



HIGHWAYS ADVISORY COMMITTEE

18 February 2012

REPORT

Subject Heading:

**TPC279 Brooklands Parking Review -
comments to advertised proposals**

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

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

SUMMARY

This report outlines the responses received to the informal consultation and the subsequent advertised proposals for the creation of a new permit parking zone (R07), and the introduction of waiting restrictions, a bus stop clearway, limited stay parking bays and Pay and Display parking provision in the Brooklands Ward, which were agreed in principle by this Committee, and recommends a further course of action.

RECOMMENDATIONS

That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Community Empowerment that the proposals as shown on drawings reference plan 1 and plan2 attached to this report be:

1. The proposals as shown on **Plan 1 (Appendix 1) & Plan 2 (Appendix 2)** attached to this report be implemented as follows:
 - a. implemented as advertised and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations; or
 - b. implemented as advertised with the permit element operational between 8am and 6.30pm Monday to Saturday and the effects of implementation be monitored for a period of 6 months, reporting back to this committee with any further recommendations; or
 - c. rejected
2. That it be noted that the estimate cost of £11,000 for implementation will be met from the 2013/14 Minor Parking Schemes budget.

REPORT DETAIL

1.0 Background

- 1.1 At its meeting on 19th February 2013, the Highways Advisory Committee, considering item no TPC279 Brooklands Ward agreed in principal that a review of the parking in the area be undertaken.
- 1.2 The Highways Advisory Committee requested that the Head of StreetCare proceed with an informal consultation by way of questionnaire to gauge views on parking and setting out options which aids Officers to design an appropriate scheme encompassing the local issues.
- 1.4 Approximately 625 letters and questionnaires were delivered to the area on 10th June 2013 with a closing date of 5th July 2013.
- 1.5 By the close of consultation, 191 responses had been received a 31% response rate overall. Of the 191 responses 64% (122) were in favour of some form of parking scheme, with 36% (69) against.

- 1.6 Of the 122 that supported the scheme 112 were in favour of permit parking although there was equal support of 56 for both operational times of 8am – 6.30pm or 8am – 8pm.
- 1.7 76 residents would prefer the permit scheme to be operational Monday to Saturday with 45 residents opting for Monday to Friday. The informal questionnaire/consultation data is set out on **Appendix 3** of this report.
- 1.8 Officers also held a consultation drop in session at St Augustine's Church Hall, which is located on Birkbeck Road, between 6pm to 8pm on Thursday 27th June 2013 to assist people in answering the questionnaire whilst providing information relating to the impacts of any potential scheme. Approximately 30 people attended this meeting.
- 1.9 Following the informal consultation, and based on the collected data, Officers produced an appropriate design and formally consulted. The proposals were designed in consultation with the Ward Members and Stakeholders and were subsequently advertised. Residents in the immediate area of the proposed scheme were notified by letter, enclosing a copy of drawings reference Plan 1 and Plan 2, attached to this report. Site notices were also placed throughout the area.
- 2.0 Approximately 447 letters and plans were delivered to local residents (excluding Norwood Avenue) on 8th November 2013, with a closing date of 29th November 2013 for representations. In addition to this key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press.
- 2.1 Those that were consulted asked to respond as follows:
1. You are **in favour** of the proposals
 2. You are **not in favour** of the proposals
 3. You are **in favour of part of the scheme**
- 2.2 By the close of consultation, 89 responses had been received a 20% response rate overall. Of the 89 responses 61% (54) were in favour of the proposal, with 34% (31) not in favour, and 5% (4) in favour of part of the scheme.
- 2.3 During the consultation Officers launched a further proposal shown on drawing reference **Plan 2** on 22nd November 2013 to include free parking bays with a maximum stay of 3 hours and no return within 2 hours on both sides of the road, near to the junction of Rush Green Road. This will provide a parking facility for visitors to the area, including those of St Augustine's Church and local businesses.
- 2.4 Approximately 12 consultation letters and plans were delivered to local residents on 22nd November 2013, with a closing date of 20th December 2013 for representations. In addition to this key stakeholders were consulted such as London Buses, emergency services and Ward Councillors. Notices were also placed on site detailing the proposals and advertised in the press. The consultation data is set out on **Appendix 4** of this report.

