



## HIGHWAYS ADVISORY COMMITTEE

### 3 October 2017

<b>Subject Heading:</b>	<b>TPC813 Wednesbury Road area Statutory Consultation Responses</b>
<b>CMT Lead:</b>	<b>Dipti Patel</b>
<b>Report Author and contact details:</b>	<b>Matt Jeary Engineering Technician <a href="mailto:Matthew.jeary@Havering.gov.uk">Matthew.jeary@Havering.gov.uk</a></b>
<b>Policy context:</b>	<b>Traffic &amp; Parking Control</b>
<b>Financial summary:</b>	<b>The estimated cost of implementation is £0.006m and will be met by the (A24650) Parking - Minor Safety Imps budget (BOR RDS)</b>

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

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

### SUMMARY

This report outlines the responses received to the Statutory parking consultation undertaken in the Wednesbury Road area, and recommends a further course of action.

## Ward

Harold Wood

### RECOMMENDATIONS

That the Highways Advisory Committee, having considered this report and the representations made, recommends to the **Cabinet Member for Environment** that: -

- i. that the proposals to implement a residents parking scheme, being a 'Permit Holders Only Past This Point' Scheme, operational between Mon-Fri 10.30am and 11.30am, along with the related 'At Any Time' waiting restrictions on junctions and apexes of bends (as shown on the plan in Appendix E), be implemented as advertised (save for Harlesden Walk which shall remain as four wheel parking in the carriageway)
- ii. Members note that the estimated cost of the proposal for the detailed consultation in the Wednesbury Road area is £0.006m and will be met by the (A24650) Parking – Minor Safety IMPS budget (BOR RDS).

### REPORT DETAIL

#### 1.0 Background

- 1.1 Following reports from local residents regarding adverse parking on junctions which led to the introduction of 'At Any Time' waiting restrictions on junctions earlier in 2015, this Committee agreed that an informal consultation should be undertaken to deal with the perceived 'Non-Commuter' parking related issues and gauge the views from the residents on the current parking situation in their road.
- 1.2 The 'Wednesbury Road Informal Consultation', complete with Questionnaire, was distributed to 181 residents on the 15<sup>th</sup> January 2016 and concluded on the 5<sup>th</sup> February 2016.
- 1.3 Concurrently, the 'Cambourne Avenue Informal Consultation', complete with Questionnaire, was distributed to 203 residents on the 15<sup>th</sup> January 2016 and concluded on the 5<sup>th</sup> February 2016. All those addresses affected by problems in the area were consulted.

- 1.4 The results of the Wednesbury Road Consultation were distributed to the local members for their consideration on the 16<sup>th</sup> February 2016.
- 1.5 The results of the Stage 1 informal consultation were presented to HAC on the 26<sup>th</sup> April 2016.
- 1.6 The stage 2 consultation (which comprised of a letter, questionnaire and plan, Appendices B, C & D respectively) started on the 1<sup>st</sup> November 2016 and concluded on Friday 25<sup>th</sup> November 2016. From the 169 properties consulted, 62 correctly completed responses were received (a 37% response rate). The Council also received 17 incorrectly / partially completed responses. Of the 62 responses received 43 responses (69% of respondents) confirmed that there was a parking problem and were in favour of the implementation of a residents parking scheme. These figures are appended in Appendix A.
- 1.7 The results of the Stage 2 Consultation were presented to the Highways Advisory Committee on the 7<sup>th</sup> February 2017, where it was resolved that this Scheme should be formally advertised.

The Statutory Consultation was undertaken on the 14<sup>th</sup> July 2017 and was advertised on <http://www.haveringtraffweb.co.uk> as 'PTO1034', and concluded on the 25<sup>th</sup> August 2017 and the plan is appended at Appendix E.

## **2.0 Responses received**

There were 11 responses received to the Statutory Consultation. 2 of these responses were from the same person at the same address in Harlesden Walk, 2 of the responses were from the same household in Harlesden Walk, and , and there were 2 other responses from Harlesden Walk. There was 1 response from Wednesbury Green, 2 from Wednesbury Gardens and 2 from Wednesbury Road. These have been noted and are appended at Appendix F.

