



Havering

LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

2 July 2019

Subject Heading:

SCH197 Havering Road Review –
Implementation of the scheme

Ward:

Pettits

CMT Lead:

Dipti Patel

Report Author and contact details:

John-Paul Micallef
John-Paul.Micallef@havering.gov.uk
01708 432385
Engineering Officer

Policy context:

Havering Local Implementation Plan
2018/19 Delivery Plan

Financial summary:

The estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should a scheme be implemented is £0.006m and will be met from the LIP 2018/2019 funding allocation – A2904.

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

Communities making Havering
Places making Havering
Opportunities making Havering
Connections making Havering

[x]
[x]
[x]
[x]

SUMMARY

The Schemes section of Havering Council are committed to solving Parking issues within the Borough, and will maximise 'on-street' parking for Residents where possible, with the emphasis on safety and maintaining vehicular access.

This report outlines the responses received to the formal consultation undertaken with the residents of Ashmour Gardens, Collier Row Lane, Eastern Avenue East, Hamilton Avenue, Havering Road, Heather Avenue, Mashiters Hill, Oaks Avenue, Portnoi Close, Priests Avenue; Saffron Road and recommends a further course of action.

RECOMMENDATIONS

- 1) That the Highways Advisory Committee having considered this report and the representations made, recommends to the Cabinet Member for Environment, in consultation with the Leader of the Council, that the proposals to introduce a residents parking scheme, operational Monday – Friday 8-10am – 2-4pm inclusive, in Collier Row Lane, Havering Road, up to it's junction with Saffron Road and Oaks Avenue, as shown on the plan in Appendix A are implemented;
 - a.
- 2) Members note that:
 - a. all 'At any time' waiting restrictions as described on the notice in Appendix D will be introduced at junctions and bends of the roads in the consultation area to assist traffic flow;
 - b. the footway parking bays in Portnoi Close as shown on the plan in Appendix C will be introduced to assist traffic flow and eliminate obstructive parking;
 - c. the proposals to change all four wheel up parking bays in Havering Road to two wheel up parking bays as shown on the plan in Appendix A will be introduced to assist traffic flow.
- 3) Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should a scheme be implemented is £0.006m and will be met from the LIP 2018/2019 funding allocation – A2904 (funding carried over).

REPORT DETAIL

1.0 Background

- 1.1 Following concerns from residents and Local Ward Councillors about parking problems in the area of Collier Row Lane, Havering Road and Oaks Avenue,

a meeting was arranged with officers in February 2018. During the meeting it was established that the majority of parking problems arose during school pick up and drop off times. The roads are sited in close proximity to Parklands Primary and Infant school.

- 1.2 Following the meeting, officers agreed with local Ward Councillors to undertake an informal consultation (questionnaire) to gauge the views of all residents in the affected area. As the majority of known problems materialised during school hours, it was agreed with Ward Councillors, to consult on restrictions operational Monday to Friday, 08:00 hours to 10:00 hours and Monday to Friday 14:00 hours to 16:00 hours (school drop off and collection times).
- 1.3 On Friday 9th March 2018, 696 residents perceived to be affected by the review were sent letters and questionnaires, with a return date of Friday 30th March 2018.

2.0 Results of informal consultation

- 2.1 At the close of consultation of the 696 resident's consulted there was a 35% return rate. 57% of respondents considered there to be a parking problem in their road justifying action by the Council. The main causational factor for the parking issues were considered to be the parents of children at the local school. 65% of respondents were in favour of the introduction of parking restrictions, in their road, to deal with the issues.
- 2.2 Officers asked a further two questions of those residents who favoured the introductions of restrictions, as follows:

Q4: If yes – what type of restrictions would you prefer?

Overall Support (%)	Single Yellow Lines	Residents Parking
Support	63%	37%

Q5: What times of operation would you prefer?