2.5 Those that were consulted and were asked to respond as follows:

1. You are **in favour** of the proposals
2. You are **not in favour** of the proposals
3. You are **in favour of part of the scheme**

2.6 By the close of consultation, 11 responses had been received. Of the 11 responses 7 were in favour of the proposal, with 4 not in favour.

2.7 This report looks at the responses received to the advertised proposals for the area and recommends a further course of action.

2.0 Design Principles

2.1 Introduce permit parking in Dagenham Road, Lilliput Road, East Road, Wolseley Road, West Road, Grosvenor Road, and Birkbeck Road which will increase the available kerb space for resident in these roads. Related costs to the Permit Parking element:

Resident & Business permits charges	
Residents permit per year	1st permit £20.00, 2nd permit £25.00, 3rd permit and any thereafter £60.00
Business permit per year	Maximum of 2 permits per business £71.05 each
Visitors permits	£1.00 per permit for up to 4 hours (sold in £10.00 books of 10 permits)

2.2 Introduce a Pay & Display parking area in Birkbeck Road at the junction of Dagenham Road to provide a facility for those visiting the businesses and shops. Related costs and hours of operation relating to the proposed Pay Display Parking:

The pay and display parking facilities within Birkbeck Road will be operational between 8.00 a.m. and 6.30 p.m. on Monday to Saturday inclusive. The cost of this provision is 20 pence for the two hours then 50 pence for the maximum period of three hours where return to that same parking place would be prohibited for two hours.

2.3 Improve accessibility to bus service by introducing a bus stop clearway on Dagenham Road between Birkbeck Road and Grosvenor, heading into Romford.

2.4 Introduce waiting restrictions on Dagenham Road which is aimed to improve accessibility for resident to private forecourts, traffic flow and reduce congestion during busy periods.

2.5 Introduce free parking bays on Birkbeck Road with a maximum stay of 3 hours and no return within 2 hours on both sides of the road, near to the junction of Rush Green Road. This will provide a parking facility for visitors to the area, including those of St Augustine's Church and local businesses.

2.8 All of the proposals have been designed in conjunction with the Ward Councillors, resident groups and stakeholders.

3.0 Responses received

All comments are set out in **Appendix 5** of this report appended to this report

4.0 Staff comments

This part of the Brooklands Ward is within walking distance of the Queens Hospital site. Residents face daily issues with dangerous and inconsistent this is a particular issue in Dagenham Road, Traffic and Parking Control receives frequent complaints relating to commuter parking. Residents difficulties are further compounded because off-street parking to the front of properties is not an option for many as gardens are insufficient in size to accommodate a vehicle. Therefore residents have a greater demand for parking as kerb space is further reduced by commuter parking. This has led to a high level of complaints and requests for parking restrictions in this area which is further supported by the comments made during both the informal and formal consultations. Furthermore, enforcement cannot be carried out due to the lack of restrictions which prevents the Council from providing a satisfactory service.

A report was presented to the Regulatory Services Committee meeting held on 30th January 2013 where it was agreed to make alterations and construct an extension to the existing multi storey car park on the Queens Hospital site. This will provide up to 256 additional car parking spaces to serve Queens Hospital, together with revised access, landscaping and associated infrastructure. Should this proposal not be implemented there will likely be further pressure placed on the areas of in Dagenham Road, Lilliput Road, East Road, Wolseley Road, West Road, Grosvenor Road, and Birkbeck Road by staff and visitors of Queens Hospital.

The proposals are designed to enhance the area by significantly increasing the available kerb space for all residents, businesses and visitors by limiting long term non-residential parking.