## **3.0 Staff Comment**

- 3.1 It is clear from the responses to the recent stage 2 consultation that there is longer term non-residential parking taking place in the area. It has been noted that there is some non-residential parking, due to the close proximity of Harold Wood Station, commuters are parking in the affected area which is within an estimated walking time of 10-15 minutes, to Harold Wood Station, via Gubbins Lane, or by using the 256 or 294 bus routes.
- 3.2 Numerous residents have requested that the Council makes provision for the conversion of 'green spaces' into 'hard standing' to assist in provision for additional resident parking. Requests were received in the early consultation period to extend Wednesbury Road and Wednesbury Green (to convert 'green spaces' into 'hard standing'). Implementation of such proposals would

require significant capital expenditure but could be considered by Members in the future. Where possible, any redundant or underused green spaces adjacent to roads, that could be utilised to increase parking provision will be considered for integration into any detailed design, subject to Committee approval on design and cost. The utilisation of 'green spaces' for parking will only be considered after introducing any Permit Parking Scheme, should the Scheme not alleviate any perceived Commuter Parking.

- 3.3 It was noted that in some of the roads of the Wednesbury Road Area there is insufficient road width and pavement width to allow for the introduction of footway parking and retention of access for Emergency and Refuse Vehicles. The design that was advertised was a 'Permit parking past this point' design to allow residents to regulate their own parking without impeding access for larger vehicles.
- 3.4 The Ward Councillors were presented with the results of the Consultation and a recommendation to progress to Residents Parking Scheme on 23<sup>rd</sup> January 2017, two ward councillors were in full support after analysing the results.
- 3.5 Following objections from Residents regarding the Statutory Consultation in Harlesden Walk, a site meeting on the 10<sup>th</sup> August 2017, was arranged between the Ward Councillors and residents, and two officers to address the access and parking issues. It was agreed that Harlesden Walk would remain 4 wheel parking in the carriageway. This does not appear on the current TMO (Traffic Management Order) plan (as appended in Appendix E) but has been noted by the Traffic Order Maker and will be amended on the final Traffic Order. Should the Controlled Parking Zone not alleviate parking problems at the turning head, a Double yellow Line would be introduced at the review stage.

## IMPLICATIONS AND RISKS

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

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

The estimated cost of implementing the proposals, including physical measures and advertising costs, as described above and shown on the attached plan is £0.006m and will be met by the Parking Minor Safety Improvement budget (A24650).

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. 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.

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

**Legal implications and risks:**

Controlled Parking Zones (CPZs) require consultation, with the advertisement of proposals and consideration of the responses 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:**

The Council undertook a postal consultation with residents to ascertain the amount of support to introduce Parking controls within the affected area.

Parking controls have the potential to displace parking to adjacent areas, which may be detrimental to others, including older people, children, young people, disabled people and carers. The Council will be monitoring the effects of the scheme to mitigate any further negative impact.

There will be some 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 duty under the Equality Act 2010.

