

Report to the Cabinet

Report reference: C-017-2019/20
Date of meeting: 31 October 2019



Portfolio: Housing & Property Services – Cllr Holly Whitbread
Subject: Off-Street Parking Programme on Housing estates
Responsible Officer: Paul Pledger – Service Director Housing and Property Services - 01992 564248)
Democratic Services: Adrian Hendry (01992 564246)

Recommendations/Decisions Required:

- (1) That the Council no longer continues with its current Off-Street Parking Programme on Housing Estates, realising a saving of £848,000 to the General Capital Fund and £485,000 to the Housing Capital Account, the depreciation not incurred is in the order of £21,000 and £19,000 per annum respectively;**
- (2) That Traffic Regulation Orders (TRO) made under Parts I, II and IV of the Road Traffic Regulation Act 1984, as amended to control parking on its estates be used instead to manage its roads on housing estates;**
- (3) That an initial budget of £50,000 (Pro-rata between the GF & the HRA) be included in 2020/21 budget, jointly funded from the General Fund and the Housing Revenue Account on a pro-rata basis and reviewed annually thereafter;**
- (4) That a list of sites be identified and prioritised for TRO's in the same way as the current Off-street Parking Programme and agreed by the Cabinet each year; and**
- (5) That consideration is given in forming the budget for 2020/21 for TROs, which is to be jointly funded from the General Fund and the Housing Revenue Account.**

Executive Summary:

The Cabinet has, up to now, been monitoring its off-street parking programme annually and assessing schemes to be constructed subject to feasibility, resident consultation and planning permission. This programme has been funded from both the General Fund and the Housing Revenue Account. A cost neutral policy for future off-street parking was agreed by the Cabinet in 2016, with two schemes built under that policy proving that the payback does not offer value for money. Therefore, against the backdrop of the need to make savings across all the Council's budgets, this report recommends ending the current programme and instead makes use of Traffic Regulation Orders instead to control parking on its housing estates.

Reasons for Proposed Decision:

The Council has a duty to evaluate value for money across all of its programmes of work and where necessary offer alternative solutions. With high capital costs and long pay-back

periods, the current programme is not considered value for money.

Other Options for Action:

- (a) To continue with the Off-Street Parking Programme and re-introduce free off-street parking to residents at future schemes;
- (b) To set a different set of charges for the parking spaces on HRA land other those already established elsewhere in the District to reduce the pay-back periods.
- (c) Not to introduce Traffic Regulation Orders on housing estates.

Report:

1. Since 2009, the Cabinet has considered and approved a succession of off-street parking schemes on Housing land across the district, which were undertaken in priority order based on an approved list of sites. The Cabinet annually released a number of off-street parking schemes for detailed feasibility study, resident consultation and constructed subject to residents supporting such a scheme and planning permission granted. The off-street parking schemes were made available for use free of charge to residents and visitors to the area. The current priority list can be seen at appendix 1.
2. The Off-Street Parking Programme undertaken on Housing estates across the district has constructed a total of 237 off-street parking bays in 15 schemes with the greatest need for additional off-street parking. The total construction cost in completing the 15 schemes is estimated at £1,028,000, which is split between the General Fund and the Housing Revenue Account (HRA) Capital Programmes (See appendix 2).
3. These free to use schemes, when completed, have generated high resident satisfaction and have reduced the parking stresses in those streets as a result of the works. However, the management and construction costs for the off-street parking schemes are considerable, and the average construction cost per bay across the 15 schemes is estimated at £4,340.
4. In 2016, the Cabinet made the decision that all new off-street parking bays be cost neutral either through the sale of Residents Parking Permits in line with other Controlled Parking Zones; protected with a hinged bollard and rented to local residents at a cost of £500 in the first year reducing to £250 per annum thereafter; through a Pay and Display scheme in line with other similar schemes on Highway Land around the district; or any combination of these options. It was also agreed that the additional cost of monitoring the Controlled Parking Zones and Pay and Display bays be met from the Off-street Parking budget, with any income used to fund any future maintenance costs or the construction of future schemes.
5. As a result, two off-street parking schemes at Torrington Drive, Loughton and Springfields, Epping have been constructed with a combination of Resident Parking Permits and Pay and Display at Torrington Drive, a dedicated rented parking bay scheme at the garage site in Springfields, Epping.
6. At Torrington Drive, the original scheme for 64 bays was reduced to 32 bays following resident consultation, and despite the location of the scheme being in close proximity to Debden Tube Station and the recent house-building development site at Burton Road, to date, only two residents have applied for a Resident Parking Permit at a cost of £50 per permit. The remainder of the bays are now available for Pay and Display.