The introduction of pay and display parking in popular local shopping areas has proved beneficial in promoting vitality in the local area and eliminating long-term parking. A number of Pay and Display schemes are operating successfully in other areas in the borough serving both businesses and local community.

These proposals will improve traffic flow, limit commuter parking and make further parking provisions for residents, businesses and shoppers. Based on the outcome of both the informal and formal consultations, it should be noted that the majority of respondents would prefer to see the period of the proposed restriction reduced to 8am – 6.30pm, Monday to Saturday. Therefore Officers recommend the proposals as set out in **option b** of this report be implemented.

IMPLICATIONS AND RISKS

Financial implications and risks:

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

The estimated cost of implementing the proposals as described above and shown on the attached plan is £11,000 including advertising costs. This cost can be met from the 2013/2014 Minor Parking Schemes revenue budget.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. A final decision would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change

This is a standard project for StreetCare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the StreetCare overall Minor Parking Schemes revenue budget.

Legal implications and risks:

Waiting restrictions, parking bays and one-way working require consultation and the advertisement of proposals before a decision can be taken on their introduction.

Human Resources implications and risks:

The collection of cash from pay and display machines is a labour intensive task. Currently, there are sufficient employees to undertake cash collection from existing P&D machines. However, a physical limit for cash collections will be reached in the very near future as more pay and display schemes are implemented. Consideration is being given to alternative approaches to cash collection including reduced collection frequencies, external provision or the reallocation of employees within Traffic & Parking Control or the engagement of new employees if a future business case deems it necessary.

However, for this scheme it is anticipated that collections can be met from within current staff resources.

Equalities implications and risks:

All proposals included in the report such as the pay & display, permit parking for business/residential/visitors, waiting restrictions and the bus stop clearway have been publicly advertised and subject to public consultation. Additionally a drop-in session

was organised by Officers to inform stakeholders about the proposed changes and answer their questions.

In relation to the protected characteristics within the Equality Act 2010, the consultation responses identified the potential negative impact of the parking scheme proposals on the worshippers of St Augustine's Church and community groups who use the Church Hall facilities such as Scouts, Guides, a Nursery and Blood donor service. As a result of these responses, the proposals were revised to mitigate this impact by providing free parking bays with a maximum stay of 3 hours and no return within 2 hours on both sides of the road.

We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses.

However, 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. The proposed parking restrictions and the low parking tariff will ensure that parking spaces are turned over regularly and that the opportunity to park is enhanced for local residents, particularly for disabled people, older residents and parents with children who are most likely to shop locally.

Disabled 'Blue' Badge holders are able to park for an unlimited time in resident permit bays and in Pay & Display parking bays and for up to three hours on restricted areas (unless a loading ban is in force).

As potential/likely equalities issues and concerns raised through the consultation have been factored into the final proposal, officers recommend that the proposed changes be implemented as advertised and the effects be monitored on a regular basis.