**BACKGROUND PAPERS**

**Appendix A**

Results of the recent stage 2 Consultation

Wednesbury 'In-Principle' Parking Consultation																				
Road Name	Address	% Returns	Returns	Q1. In your view, is there currently a parking problem in your road to justify action being taken by the council?			Q2. Are you In favour of parking controls being implemented in your road?		Q3. Over what week would you like the restrictions to operate?		Q4. Over what hours of the day would you like any restrictions to operate?		Q1 %		Q2		Q3		Q4	
				Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	
				total	Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm	Yes	No	Yes	No	Mon-Fri	Mon-Sat	10.30am - 11.30am	10.30am - 11.30am & 3pm - 4pm
BARNESLEY ROAD	15	67%	10	8	2	5	2	8	0	7	2	80%	20%	50%	20%	80%	20%	70%	20%	
HARLESDEN WALK	15	33%	5	5	0	4	1	3	2	2	3	100%	0%	80%	20%	60%	20%	40%	60%	
ST IVES CLOSE	34	6%	2	0	2	0	0	0	0	0	0	0%	100%	0%	0%	0%	0%	0%	0%	
ST NEOTS ROAD	36	22%	8	5	3	5	1	4	1	2	3	63%	38%	100%	13%	50%	13%	25%	38%	
WEDNESBURY GARDENS	24	83%	20	18	2	16	1	14	4	9	9	90%	10%	80%	5%	70%	5%	45%	45%	
WEDNESBURY GREEN	16	56%	9	8	1	8	1	2	6	3	5	89%	11%	89%	11%	22%	11%	33%	56%	
WEDNESBURY ROAD	29	28%	8	6	2	5	3	4	1	4	1	75%	25%	63%	38%	50%	38%	50%	13%	
<b>Total</b>	<b>169</b>	<b>37%</b>	<b>62</b>	<b>50</b>	<b>12</b>	<b>43</b>	<b>9</b>	<b>35</b>	<b>14</b>	<b>27</b>	<b>23</b>	<b>81%</b>	<b>19%</b>	<b>69%</b>	<b>15%</b>	<b>56%</b>	<b>23%</b>	<b>44%</b>	<b>37%</b>	
INCOMPLETE	17	10%	17	14	1	9	2	10	4	5	8	2%	7%							

Stage 2 Consultation Letter



**Street Management Schemes**

London Borough of Havering  
Town Hall,  
Main Road  
Romford RM1 3BB

**IMPORTANT PARKING INFORMATION**

Please call: Street Management  
Telephone: (01708) 431056/433464

**Email:** [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

Date: 01<sup>st</sup> November 2016

Dear Sir/ Madam

**Results of the parking Consultation in the Wednesbury Road Area**

In January/February 2016, Wednesbury Road and its surrounding roads, were agreed by the Highways Advisory Committee (HAC) to be reviewed, with a view to consult residents if they would like to be included in a 'resident permit' scheme or Controlled Parking Zone (CPZ).

The Consultation began on the 15<sup>th</sup> January 2016 and concluded on the 5<sup>th</sup> February 2016. Of the 181 properties consulted, 33% responded, and overall of the 33% that responded 75% of those respondents supported to be further consulted on the possible introduction of a Controlled Parking Zone (CPZ) or waiting restrictions. The results were presented to HAC, with their only request to include two different times of the day of operation for the residents to choose from.

We would like to give you the chance to consider these options and carefully choose which parking restrictions you would like to see introduced, to alleviate your parking issues.

You are requested to complete the questionnaire and return to us, by post, or to the email address above, by **Friday 25<sup>th</sup> November 2016**.

Attached you will find the questionnaire and a detailed design plan showing the proposed layout, and you can find further details about permit costs here: -

<https://www.havering.gov.uk/Pages/ServiceChild/FAQs-Parking-Permits.aspx>

If the proposed scheme goes ahead and you require to park your vehicle on the carriageway during the controlled hours of operation, you will need to obtain a residents parking permit. Please find the costs of parking permits below.

<b>Resident &amp; Business permits charges</b>	
<b>Residents permit per year</b>	1st permit £25.00, 2nd permit £50.00, 3rd permit and any thereafter £75.00
<b>Business permit per year</b>	Maximum of 2 permits per business £200 each
<b>Visitors permits</b>	£1.25 per permit for up to 4 hours (sold in £12.50 books of 10 permits)

The draft proposals are shown on the plans attached and copies with supporting schedules may be viewed between 9:30am and 4:30pm Monday to Friday by prior appointment, at the Public Advice & Service Centre, 20-26 The Liberty Romford. To arrange an appointment please contact the Schemes Team on 01708 431056 or 01708 433464.

If you wish to comment on the proposals please do so in writing, by email to [schemes@haverling.gov.uk](mailto:schemes@haverling.gov.uk) or by post to the above address.

All comments should be received by 25/11/2016 and we would appreciate it if you could reply to the consultation.

In all cases, please limit any comments you wish to make to 100 words.

Please note we are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when presenting the final report to the Highways Advisory Committee and any issues will be addressed at that time. All comments received are open to public inspection.