Overall Support (%)	8am – 6:30pm	8–10am 2–4pm
Support	43%	57%

- 2.3 During the course of the consultation officers received three (3) responses without an identifiable address for the respondent. These responses have not been taken into consideration.
- 2.4 During the course of the consultation period officers received photographic and video evidence from residents of the consulted area, where vehicles are double parking and driving on the footway. It has also been reported by residents that a number of accidents have occurred in the past on Havering Road, Oaks Avenue and Portnoi Close. Accident data, identifies 9 incidents over the last five years within the review area.

- 2.5 Following the results of the informal consultation, the **Highways Advisory Committee** in **July 2018** agreed in principle to formally advertise a residents parking scheme, operational Monday – Friday 8-10am – 2-4pm in Ashmour Gardens, Collier Row Lane, Eastern Avenue East, Hamilton Avenue, Havering Road, Heather Avenue, Mashiters Hill, Oaks Avenue, Portnoi Close (agreed to remove Portnoi Close after the committee with Ward Councillors), Priests Avenue and Saffron Road.

3.0 Results of Formal Consultation

- 3.1 From 585 residents consulted, there was a 9.9% return rate. Please see below for the results of the formal consultation -

In Favour	Partly in Favour	Not in Favour
24 (41.4%)	6 (10.3%)	28 (48.3%)

- 3.2 During the course of the consultation, officers received 15 responses without an identifiable response. These responses have **not** been included into the overall statistics for the Havering Road review above.
- 3.3 Two petitions were received from Mashiters Walk and Saffron Road against the parking proposals. 72% of the residents in Mashiters Walk and 94% of the residents in Saffron Road signed the petitions in objection to the proposals.
- 3.4 The responses received to the statutory consultation are contained in **Appendix F**.
- 3.5 Officers and Ward Councillors arranged a meeting to discuss the statutory consultation responses. It was agreed at the meeting that the scale of the proposals should be reduced. The revised scheme proposes the introduction of residents parking and introduction of footway parking bays in Portnoi Close and associated 'At any time' waiting restrictions as detailed in the notice in Appendix D. The amended design to introduce residents parking is appended to this report as **Appendix A**.

4.0 Staff Comments

- 4.1 After reviewing the responses to the statutory consultation, it was notable that the majority of the roads within the review area were not in favour of the proposals to introduce controlled parking. Considering the objections to the proposals, officers recommend to the committee to reduce the scale of the proposed controlled parking zone with associated implementation of 'At any time' waiting restrictions.
- 4.2 Due to the double parking which is occurring in Havering Road officers also recommend the conversion of all four wheel up parking bays in Havering Road to two wheel up parking bays to assist traffic flow and remove

obstruction issues. All photographic evidence is attached to this report at **Appendix E**.

- 4.3 Officers are also recommend that a facility of a Dual Use bay should be provided for those parents who do need to park within the area. Unfortunately, due to this not being advertised as part of the proposals, this will be progressed separately to the proposals now before the committee.
- 4.4 Further to reports made by the residents of Portnoi Close, members note that extra footway parking facilities will be added to assist with traffic flow and obstruction of the carriageway.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking the Highways Advisory Committee to recommend to the Cabinet Member for Environment the implementation of the above scheme, as detailed in the recommendation and laid out in Appendix A & D.

The estimated cost of the fully implemented proposals, including all physical measures and advertising costs, should it be implemented is £0.006m and will be met from the LIP 2018/2019 funding allocation – A2904. Please note we have an agreed carryover of this budget.

The costs shown are an estimate of the full costs to implement a scheme should it be ultimately implemented. It should be noted that further decisions are to be made following a full report to the Committee and with the Cabinet Member approval process being completed where a scheme is recommended for implementation. Therefore, final cost 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 creating a controlled parking zone 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:

It is anticipated that the enforcement activities required for these proposals can be met from within current staff resources.

Equalities implications and risks:

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

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.