BACKGROUND PAPERS

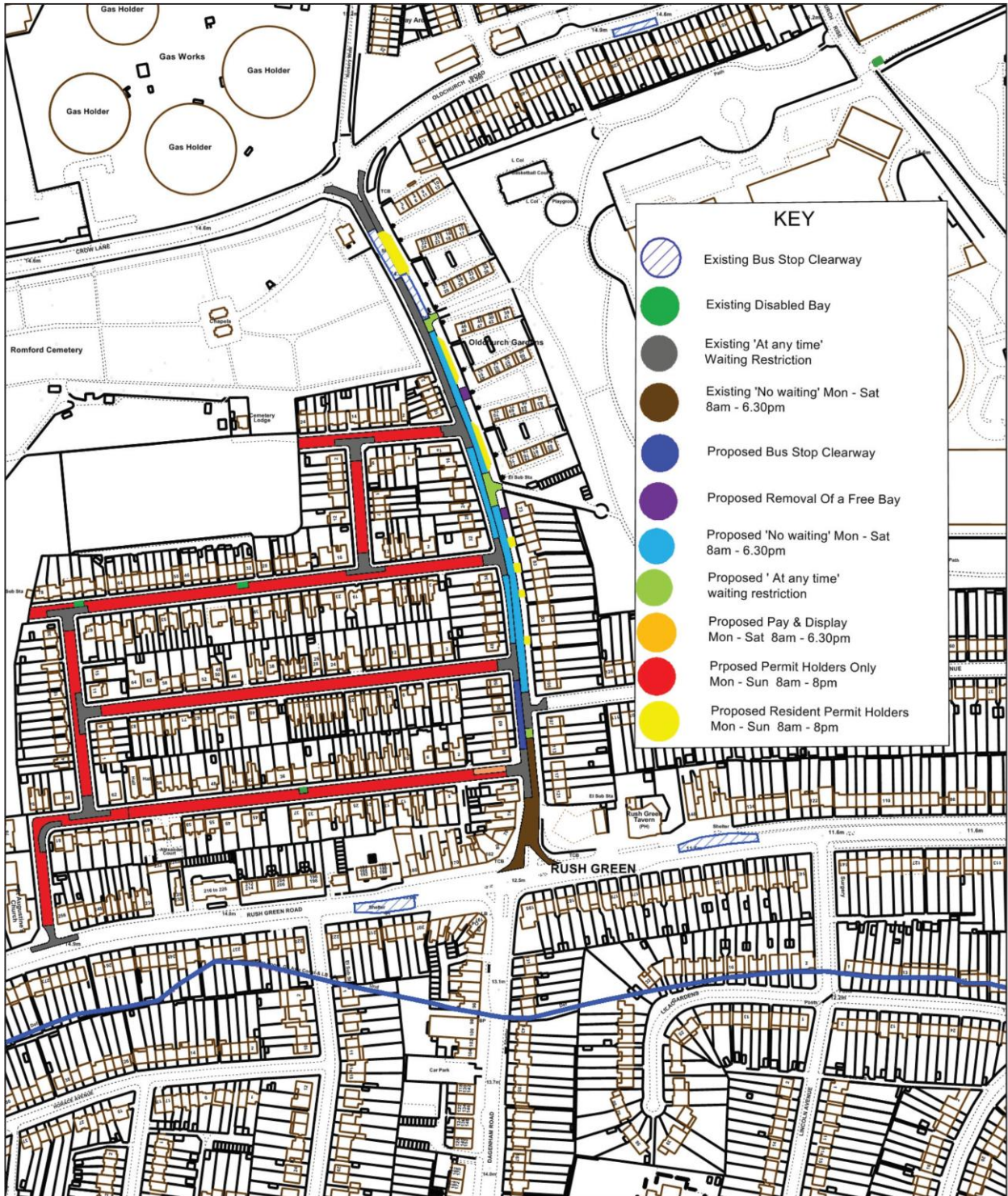
Appendix 1 – Plan 1

Appendix 2 – Plan 2


Appendix 3 - Outcome to informal questionnaire consultation:


Appendix 4 - Outcome to formal consultation for proposals

Appendix 5 – Comments to proposals



Plan 1 - Brooklands - R07 N
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Scale: 1:2250
Date: 04 February 2014
0 20 40 60 metres


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Ordnance Survey 100024327



Plan 2 - Brooklands - Free Parking Bay



Scale: 1:600
Date: 04 February 2014



London Borough of Havering
Town Hall, Main Road
Romford, RM1 3BD
Tel: 01708 434343

