



HIGHWAYS ADVISORY COMMITTEE AGENDA

6.00 pm	Tuesday 8 February 2022	Town Hall, Main Road, Romford
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Members 8: Quorum 4

COUNCILLORS:

Conservative Group (4)

Christine Vickery (Vice-Chair)
John Crowder
Sally Miller
Michael White

Residents' Group (1)

Paul Middleton

Upminster & Cranham Residents' Group (1)

Christopher Wilkins

Independent Residents' Group (1)

David Durant

North Havering Residents Group (1)

Brian Eagling (Chairman)

For information about the meeting please contact:

Taiwo Adeoye - 01708 4330979
taiwo.adeoye@onesource.co.uk

Protocol for members of the public wishing to report on meetings of the London Borough of Havering

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

The Chairman will also announce the following:

The Committee is reminded that the design work undertaken by Staff falls under the requirements of the Construction (Design & Management) Regulations 2015. Those Staff undertaking design work are appropriately trained, experienced and qualified to do so and can demonstrate competence under the Regulations. They also have specific legal duties associated with their work.

For the purposes of the Regulations, a Designer can include an organisation or individual that prepares or modifies a design for any part of a construction project, including the design of temporary works, or arranges or instructs someone else to do it.

While the Committee is of course free to make suggestions for Staff to review, it should not make design decisions as this would mean that the Committee takes on part or all of the Designer's responsibilities under the Regulations.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) - receive.

3 DISCLOSURE OF INTERESTS

Members are invited to disclose any interest in any of the items on the agenda at this point of the meeting.

Members may still disclose any interest in an item at any time prior to the consideration of the matter.

4 MINUTES (Pages 1 - 4)

To approve as a correct record the minutes of the meeting of the Committee held on 11 January 2022, and to authorise the Chairman to sign them.

5 ST HELENS COURT PARKING AND HOUSING ENFORCEMENT SCHEME OBJECTIONS (Pages 5 - 16)

Report attached.

**6 STANLEY CLOSE, ROMFORD - PERMIT PARKING MEASURES
IMPLEMENTATION REQUEST (Pages 17 - 24)**

Report attached.

7 GRASS VERGES - RECOMMENDATIONS (Pages 25 - 64)

Report attached.

Zena Smith
Democratic and Election Services Manager

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**MINUTES OF A MEETING OF THE
HIGHWAYS ADVISORY COMMITTEE
VIRTUAL MEETING
11 January 2022 (7.00 - 8.15 pm)**

Present:

COUNCILLORS

Conservative Group Christine Vickery (Vice-Chair), John Crowder,
Robert Benham and Judith Holt

Residents' Group Paul Middleton

**Upminster & Cranham
Havering Residents'
Group** Christopher Wilkins

**Independent Residents
Group** David Durant

**North Havering
Residents Group** Brian Eagling (Chairman)

Apologies were received for the absence of Councillors Sally Miller and Michael White.

+ Councillor Robert Benham substituted for Councillor Michael White while Councillor Judith Holt substituted for Councillor Sally Miller.

There was a member of the public present at the meeting.

The Chairman reminded Members of the action to be taken in an emergency.

25 DISCLOSURE OF INTERESTS

There were no disclosures of interest.

26 MINUTES

The minutes of the meeting held on 14 December 2021 were agreed as a correct record and signed by the Chairman.

27 SCHOOL STREETS (SS) PHASE 1 - REQUEST TO CONVERT THE SCHEME FROM EXPERIMENTAL TO PERMANENT

The report before the Committee sought recommendations to convert the School Streets (SS) Phase 1 scheme from experimental to permanent. In accordance with the public speaking arrangements the Committee was addressed by a local resident.

The Committee considered the report and following a debate RESOLVED to recommend to the Cabinet Member for Public Realm in consultation with the Leader of the Council that:

- the experimental school street schemes for Branfil Primary School, Hylands Primary School and Squirrels Heath Infant & Junior Schools proceed to formal advertisement and making of the permanent traffic order; as shown on the drawings in the report and detailed in the following table:

Scheme Ref No.	School Name	Roads Included in the 'Pedestrian and Cycle only' zone (School Street)	Times of operation (AM)	Times of operation (PM)
S1	Branfil Primary School	- Southview Drive - Cedar Drive	8.00 - 9.30am	2 – 3:30pm
S2	Hylands Primary School	- Benjamin Close	8 – 9:30am	2.30 - 4.00pm
S3	Squirrels Heath Infant & Junior Schools	- Salsbury Rd	8:00 – 9.3 am	2:30– 4pm

- Approve the officer's recommendations to overrule the small number of objections received during the experimental order statutory consultation period and agree that officers write to the objectors where possible and explain why their objections have been overruled.

The voting to recommend the scheme was passed by 6 votes to 2 abstentions. Councillor Durant and Middleton abstained from the vote.

Chairman

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HIGHWAYS ADVISORY COMMITTEE

8th February 2022

Subject Heading:	St Helens Court Parking and Housing Enforcement Scheme. Objection Report.
Lead Member:	Councillor Osman Dervish & Councillor Joshua Chapman
Report Author and contact details:	Omar Tingling omar.tingling@havering.gov.uk Senior Engineer
Policy context:	Highways and Parking Strategy December 2018
Financial Summary:	The estimated cost of implementation is £0.022m and will be met from cost code C30010

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

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[x]
Connections making Havering	[x]

SUMMARY

- **Rainham & Wennington Ward:**

Following on from approval to commence with the formal advertising of 'H1' Controlled Parking Zone (CPZ) for both resident permit holders only and shared use paid for parking / resident permit holders only bays, which would be operational on Monday to Saturday between 08:00 hours and 18:30 hours, on housing land in St Helens Court Rainham officers have received two responses to the scheme.

This report is therefore being presented to the Highways Advisory Committee (HAC) to:

- a) consider the officers recommendations and overrule the objections; and
- b) advise the Cabinet Members for Environment and Housing to proceed with the introduction of 'H1' Controlled Parking Zone (CPZ) for both resident permit holders only and shared use paid for parking / resident permit holders only bays operational on Monday to Saturday between 08:00 hours and 18:30 hours, on housing land in St Helens Court Rainham.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report recommends to the Cabinet Members for Environment and Housing in consultation with the Leader of the Council to:
 - a) agree the recommendations made to overrule the objections received during the statutory consultation on the introduction of a residents parking scheme on housing land in St Helens Court Rainham.
 - b) commence with the implementation of a residents parking scheme which would see the introduction of 'H1' Controlled Parking Zone (CPZ) for 'for both resident permit holders only and shared use paid for parking / resident permit holders only bays operational on Monday to Saturday between 08:00 hours and 18:30 hours, on housing land in St Helens Court Rainham; as shown on the plan in Appendix A.
2. That the Highways Advisory Committee having considered this report recommends to the Cabinet Members for Environment and Housing in consultation with the Leader of the Council notes:
 - a) that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs is £0.022m and will be met from the cost code C30010.
 - b) that due to budget constraints Housing officers have confirmed the proposed installation of a pay & display machine with a cashless payment option at the cost of £3,500 would not a viable option. This would mean that if approved:
 - I. Highways would need to make provision for a machine to be installed on Housing land from their Highways Improvement Programme (HIP) budget; and
 - II. Highways would retain the revenue made from this machine up to the value of £3,500 and thereafter all revenue from this machine will be split with housing. However, this would also mean that Highways would be responsible for any maintenance costs.
 - c) If agreed the land will remain as Housing land, with a traffic management order in place for enforcement purposes. The responsibility of maintenance would be shared between Housing and Parking which would be detailed in a Service Level Agreement (SLA).
 - d) if agreed implementation of the scheme would not be progressed until the SLA between the Housing Authority and Highways Authority has been agreed.

REPORT DETAIL

1.0 Background

- 1.1 Following on from the proposal to review the parking on Housing land in St Helens Court Rainham, which would see the introduction of 'H1' Controlled Parking Zone (CPZ) for both resident permit holders only and shared use paid for parking / resident permit holders only bays operational on Monday to Saturday between 08:00 hours and 18:30 hours. The Highways Advisory Committee meeting on 10th August 2021 agreed for officers to undertake a statutory consultation on phase 2 of the scheme.
- 1.2 The results of the Phase 1 consultation, which was undertaken in January 2021 raised concerns in relation to the capacity of parking in St Helens Court and it was agreed that the viability of demolishing 2 garage sites on St Helens Court would be investigated as part of phase 2 with the view to converting these spaces in to further resident permit holder only parking bays.
- 1.3 Housing have undertaken a consultation with the lease holders and as a result of the consultation and confirmation of cost, the Lead Member for Environment has agreed to progress with the demolition of the two garage sites for the purpose of introducing the parking bays. It has been confirmed by Housing officers that existing garage residents have been offered an alternative garage provision elsewhere.
- 1.4 Due to budget allocations and time constraints it has been agreed the implementation of these works would need to take place before the end of the 2021/22 financial year.
- 1.5 Housing have undertaken a consultation with the lease holders and as a result of the consultation and confirmation of cost, the Lead Member for Housing agreed to progress with the demolition of the 2 garage sites.
- 1.6 The garages were removed in October 2021 and the ground was left in a condition which is now fit for parking.
- 1.7 A Statutory Consultation on the resident permit holders only parking in the (demolished) garage area was undertaken between 26th November 2021 to 17th December 2021.
- 1.8 Adverts were placed in the Romford Recorder and London Gazette on 26th November 2021 inviting comments on the scheme. 176 letters were distributed to St Helen's Court and the surrounding area, along with notices which were erected on lamp columns in the area advising people of the consultation. Please see **Appendix B**.

2 Objections to the proposals:

- 2.1 At the close of consultation the council received 2 responses to phase 2 of the scheme which included objections and these along with the officers responses are detailed in a) and b) below:

2.1.1 Objection 1

- I. I am writing in regard to the proposed introduction of a residents parking scheme at St Helens Court. I am a leaseholder and have lived at St Helens Court for nearly 15 years. I have a few points I would like to make.

- II. The parking issue at St Helens has always been a lack of parking spaces for residents. There are 56 flats and many of these own 2 vehicles. Whilst the creation of some new spaces will help, the current plan does not go far enough. There is parking for about 40 cars on the current plan...this does not even provide for 1 vehicle per household, which should surely be the bare minimum. Can the council create more spaces for residents before lumbering us with costly permits which don't guarantee a parking space?
- III. I object to the sharing of resident's spaces with local businesses at the entrance to St Helens Court. These businesses have plenty of parking along Upminster Road South and in the Pay and Display car park on Viking Way (at the back of Tesco car park) This car park is very badly signed....there is nothing to say that it is a car park for the village shops and it is always empty. Why do the shops need to share our parking spaces when we haven't even got one space per flat? The shops have perfectly adequate and available parking on Viking Way, they don't need any more - the Viking Way car park with short term fees is always empty.
- IV. The letter of 24/11 does not specify how long visitor permits will be valid for. As you have said, the resident permits will not be transferrable between vehicles. If I have a courtesy car and am forced to use visitor permits for it, I would like to make sure that the visitor permit lasts for the whole day so that I can go to work by public transport and not get fined because the visitor permit has run out in my absence. This also applies to our visitors if we take them out on day trips etc.
- V. Please do not remove the car park gates once the permit scheme is introduced. They will give us extra protection against people selling books of visitor permits to commuters etc.
- VI. Will there be a grace period? I have had to self isolate on a number occasions during the pandemic and relied on friends to deliver essentials. In the future, would they have to use a visitor permit when stopping for 5/10 minutes? That would be very unfair in these uncertain times and I know it would affect many elderly residents too. Thank you for considering my concerns.

2.1.2 Officers response to objection 1

- I. Highways has been approached by Housing to implement controls in St Helens Court to manage the erroneous parking and where possible provide additional bays for use by residents of the estate. The implementation of this scheme would achieve this and the parking capacity would increase from approximately 30 to 40 parking spaces for the 56 properties.

Whilst it is accepted the parking space provision does not equate to 1 vehicle per household, this is not something that Highways could achieve within the constraints of the site whilst ensuring accessibility for both emergency services and refuse.

Unfortunately the implementation of parking controls does not guarantee a space but the cost of a permit in Havering is one of the lowest in London and there is no limit on the number that can be purchased.

- II. Most of the bays within St. Helens Court would provide parking for residents of the estate only. However, it was agreed with Housing to propose shared use resident permit holder and paid for parking bays on the approach road to the estate only, to

enable visitors to or residents of St Helens Court to park using another means as opposed to visitor permits, which is usually at the expense of the resident. This would mean that in addition to visitors to residents' drivers making deliveries or collections would also be able to park in relatively close proximity to the property they are going to.

The scheme would however, prioritise residents parking in the zone over non-estate users and assures enforcement of the area can be undertaken; maintain access for the emergency services and refuse collection vehicles; and enable enforcement against abandoned or disused vehicles left within the zone.

- III. Details of the council's tariffs are available on the website but I have included the information below for ease of reference:

Controlled Parking Zones:

Resident's parking permit (per annum)	
1st Permit per household	£35.00
2nd Permit per household	£60.00
3rd Permit per household	£85.00
Resident's visitor permits (book of 10)	£13.00
Resident's All Day visitor permits (book of 10)	£39.00
Resident's Hourly visitor permits (book of 10)	£10.00

Courtesy cars would be managed through the current MIPermit portal system on the council's website and the information provided by the applicant should enable such transfers to be actioned seamlessly.

- IV Following on from discussions with Housing it was agreed that as part of the proposals the gates would be removed. This is due to the fact that if controls are implemented the enforcement of them would need to adhere to current Highway legislation which does not permit the council to reserve parts of the 'highway' for specific users. Retaining the gates would mean that when locked we would effectively be restricting access to other user groups outside of the operational hours of the zone which is not permitted.

The introduction of a residential parking scheme prioritises the residents of the zone over non-estate users. It also assures that there is enforcement of the area which maintains access for the emergency services and refuse collection vehicles. It would also mean that any abandoned or disused vehicles left within the zone could be enforced against.

- V If approved there is normally a week 'grace period' where warning notices are issued before enforcement begins. However, there would not be a grace period after that time for visitors. They would either need to pay for parking or use a visitor permit.

2.1.3 Objection 2:

- I. My wife and I object to the plan to charge residents of St Helens Court to park in the estate's parking spaces. We are on a low income and this will only add to our increasing living costs. We would prefer we stuck with the current barrier system which works perfectly. Thank you for your time and for giving us the chance to make this objection.

2.1.4 Officers response to objection 2

- I. Highways has been approached by Housing to implement controls in St Helens Court to manage the erroneous parking and where possible provide additional bays for use by residents of the estate.

The scheme would however, prioritise residents parking in the zone over non-estate users and assures enforcement of the area can be undertaken; maintain access for the emergency services and refuse collection vehicles; and enable enforcement against abandoned or disused vehicles left within the zone.

However, cabinet approval does mean that to implement these types of schemes there is a charge which has been set for the management of parking and whilst we appreciate the concerns raised in relation to parking permit costs, the cost of a permit in Havering is one of the lowest in London and there is no limit on the number that can be purchased.

3. Recommendations

- 2.1 It is recommended that the Highways Advisory Committee having considered this report recommends to the Cabinet Members for Environment and Housing in consultation with the Leader of the Council to:

- a) Overrule the above objections as it is considered the benefits to residents far outweigh the comments received. The scheme would:
 - I. prioritise residents parking in the zone over non-estate users and assures enforcement of the area can be undertaken;
 - II. maintain access for the emergency services and refuse collection vehicles; and
 - III. enable enforcement against abandoned or disused vehicles left within the zone
- b) agree to progress with the introduction of a residential parking scheme which would see the introduction of 'H1' Controlled Parking Zone (CPZ) for 'for both resident permit holders only and shared use paid for parking / resident permit holders only bays operational on Monday to Saturday between 08:00 hours and 18:30 hours, on housing land in St Helens Court Rainham which would not be implemented until a Service Level Agreement (SLA) is in place.