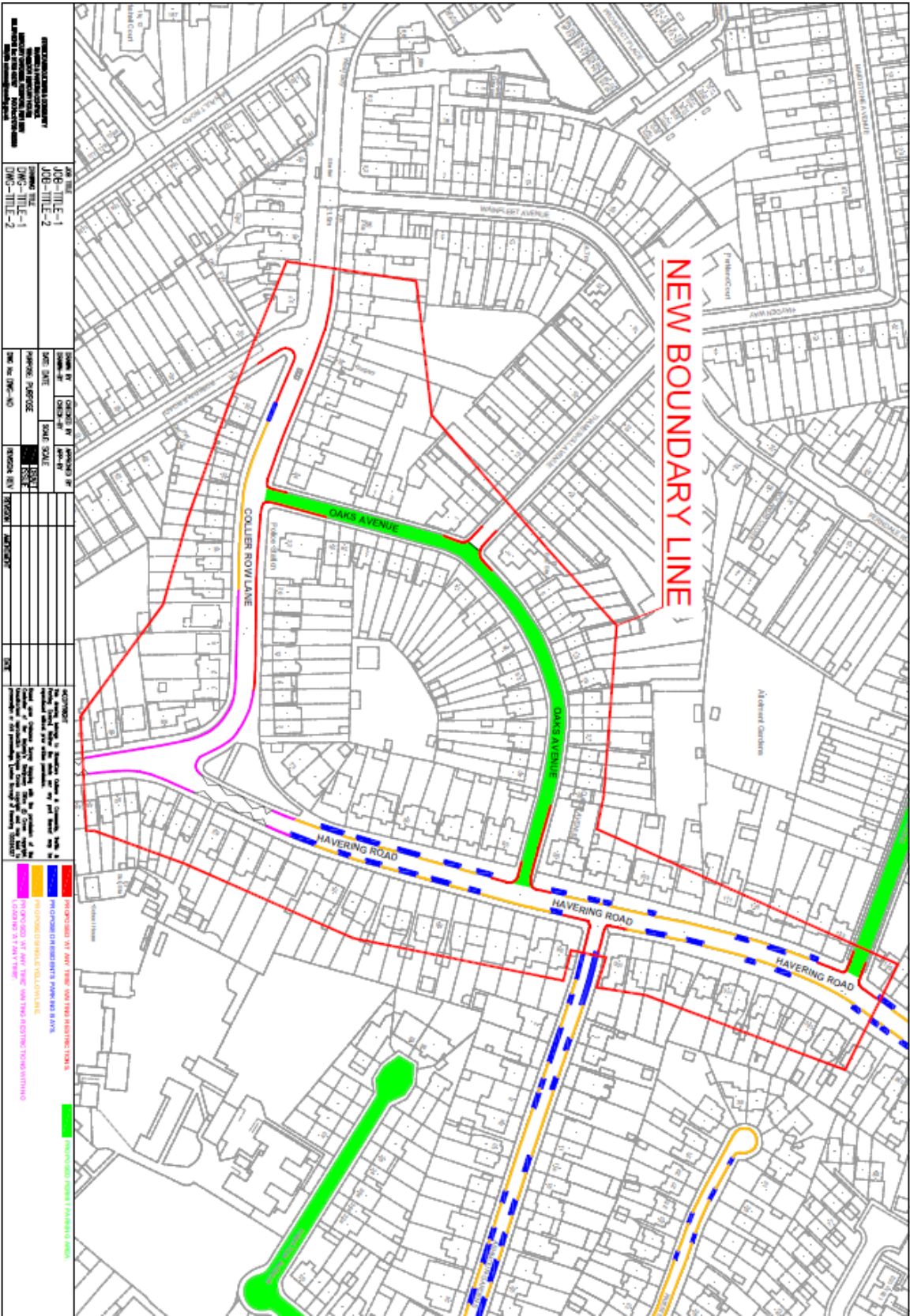
The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

