



# HIGHWAYS ADVISORY COMMITTEE

# REPORT

14 April 2015

**Subject Heading:**

**TPC480/2 Clockhouse Primary School,  
proposed parking restrictions -  
comments to advertised proposals**

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

Clean, safe and Proud 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 advertised proposals to convert the existing 8:30 to 9:15am & 2:45 to 3:30pm Monday to Friday School Keep Clear markings in Lynwood Drive and Clockhouse Lane to 8:00am to 5:00pm Monday to Friday inclusive. The proposals also include the introduction of 'At any time' waiting restrictions at the junctions of Dominion Drive, Lynwood Close and around the centre island at the junction of Lynwood Drive.

## RECOMMENDATIONS

1. That the Committee having considered the report and representations made recommends to the Cabinet Member for Environment that:

- a) The operational hours of the existing School Keep Clear markings in Lynwood Drive and Clockhouse Lane, as shown on the drawing in Appendix A of this report, be amended to operate from 8:00am to 5:00pm Monday to Friday inclusive;

AND

- b) The proposed 'At any time' restrictions, as shown on the drawing in Appendix A of this report, be implemented as advertised;

OR

- c) The proposed 'At any time' restrictions, as shown on the drawing in Appendix A of this report, be implemented as advertised with an amendment to exclude implementation of that part of the restriction around the south-eastern side of the centre island, at the junction of Lynwood Drive and Sheila Road, where the carriageway is at its widest and parking on both sides of the road may still allow larger vehicles to pass;

AND

- d) The effects of the scheme be monitored once implemented for a period of six months.

2. That Members note that the estimated cost of this scheme as set out in this report is £1500 and can be funded from the 2015/16 Minor Parking Schemes budget

## REPORT DETAIL

### 1.0 Background

- 1.1 Following requests from Clockhouse Primary school and concerns raised from the Police, officers presented a request to the Highways Advisory Committee on the 8<sup>th</sup> of July 2014, to introduce further parking restrictions around the Clockhouse School site and to change the times of the operational hours of the existing no stopping School Keep Clear markings in both Clockhouse Lane and Lynwood Drive.

- 1.2 The proposals are to increase the operational hours of the existing No Stopping School Keep Clear markings in both Clockhouse Lane and Lynwood Drive from 8:30 to 9:15am & 2:45 to 3:30pm Monday to Friday to 8:00am to 5:00pm Monday to Friday inclusive and the introduction of 'At any time' waiting restrictions at the junctions of Dominion Drive, Lynwood Close and around the centre island at the junction of Lynwood Drive. All of the proposals are shown on the drawing appended to this report as **Appendix A**.
- 1.2 When the proposals were publicly advertised on the 13<sup>th</sup> of February 2015, 152 consultation letters were delivered to residents of the roads, including Clockhouse Primary School, the Methodist Church and Havering Park Ward Councillors, with a closing date of Friday 6<sup>th</sup> March 2015.
- 1.3 The results of the formal consultation, along with Staff comments are set out in the table appended to this report as **Appendix B**.

## **2.0 Outcome of Public Consultation**

- 2.1 On the 13<sup>th</sup> of February 2015, Clockhouse Primary School and residents that were perceived to be affected by the proposals were advised by letter enclosing a copy of plan reference TPC480/2, which details the proposals. Eighteen statutory bodies were also consulted and site notices were placed in various locations around the school site.
- 2.2 The responses received to the formal consultation along with staff comments are set out in the table appended to this report as **Appendix B**.
- 2.3 Within the formal consultation 152 letters were sent to residents around the school site and 16 responses were received, a 10.5% return.
- 2.4 At the close of the public consultation on 6<sup>th</sup> March 2015, 16 responses were received to the proposals, with 9 responses against the proposals and 7 responses in favour of the proposals. A summary of the responses received can be found appended to this report as **Appendix B**.