7. The garage site at Springfields scheme, consisting of 14 off-street parking bays, was constructed based on a dedicated parking bay scheme through the provision of a hinged lockable bollards. To date, only four dedicated parking bays have been rented out at a cost of £500 in the first year and £250 per annum thereafter. This is despite extensive consultation with residents over the last 3-years.
8. The post-construction assessment of the two schemes has concluded that the construction of off-street parking schemes is not a cost-effective method of generating additional income. The cost of construction, maintenance and implementing the charges for the use of the parking bays at Torrington Drive, based on the parking permit scheme, it would take in excess of 90 years for the scheme to be cost neutral.
9. The garage site at Springfields in Epping, due to the relatively low construction cost due to the former floor slabs of the existing garages being used, if fully let would be cost neutral within 5-years period. However, with only 4 spaces rented, the payback will be nearer 22-years.
10. The purpose of providing off street parking was to make more parking available and to control illegal and anti-social parking on housing estates and to make the roads and pavements safer. As an alternative to off street parking, it is recommended that the Council makes use of Traffic Regulation Orders (TRO) made under Parts I, II and IV of the Road Traffic Regulation Act 1984, as amended to control parking on its estates.
11. Essex County Council (ECC) has an Agreement with the North Essex Parking Partnership (NEPP) which gives NEPP the power to carry out on-street parking enforcement and charging, maintaining relevant signs and lines and to make relevant traffic regulation orders (TRO) in accordance with the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984.
12. NEPP will only commence the process of introducing a parking restriction if the request is considered to be necessary and where it meets the criteria set out in its policy.
13. TROs can be introduced onto any road to which the public has access if Essex County Council is the traffic authority. The status of the route is immaterial and can include footpaths, bridleways and byways open to all traffic, as well as other highways (such as main carriageways). The road does not have to be a highway or maintained by the highway authority; but if it is not, then the consent of the owner of the land will be required. A TRO can include restrictions on the type of user, extent of road affected, and the period during which the TRO is effective.

Funding for TRO Schemes

14. ECC has a commitment to fund any schemes that meet the criteria of the ECC safety and congestion criteria through the Local Highways Panels. ECC will not provide funding for all other parking related schemes and will therefore need to be either funded by the Parking Partnership account or from other avenues.
15. Funding can potentially be sourced from the following areas:
 - The Parking Partnership account. (Allocated by the Joint Committee or relevant Sub Committee – schemes will need to meet the criteria of NEPP to receive funding and this will be subject to the availability of funds).
 - The Local Highway Panels. (Will have funding available for highway improvements. Any schemes would have to be presented to the local panel and funding for the scheme would have to be agreed by them and the ECC Cabinet Member. Limited

scope within tight budgets).

- The borough / district and parish councils. (Local councils can contribute to any schemes that are considered beneficial to the local area that do not receive funding from NEPP)
- Pump / Prime fund (for self-financing schemes demonstrated by a business case).
- Section 106 funding for new developments. (Funding will be agreed at the planning development stage following consultation with NEPP).

16. Based on the criteria above, introducing TRO's on Housing Estates will require funding from the Council. A list of sites will also need to be identified, and agreed by the Cabinet. Therefore, it is recommended that an initial budget of £50,000 (Pro-rata between the GF & the HRA) in 2020/21, jointly funded from the General Fund and the Housing Revenue Account and reviewed annually thereafter along with the list of prioritised streets.

Resource Implications:

A saving to the General Fund of £848,000 and a saving to the Housing Revenue Account of £485,000 (the depreciation not incurred is in the order of £21,000 and £19,000 per annum respectively). A budget of £50,000 (Pro-rata between the GF & the HRA) to be included in 2020/21 for the creation and enforcement of Traffic Regulation Orders on Housing Estate streets.

Legal and Governance Implications:

The Housing Act 1985 as amended;
Traffic Management Act 2004; and
The Road Traffic Regulation Act 1984.