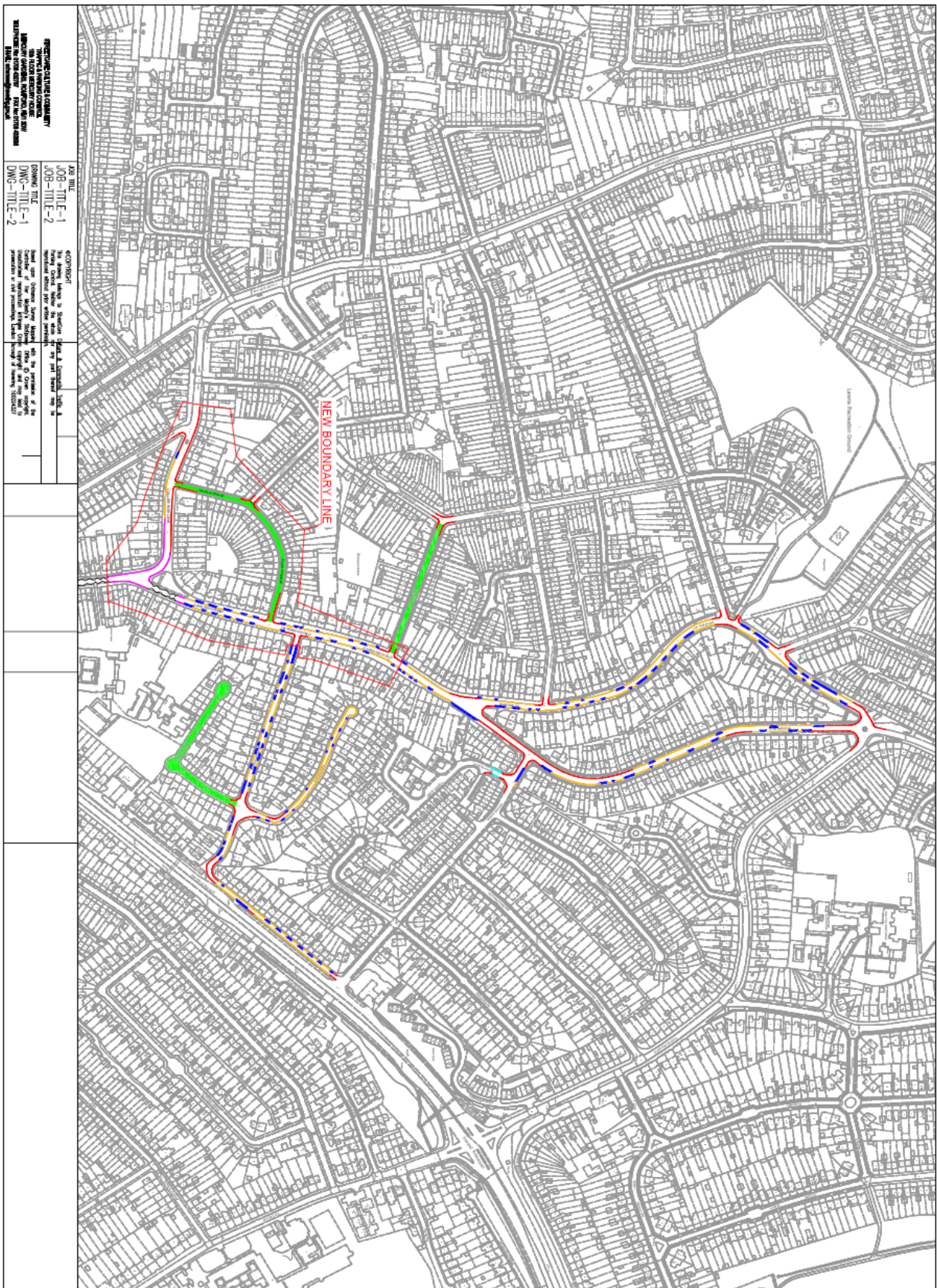
Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking.

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.