IMPLICATIONS AND RISKS

4 Financial implications and risks:

- 4.1 This report is asking HAC to recommend to the Cabinet Member the formal advertisement of the above scheme.

HIGHWAYS ADVISORY COMMITTEE 8th February 2022

- 4.2 Should all proposals be implemented, the estimated cost of implementation is £0.022m which included advertising costs and implementing the proposals as described above and shown on the attached plans will be met from cost code C30010. It should be noted that subject to the recommendations from the committee a final decision would then be made by the Lead Members of Housing and Environment – as regards actual implementation and scheme detail. Therefore final costs are subject to change.
- 4.3 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 overspend, the balance would need to be contained within the overall Environment budget.

5 Legal Implications and risks:

- 5.1 The Council's power to make an order to introduce parking controls is contained in section 6 and 45 of the Road Traffic Regulation Act 1984 ("RTRA 1984") for land considered 'on-street' and sections 32 and 35 RTRA 1984 for land considered 'off-street'. Orders under Section 6 can be made to control or regulate vehicular or other traffic.
- 5.2 Section 45 RTRA 1984 allows Orders to designate paying parking places. In making such an Order consideration must be given to the interests of traffic, and also the interests of owners and occupiers of adjoining properties, and in particular, the need for maintaining free movement of traffic, the need for maintaining reasonable access to premises and the extent to which off-street parking is available in the neighbourhood.
- 5.3 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 (TSRGD) 2016 govern road traffic signs and road markings.
- 5.4 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.
- 5.5 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.

6. Human Resources implications and risks:

- 6.1 The implementation and enforcement of the scheme can be undertaken within the current staffing levels. Given the Coronavirus outbreak, the paramount consideration of the Council is the health and wellbeing of Members and officers.

7. Equalities implications and risks:

- 7.1 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.

- 7.2 The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.
- 7.3 The proposals provide measures to improve safety and accessibility for all road users.
- 7.4 The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.
- 7.5 There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

8. Public Health implications and risks:

- 8.1 The introduction of the controlled parking zone will support managing parking demand in the area. In turn this is likely to result in improved levels of safe parking in the area which will improve visibility for road users. The introduction of permit will help make the street more attractive by reducing the dominance of parked cars on a street and thus allowing space for trees, walking or cycling.
- 8.2 The parking permits provide priority access to residents which will make it easier for residents to park nearer their home. The parking permits will help reduce traffic and pollution by discouraging vehicles from driving as there could be a lack of parking.

BACKGROUND PAPERS

Appendix A – Phase 2 of St. Helens Court Parking Proposals.

Plan showing existing garage sites that have been demolished where 'resident permit holders only' parking bays are proposed.



Appendix B – Phase 2 of St. Helens Court Parking Proposals - consultation letter.



Highways, Traffic and Parking
London Borough of Havering
Town Hall,
Main Road
Romford RM1 3BB

Please call: Schemes
Telephone: 01708 432373

Email: schemes@haverling.gov.uk

Date: **24th November 2021**

IMPORTANT PARKING CONSULTATION ENCLOSED

The Resident/Occupier

Dear Sir/ Madam

St Helens Court - Proposed Introduction of Residents Parking Scheme

Further to our recent consultation of residents and businesses in St Helens Court, on a proposal to introduce a 'residents parking scheme' to deter long term, non-residential parking and prioritise parking on St Helens Court for its residents. We are now in a position to formally consult residents and businesses of the area on the full extent of the area available. Results of the previous consultation can be found at <https://democracy.haverling.gov.uk/documents/s50145/St%20Helens%20Court%20HAC%20report%20-FINAL%2012-04.pdf>.

This consultation is in relation to the area that will become available when the garages are removed. The previous consultation area can be seen in appendix A. The additional parking areas becoming available are shown in Appendix B in the key as New Proposed residents bay Mon-Sat 8.30am – 6.30pm.

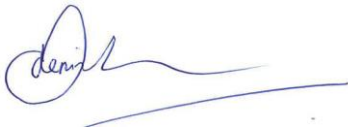
The scheme would be the first residents parking scheme to be introduced at one of the Havering housing estates and if successful will be considered at further locations. This proposal has been designed to resolve years of issues and complaints raised in regards to parking at St Helens Court and also includes complimentary measures such as waiting/loading restrictions and a short stay parking facility.

Full details of the proposals, including relevant traffic management orders, are available for inspection for a period of 21 days at www.haverlingtraffweb.co.uk. A plan of the proposal is also enclosed within this letter.

Should you wish to formally comment on the proposal, all comments should be sent in writing to the Highways, Traffic and Parking Group Manager, Havering Town Hall, Main Road, Romford RM1 3BB or by email to schemes@haverling.gov.uk and to be received by **17th December 2021**. All objections must state the grounds on which they are made.

Please note that officers are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when the final report is presented to us (the Lead Member for Environment and Lead Member for Housing) and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully



Councillor Osman Dervish
Lead Member for Environment



Councillor Joshua Chapman
Lead Member for Housing

Further Information

The Proposal

Hours of operation of the parking zone to operate as per the streets surrounding St Helens Court, Monday – Saturday 08:00 to 18:30.

Double yellow lines and loading restrictions are proposed to ensure the road network around the estate is kept clear so refuse and emergency service vehicles can safely access the estate at all times. Double yellow lines also mean loading and unloading can take place where it is safe to do so, but will also mean these areas cannot be used for parking, especially in front of the garages and the entrances to each block

Dedicated disabled bays for blue badge holders, it should be noted any blue badge holder can use these parking spaces, even those who do not live on or are visiting the estate

Blue Badge holders will also be able to park in the permit holder parking places, whilst displaying their Blue Badge, whether or not they live on or are visiting the estate, this is in line with current parking policy across Havering.

Shared use bays (resident permit holders and pay & display) have been proposed as part of the scheme design to support the local shops nearby St Helens Court which will provide both resident and paid-for parking.

Permits

To obtain a permit, proof of residency and proof the vehicle is registered (or kept if a company or lease vehicle) at an address at St Helens Court would be required. Only residents living in St Helens Court will be eligible for a permit.

Permits and visitor permits are to be displayed in the vehicle and can be obtained through the Council's website

If you are a Blue Badge holder you will not need to purchase a permit for your vehicle, but you will need to display your blue badge whilst parked in a permit parking place

The current costs for financial year 2020/21 for resident permits are:

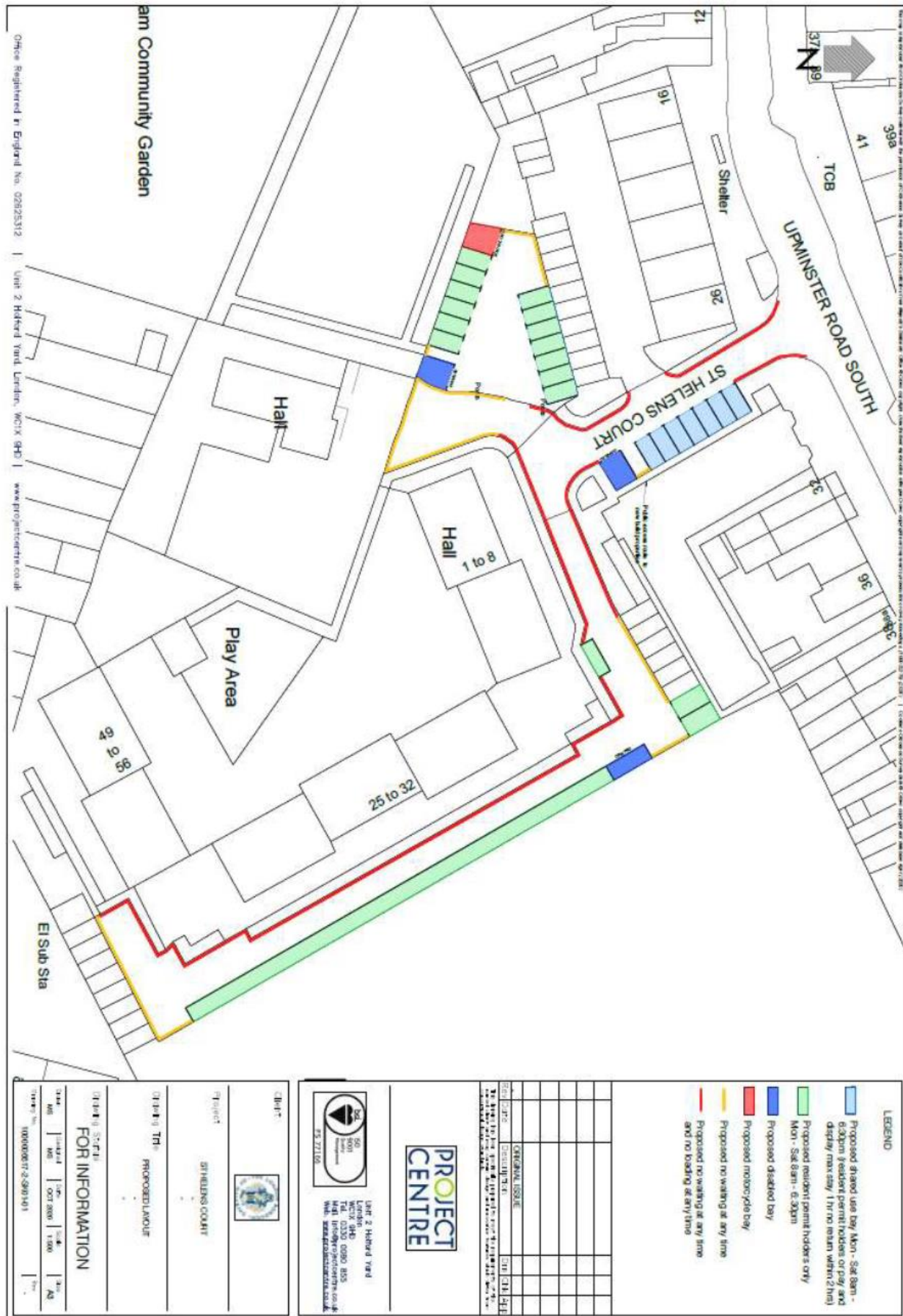
- first permit to an address is £35
- second permit to an address is £60
- any further permit issued to an address are £85
- Motorcycles – No charge
- One book of 10 visitor permits is £13

Each vehicle needs its own permit and unfortunately, they're not transferable to another vehicle. Permit Charges are reviewed on an annual basis.

To find your data rights, please see the link below for all details:

https://www.havering.gov.uk/info/20044/council_data_and_spending/139/data_protection/1

Appendix C – Phase 1 of St Helens Court Parking Proposals



HIGHWAYS ADVISORY COMMITTEE

February 2022

Subject Heading:	Stanley Close, Romford - (Permit Parking Measures) – Request to implement
CMT Lead:	Councillor Osman Dervish
Report Author and contact details:	Diane Bourne Schemes Manager – Traffic & Parking Schemes@havering.gov.uk
Policy context:	Havering Local Implementation Plan 2018/19 Delivery Plan
Financial Summary:	The estimated cost of implementation is £0.002m this will be met from the A26910 Scheme Budget

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

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[x]
Connections making Havering	[x]

SUMMARY

Romford Town Ward:

Following on from concerns raised in relation to erroneous parking from non-residents in Stanley Close it was agreed to undertake consultations on parking proposals, with the formal consultation being undertaken in May 2021 and this report seeks approval to the officer recommendations outlined below.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made during the course of consultation, recommends to the Cabinet Member for Environment in consultation with the Leader of the Council to:
 - a) agree that the proposals to introduce a residents permit parking area 'Permit Parking Past this point' (operational Monday to Friday 8am to 10am inclusive) in Stanley Close (as shown on the plan in Appendix A) proceeds to full implementation.
2. That the Highways Advisory Committee notes that the estimated cost of implementation of the proposals is £0.002m this will be met by the A26910 Scheme Budget

REPORT DETAIL

1.0 Background

- 1.1 Following approval by the Highways Advisory Committee with the support of Ward Councillors, the third and final phase of the Gidea Park parking review was undertaken between 24th November 2017 and 8th December 2018. The review area included the eastern part of Carlton Road, the eastern part of Stanley Avenue, Stanley Close and Woodfield Drive.
- 1.2 The results of this consultation showed a clear desire that the residents of Stanley Close wanted the introduction of parking proposals but raised concerns on the time period proposed as they felt these to be too restrictive.
- 1.3 Officers consulted Ward Councillors on a further consultation for the residents of Stanley Close. It was proposed to introduce a new residents permit parking area 'permit parking past this point' to maximise the available parking for residents. Officers consulted with Ward Councillors on the operational times of the residents permit parking area and in July 2018 consulted on the following (alternative) times of operation :- a) Monday to Friday 8am -10am, b) Monday to Friday 8.30am -6.30pm and c) Monday to Saturday 8.30am - 6.30pm.
- 1.4 The informal consultation in Stanley Close, Romford started on the 15th June 2018 and concluded on the 6th July 2018. At the close of consultation officers received 12 representations in favour of a) Monday to Friday 8 – 10am restriction; 2 representations in favour of a Monday to Friday 8.30am – 6.30pm restriction; and 3 representations in favour of a Monday to Saturday 8.30am – 6.30pm.
- 1.5 Officers analysed the results of the informal consultation and it appeared that the majority of residents of Stanley Close were in favour of a Monday to Friday 8.30am to 6.30pm Permit Parking Area (PPA) restriction.

HIGHWAYS ADVISORY COMMITTEE REPORT – FEBRUARY 2022

- 1.6 In December 2019 the Highways Advisory Committee gave approval to formally consult on a Permit Parking Area in Stanley Close Monday to Friday 8.30am to 6.30pm.
- 1.7 On the 28th May 2021 to 18th June 2021 a formal consultation took place, consulting on a Permit Parking Area in Stanley Close Monday to Friday 8.30am to 6.30pm inclusive.

Outcome of the Formal Consultation

- 1.8 46 addresses were sent consultation letters seeking their comments on the proposals. A plan showing the proposals was enclosed with each letter.
- 1.9 6 responses were received representing 13% of all those consulted. These were all objecting to the proposals to implement controls from Monday to Friday 8.30am to 6.30pm inclusive but suggested alternative times with a lesser restriction.
- 1.10 One respondent suggested no waiting between 8.30am to 10.30am Monday to Friday as they felt the proposed times would not be overly restrictive on visitor parking. Another respondent from the same household suggested there should be no parking restrictions.
- 1.11 One respondent from Stanley Avenue objected as they have multiple cars and want to have the opportunity to park in Stanley Close as it's not busy.
- 1.12 One respondent from Stanley Close feels it is unnecessary and the parking in the road is mostly down to family and friends visiting.
- 1.13 A respondent of Stanley Close objects to the scheme Monday to Friday 8.30am to 6.30pm and requests 8am to 10am Monday to Friday
- 1.14 A resident of Stanley Avenue objected unless they are able to have a permit for the Stanley Close permit parking area.
- 1.15 Officers have considered the formal responses and in line with the concerns originally raised about non-residential parking problems, recommend that HAC approves full implementation of the reduced restriction times of Monday to Friday 8.00am to 10.00am inclusive, for a Permit Parking Area in Stanley Close for residents of Stanley Close only, based on feedback from ward members below.

2 Officer Comments

- 2.1 All three of the Romford Town Ward Councillors have been made aware of the outcome of the formal proposals as set out in the recommendation and two Ward Councillors have confirmed their support for the scheme to be reduced to 8am to 10am Monday to Friday inclusive but with a view to review this in the future as people change their practice of going back to commuting.
- 2.2 The level of responses to the consultation (13%) which is about the expected rate of response for this type of proposal. Whilst the comments made by the respondents have been given due consideration, the response to the consultation suggests the majority of residents consulted have no concerns or issues with the proposed parking measures.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation and accept the recommendations made by officers of the above scheme

Should the proposals be implemented, Members should note that the estimated cost of implementation is £0.002m, which will be met by the A26910 Scheme Budget

It should be noted that subject to the recommendations of the committee, a final decision would then 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 Public Realm 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 powers to make an order creating a controlled parking zone or for charging for parking on the highway is set out in Part IV of the Road Traffic Regulation Act 1984 ("RTRA 1984").

