



# HIGHWAYS ADVISORY COMMITTEE

Date 17 September 2013

# REPORT

**Subject Heading:**

**Moray Way** – proposed change of Disc Parking bay to time limited Free Parking bay.

**Report Author and contact details:**

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input checked="" type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

**SUMMARY**

This report outlines the responses received to the advertised proposals to change the existing Disc parking restriction, in the lay-by outside the local shops in Moray Way, to a limited stay free parking bay.

## RECOMMENDATIONS

1. **That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that:**
  - A. The proposals to change the existing Disc Parking restrictions in the lay-by area outside the shops in Moray Way to a Free parking bay, operational 8.30am – 6.30pm Mon – Sat inclusive, with a maximum stay period of 2 hours, with no return to the bay within 1 hour, be implemented as advertised.
  - B. The effect of the scheme be monitored
  - C. Members note that the estimated cost of this scheme as set out in this report is £1,000 and can be funded from the 2013/14 Minor Parking Schemes budget.

## REPORT DETAIL

### 1.0 Background

Following a request from a Ward Councillor for changes to the Disc Parking restrictions in Moray way, a request was approved by this Committee in January 2011.

### 2.0 Proposed Scheme

#### 2.1 Moray Way - Plan Ref. Moray Way

2.2 The scheme is within the Pettits Ward

2.3 The request was put forward to help the shopkeepers, who were increasingly finding that the Disc parking restrictions were causing problems for them and their customers. As an interim measure, the Disc parking signs were removed and the bay was left unrestricted.

2.4 The formal proposals are to change the existing Disc Parking restriction, operational from 8am to 6.30pm Mon – Sat, with a maximum stay period of 1 hour, with no return to the bay within 2 hours,. to a free parking bay operational 8.30am – 6.30pm Mon – Sat inclusive, with a maximum stay period of 2 hours, with no return to the bay within 1 hour.

2.5 These proposals were subsequently designed and publicly advertised. A copy of the plan outlining the proposals is appended to this report as Appendix A. All those perceived to be affected by the proposals were advised of them by a letter and copy of the plan appended to this report.

2.6 This report looks at the responses received to the advertised proposals and along with staff comments, recommends a further course of action.

### **3.0 Outcome of Public Consultation**

3.1 On 12<sup>th</sup> April 2013, residents and businesses in the area, who were perceived to be affected by the proposals, were advised of them by letter and plan. Eighteen statutory bodies were also consulted and site notices were placed at the location.

3.2 During the statutory consultation period there were no responses received to the proposals.

### **4.0 Staff Comments**

Although there were no responses received to the proposals, it is felt that the proposals should be implemented as advertised, on the basis that the scheme has been designed to stop long term parking within the lay-by, which will help local businesses attract more custom.

## **IMPLICATIONS AND RISKS**

### **Financial Implications and Risks**

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

The estimated cost of implementing the proposals as described above is £1,000 including advertising costs. This cost can be met from the 2013/2014 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision 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 StreetCare 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 Streetcare overall Minor Parking Schemes revenue budget.

The proposal will cause a limited reduction in potential parking income, but it is also hoped to stimulate the local economy.

### **Legal Implications and Risks**

Legal resources will be required to give effect to the proposals.

### **HR Implications and Risks**

The proposal can be delivered within the standard resourcing within Streetcare, and has no specific impact on staffing/HR issues.

### **Equalities Implications and Risks:**

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 and young people, older people), this will assist the Council in meeting its duty under the Act.

There will be some visual impact from the required signing and lining works.

**BACKGROUND PAPERS**

# Appendix A