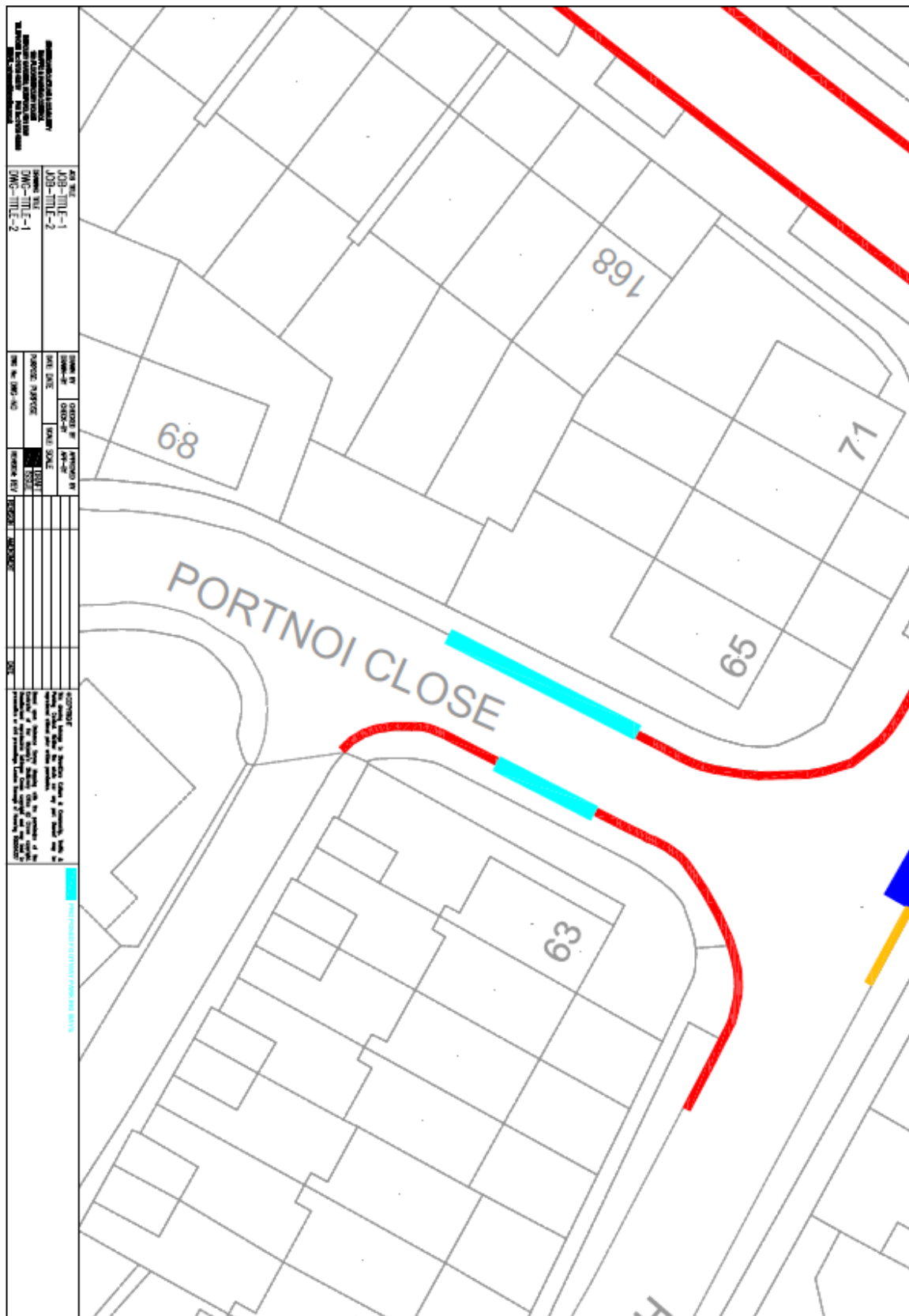
The proposal to install a Residents Parking Scheme and 'At Any Time' waiting restrictions will be publicly advertised and are subject to formal consultation.

Consultation responses will be carefully considered prior to a further course of action being recommended. There will be some visual impact from further signing and lining works.