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in section 6 of Part 1 RTRA"1984. Schedule 1 of the RTRA 1984 lists those matters as to which Orders can be made under section 6. The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings.

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.

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.

<p>Human Resources Implications and risks</p>
--

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:

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.

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

BACKGROUND PAPERS

Appendix A- Plan



Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Proposal NOT agreed because

Details of decision maker

Signed

Name: Councillor Osman Dervish

Cabinet Portfolio held: Cabinet Member for the Environment

CMT Member title:

Head of Service title

Other manager title:

Date:

Lodging this notice

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Democratic Services Officer in Democratic Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

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HIGHWAYS ADVISORY COMMITTEE

8th February 2022

Subject Heading:

**Grass Verges Conversion –
Recommendation**

CMT Lead:

Councillor Osman Dervish

Report Author and contact details:

**Halina Baranowska
Project Manager
Schemes@havering.gov.uk**

Policy context:

Major Parking schemes

Financial Summary:

**The estimated cost is £0.630m which
has been allocated from the Highways
Community Infrastructure Levy (CIL)
funding allocation cost code - C38010**

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

Following on from concerns raised by members, residents, waste, and emergency services in relation to obstructive and erroneous parking caused by parking stress on residential streets in the borough, this report outlines proposals to convert a limited number of existing grass verges into parking space. The report outlines costs for the implementation. Whilst this report is seeking approval to progress a limited number of grass verge conversion to parking space indicative costs for a much larger scheme are also provided, along with options for future consideration.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that:
 - a) officers reduce the scale of the project to progress with the informal consultation with residents at four sites in Harold Wood Ward and one site in Hacton Ward as part of a trial; as detailed in **Appendices A and B**.
 - b) if after undertaking informal consultations the majority of residents are in support, the trial schemes progress to full implementation.
2. That the Highways Advisory Committee Members note the estimated cost of the trial scheme implementations is £0.630m as detailed in **Appendix B**.

REPORT DETAIL

1. Background

- 1.1 Increased car ownership has resulted in the increased parking (kerb side) pressure, and this has meant some drivers use of verges for vehicular parking, particularly in residential areas. As such the council receives many requests to fund and implement the protection or hardening of verges.
- 1.2 Parking on and vehicular damage to grass verges is a common problem. It can reduce the verge to an unsightly state and obstruct the highway preventing pedestrians and wheelchair users from accessing roads and footways. Verge parking can also cause a hazard to other motorists especially if the vehicle is parked on a bend, narrow road, or junction.
- 1.3 In principle it is possible to create additional parking space and capacity through the conversion of selected green spaces and verges to hard standing. A study was undertaken as part of the Highway Investment Programme (Whole Street Approach) to identify locations experiencing parking and traffic manoeuvrability issues caused by parking demand and narrow road widths.

- 1.4 The service contacted all councillors and asked them for their views and to provide details of areas where concerns have been raised by residents experiencing parking pressure who were requesting grass verge conversion work. This information was collated along with direct requests from residents, members, and waste services.
- 1.5 To prioritise the implementation of grass verges conversion the following criteria was used:
 - a) The level of risk to highway users and whether there has been a recommendation by any of the emergency services
 - b) If there is adequate alternative parking available nearby (either on or off street) there must not be a worse problem caused by the displaced parking
 - c) Level of support from Local Residents and Ward Members
 - d) The actual cost of the proposed solution.
- 1.6 An analysis of the locations where requests were made was undertaken and a scoring method was used to assist with this evaluation. The benefits to residents as well as verified delays to refuse collection/access issues, public transport accessibility and the overall cost of the scheme were awarded a score with 0 having the least and 100 having the highest affect; and details of this are provided in Appendix A.
 - 1.6.1 Impact on waste collection and access for emergency services.
 - I. Narrow streets and residents double parking has impacted on the emergency services' ability to access incidents and delays to refuge services.
 - II. The council's waste collection and emergency services have been asked to evaluate the sites.
 - a) The Metropolitan Police reported problems with accessing two sites in the borough which were Newbury Gardens and Halesworth Close due to the fact both roads are very narrow. However, Newbury Gardens has not been raised with officers before now and it is for this reason it isn't on the current list of sites for grass conversion. If approved officers will include this location in the next batch of sites, for the future consideration.
 - b) Halesworth Close is in Harold Wood Ward and is one of the sites on the grass conversion list which officers are recommending be included within the trial area. To mitigate the problem officers are proposing to extend the width of carriageway and to convert the grass verge into residential parking.
 - 1.6.2 Impact on residents:
 - I. Parking and damage to the grass verges and pavements is a common problem in Havering and can have a big impact on people with sight and mobility difficulties and for children in pushchairs. Further problems include reducing verges to an unsightly state, obstructing the highway, and preventing pedestrians and wheelchair users from accessing roads.

- II. Officers looked at the number of parking spaces available, the number of properties in each road and how providing more parking would benefit residents.
- III. The proposals will improve parking supply enabling further parking areas for residents to park. Also, will help reduce vehicle traffic and congestion in the borough, which will improve road safety and air quality.

1.6.3 Cost per parking space

- I. The implementation of this type of work can be costly and significant sums of public money would be used to create a relatively modest number of extra spaces.
- II. With the recommended options, the cost to implement schemes in the five proposed locations would be approximately £0.635m which would create an additional 129 parking spaces and equates to a cost of £4,922 per space which would have a positive impact on parking provision in these areas.

1.6.4 PTAL (Public Transport Access Level)

- I. PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years.
- II. For any selected place, PTAL suggests how well the place is connected to public transport services. It does not cover trips by car.
- III. PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b).
- IV. All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b. A location will have a higher PTAL if:
 - a) It is at a short walking distance to the nearest stations or stops.
 - b) Waiting times at the nearest stations or stops are short.
 - c) More services pass at the nearest stations or stops.
 - d) There are major rail stations nearby; or
 - e) Any combination of all the above.

1.6.5 Officers used the PTAL scoring method as part of the assessment works for the grass conversion sites.

2 Proposed grass verges conversion update

- 2.1 Following on from the analysis and review of all 96 proposed sites in April 2020, 29 sites were identified as being suitable for possible grass conversion into parking bays

and all selected sites are shown in **Appendix A**. The reasons why sites were rejected or deemed unsuitable was:

- ✓ Not enough space for the verge conversion, substantial backfall away from the channel line to construct parking bays
- ✓ Clearly visible underground utilities e.g., BT, CATV, sub-station for electric cables – moving these will be very costly
- ✓ no parking problems in the area observed

2.2 The Local Members and Ward Councillors are in support of the introduction of measures to address verge parking issues at the proposed locations. Designs for all 29 sites were completed as detailed in **Appendix C** and these were circulated with all affected members for their comments in June 2021.

2.3 Site meetings has been undertaken in early July 2021 with positive comments from the Councillors and the other locations were agreed to via internal correspondence on the draft proposals

2.4 Following on from informal member approval to provide additional parking spaces, the 29 sites were sent to the contractor for statutory undertaker (stats) searches and estimates. The overall costs estimate for the construction works is in excess of £2.5m and a breakdown of this is shown in **Appendix A**.

3 Options

3.1 Conversion of grass verges to parking areas relieves parking stress in some areas benefiting both residents and visitors. However, whilst increased parking space provides some additional convenience to residents this needs to be balanced against the detrimental impact this will have on encouraging car ownership, congestion, air quality, climate change impact and increased paved areas adding to the flood risk in the borough.

3.2 The implementation of this type of work can be costly and significant sums of public money would be used to create a relatively modest number of extra spaces. The following options are available:

3.2.1 Seek to provide additional parking at all 29 sites

3.2.2 The need for more parking has developed because of growth in motor traffic and particularly in the ownership and use of private cars. The Council received 96 locations the subject of requests / complaints from residents and ward members, and, after careful consideration, 29 sites were chosen for possible grass verge conversion.

3.2.3 Progressing with the scheme would alleviate the pressure on parking and help formalise current arrangements where erroneous parking is taking place. The cost to implement schemes in all the proposed locations would be approximately £2.5m which would create an additional 362 parking spaces and equates to a cost of £6,906 per space which is a relatively modest additional capacity compared to the investment. It would also attract the negative environmental impacts mentioned above.

3.2.4 Reduce the scale of the project by undertaking a trial in an agreed area

3.3.5 To monitor the impact of the proposals and reduce costs, undertaking a trial where a small sample of locations have been requested is an option. It is recommended the locations would be where the population is denser, and it is likely residents would have limited access to both off street and on street parking facilities. Consideration in terms of proximity to public transport is also a factor.

3.3.6 The cost to implement schemes in the five proposed locations would be approximately £0.630m which would create an additional 129 parking spaces and equates to a cost of £4,922 per space which would have a positive impact on parking provision in these areas.

3.2.5 Retain existing parking arrangements and do not progress with the scheme

In line with the Mayors Transport Strategy (MTS) to promote sustainability using alternative forms of travel to the private car, primarily using public transport, walking, and cycling. Converting grass verges to parking can cause significant loss of visual quality, access to green spaces and increase rainwater run-off, which works against the need to combat climate change.

4 Recommendation

4.1 Based on the scoring method introduced to evaluate the sites and assign a priority score based on criteria as highlighted in Appendix A, four sites in Harold Wood ward and one site in Hacton ward scored the highest.

4.2 The recommendation is to adopt the:

- a) option to reduce the scale of the project by undertaking a trial in Harold Wood Ward and Hacton Wards and to progress with an informal consultation with residents to establish a level of support; and
- b) the scoring mechanism explained above to prioritise the sites as set out in Appendix B, and as follows

Location	Ward
BARNSELY ROAD	Harold Wood
KINGSBRIDGE CLOSE	Harold Wood
KINGSBRIDGE CIRCUS	Harold Wood
HALESWORTH CLOSE	Harold Wood
HAYDOCK CLOSE, EPSOM WAY	Hacton

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member to accept the recommendations made by officers and to proceed with the implementation process for the above scheme.

Should all proposals be implemented, Members note that the estimated cost of implementation is £0.630m

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.

Legal implications and risks:

A TMO is not required for the civil works element for converting verges into hardstanding areas. The proposed parking bays would be advisory bay markings; therefore, this element would not require a TMO. However, we would require TMOs for proposed short lengths of Double Yellow Lines at junctions in order to improve road safety and access.

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 2016 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.

Human Resources implications and risks:

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

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.

BACKGROUND PAPER

NONE

APPENDICES

Appendix A – Grass verges conversion survey results and financial summary

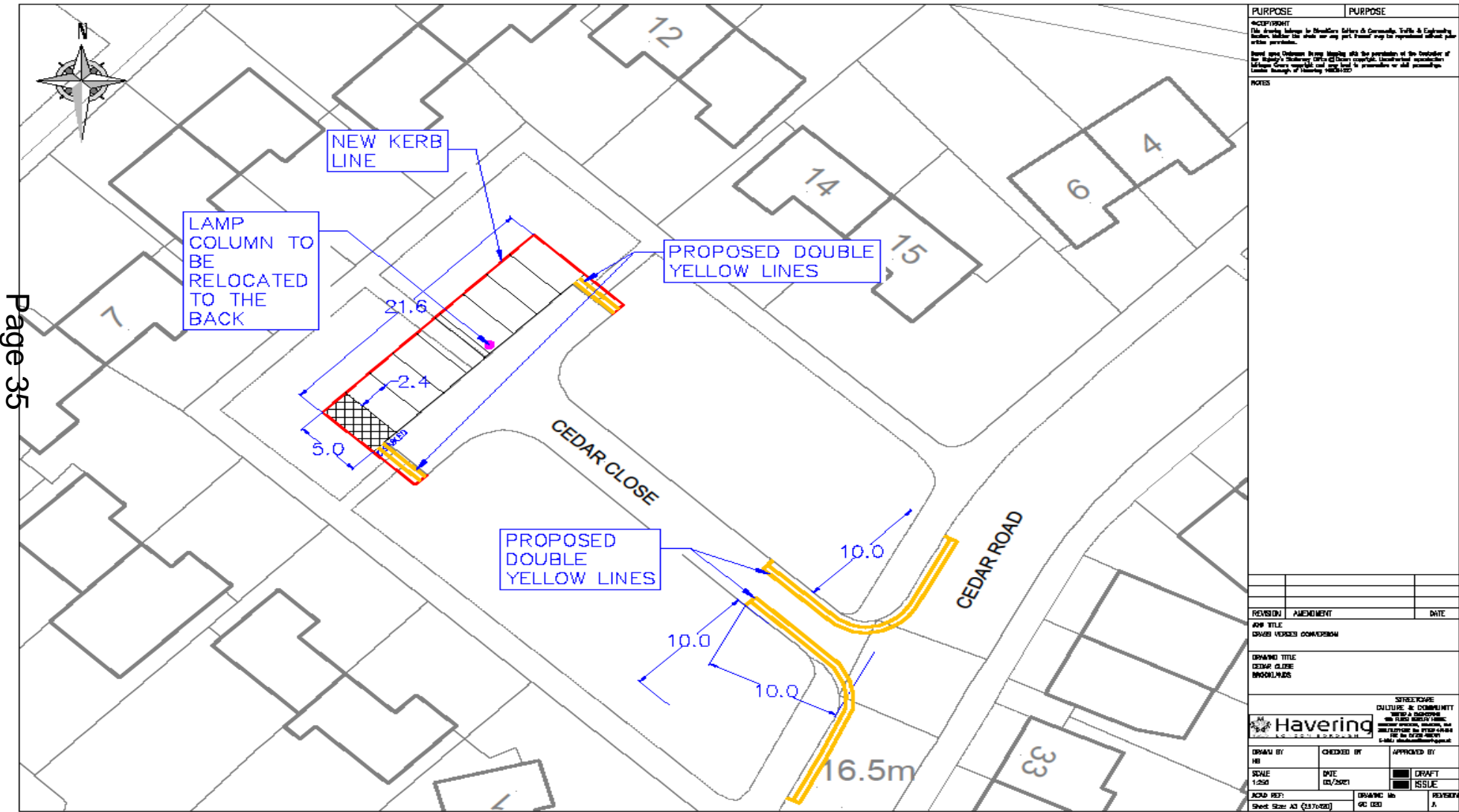
Location	Ward Area	Existing spaces	Proposed new additional parking spaces	Total number of paking spaces	Costing	per parking space	Scoring				PTAL (Public Transport Access Level) - TfL	Total score (max 400)
							Impact waste collection/access issues	Impact on residents	Cost per parking space	PTAL (Public Transport Access Level) - Scoring LBH		
AMERSHAM CLOSE	Harold Wood	2	3	5	£56,915.85	£18,971.95	100	100	40	70	2	310
BROSELEY ROAD	Gooshays	1	21	22	£118,620.14	£5,648.58	20	100	100	80	1b	300
DAGNAM PARK SQUARE	Gooshays	0	12	12	£72,707.19	£6,058.93	100	60	80	70	2	310
DORKING RISE	Gooshays	15	5	20	£83,125.20	£16,625.04	20	100	40	70	2	230
PRESTON ROAD (NORTH HILL GREEN)	Gooshays	8	14	22	£90,837.44	£6,488.39	20	100	80	70	2	270
PENRITH ROAD	Gooshays	0	9	9	£83,366.56	£9,262.95	50	80	80	80	1b	290
PENZANCE GARDENS	Gooshays	0	10	10	£89,594.59	£8,959.46	80	80	80	80	1b	320
PRIORY ROAD	Gooshays	0	7	7	£91,366.95	£13,052.42	30	50	60	80	1b	220
SWUNDON GARDENS	Gooshays	0	6	6	£74,107.62	£12,351.27	100	80	60	70	2	310
WILTON ROAD	Gooshays	0	11	11	£86,135.20	£7,830.47	20	100	80	80	1b	280
WILTON WAY	Gooshays	0	9	9	£74,889.28	£8,321.03	20	100	80	70	2	270
BARNESLEY ROAD	Harold Wood	0	9	9	£79,776.92	£8,864.10	80	100	80	70	2	330
KINGSBRIDGE CLOSE	Harold Wood	2	6	8	£84,455.00	£14,075.83	100	100	60	70	2	330
ROBIN CLOSE	Havering Park	32	32	64	£152,634.74	£4,769.84	30	60	100	80	1b	270
ST JOHNS ROAD	Havering Park	0	19	19	£101,059.03	£5,318.90	20	50	100	80	1b	250
LODGE COURT	St Andrews	28	11	39	£90,227.50	£8,202.50	80	60	80	50	4	270
THE GLEN	Rainham And Wennington	0	9	9	£103,734.82	£11,526.09	80	80	60	80	1b	300
KINGSBRIDGE CIRCUS	Harold Wood	36	42	78	£162,151.21	£3,860.74	80	80	100	80	1b	340
HALESWORTH CLOSE	Harold Wood	8	16	24	£146,125.95	£9,132.87	100	100	80	70	2	350
CEDAR CLOSE, ROMFORD	Brooklands	4	9	13	£78,494.65	£8,721.63	80	80	80	60	3	300
CHAUCER ROAD	Heaton	0	28	28	£113,046.98	£4,037.39	80	60	100	80	1b	320
GUILDFORD GARDENS	Gooshays	4	7	11	£74,699.30	£10,671.33	100	60	60	80	1b	300
HORNDON CLOSE, ROMFORD	Mawneys	0	6	6	£70,200.40	£11,700.07	100	80	60	70	2	310
NEWBURY GARDENS, RM3	Gooshays	0	11	11	£75,718.88	£6,883.53	70	80	80	70	2	300
PLOVER GARDENS	Cranham	5	6	11	£80,870.45	£13,478.41	100	80	60	80	1b	320
RET福德 PATH	Gooshays	0	7	7	£76,416.24	£10,916.61	80	90	60	80	1b	310
TRUSTONS GARDENS	Hylands	0	5	5	£71,686.65	£14,337.33	20	50	60	80	1b	210
WOODBIDGE CLOSE	Gooshays	22	9	31	£85,847.59	£9,538.62	90	60	80	80	1b	310
HAYDOCK CLOSE, EPSOM WAY	Hacton	0	32	32	£157,970.58	£4,936.58	70	90	100	80	1b	340
					£2,726,782.91							