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Ordnance Survey 100024327



BROOKLANDS PARKING REVIEW RESULTS OF PUBLIC CONSULTATION																
Road	No of properties consulted	No. of Individual Responses received	% Return	For	Against	Restriction Type			What hours of the day				Days of the Week		Support Yellow Lines at Junctions	
						Res	Bus	WR	Timed Restriction	8am to 6.30pm	8am to 8pm	Other*	M-F	M-S	For	Against
Birbeck Road	73	17		7	10	5	2			3	4		2	5	9	1
Dagenham Road	45	13		12	1	10		2		3	9		1	11	12	
East Road	9	2		2		2				1		1	1	1	2	
Grosvenor Road	67	12		8	4	8				5	3		5	3	8	
Lilliput Road	18	8		7	1	6		1	1	3	3		3	4	6	2
Norwood Avenue	118	27		4	23	3		1		2	2			4	8	
Oldchurch Gardens	83	3		2	1	2				1	1		1	1	2	
Rush Green Road	118	23		9	14	7	1	1		5	3	1	4	5	9	
West Road	21	5		3	2	2		1		3			2	1	3	
Wolseley Road	73	36		34	2	34			2	18	14		13	21	36	
Other		45		34	11	30		3	3	12	17	1	13	20	34	1
Totals	625	191	30.56	122	69	109	3	9	6	56	56	3	45	76	129	4

1 person from the **Other** section has agreed for restrictions but does not agree with any proposals and would like pay & display in the road as its fair for everyone.

Appendix 3



Plan 1 - Brooklands Parking Review Consultation Responses						
ROAD	No. of properties consulted	No. of Individual Responses received	% Return	For	Against	In favour of Part of the scheme
Birkbeck Road	73	13		6	7	
Dagenham Road	77	11		10	1	
East Road	10	3		1	1	1
Grosvenor Road	68	13		9	3	1
Lilliput Road	16	3		2		1
Oldchurch Gardens	84	1		1		
West Road	22	3		3		
Wolseley Road	74	18		15	3	
Rush Green Road	23	2		1	1	
Other		22		6	15	1
Totals	447	89	19.91	54	31	4

Plan 2 - Birkbeck Parking Review Consultation Responses						
ROAD	No. of properties consulted	No. of Individual Responses received	% Return	For	Against	In favour of Part of the scheme
Birkbeck Road	12	11		7	4	



Appendix 5

For	Comments	Staff Comments
1.	A respondent supports the scheme but suggests that permit holders only times should be changed to 10am-4pm to prevent commuter parking whilst accommodating visitors. Alternative provision should be made for the one way section of Birkbeck road as parking is required here for visitors to the church and church hall activities. Perhaps something like maximum stay 3 hours.	Following discussions with the Vicar of St. Augustine's Church a revised proposal will provide a section of carriageway adjacent to and opposite the Church and hall of a maximum stay of 3 hours no return within 2 hours Mon – Sat 08.00am to 6.30 pm.
2.	A resident of Birkbeck Road supports the scheme as he is unable to park near to home due to hospital workers parking all times of the day and night. Emergency vehicles are unable to stop.	It is hoped that the proposed scheme will address all of these issues.
3.	A respondent is in favour of the part of the scheme to introduce Permit Parking but does not wish to pay a charge for a Permit to park on his own road given that he already pays council tax.	The proposed permit parking is Mon – Sun 8am – 6.30pm however this can be reduced following formal consultation to meet requirements. The number of days and time limits within a proposal cannot be increased at this time.
4.	A resident of Lilliput Road is in favour.	
5.	A resident of Grosvenor Road is in favour.	
6.	2 residents of Wolseley Road are in favour.	
7.	A resident of Birkbeck Road is in favour. Currently emergency vehicles are obstructed by parked cars.	It is hoped that the proposed scheme will address all of these issues.
8.	A resident of Dagenham Road is in favour. Currently emergency vehicles are obstructed by parked cars.	It is hoped that the proposed scheme will address all of these issues.
9.	A resident of Dagenham Road is in favour.	
10.	A resident of Grosvenor Road is in favour.	
11.	A resident of Grosvenor Road states there is no problem at weekends so permits only required Mon to Fri between 8am and 6pm.	The proposed permit parking is Mon – Sun 8am – 6.30pm however this can be reduced following formal consultation to meet requirements. The number of days and time limits within a