Yours faithfully

**Matt Jeary**  
**Parking Design Engineer**  
**Schemes**



Stage 2 Consultation Questionnaire



**PARKING REVIEW QUESTIONNAIRE**

Wednesbury Road Areas Detailed Consultation

**Name:**

**Address:**

**Traffic & Parking Control Schemes**

Town Hall  
Main Road  
Romford  
RM1 3BB

**Please call: Traffic & Parking Control**

**Telephone: (01708) 431056/433464**

Email: [schemes@havering.gov.uk](mailto:schemes@havering.gov.uk)

All responses received to the questionnaire will provide the Council with the appropriate information to determine whether we will take a parking scheme forward to the design and a formal consultation stage.

Only one questionnaire per address is to be returned signed and dated by **Friday 25<sup>th</sup> November 2016**.

1. In your view, is there currently a parking problem in **your** road to justify action being taken by the Council  Yes  
 No

If your answer is YES to the above question above, please proceed to the questions below:

2. Are you in favour of your road having 'resident parking only' placed upon it, to limit long term non-residential parking?  Yes  
 No
3. Over what days of the week would you like any restrictions to operate?  Mon- Fri  
 Mon - Sat
4. Over what hours of the day would you like any restrictions to operate?  10:30am to 11.30am  
 10.30am to 11.30am & 3.00pm to 4.00pm