Appendix B – Grass verges conversion financial summary of recommended locations

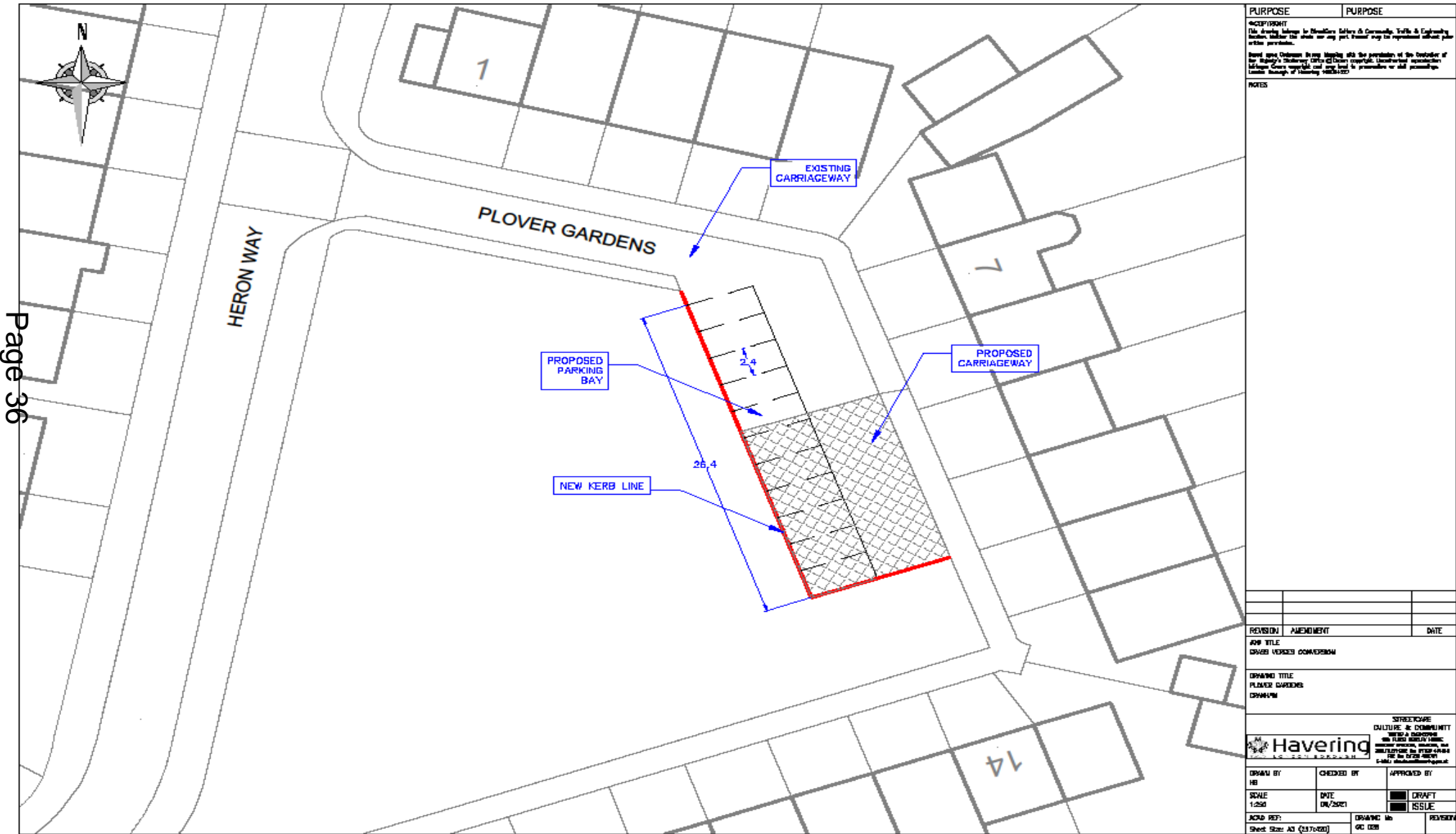
	Location	Ward Area	Total score (max 400)	Costing
1	BARNSLEY ROAD	Harold Wood	330	£79,776.92
2	KINGSBRIDGE CLOSE	Harold Wood	330	£84,455.00
3	KINGSBRIDGE CIRCUS	Harold Wood	340	£162,151.21
4	HALESWORTH CLOSE	Harold Wood	350	£146,125.95
5	HAYDOCK CLOSE, EPSOM WAY	Hacton	340	£157,970.58
				£630,479.66

Appendix C – Proposed designs for all sites by Ward

1. Brooklands Ward

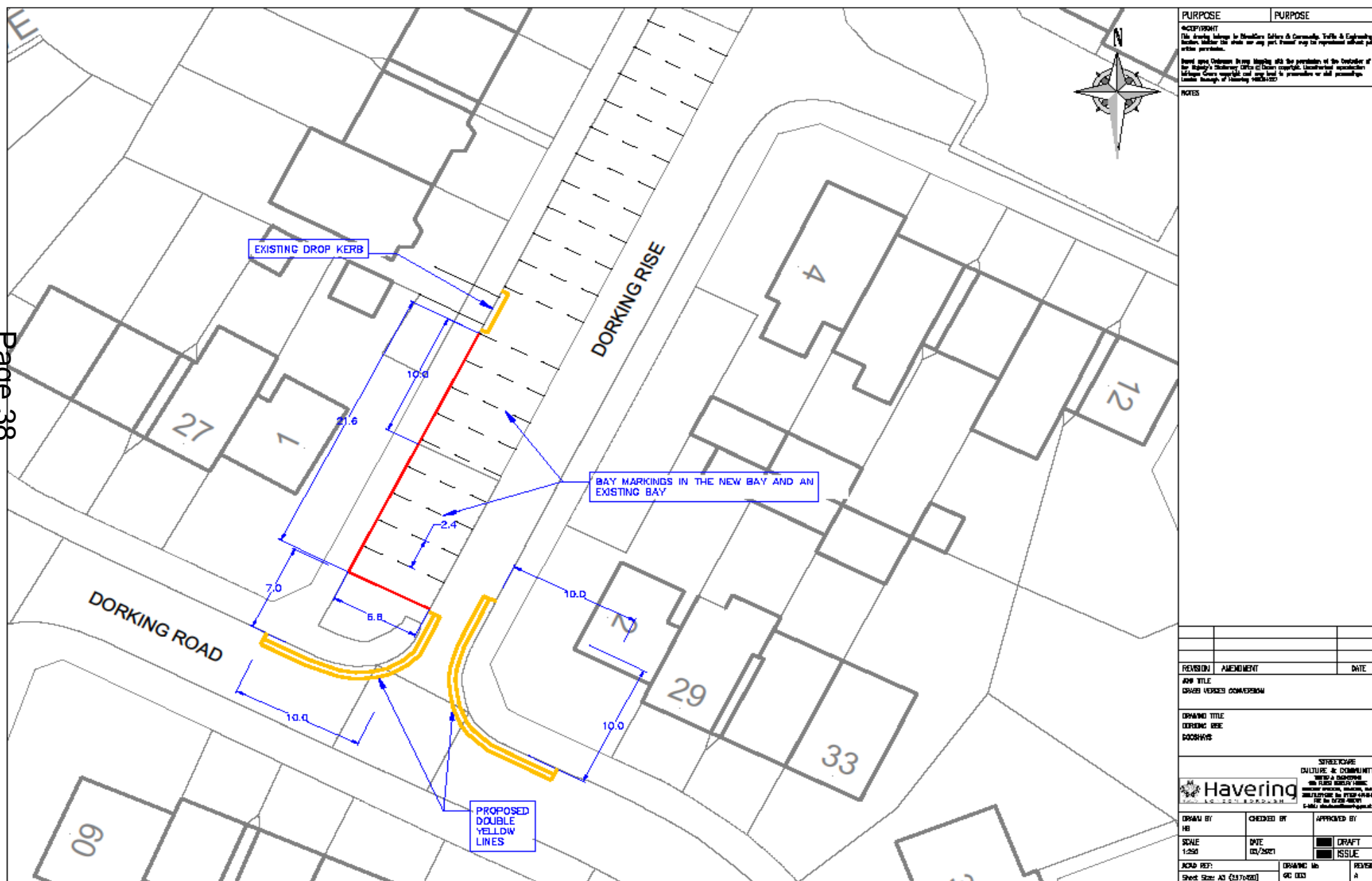


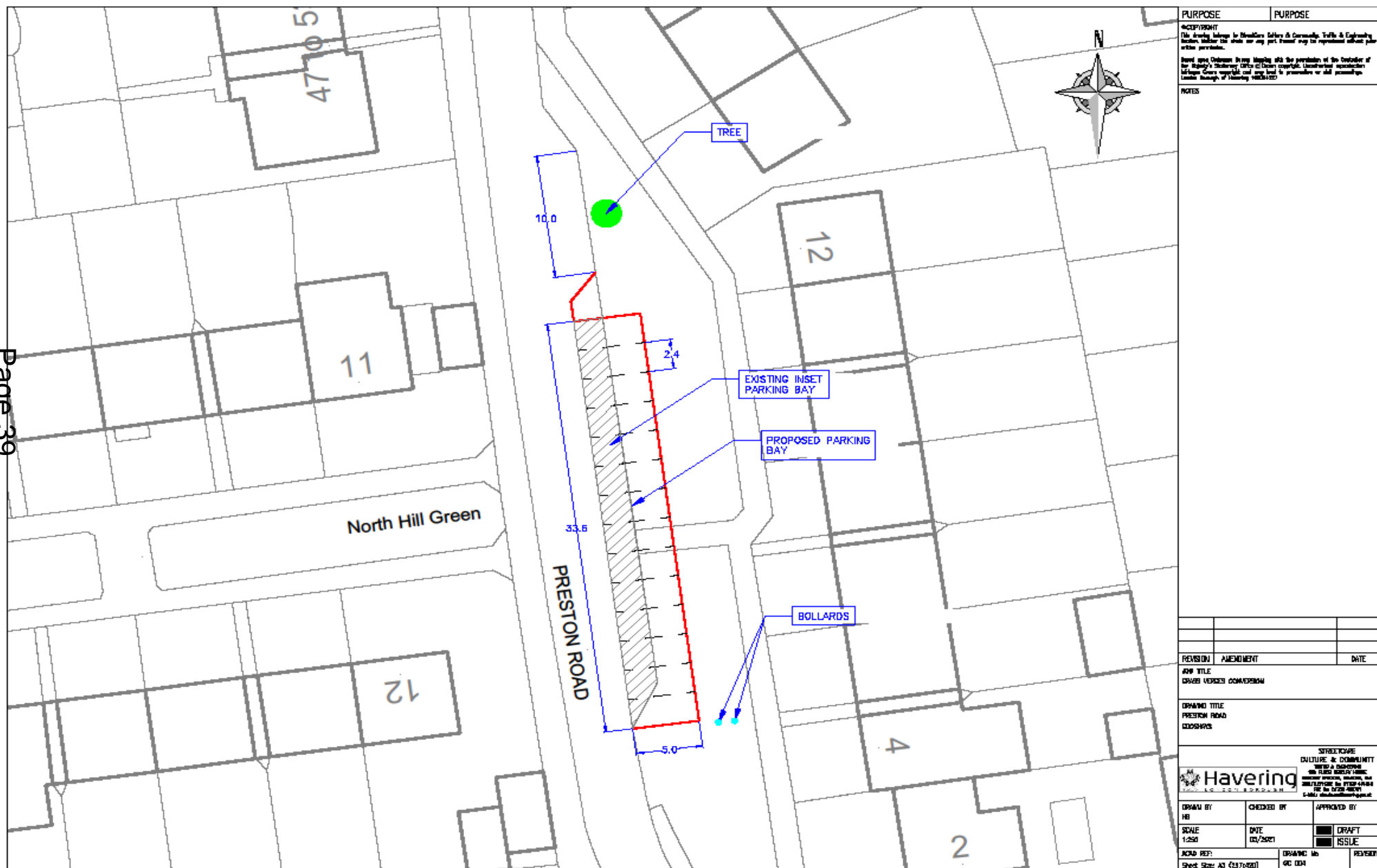
2. Cranham Ward

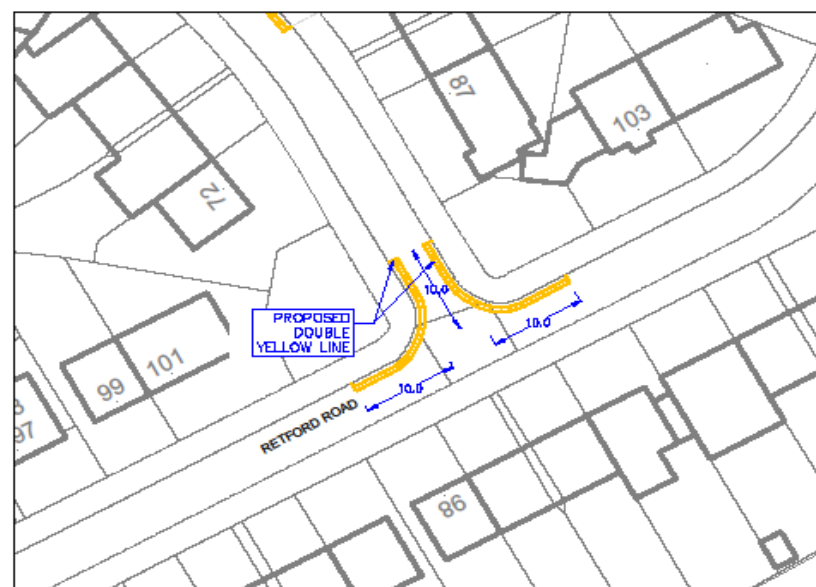
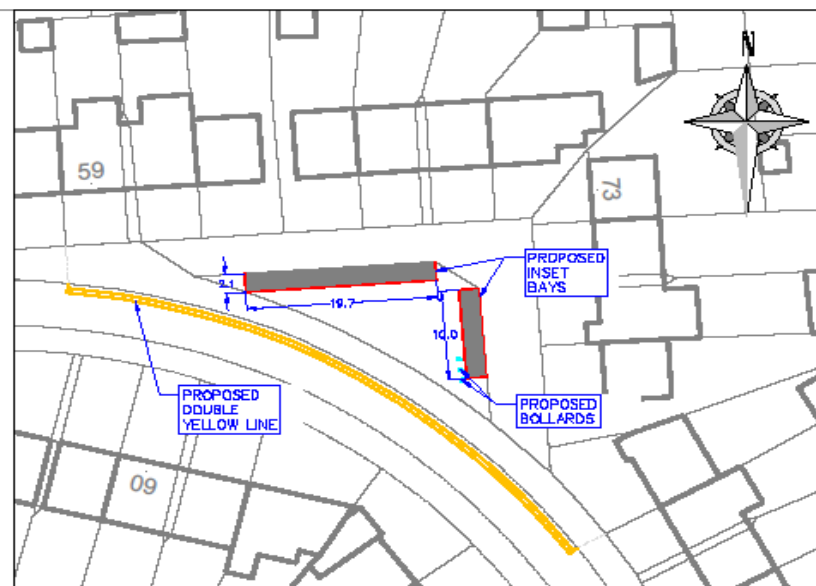