## **3.0 Staff Comments**

- 3.2 On the 16<sup>th</sup> of April 2014 Traffic and Parking Control received an email from Met Police Safer Neighbourhoods PSCO Havering Division. The email stated that the school had actively tried to deter parents from parking outside the school, without success. They also stated that the existing School Keep Clear markings operational times were of an insufficient duration due to the school now having nursery facilities and after school clubs that do not finish until 6pm.
- 3.3 The changes to the School Keep Clear restrictions are considered to be very important to the operation of the school site and for the safety of pedestrians and visitors, in particular children. The effect of the prohibition of stopping outside schools would be to impose School Keep Clear, no stopping restrictions operative between 8:00am and 5:00pm Mondays to Fridays in Lynwood Drive

and Collier Row Lane. Outside of these hours parking would be permitted therefore, allowing local residents to utilise the kerb space.

- 3.4 Clockhouse Primary School is included in the parking enforcement rota 2-3 times a week. However, it is not possible for a Civil Enforcement Officer (CEO) to be available at all times and a small minority of parents/guardians will always be willing to take the risk of parking on restrictions to be as close to the school entrance as possible.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

This report is asking the Highways Advisory Committee to recommend to the 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 £1000 including advertising costs. This cost can be met from the 2015/2016 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 require consultation and the advertisement of proposals before a decision can be taken on their introduction.

### **Human Resources implications and risks:**

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

### **Equalities implications and risks:**

All proposals included in the report have been publicly advertised and consultation public consultation has taken place. All residents who were perceived to be affected by the proposals have been consulted by letter and eighteen statutory bodies were also consulted. Site notices were placed at the location.

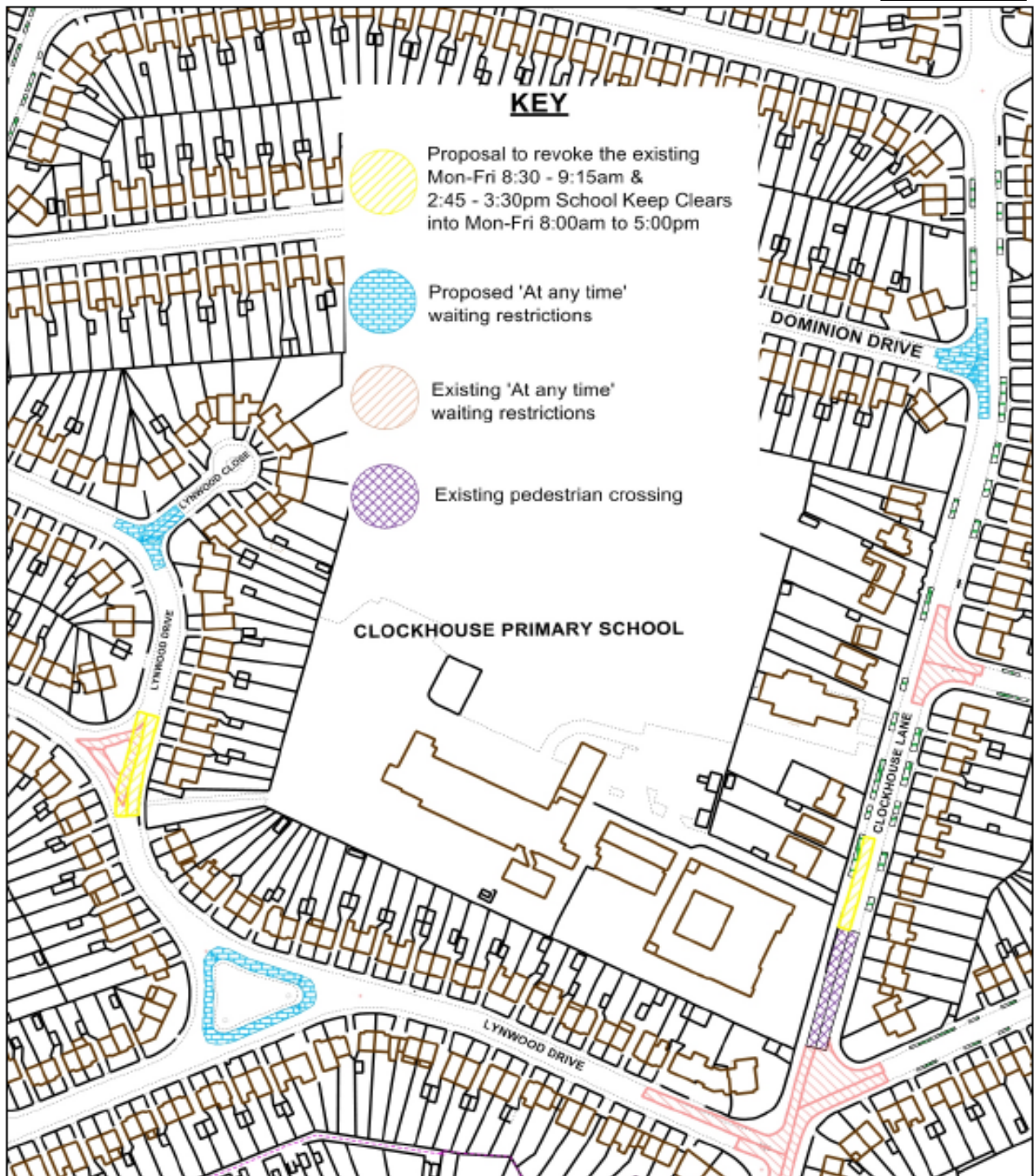
We recognise that parking restrictions have the potential to displace parking to adjacent areas, which may disadvantage some individuals and groups, particularly residents living locally, people on low incomes and local businesses. However, parking restrictions in residential areas around school sites are often installed to improve road safety and prevent short-term non-residential parking.