**Comments Section** (limit to 100 words)

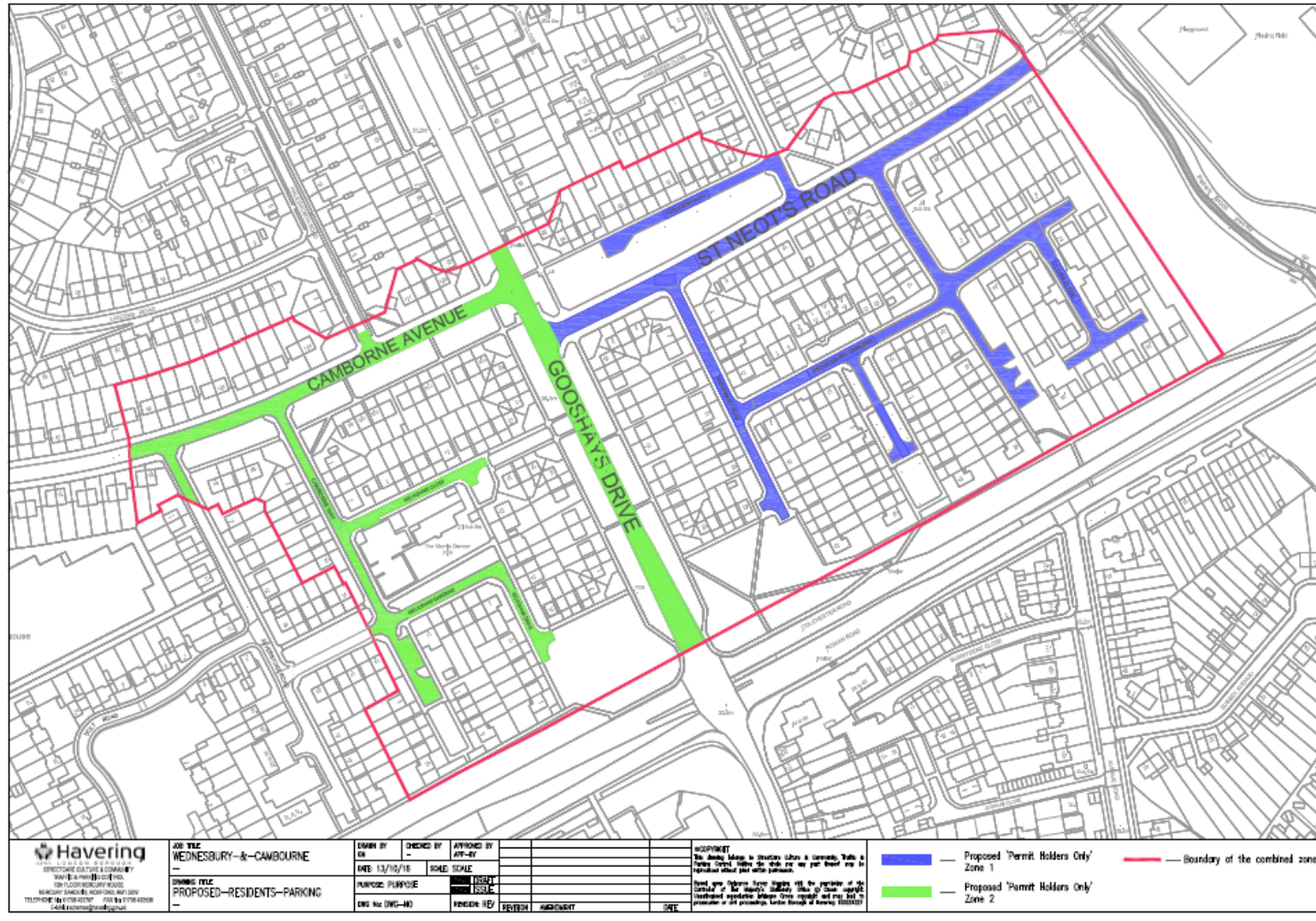
**DECLARATION**

Should the Council on making inquiries reasonably consider that a response has been fabricated the questionnaire will be disregarded and the Council reserves the right to pursue appropriate legal action. We therefore request upon receipt of this questionnaire by post that you sign this declaration and complete your full name and address and return it to the postal or email address found at the top of this questionnaire.

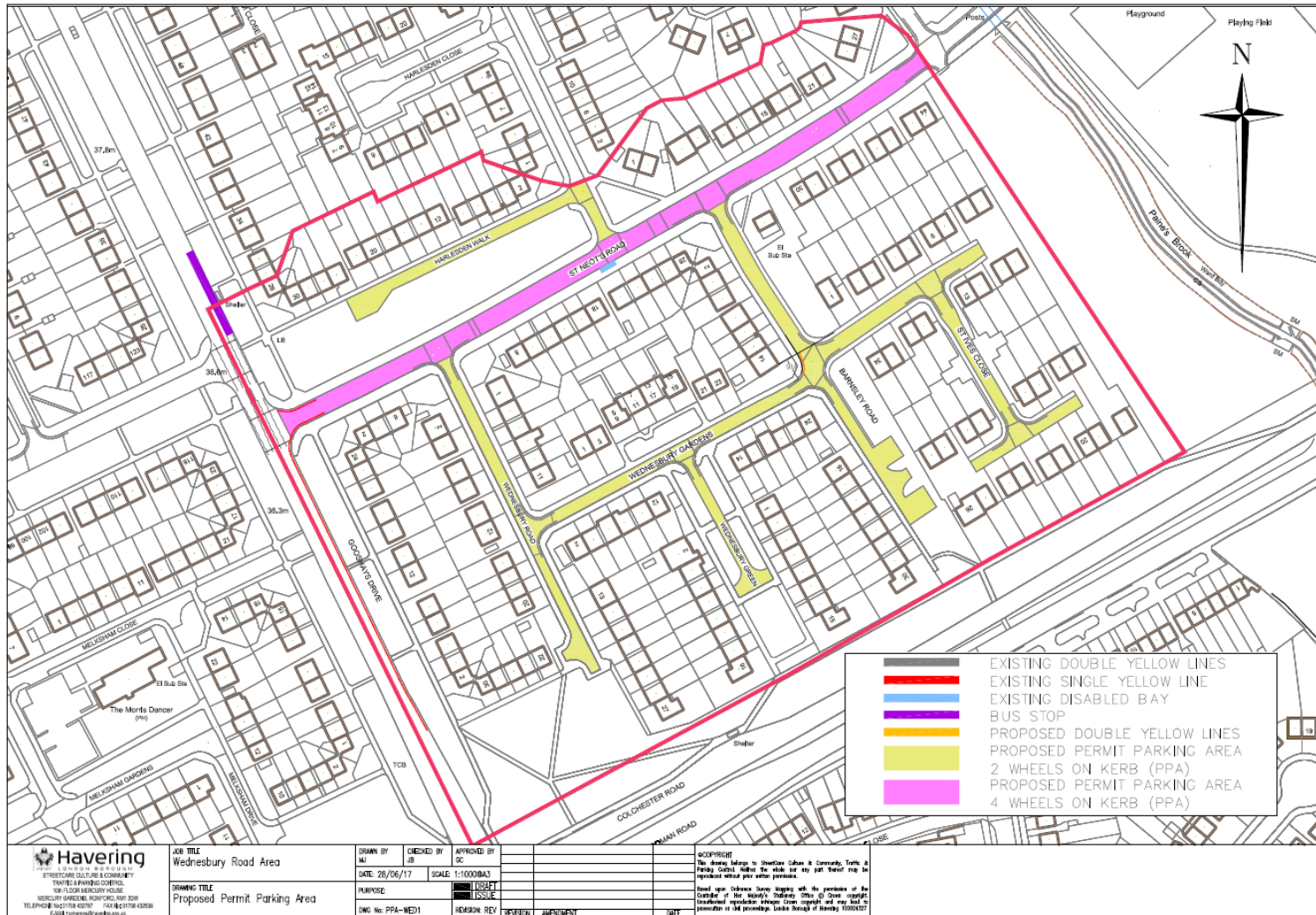
**Signature:**.....