Page 37

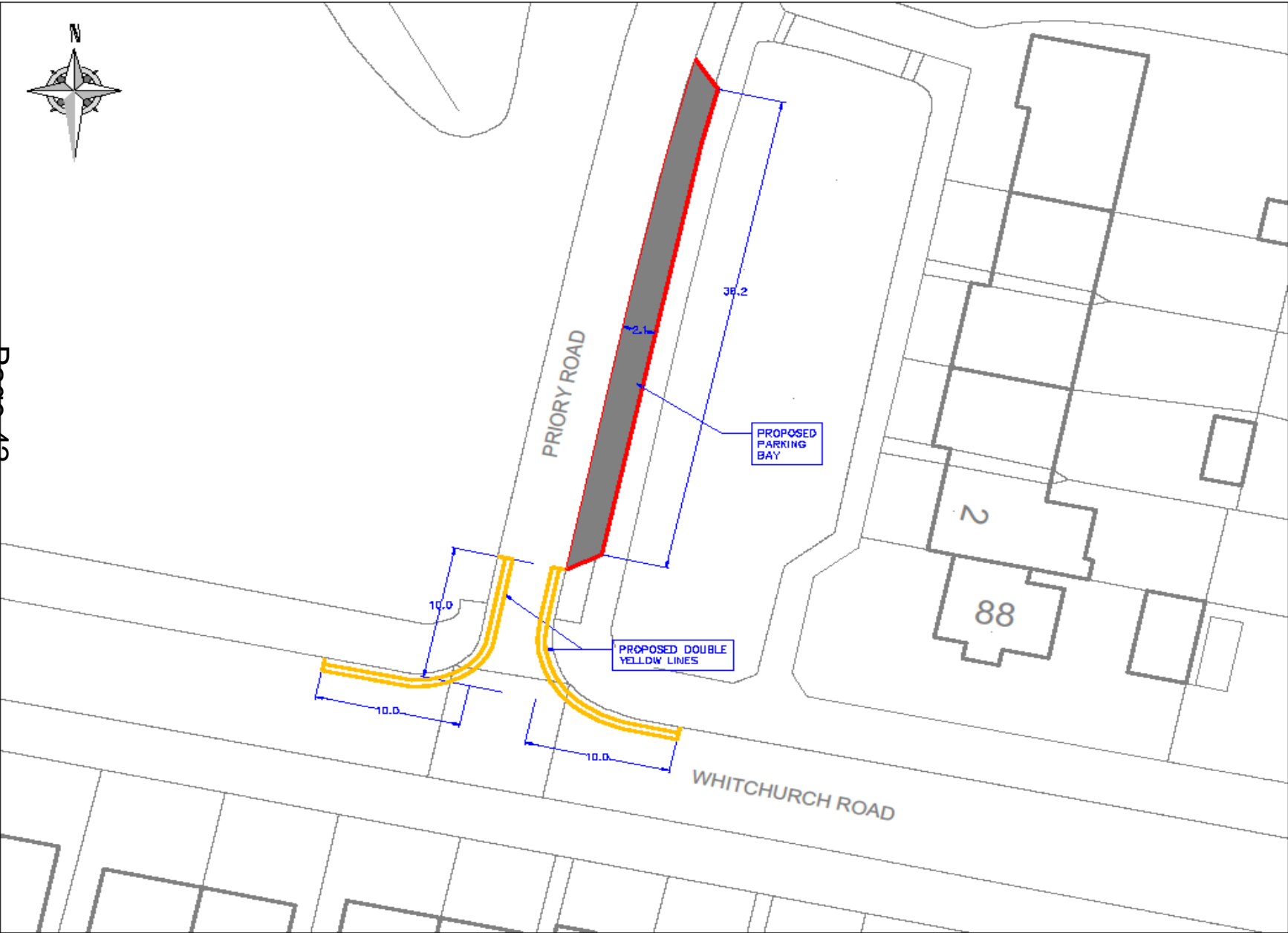






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PURPOSE	
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NOTES	

REVISION	AMENDMENT	DATE

JOB TITLE
DRAWN VERSUS COMMISSION

DRAWING TITLE
PRIORY ROAD
G000000000

STREETSCAPE
CULTURE & COMMUNITY
WITH A FOCUS ON THE
STREETSCAPE DESIGN, THE
DESIGN OF THE STREETSCAPE
AND THE DESIGN OF THE STREETSCAPE