No potential equality concerns were raised through the consultation, officers recommend that the proposed changes be implemented as set out in the recommendations of this report and the effects be monitored on a regular basis to ensure any negative impact on equality is mitigated.


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 people, which will assist the Council in meeting its duties under the Equality Act 2010.

**BACKGROUND PAPER**


**Appendix A**  
**Appendix B**



Clockhouse Primary School - TPC480/2 N ↑



**Scale: 1:1300**  
**Date: 02 February 2016**



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 Ordnance Survey 100024327

**Responses received to the formal consultation.**

**Appendix B**

	Respondent	Summary of Comments	Staff Comments
1	A resident	The resident is in favour of the proposals and extending them past the church. They say that they will be able to get off their drive in the mornings without parents parking either side in front of their drive.	No comments
2	The Property steward for Collier Row Methodist Church.	They are in favour of the scheme but would like to see the restrictions extended to run along Clockhouse Lane from its junction with Lynwood Drive all the way to its junction with Burland Road.	There are no plans at this time to install double yellow lines in this location.  The effects of the scheme once implemented will be monitored for period of 6 months.
3	A resident	This resident lives opposite the green that forms the junction of Lynwood Drive and Sheila Road and strongly opposes to the proposals 'At any time'. They mention that it is true that parents do in fact park around the green to drop their children off at school, but only for a short time.	A recommendation has been made to the Committee to consider reducing the proposed 'At any time' waiting restrictions around the centre island at the junction of Lynwood Drive and Sheila Road to the junctions only.
4	A resident	This resident is in favour of the proposals.	No comments
5	A resident	This resident agrees in principle with the proposals, but feels it will push the parents further up the road and block their drive ways. They suggest the parking markings be re-marked or perhaps to install some form of marking to show a dropped kerb is not a parking space.	The proposed 'At any time' waiting restrictions have been kept to a minimum in order to reduce the impact on residents whilst maintaining safety and sightlines at junctions.
6	A resident	The resident is not in favour of the 'At any time' waiting restrictions at the junction of Lynwood Drive and Sheila Road (around the green). They think this will create problems with people parking over, and congesting driveways. They also mention that this will also cause problems with the doctor's	A recommendation has been made to the Committee to consider reducing the proposed 'At any time' waiting restrictions around the centre island at the junction of Lynwood Drive and Sheila Road to the junction only.