		proposal cannot be increased at this time.
12.	A resident of Birkbeck Road is in favour however feels that permits are only required Mon to Fri 8am to 6pm	
13.	A resident of Wolseley Road is in favour.	
14.	A resident of Grosvenor Road is in favour.	
15.	A resident of Wolseley Road is in favour.	
16.	A resident of Rush Green Road is in favour.	
17.	A resident of Wolseley Road is in favour.	
18.	A resident of Lilliput Road is in favour.	
19.	A resident of Dagenham Road is in favour but would like extension of DYL at Jcn of Wolseley Rd and Dagenham Rd up to no. 30 to stop hospital workers from parking.	This section of Wolseley Road will be within the permit holders' area which will not be available to hospital staff unless they are residents. Extending the double yellow lines would prevent anyone from parking, including residents.
20.	A resident of East Road is in favour.	
21.	A resident of Wolseley Road is in favour.	
22.	A resident of Dagenham Road is in favour.	
23.	A resident of Birkbeck Road is in favour as he is a disabled person and uses the dial a ride. He believes that many of the properties have multiple occupants with up to 4 or more cars which adds to the problems.	Where there are multiple occupants with vehicles at a property each one will require to have a valid permit.
24.	A resident of Wolseley Road is in favour.	
25.	A resident of Grosvenor Road is in favour.	
26.	A resident of Birkbeck Road is in favour.	
27.	A resident of Birkbeck Road is in favour.	
28.	A resident of Wolseley Road is in favour.	

29.	A resident of Wolseley Road states that the staff of Queen's hospital use the streets as an overflow car park with no consideration for local residents. In the past year his car has been damaged 3 times. If he uses his vehicle between 07:00 and 20:00 hours he has to park at least 400-500 metres from his home on his return. A recent tactic has become quite alarming; several hospital worker have familiarised themselves with the daily schedule of local residents. Motorists are now parking in neighbours' driveways waiting for the spaces to become vacant, very often revving their engines and moving forward aggressively in order to intimidate residents into vacating the parking space faster.	It is hoped that the proposed scheme will address all of these issues.
30.	A resident of Grosvenor Road is in favour in order to reduce congestion caused by hospital workers parking and also in favour of paying for permits if they are limited to residents. Concerned whether he can park across his own dropped kerb	Residents and their visitors can park across their own dropped kerb providing they are displaying the appropriate permit.
31.	A resident of Wolseley Road is in favour but would like to see a reduction in the cost of the first permit for people over 65.	The permit charges are set borough wide and there are no plans at this stage to reduce the charges for the over 65s. Havering Council's permits charges are one of the lowest in London and have been for many years.
32.	A resident of West Road is in favour.	
33.	A resident of Grosvenor Road is in favour.	
34.	A resident of Wolseley Road is in favour.	
35.	A resident of Birkbeck Road is in favour.	
36.	4 residents of Dagenham Road are in favour. Scheme will improve the lives of residents and greatly increased the flow of traffic on Dagenham Road benefitting emergency vehicles and public transport.	
37.	A resident of East Road is in favour	

38.	A resident of Lilliput Road is in favour of part of the scheme but feels that businesses should be allowed free parking for one vehicle, as in the present economic climate, they do not really need any more overheads.	There is limited private parking to the rear of the businesses which can be utilised. Businesses can also apply for two permits and 150 visitor permits for their customers.
39.	A respondent is in favour.	
41.	A respondent is in favour.	
42.	A resident of Dagenham Road is in favour	
43.	A respondent is in favour.	
44.	A resident of Wolseley Road is in favour.	
45.	A resident of Wolseley Road is in favour	
46.	A resident of Dagenham Road supports the proposed resident permits. However, Monday to between 8am and 6pm .	
47.	A resident of Dagenham Road is in favour.	
48.	A resident of Grosvenor Road is in favour of the CPZ providing the following conditions: <ul style="list-style-type: none"> - First permit should be free and second should be £20 - Visitor permits should be valid for the whole day -Business permits should be more 	The cost of permits is the same across the borough and is one of the lowest in London and is considered to be fair to residents and businesses. It would not be logistically feasible to have different charges at different locations.
49.	A respondent is in favour Mon to Fri only	
50.	A resident of Old Church Gardens is in favour of the scheme but is concerned about the small car park that is part of Oldchurch Garden flats. Often visitors to the Hospital park in their car parking spaces and once the scheme is underway he predict lots more people trying to do this. Would it be possible to include the car park and road leading into the car park in the residents parking scheme.	We will monitor the effects and ask that any issues that arise be reported.
51.	A resident of Grosvenor Road is in favour.	
52.	2 residents from Wolseley Road are in favour.	