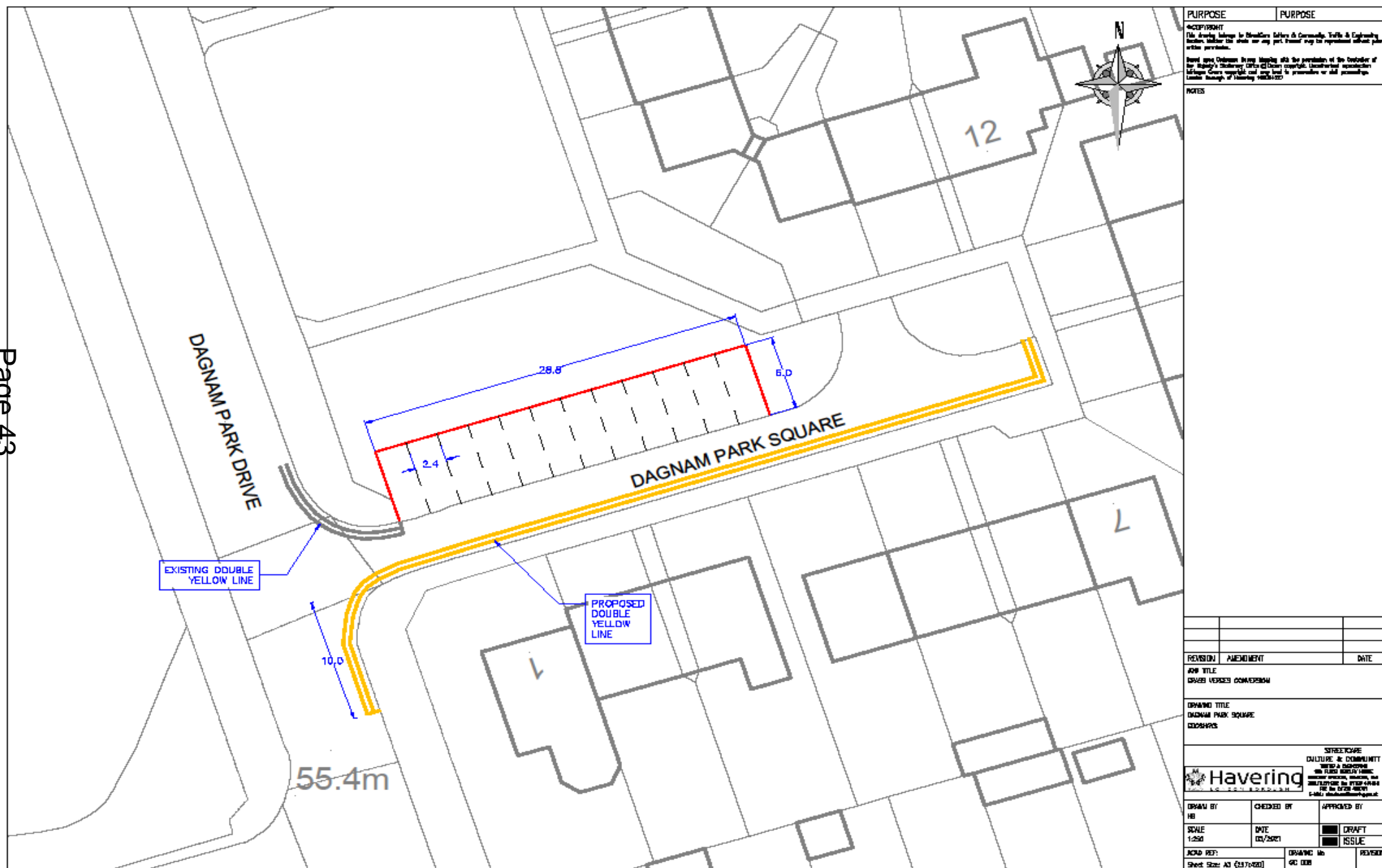
Havering
COUNCIL

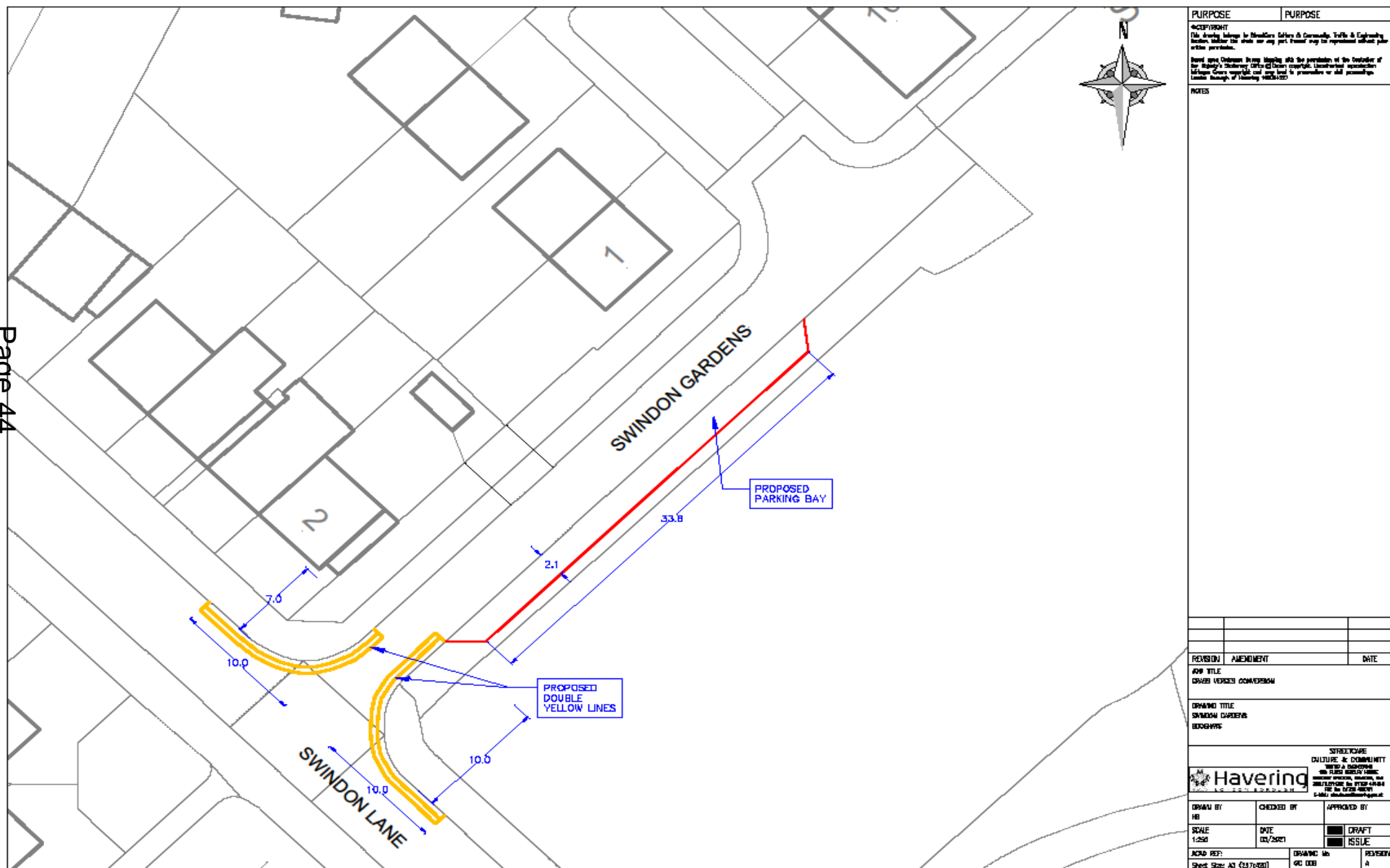
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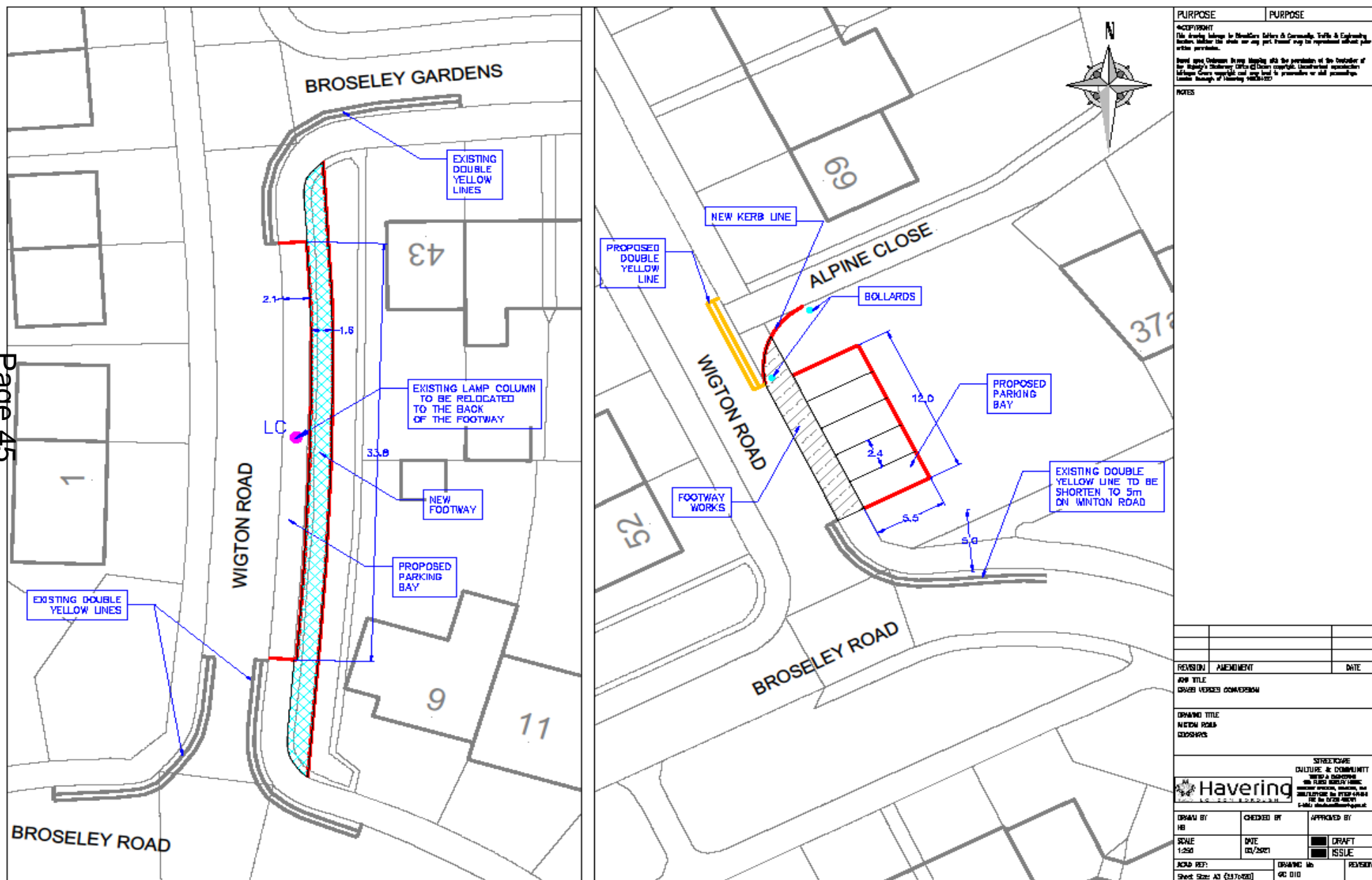
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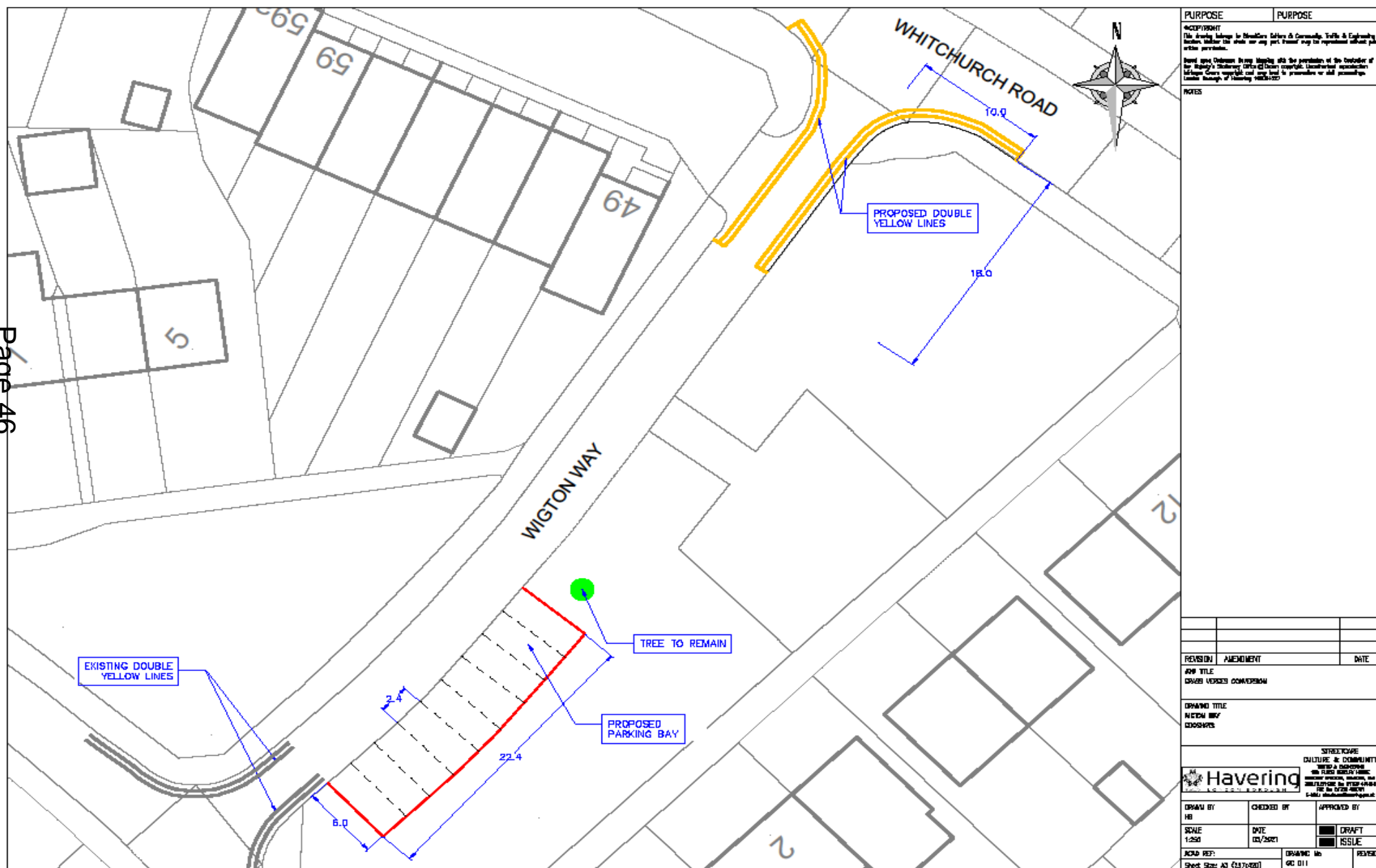
ROAD REF	DRAWING No	REVISION

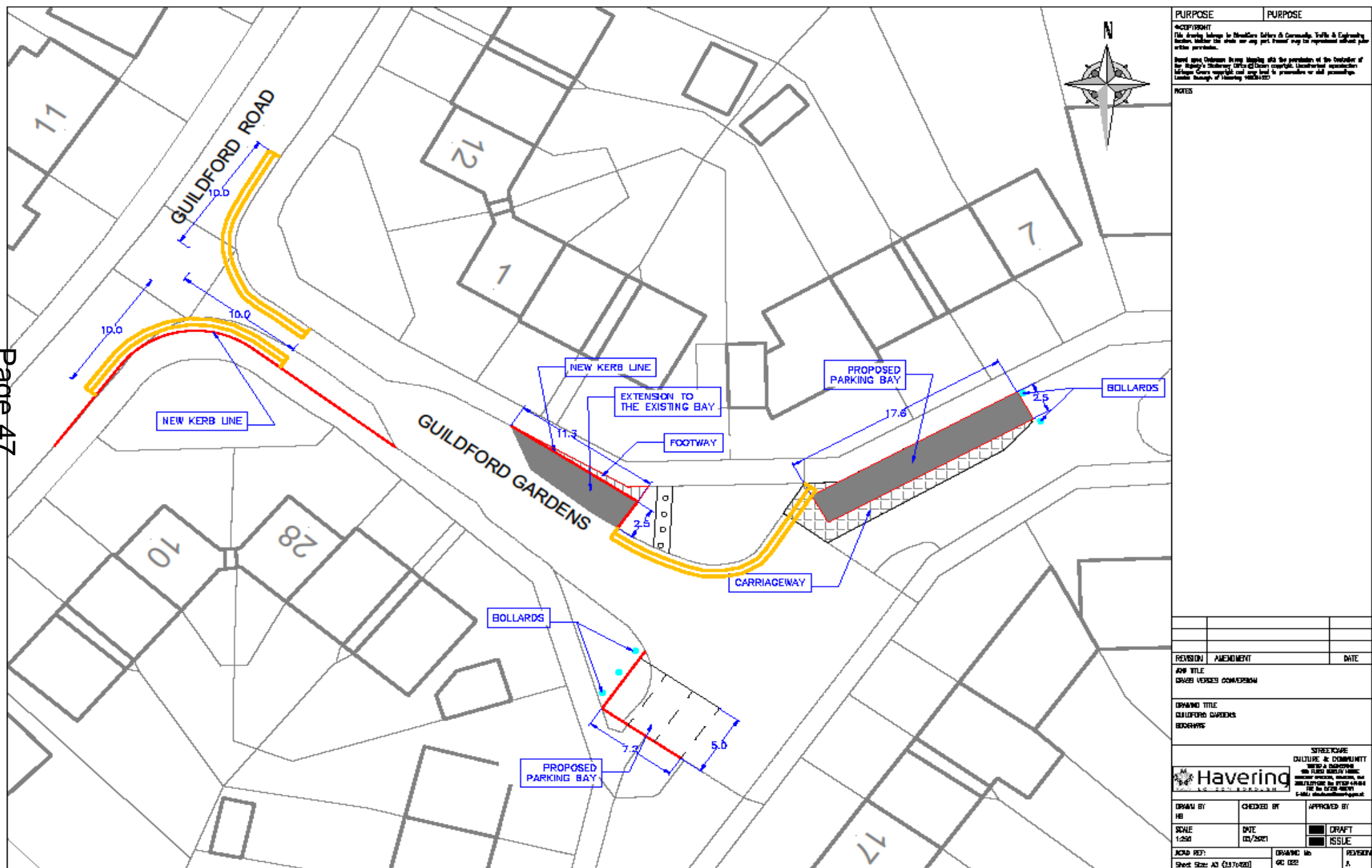
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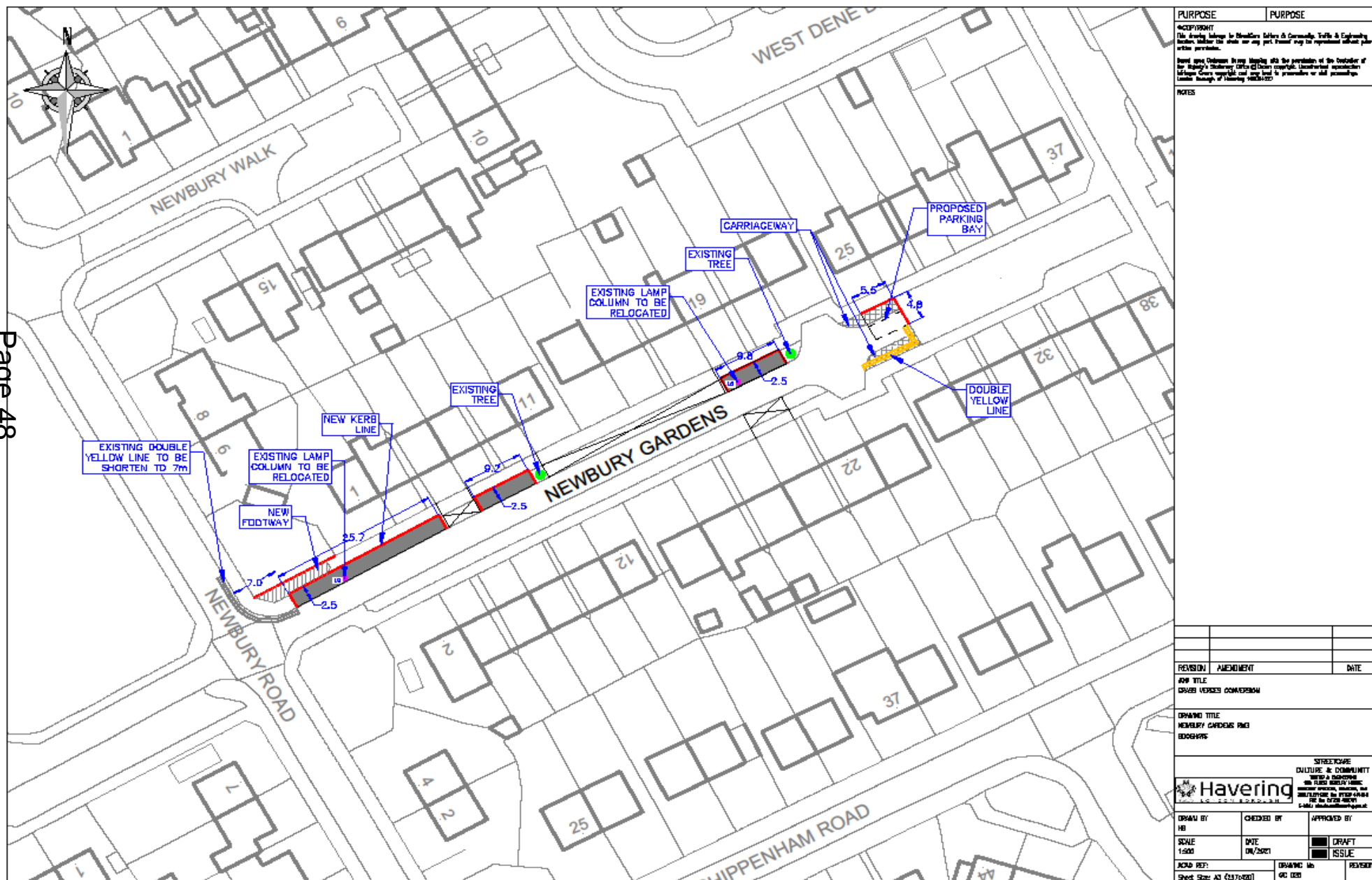


