



Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

14 December 2021

Subject Heading:

Old Station Lane– Request to formally advertise paid for parking bays using either 'Pay & Display' or 'Pay by Phone' (Cashless) Parking payment methods (Reference: SCH1061)

CMT Lead:

Councillor Osman Dervish

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Policy context:

Highways, Traffic & Parking Control

Financial summary:

The estimated cost of implementation is £0.005m or £0.0005m depending on the agreed option and would be met by the Schemes Revenue budget (A26910)

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

Old Station Lane is located off the B1335 Broadway which leads to a busy bus stand in Celtic Farm Road and is close to Rainham library and local shops. Due to the nature of the road parking facilities are limited for visitors and concerns have been raised by members, residents and businesses on the long term effects on the lack of visitor parking.

This report outlines the proposal to convert a small section of the existing 'At Any Time' Waiting Restrictions to Pay and Display or Pay by Phone/Cashless parking bays in Old Station Lane, Rainham.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Public Realm in consultation with the Leader of the Council that the parking restrictions as detailed below and shown on the Drawing No. SCH1061 proceed to formal consultation as follows:

The proposals to convert part of the existing 'At Any Time' Waiting Restrictions into Pay and Display or Pay by Phone/Cashless parking bays operational from Monday to Saturday between 8.30am to 6.30pm (2 hours maximum stay – Tariff C)

If at the close of consultation, no objections are received to the proposals outlined above, the scheme proceeds to full implementation.

2. That the estimated cost of this scheme as set out in this report is £0.005m/£0.0005m depending on the agreed option, which will be met by the SchemesRevenue budget (A26910).

REPORT DETAIL

1.0 Background

- 1.1 Following member requests for short stay paid for parking bays along Old Station Lane, the request was advanced onto Calendar Brief in July 2016 and received no objections.
- 1.2 Old Station Lane is a two way carriageway with 40 metres length and 10.3 metres width. Old Station Lane can only be accessed through Broadway on the eastside. It leads to Celtic Farm Road which is a one way street for buses and cyclists only. Other traffic is therefore prohibited along Celtic Farm Road. Old Station Lane and Celtic Farm Road form part of the bus routes in southbound direction, serving 103 and 372 buses. The buses from Broadway turn right into Old Station Lane and pass through Celtic Farm Road to reach Ferry Lane.
- 1.3 The proposals were put forward to add further parking provisions for local businesses, while preventing long-term non-residential parking and ensuring a turnover of parking spaces. The demand for parking spaces in the area is very high due to the local businesses such as the Phoenix Public House, Rainham Library, Rainham Railway Station and local shops. It is however noted the Phoenix Public House does have its own off street parking spaces.
- 1.4 Ward Members were sent copies of the proposal on 11th September 2017 and were asked for any comments or objections they may have. Following consultation with Ward Councillors a request was made for an additional paid for parking to be added to the original design and this request was accommodated.

- 1.5 The implementation of the scheme was delayed due to the Rainham Station Parking Review and officers are now in a position to progress the scheme. Due to the delay in progressing with these works it has been agreed the scheme should go back to HAC for consideration. The Ward Members were sent copies of the proposal again in October 2021 and were asked for any comments or objections they may have. One Member commented and welcomes the additional bays along Old Station Lane, operational from Monday to Saturday between 8.30am to 6.30pm (2 hours maximum stay – Tariff C). There was no objection to the proposal to implement a ‘Pay by Phone’ (Cashless) payment method as opposed to ‘Pay and Display’.
- 1.6 It is possible to introduce paid for parking bays using either ‘Pay and Display’ or ‘Pay by Phone’ (Cashless) payment methods. The estimated cost of a Pay and Display machine is £3500 which would be met by the Parking budget but ‘Pay by Phone’ Cashless parking bays are the preferred option in this location due to the locality of the bays where the footway is very narrow. The cost of implementation would also be reduced to approximately £500.
- 1.7 The use of the Ringo cashless payment system is widely available in other locations across the borough. In addition to the limited footway space cashless parking has other benefits such as:
- a) Hygienic – In a post covid world many people are wary of communal touchpoints.
 - b) Convenience – There’s no need to search for a machine especially when limited for time.
 - c) Safety – there’s no requirement for cash collection or maintenance; and
 - d) Fraud – counterfeit coins are often an issue encountered which means a loss in revenue for the council.
- 1.8 It is however noted that cashless parking may not be welcomed by everyone and officers are engaging with the current payment provider Ringo to ensure an alternative payment method similar to the current ‘PayPoint’ system which is available in locations in the borough would be implemented to enable cash payments to be made using this method.

2.0 Options

- 2.1 Option A - would be to erect a ‘Pay by Phone’ (Cashless) notification sign on the existing lamp column which is located in the vicinity of the proposed parking bays.
- 2.2 Option B – would be to install a ‘Pay and Display’ machine with a cashless ‘Pay by Phone’ option in the vicinity of the bays and erect a sign on the existing lamp column which is located in the vicinity of the proposed parking bays.

3.0 Recommendations

- 3.1 It is recommended that this scheme is progressed and formally consulted on. The proposals would be to introduce short stay bays, operational from Monday to Saturday between 8.30am to 6.30pm (2 hours maximum stay – Tariff C), to assist the library users and visitors to the local shops.
- 3.2 If at the close of the consultation objections are received officers would report the comments back to HAC to agree the future of the scheme. Officer would also provide an update on the proposal to implement cashless parking as opposed of pay and display as the recommended payment method.

IMPLICATIONS AND RISKS

Financial implications:

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

If agreed the estimated cost to introduce paid for parking bays using a 'Pay by Phone (Cashless) payment method would be £0.0005m but if the preferred method is to use a 'Pay and Display' machine this would be £0.005m and would be met by the Council's allocation for schemes Revenue budget (A26910).

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 Public Realm 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 recommendations made in this report do not give rise to any identifiable HR risks or implications that would affect either the Council or its workforce.

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 paid for parking bays and 'At Any Time' waiting restrictions will be publicly advertised and 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 3 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

None.

APPENDICES

