

We the undersigned members of the Council "call in" the decision of the Cabinet made on 12th December 2018 "Keep Havering Moving" adoption of Parking Strategy and Highways Resurfacing Policy for the following reasons:-

Draft Parking Strategy

1. The report fails to demonstrate that the changes will deliver less congestion and better parking management. Where will the additional manpower required be coming from to enforce additional parking restrictions? It is also unclear from the draft parking strategy that the proposals enable the Council to respond positively to the stated pressures.
2. There is no evidence/data to demonstrate that the proposed parking arrangements will meet local need. How do the council know what that need is?
3. Many areas around commuter hubs already have parking restrictions to stop commuter parking. How will compulsory controlled parking zones improve on this?
4. There is a lack of detail on which roads will be impacted by the compulsory CPZs.
5. There are numerous references in the draft strategy to CPZs, but it does not fully explain whether this actually means resident parking permits, as opposed to yellow lines, it needs to be made very clear whether CPZs around commuter hubs are one or the other.
6. Controlled Parking Zones (CPZ) proposals should be the subject to extensive local consultation on a ward by ward basis rather than a borough-wide imposition.
7. The financial implications suggest that there are none in the strategy, but may be in delivering actions. The financial implications should clearly set out there may be financial implications for residents should they be subject to resident parking permits and the current charges.
8. The financial implications should include the local authority parking accounts (as required by s55 of The Road Traffic Regulations Act 1984) for the last two years to add financial context.
9. How will the council identify those areas that need removal of grass verges to provide additional parking space and how will the conversion work be funded?
10. Conversion of grass verges to hard standing should not necessarily be limited to areas where CPZs are introduced
11. Parking pressures differ widely and are more acute in neighbourhoods of high housing density.
12. How will the lack of parking spaces on new developments be managed to reduce the impact on available parking space outside the development?
13. There should be a review of existing regeneration proposals which currently tend

to provide less parking capacity which a knock-on effect of increasing demand will have leading to pressure on areas nearby to the individual regeneration.

14. There is no evidence to demonstrate that parking enforcement is fair, transparent, robust and evidence led.

15. There is no evidence to demonstrate that parking arrangements will be consistent around all transport hubs and Town Centres. What impact assessment has been carried out to ascertain the impact on local businesses resulting from the proposed change.

16. How will increasing parking charges around businesses support their growth?

17. What consultation or evidence gathering has been undertaken with the local business community in forming this strategy?

18. There is a lack of information on the worst congestion hotspots in the borough.

19. The report/recommendations should be more specific on how the strategy will improve air quality and improving road safety supported by evidence in each case

20. What are the incentive schemes to encourage residents to move away from using their car and own less polluting vehicles? There is no detail on where the money will come from to do this.

21. The outline proposals point to inconsistency of approach across the borough. It is unclear whether the report is proposing a one size fits all policy or tailor-made solutions.

22. Who will decide how each zone will be tailored to meet the needs of local people? If a zone is tailored made, how can it be consistent across the borough?

23. How will the council determine what is considered a commercial vehicle?

24. How will the targeting of overnight parking of business vehicles be addressed? How will it affect local businesses? What threshold would be applied (eg a BT Van or a Simply Flowers from Cranham van)?

25. There is insufficient evidence within the report to support the assertion that the proposals complement other strategic policies such as the Local Plan, Air Quality Action Plan, and the Joint Strategic Needs Assessment;

26. Where is the parking strategy within the Local Plan?

27. The Cabinet and members scrutinising such proposals should receive more

information and data relating to borough wide car journeys relating to travel to work, travel to study(schools and colleges).

28. The Parking Operation Plan should be prepared in draft form for consideration with the Parking Strategy.

29. Where is the evidence to demonstrate the level of out of borough commuter parking and where it is located?

30. What is the application criteria for a PSPO around schools and what are the viable alternatives to PSPOs?

31. Given that all new parking schemes have to be approved by ward councillors, what involvement will they have to any changes in their ward?

Highways Resurfacing Policy

- a) The report fails to demonstrate that the worst first roads and pavements have been determined when no account is taken of reactive repairs spend, advice from Area Liaison Officers who regularly inspect our streets, information from the CRM system, Ward Councillor views, complaints, insurance claims, footfall etc.
- b) The financial implications for the Highways Resurfacing Policy fail to demonstrate indicative projections for raising increased revenue to service borrowing and the timescales envisaged from the implementation of the proposals.
- c) There is a lack of detail on the capital and revenue costs resulting from the application of the Horizon system.
- d) Greater clarity needs to be demonstrated in the method of selecting priorities of the highways and footways to be repaired, particularly where a number of such highways and footways are in a similar condition.

Cllr Keith Darvill

Cllr Ray Morgon

Cllr Clarence Barrett

The image shows two handwritten signatures in black ink. The top signature is for Cllr Keith Darvill, and the bottom signature is for Cllr Ray Morgon. Both signatures are written in a cursive, flowing style.