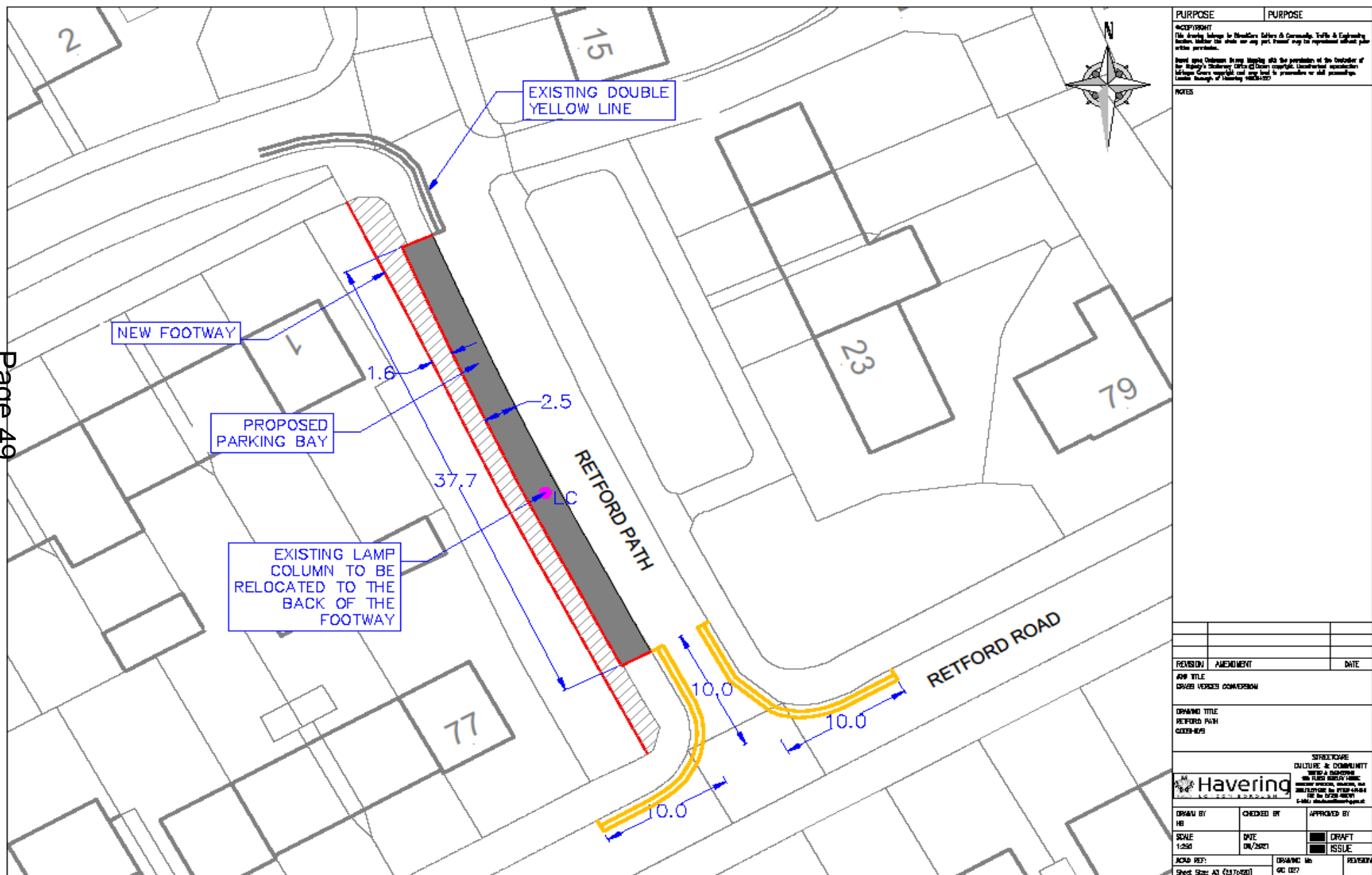


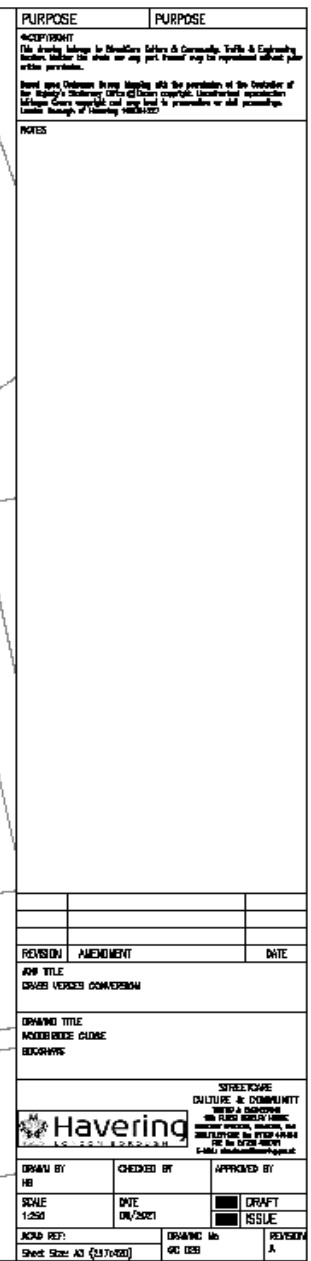










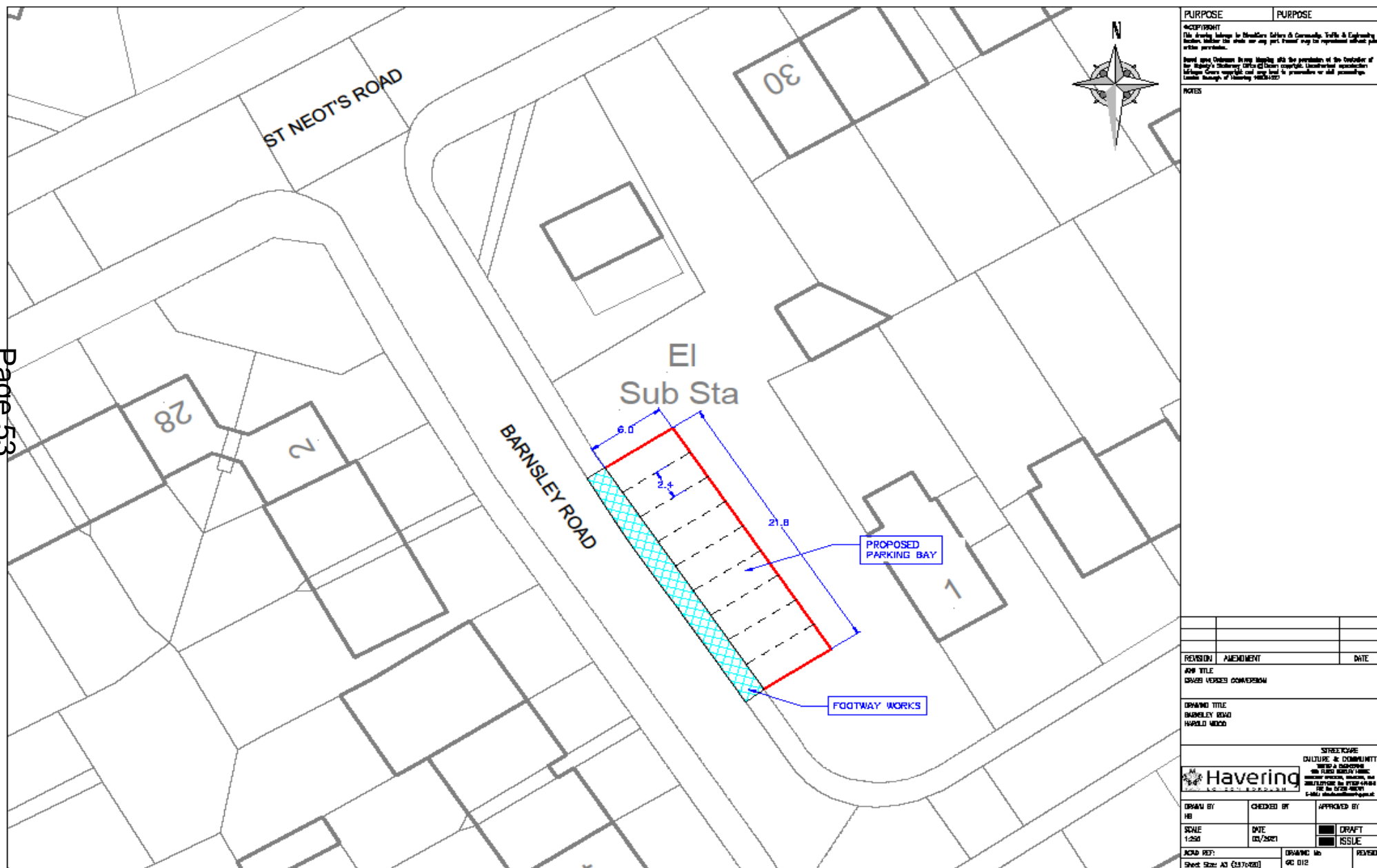


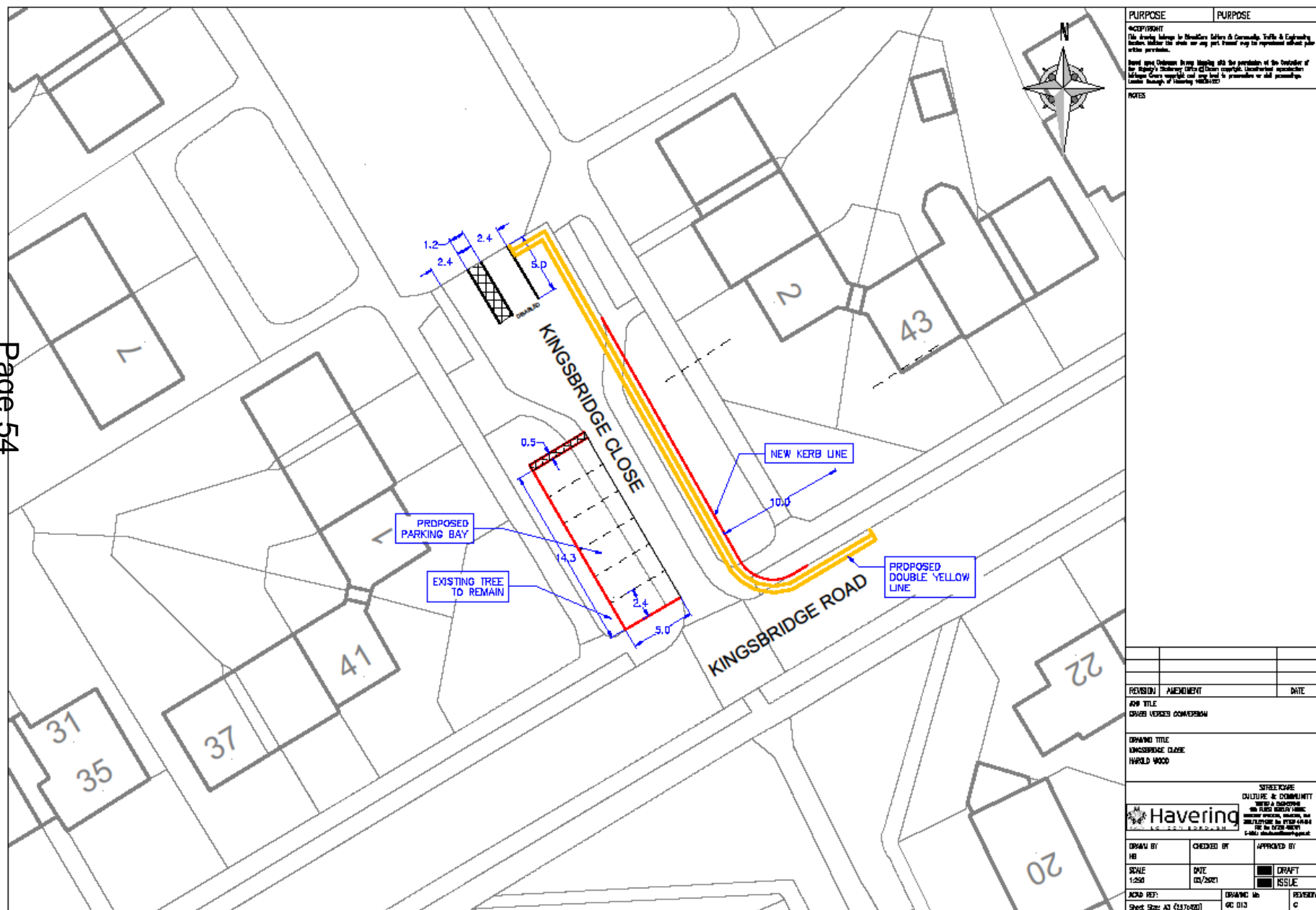
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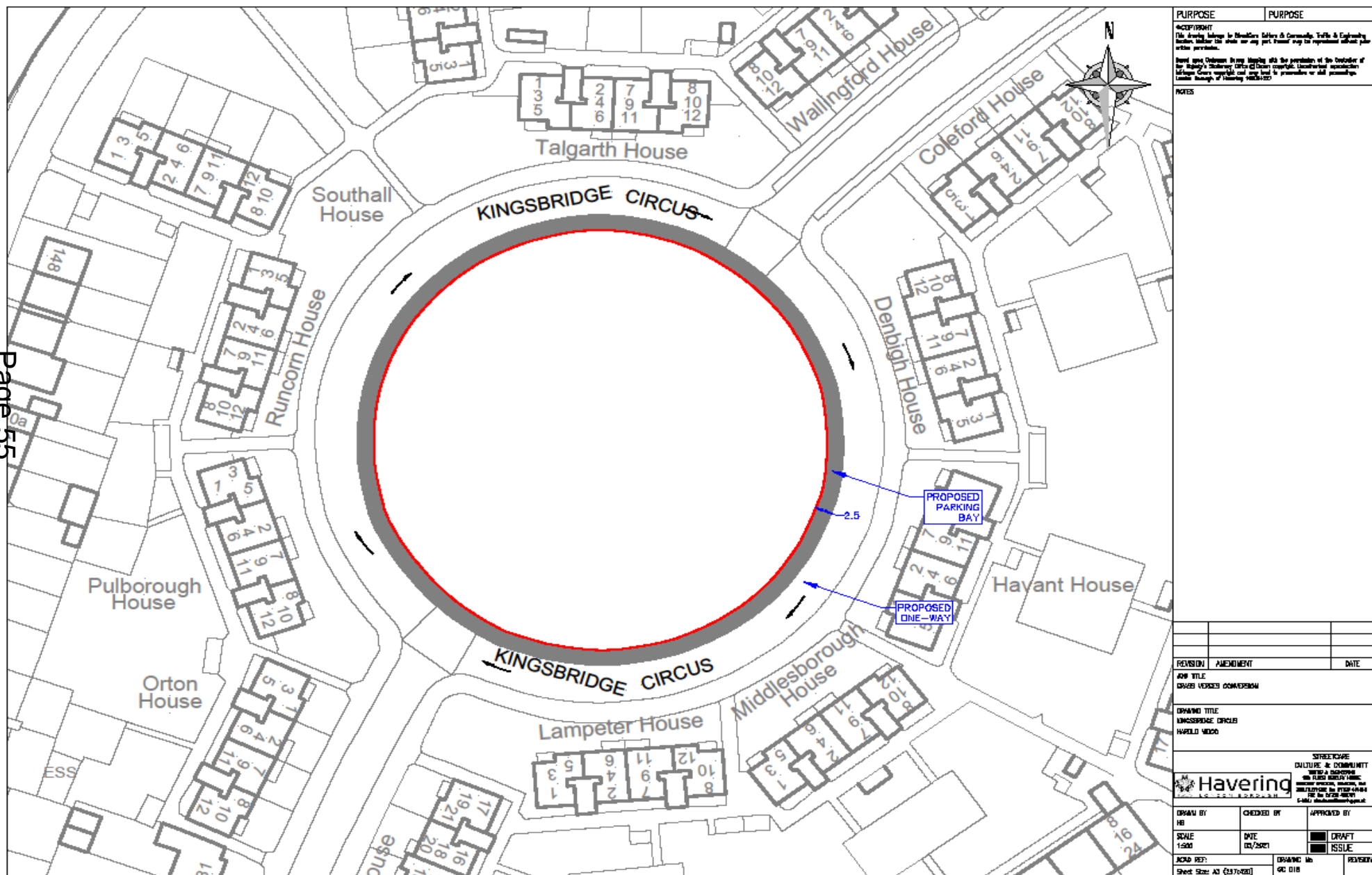