53.	A resident of Wolseley Road is in favour.	
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Against

	Comments	Staff Comment
1.	A resident of Birkbeck Road states that the scheme will worsen parking. There are 17 business users who will want all day parking resulting in 250 permits a year.	Each business will be allowed 2 permits with 150 visitor permits per year. The visitor permits are for a maximum of 4 hours. This should ensure a constant turnaround of parked vehicles. It is also proposed to install a section of pay and display parking for customers stopping for a minimal time.
2.	A resident of Grosvenor Road objects to paying for a permit. Businesses will be adversely affected. Evenings and weekends are not a problem.	The cost of a permit in Havering is far lower than many other Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.
3.	A resident of Birkbeck Road is against the proposed scheme and feels that it should not operate on Sat & Sun as parking is only an issue Mon-Fri. Also a restriction for an hour or so am & pm Mon-Fri would suffice to alleviate the issue.	The proposed permit parking is Mon – Sun 8am – 6.30pm however this can be reduced following formal consultation to meet requirements. The number of days and time limits within a proposal cannot be increased at this time.

4.	A respondent is against any parking controls in Birkbeck Road. There would be no parking problems if hospital staff were not charged to park in the hospital. Proposals will put the small businesses in Rushgreen out of business.	The parking charges at the hospital are entirely the responsibility of the hospital trust. LBH has no influence over this provision.
5.	A resident from Rush Green Road lives in a shared house with other tenants and would find the scheme costly.	The cost of a permit in Havering is far lower than many Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.
6.	Residents from Birkbeck Road are only tenants which makes the schemes extremely inconvenient and costly for them.	The cost of a permit in Havering is far lower than many Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.
7.	A resident of Wolseley Road feels more thought should go into providing hospital staff with nearer, safer parking facilities. There are no issues with parking at weekend.	The parking charges at the hospital are entirely the responsibility of the hospital trust.
8.	A resident of Birkbeck Road states parking in the area is only slightly exacerbated through use by hospital staff. The proposed scheme represents a disproportionate response and is a stealth tax on residents and will damage local businesses. The proposed cost of visitors' permits is also prohibitive - people would stop visiting. The elderly and vulnerable would suffer.	The cost of a permit in Havering is far lower than many Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.