Safer, Cleaner and Greener Implications:

Cost-effective garage and off-street parking sites have been assessed, taking account of access for emergency vehicles and waste lorries, as well as the damage caused to green verges and open spaces.

Consultation Undertaken:

Consultation with local residents will be undertaken as part of any future schemes for the introduction of Traffic Regulation Orders.

Background Papers:

Previous Cabinet decisions in September 2008, April 2011, October 2011, December 2012, February 2014, February 2015 and October 2016. Planning conditions applied to the Council's house-building sites that make up Phase 1 at Roundhills, Waltham Abbey. Council House-building Cabinet Committee decisions in January 2016 in relation to sites unsuitable for redevelopment

Risk Management:

A safety audit is undertaken as part of the design and implementation, which is agreed with ECC Highways as part of the consultation process. Also, all public utility companies are consulted to establish the extent and position of all underground services to minimise the risk of incidents.

Equality Analysis:

The Equality Act 2010 requires that the Public Sector Equality Duty is actively applied in decision-making. This means that the equality information provided to accompany this report is essential reading for all members involved in the consideration of this report. The equality information is provided as an Appendix to this report.

Appendix 1;

Off-Street Parking Rating Table Priority Waiting List 2019-20;

Off Street Parking Rating Table 2019-20										
This table includes schemes that have been reassessed under the new assessment procedure by the Housing Assets Section. The locations are listed in priority scoring.										
Location:	Area:	Status:	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Total Score
Centre Avenue/Green	Epping	Surveyed	5	3	Yes	5	5	3	1	22
Wormyngford Court	Waltham Abbey	Surveyed	10	3	No	5	1	2	0	21
Roundhills Red X site	Waltham Abbey	Surveyed	4	2	No	2	3	3	1	15
Roundhills (site 4)	Waltham Abbey	Surveyed	1	2	No	4	3	3	0	13
Roundhills (site 7)	Waltham Abbey	Surveyed	2	1	No	4	1	3	0	11
Stewards Green Road	Epping	Surveyed	5	1	No	3	0	0	0	9
Loughton Way	Buckhurst Hill	Not Surveyed								
Update: Sites currently on-hold.										
Hillyfields	Loughton	Surveyed	7	4	No	6	3	1	1	22
Parkfields	Roydon	Surveyed	3	2	No	4	5	3	1	18
Queensway	Ongar	Surveyed	5	1	No	5	3	2	1	17
Queens Road 46-76	North Weald	Surveyed	6	2	No	5	0	2	1	16
(78-98) Pyles Lane	Loughton	Surveyed	3	3	No	3	4	0	1	14
Hornbeam Road (BH site)	Buckhurst Hill	Surveyed	5	1	No	3	3	1	1	14
(100-132) Pyles Lane	Loughton	Surveyed	3	2	No	3	5	0	0	13
Graylands	Theydon Bois	Surveyed	3	1	No	4	2	3	0	13
Cascade Close	Buckhurst Hill	Surveyed	3	2	No	5	1	1	0	12
Western Avenue	Epping	Surveyed	4	2	No	4	0	0	0	10
Hornbeam Close	Buckhurst Hill	Surveyed	5	0	No	4	1	0	0	10
Hornbeam Road (HH site)	Buckhurst Hill	Surveyed	4	0	No	3	1	1	0	9
Update: Sites currently on-hold pending recommendation from the Housebuilding Cabinet Committee.										