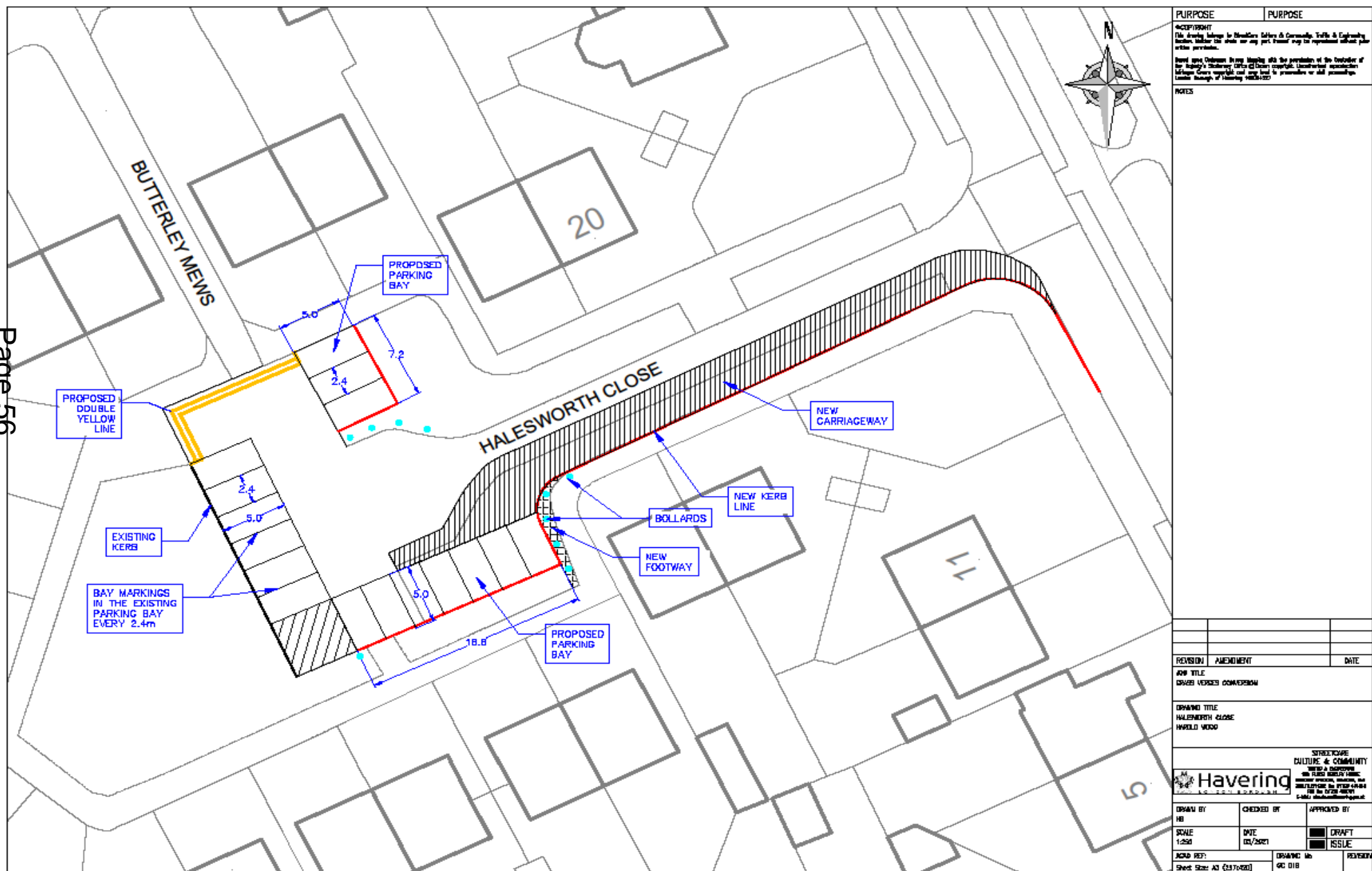
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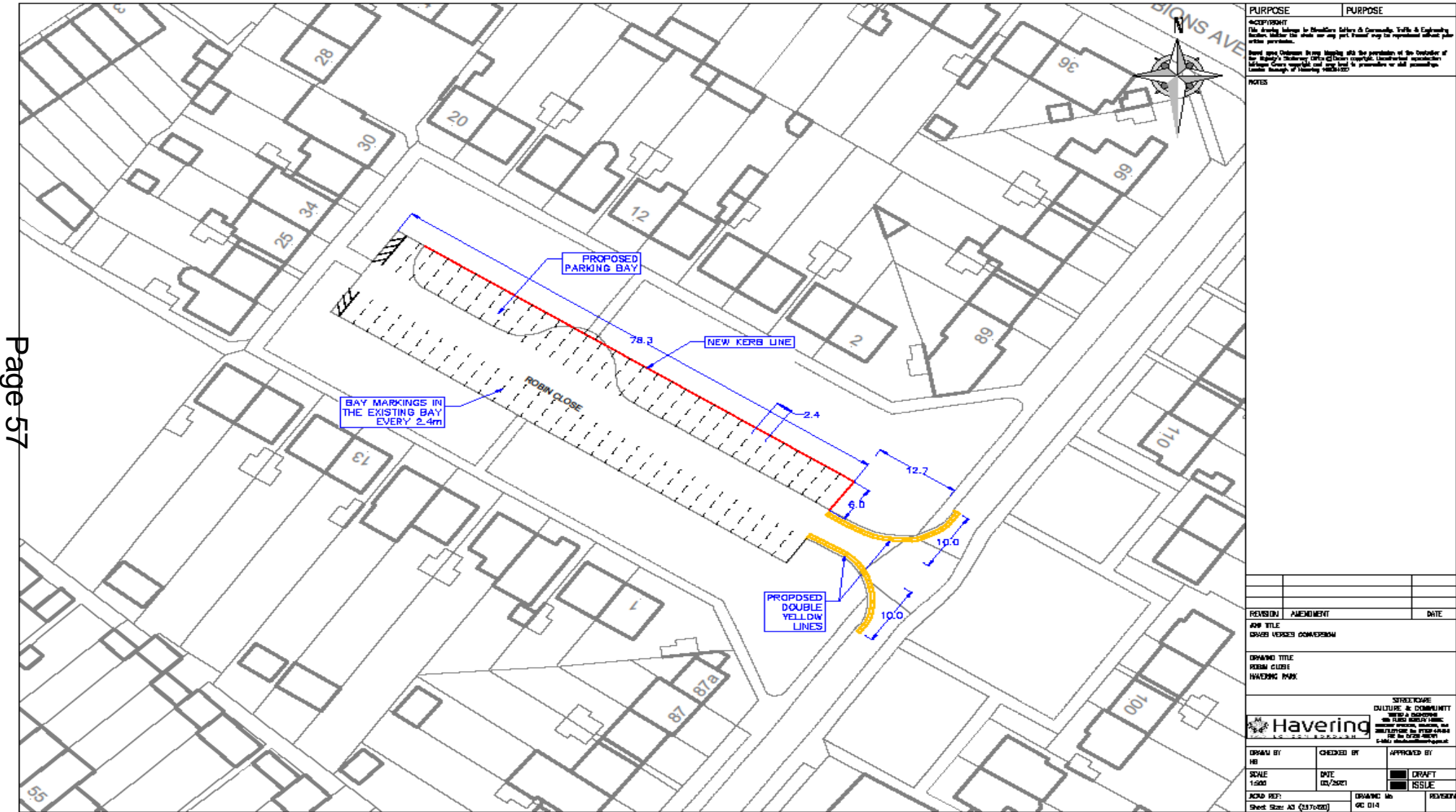






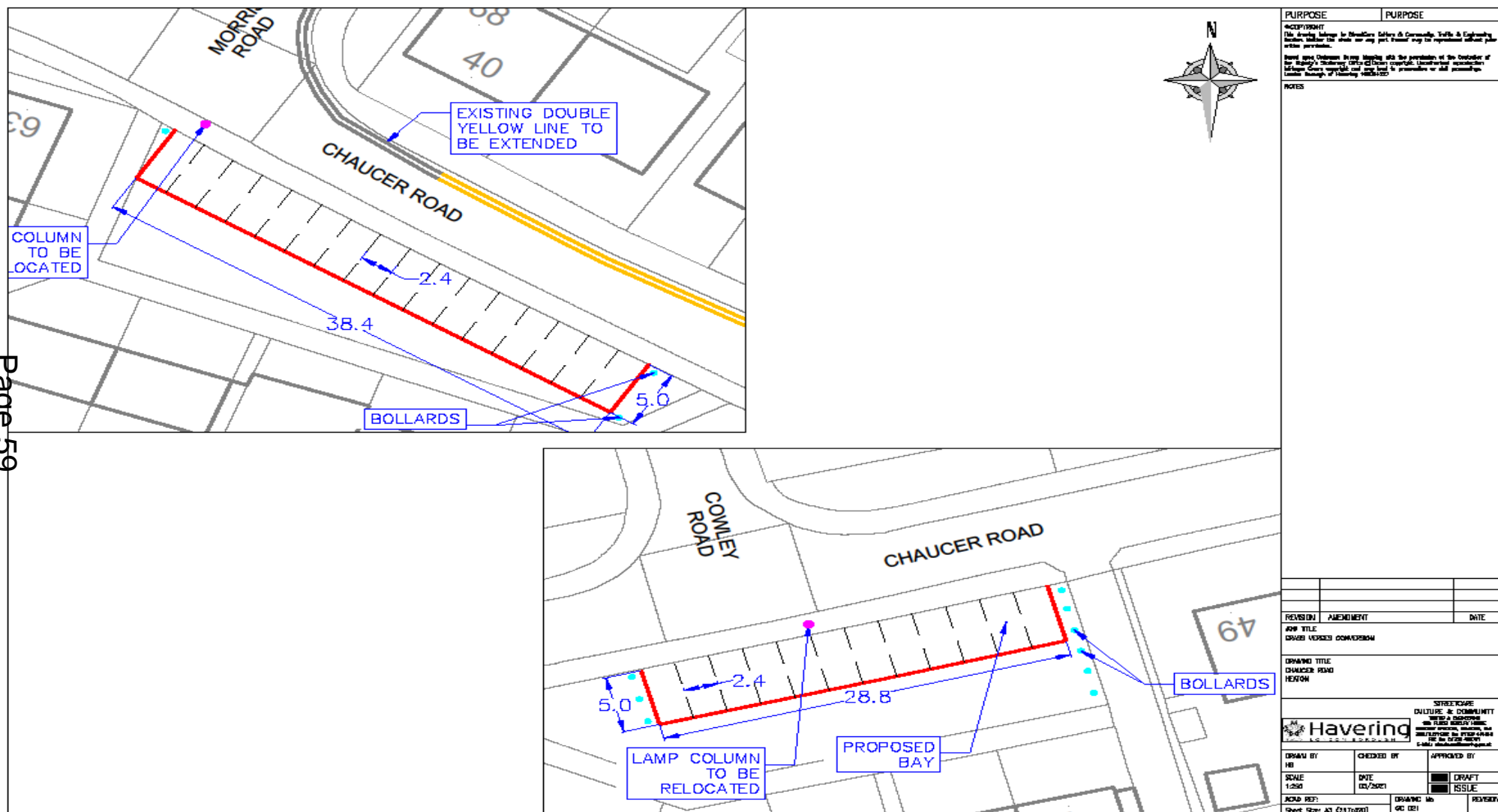


6. Havering Park Ward

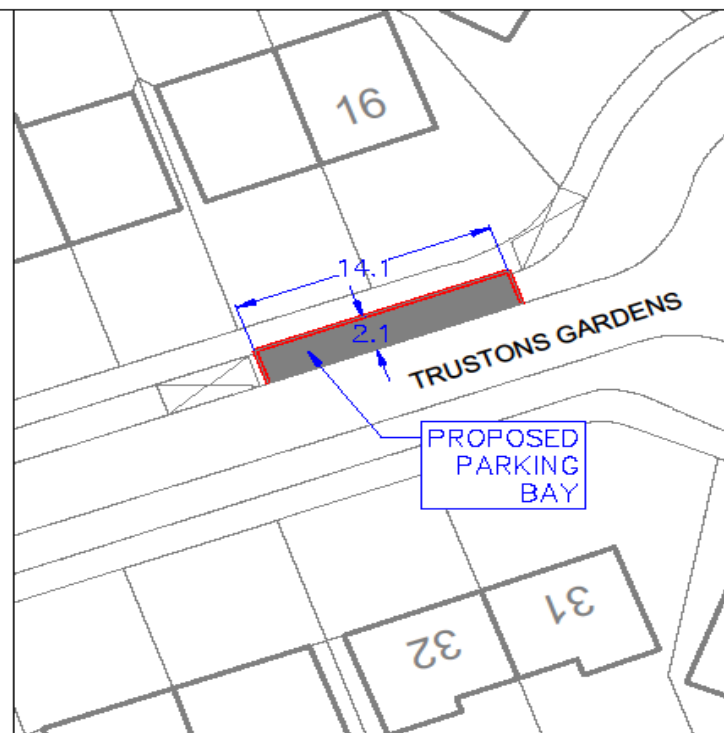




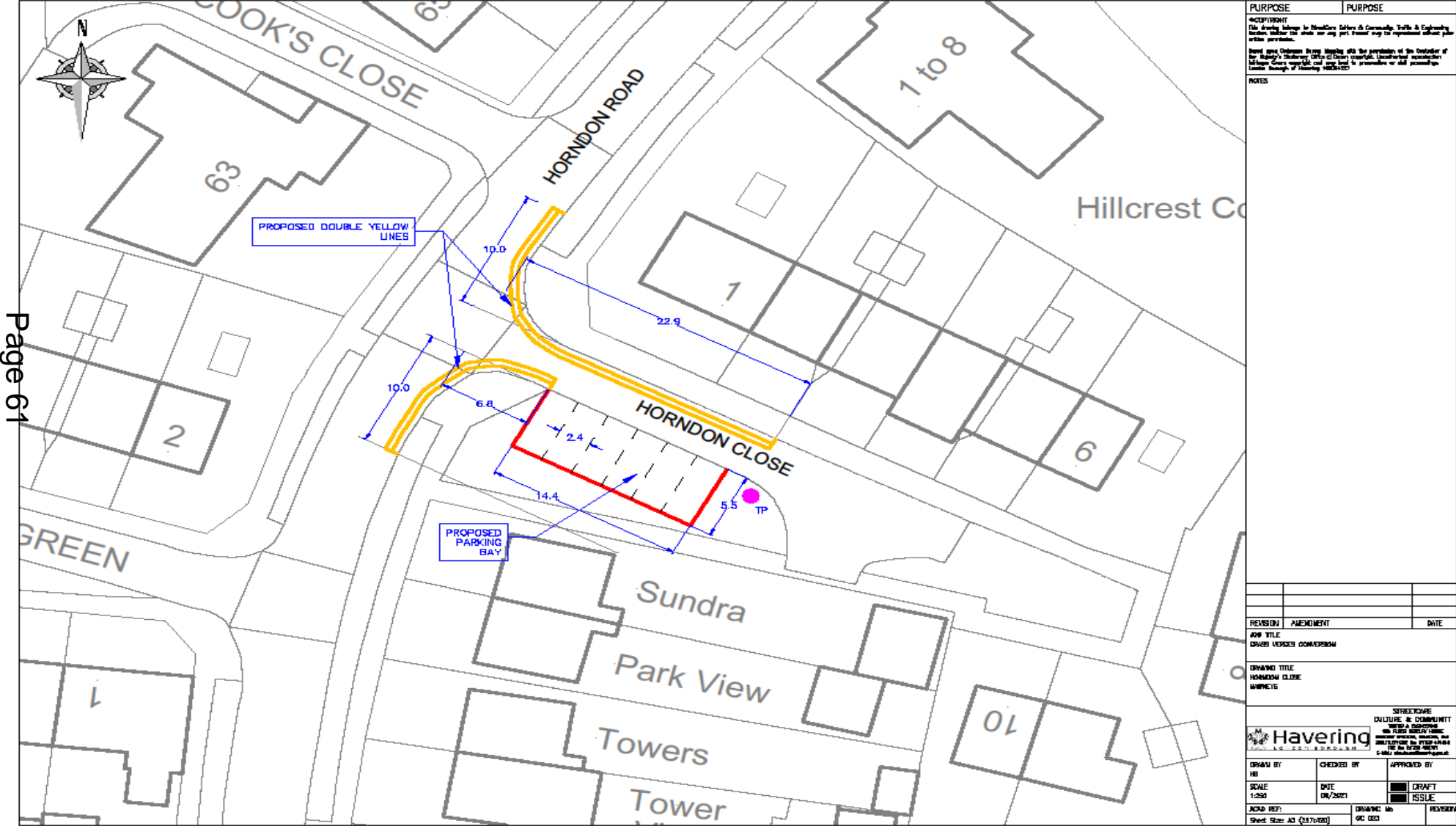
8.



The site plan shows a road labeled 'TRUSTONS GARDENS' running diagonally. To the left of the road are property boundaries with numbers 137 and 5. A proposed parking bay is shown as a grey rectangle with a red border, located on the right side of the road. The bay has a length of 12.9m and a width of 2.1m. A label 'EXISTING DOUBLE YELLOW LINE' points to a curved line on the left side of the road. A label 'PROPOSED PARKING BAY' points to the grey rectangle. A north arrow is located in the top left corner.

[illegible]

10.Mawneys Ward



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