9.	A resident of Grosvenor Road states it makes it harder to sell properties when parking permits are in place. Most houses have dropped kerbs or more than one car per household. She has no wish to pay to park in her own street and would rather put up with other people parking in it during the day. She can park when she comes home from work in the week and at weekends.	We cannot comment on the effects on house prices however the proposals offer residents more kerbside space for parking than is currently available at busy times.
10.	A respondent states that if parking was made available to Hospital Staff there would not be any issues. There were no issues when the Hospital was on Old site.	The parking charges at the hospital are entirely the responsibility of the hospital trust.
11.	A resident of Dagenham Road is against the proposals. This will cause chaos on these roads. It would also cause displacement to Norwood Ave as it will not be a controlled zone.	The vast majority of properties in Norwood Ave have dropped kerbs across their entire frontage leaving a minimal amount of available kerb space for kerbside parking. The kerb space that is available is predominately adjacent to garden walls so parking for residents is not anticipated to become an issue.
12.	A resident of Wolseley Road is against the scheme as Norwood Avenue is not included and asks if visitors will still be able to park across dropped kerbs with the homeowners consent and without attracting a parking fine.	Residents and visitors cars can be parked across dropped kerbs providing they are displaying the appropriate permit.
13.	A resident of Birkbeck Road states that there is not currently a parking problem but the proposals will create one.	It is not understood how the proposal will cause rather than eliminate parking problems for residents.
14.	A resident of Rush Green Road is against the proposals as they will have a devastating effect on St Augustine's Church. The proposals for 8am-8pm Monday to Sunday restrictions are not necessary to improve residents' parking in the area and would harm the attendance at the church, would detrimentally impact the groups who use the church hall (Blood Donor Service, Guides, Scouts, Nursery, etc) and would put the existence of the church in jeopardy.	Following discussions with the Vicar of St. Augustine's Church a revised proposal will provide a section of carriageway adjacent to and opposite the Church and hall of a maximum stay of 3 hours no return within 2 hours Mon – Sat 08.00am to 6.30 pm.

15.	A resident of Rush Green Road – As above	As above
16.	A resident of Philip Avenue - As above	As above
17.	A resident of Birkbeck Road - As above	As above
18.	A resident of Bennets Castle Lane Dagenham - As above	As above
19.	A resident of Cree Way - As above	As above
20.	A resident of Bourne End, Hornchurch - As above	As above
21.	A respondent - As above	As above
23.	A resident of West Road - As above	As above
24.	A resident of Old School Field Chelmsford As above	As above
25.	A resident of Priory Road, Ascot - As above	As above
26.	A resident of Harris Close - As above	As above
27.	A resident of Grosvenor Road agrees with the restriction of parking but totally disagrees with the introduction of related costs. The introduction of charge is illegal in principle of law.	The cost of a permit in Havering is far lower than many Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.
28.	A resident of East Road is against the scheme as the provision of hospital parking is the responsibility of the Trust and LBH. Residents should not be required to pay for permits caused by LBH's inability to plan strategically and effectively.	The parking charges at the hospital are entirely the responsibility of the hospital trust.
29.	A resident of West Road is against the scheme as although there are some parking problems in the area it is always possible find a space. The problem is exacerbated by residents blocking the road unlawfully to reserve "their" parking space. He is also worried that the scheme will impact heavily on the local businesses.	There have been no objections to the scheme from local businesses. We have no means to control the actions of drivers when physically parking however if they are causing an obstruction then this should be reported to the Police.

31.	<p>A resident of Birkbeck Road objects to these proposals because they will worsen the parking situation as a whole. It may ease the perceived problems in Wolsey Road but at the expense of worsening the parking situation elsewhere in the area.</p> <p>It makes excessive provision for business parking. Most businesses have rear access via a service road which should be used for business parking.</p> <p>It makes insufficient provision for shopper pay and display parking. The proposals for such parking in Birkbeck Road could be extended to Grosvenor Road and Wolseley Road and to that section of Birkbeck Road opposite the church.</p>	<p>Business owners do use the rear of their premises for parking where it is possible however this space is limited.</p> <p>The scheme will be monitored for a period of 6 months when changes can be considered if and where necessary.</p>
32.	<p>A resident of Birkbeck Road opposes the proposal as she feels that residents should not have to pay to park.</p>	<p>The cost of a permit in Havering is far lower than many Councils and predominantly covers the cost of administration, the implementation, the on-going maintenance including any enforcement activities undertaken to ensure the success of the scheme.</p>
33.	<p>A resident of Birkbeck Road is not in favour. It should be Monday to Friday 8am to 5.30pm. To take this up to Sunday 8pm is unnecessary.</p>	<p>The proposed permit parking is Mon – Sun 8am – 6.30pm however this can be reduced following formal consultation to meet requirements. The number of days and time limits within a proposal cannot be increased.</p>