Appendix C



LONDON BOROUGH OF HAVERING

NOTICE IS HEREBY GIVEN that the Council of the London Borough of Havering proposes to make amendments to the following Orders as follows under the Road Traffic Regulation Act 1984 as amended

THE HAVERING (WAITING, LOADING AND STOPPING RESTRICTIONS) (MAP BASED) (CONSOLIDATION) ORDER 2019

**THE HAVERING (PARKING PLACES) (MAP BASED) (CONSOLIDATION) ORDER 2019
PTO1106**

- a) Introduce no waiting at any time restrictions
 - i) On the junction of Ashmour Gardens and Priests Avenue
 - ii) On the junction of Ashmour Gardens and Hamilton Avenue
 - iii) On the eastern side of the junction of Collier Row Lane and Rosedale Road
 - iv) On the junction of Oaks Avenue and Collier Row Lane extending up to No 44 and No 8 Collier Row Lane
 - v) On the junction of Havering Road and Collier Row Lane up to the boundary of Nos.9 and 11 and No 6 with an at any time loading ban
 - vi) On the bend outside No 1 Priests Avenue
 - vii) On both sides of the bend in Ashmour Gardens and Eastern Avenue East outside No 85
 - viii) On Eastern Avenue East opposite No 97 and No 99
 - ix) On Eastern Avenue East outside and opposite No 127
 - x) On Havering Road with an at any time loading ban outside No 75 and Nos. 66 and 68
 - xi) On the junction of Oaks Avenue and Thameshill Avenue
 - xii) On the junction of Oaks Avenue and Havering Road extending to the flank wall of No 95 Havering Road
 - xiii) On the junction Havering Road and Ashmour Gardens
 - xiv) On the junction of Havering Road and Saffron Road
 - xv) On the junction and opposite the junction of Saffron Road and Ferndale Road with its junction with Horndon Road
 - xvi) On the junction of Havering Road and Mashiters Hill and extending up to the boundary of No 175 and 177 Havering Road
 - xvii) On the junction of Mowbrays Road and Mashiters Hill
 - xviii) On the junction of Portnoi Close and Heather Avenue and around the flank wall of No 63 Heather Avenue
 - xix) On the junction of Heather Avenue and Havering Road extending up to No 156 Havering Road and extending up to No 65 Heather Avenue
 - xx) On the bend in Havering Road outside No 240 to No 246
 - xxi) Around the roundabout from the boundary of No 349 Pettits Lane North extending around and up to No 262 Havering Road.
 - xxii) Around the roundabout from No 231 Havering Road up to No 82 Mashiters Walk
 - xxiii) Around the roundabout from No 83 Mashiters Hill up to the bus stop clearway in Havering Road.
 - xxiv) On the junction of Mashiters Hill and Lawns Way
 - xxv) Around the entrance to Lawns Park playfields in Mashiters Hill
 - xxvi) On the junction of Mashiters Hill and Hillfoot Avenue
 - xxvii) On the bend outside No 58 Mashiters Hill

Appendix E

P-Evidence 1:

Vehicles parking too close / over drop kerbs in Havering Road.



P-Evidence 2:

Vehicles parking both sides of Oaks Avenue, causing obstruction issues for larger vehicles, in this case, Emergency Services.



P-Evidence 3:

Vehicles parking two wheels up on right hand side of Portnoi Close - Vehicles opposite parking four wheels in carriageway, making it difficult for larger vehicles to access the road.



Appendix F

Currently no commuter parking / school parking / sight line issues.	17
Waste of Council tax money / money making scheme	6
Questions the enforceability of the scheme	2
Other problems exist - HGV lorries, speeding or parking on / close to junctions	2
Permits should be free or at a reduced cost	3
Object to paying to park in their road.	9
Should only be enforced outside of term time	3
Find it difficult to exit driveway or road during school times.	2
Questions where parents are going to park	1
Road has become dangerous with parked vehicles during school times.	1
Would prefer other restrictions / times in place or a re-design of scheme.	9
Visitors already find it difficult to park and scheme wouldn't benefit	5
Concerned about displacement	3
Too expensive or not enough parking spaces.	2
Proposals will help aid traffic flow.	1