		surgery in Lynwood Drive.	The proposed restrictions will not affect the parking facilities around the doctor's surgery and it must be noted the surgery does provide some off street parking for patients.
<b>7</b>	A resident	<p>The resident is not in favour of the proposals because they are disabled and need support from dial a ride buses and local tradesman to carryout maintenance to their home. They say the teachers from the school park outside their home all day. They feel a better solution to the problem is to physically monitor and fit cameras to ensure motorists obey the existing retractions. The residents asks the following questions:</p> <p>1) Have the taxi and dial ride organisations been informed of the proposals?</p> <p>2) Are the council aware of Lynwood medical centre at the beginning of the road?</p>	<p>In respect to the resident's objection to the proposals, their comments have been noted.</p> <p>The junction of Highfield Road is covered by double yellow lines, and traffic calming was introduced in this road in 2014.</p> <p>Most residents affected by the proposals have access to off-street parking; however should a vehicle such as an organisation like dial a ride need to park on the restrictions they are able to load or unload in a continuous motion for a period of 20 minutes on the proposed restrictions.</p> <p>It is assumed that local tradesman visiting the property would be able bodied who can park within a walkable distance to and from their vehicle.</p>
<b>8</b>	A resident of Highfield Road	The resident says the proposals are good but they worry that cars will now park in Highfield Road. The resident is not in favour if the proposals do not include Highfield Road.	The proposed restrictions are designed to deter parents form parking in the close vicinity of the school. Additionally, this will improve sightlines for pedestrians and other road users.
<b>9</b>	A resident	The resident is in favour of the proposals and says that parking on junctions around the school is very dangerous not just for children but also for pedestrians.	The proposals will deal with these issues.
<b>10</b>	A resident	The resident is not in favour of the proposals especially the 'No	A recommendation has been made to the



		waiting' restrictions around the triangle area of Sheila Road. They never see the area being patrolled and see no point in installing further restrictions.	Committee to consider reducing the proposed 'At any time' waiting restrictions around the centre island at the junction of Lynwood Drive and Sheila Road to the junction only.
11	A resident	The resident is not in favour of any restrictions being installed outside their home. They ask where coaches and delivery vehicles will be allowed to stop. The resident believes this is purely a revenue making exercise.	Vehicles can park on double yellow lines for a period of 20 minutes as long as they are loading or unloading in a continuous motion.

12	A resident	The resident is against the proposals of the 'At any time' waiting restrictions in Lynwood Close.	<p>The proposed restrictions are designed to deter parents from parking in the close vicinity of the school. Additionally this will improve sightlines for pedestrians and other road users.</p> <p>However, a recommendation has been made to the Committee to consider reducing the proposed 'At any time' waiting restrictions around the centre island at the junction of Lynwood Drive and Sheila Road to the junction only.</p>
13	A resident	The resident is in favour of the proposals but feels the restrictions should be installed opposite numbers 40 to 42 Clockhouse Lane.	There is currently a pedestrian crossing opposite numbers 40 and 42 Clockhouse Lane which prohibit stopping at any time.
14	A resident	The resident is in favour as long as the restrictions are enforced.	Clockhouse Primary School is included in the Parking enforcement rota 2 to 3 times a week. However it is not possible for a civil enforcement officer (CEO), to be available at all times.

<b>15</b>	A resident	The resident is not in favour of the proposals and would like the existing restrictions kept the same.	The proposed 'At any time' waiting restrictions have been kept to a minimum in order to reduce the impact on residents whilst maintaining safety and sightlines at junctions
<b>16</b>	A resident	The resident is not in favour of the proposals and sees no point in the changes as the existing restrictions are not enforced.	Clockhouse Primary School is included in the Parking enforcement rota 2 to 3 times a week. However it is not possible for a civil enforcement officer (CEO), to be available at all times.