Etheridge Green	Loughton	Surveyed	3	2	No	5	3	1	0	14
Alderwood Close	Abridge	Surveyed	8	1	No	4	0	0	0	13
Rochford Green	Loughton	Surveyed	2	4	No	5	1	1	0	13
Update: Tenant consultation undertaken December 2015										
Grove Court	Waltham Abbey	Surveyed	10	4	No	4	1	1	1	21
The Gladeway	Waltham Abbey	Surveyed	6	2	No	4	3	2	1	18
Millbank Avenue	Ongar	Surveyed	7	2	No	4	3	0	1	17
Hoe Lane	Nazeing	Surveyed	2	3	No	4	3	0	1	13
Hansells Mead	Roydon	Surveyed	4	1	No	4	1	2	0	12
Millfield	Ongar	Surveyed	3	1	Yes	4	3	1	0	12
Borders Lane	Loughton	Surveyed	3	3	No	1	4	0	1	12
Colson Path	Loughton	Surveyed	3	1	No	6	2	0	0	12
Millhoo Court	Waltham Abbey	Surveyed	3	5	No	3	1	0	0	12
Foxley Close	Loughton	Surveyed	2	5	No	5	0	0	0	12
Thaxted Road	Buckhurst Hill	Surveyed	4	2	No	3	1	2	0	12
Buxton Road	Waltham Abbey	Surveyed	5	1	No	4	1	0	0	11
Caterham Court	Waltham Abbey	Surveyed	4	3	No	3	1	0	0	11
Newmans Lane	Loughton	Surveyed	3	2	No	2	3	0	1	11
Amwell Court	Waltham Abbey	Surveyed	3	2	No	3	2	0	1	11
Coopers Close	Chigwell	Surveyed	2	0	No	4	2	2	1	11
Hanson Close	Loughton	Surveyed	3	2	No	4	1	0	0	10
Princesfield Road	Waltham Abbey	Surveyed	4	1	No	4	1	0	0	10
Skarning Court	Waltham Abbey	Surveyed	2	3	No	3	1	0	1	10
Hyde Mead	Nazeing	Surveyed	3	2	No	3	1	0	1	10
Thorn Terrace	Epping	Surveyed	5	0	No	3	1	0	0	9
Sudicamps Court	Waltham Abbey	Surveyed	4	3	No	2	0	0	0	9
Morris Court	Waltham Abbey	Surveyed	4	1	No	3	1	0	0	9
Greenfields	Loughton	Surveyed	3	0	No	4	2	0	0	9
Theydon Court	Waltham Abbey	Surveyed	3	3	No	3	0	0	0	9
Barnmead, Toot Hill	Toot Hill	Surveyed	2	5	No	2	0	0	0	9
Blackmore Court	Waltham Abbey	Surveyed	2	3	No	4	0	0	0	9
Copperfield (Red Block)	Chigwell	Not Surveyed								
Bridge Hill	Epping	Surveyed	2	1	No	2	1	3	0	9
The Croft	Loughton	Surveyed	2	2	No	3	0	2	0	9
Wrangley Court	Waltham Abbey	Surveyed	2	3	No	4	0	0	0	9
Maynard Court	Waltham Abbey	Surveyed	3	1	No	3	1	0	0	8
Plumtree Mead	Loughton	Surveyed	3	3	No	2	0	0	0	8
Green Glade	Theydon Bois	Surveyed	3	1	No	3	1	0	0	8
Bromefield Court	Waltham Abbey	Surveyed	1	4	No	3	0	0	0	8
Winters Way	Waltham Abbey	Surveyed	3	0	No	3	1	0	0	7
Blackmore Road	Buckhurst Hill	Surveyed	1	2	No	3	1	0	0	7
Pyles Green	Loughton	Surveyed	4	0	No	2	0	0	0	6

Appendix 2;**Completed Off Street Parking Schemes 2011-18;**

Completed Off Street Parking Schemes 2011-18;					
Scheme	Street	Location	Scheme Total Cost (Including Design)	Number of Bays	Average Cost Per Bay £
1	Hillcroft	Loughton	116,307	38	3,060
2	Colebrook Gardens	Loughton	59,470	23	2,585
3	School Lane	Abbess Roding	58,661	9	6,517
4	Chester Close	Loughton	33,463	8	4,182
5	Harvey Gardens	Loughton	51,291	14	3,663
6	Audley Gardens	Loughton	63,382	18	3,521
7	Barfields Gardens	Loughton	50,962	10	5,096
8	Avenue Road	Theydon Bois	42,681	7	6,097
9	Collard Green	Loughton	23,338	4	5,834
10	Harveyfields	Waltham Abbey	160,070	34	4,707
11	Parndon House	Buckhurst Hill	61,520	11	5,592
12	Ladyfields Close	Loughton	45,826	10	4,582
13	Queens Road	North Weald	29,316	7	4,188
14	Paley Gardens	Loughton	65,070	12	5,422
15	Torrington Drive	Loughton	166,848	32	5,214
Off Street Parking Scheme Total			1,028,210	237	4,338