementation of a residents parking scheme at St Helens Court, Rainham (Phase 1, plan attached as Appendix B), concerns were raised by residents and Councilors in regards to the lack of parking provisions on St Helens Court.
- 1.3 In light of the concerns raised, it was agreed that officers would consider the viability of demolishing 2 garage sites on St Helens Court with the view to converting this space in to further 'Resident Permit Holder Only' parking bays (Phase 2).
- 1.4 The Councils Housing department will lead on the demolition of the garages and have undertaken a consultation with the lease holders and the proposals have been budgeted.

2.0 Staff Comments

- 2.1 Due to the concerns raised regarding the lack of parking provisions on St Helens Court, Officers favour the introduction of further 'Resident Permit Holder Only' parking bays in the space left by the demolition of the existing garage sites to provide approximately 11 further protected parking provisions for the residents of St Helens Court.
- 2.2 The Land will still remain as housing land, with a traffic order for enforcement purposes. The responsibility of maintenance would be shared between Housing and parking through a future service level agreement.
- 2.3 The proposals will be in line with the restrictions proposed in Phase 1 of the St Helens Court Parking proposals.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the formal advertisement of the above scheme.

Should all proposals be implemented, the estimated cost of implementation is £0.002m which included advertising costs and implementing the proposals as described above and shown on the attached plans will be met from cost code C30010. It should be noted that subject to the recommendations from the committee a final decision would then be made by the Lead Members of housing and environment – 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 budget

Legal Implications and risks:

The Council's power to make an order to introduce parking controls is contained in section 6 and 45 of the Road Traffic Regulation Act 1984 ("RTRA 1984") for land considered 'on-street' and sections 32 and 35 RTRA 1984 for land considered 'off-street'. Orders under Section 6 can be made to control or regulate vehicular or other traffic.

Section 45 RTRA 1984 allows Orders to designate paying parking places. In making such an Order consideration must be given to the interests of traffic, and also the interests of owners and occupiers of adjoining properties, and in particular, the need for maintaining free movement of traffic, the need for maintaining reasonable access to premises and the extent to which off-street parking is available in the neighbourhood.

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.

Human Resources implications and risks:

The implementation and enforcement of the scheme can be undertaken within the current staffing levels. Given the Coronavirus outbreak, the paramount consideration of the Council is the health and wellbeing of Members and officers.

Equalities implications and risks:

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

The proposals provide measures to improve safety and accessibility for all road users.

The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.

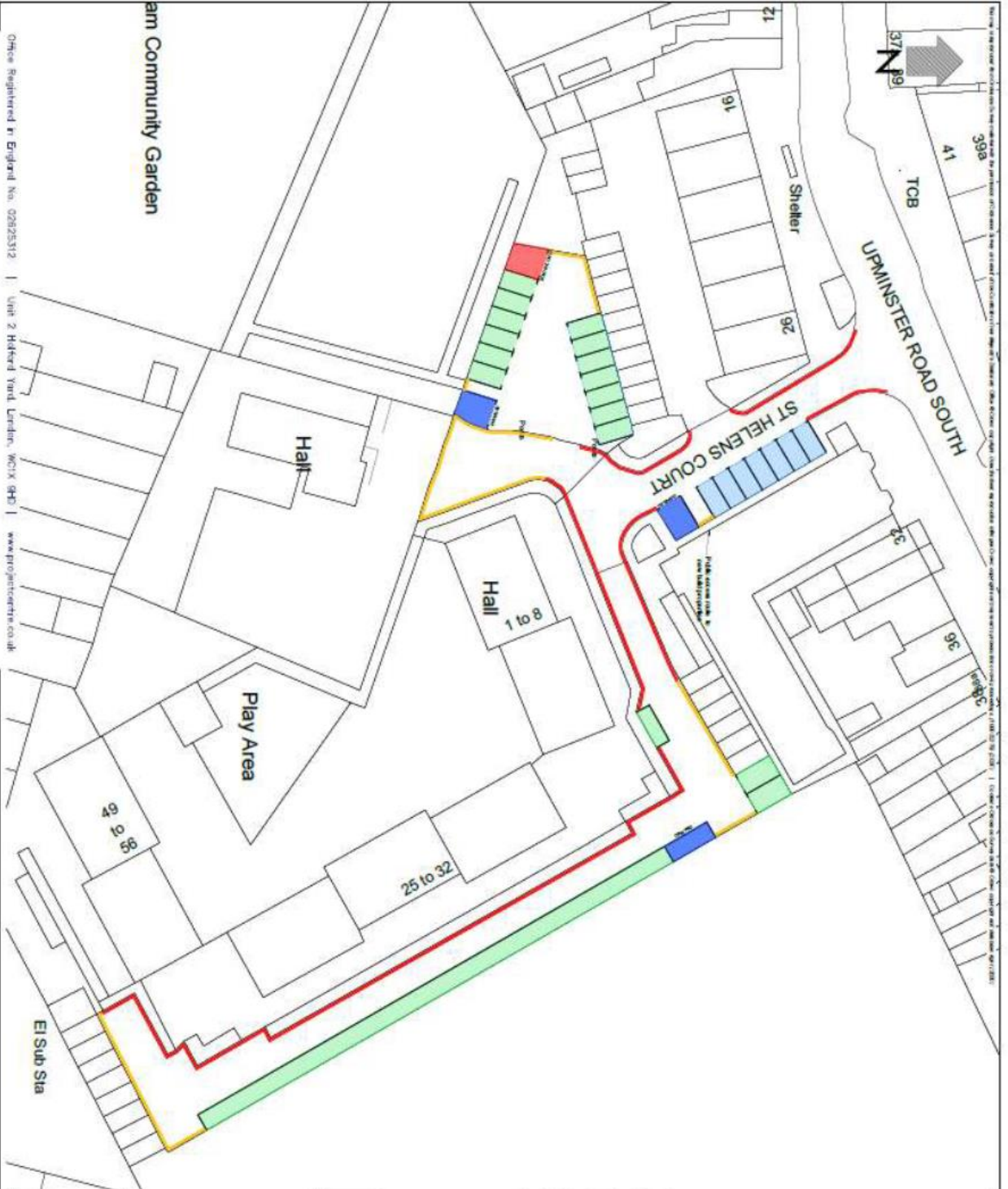
There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

BACKGROUND PAPERS

Appendix A – Plan showing existing garage sites due to be demolished where ‘Residents Permit Holders Only’ parking bays are proposed



Appendix B – Phase 1 of St Helens Court Parking Proposals



LEGEND

- Proposed shared use by Mon - Sat 8am - 6:00pm (resident permit holders only and display max stay 1 hr no return within 2 hrs)
- Proposed resident permit holders only Mon - Sat 8am - 6:00pm
- Proposed disabled bay
- Proposed motorcycle bay
- Proposed no waiting at any time
- Proposed no waiting at any time and no loading at any time

PROJECT INFORMATION

PROJECT: ST HELENS COURT
PROPOSED LAYOUT

UNIT 2 HAKERD YARD
 LONDON
 W10 6JF
 TEL: 020 0980 855
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FOR INFORMATION

Scale: 1:500
 Date: 15/08/2024
 Drawing No: 1000000017-0-001/1/1

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