**Date:**.....

Recent Plan



Actual TMO plan



**Havering**  
 LONDON BOROUGH OF  
 STREETS AND HIGHWAYS  
 TRAFFIC & PARKING CONTROL  
 HIGH FLOOR WAREHOUSE  
 MERCURY SQUARE, HORNERS, PARK ROAD  
 TEL: 0208 315 7400 FAX: 0208 315 4200  
 E: hpa@haring.gov.uk

**JOB TITLE**  
 Wednesbury Road Area

**DRAWING TITLE**  
 Proposed Permit Parking Area

<b>DRAWN BY</b> ML	<b>CHECKED BY</b> JF	<b>APPROVED BY</b> OC
<b>DATE</b> 28/06/17	<b>SCALE</b> 1:1000(A3)	
<b>PURPOSE</b>	<b>DRAWN</b>	<b>ISSUE</b>
DWG No: PPA-WED1	REVISION	REVISION
	REV	AMENDMENT
		DATE

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Objections/Agreements and Responses

	Resident/Businesses	Summary of Comments	Staff Comments
1	A resident of Wednesbury Green	<p>I am writing to confirm my agreement to the proposed permit parking in and around the Wednesbury Gardens and all the other area's mention in your updated recent letter, as it's been difficult for tenants living around here finding a parking space for family and friends and also deliveries not to mention council motors etc.</p> <p>This parking problem is to made a lot of people who are catch a train to work or for other matters and have no considerate for the local residents who have to come and go to work or other reasons.</p> <p>I will hope that this issue is finally coming to a happy conclusion. (sic)</p>	<p>The comments have been noted.</p> <p>The parking restrictions were available on <a href="http://haveringtraffweb.co.uk">haveringtraffweb.co.uk</a> as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
2	A resident of Wednesbury Road	<p>(wrote the following on the top of a letter which was distributed by schemes) No thank you , we cant afford it, and said nothing .....</p>	<p>The Scheme has undergone numerous consultations and has had full involvement from the ward Councillors. The parking restrictions were available on <a href="http://haveringtraffweb.co.uk">haveringtraffweb.co.uk</a> as 'PTO1034'.</p>

3	A resident of Harlesden Walk	<p>I see from your website you are proposing that all parking in Harlesden Walk should be 2 wheels on the pavement, I cannot accept this proposal as the pavements in Harlesden Walk are not wide enough nor are the kerbs strong enough to survive this level of punishment. The pavements here were designed and built to carry foot traffic, not to have cars parked upon them, as it is the kerbs are so fragile that they come loose at the merest touch of a car's wheel. Indeed Havering Council has already replaced many kerbs repeatedly in recent years, in both Harlesden Walk and Harlesden Rd, your proposal will make this damage to the kerbs and subsequent damage to the pavements 100 times worse. This will lead to more tripping accidents and therefore more claims against the council for damages and more frequent kerb and pavement repairs by the council, all for the sake of telling residents, who do not want to and don't want anyone else to, park on the pavement.</p> <p>If this is about, as I suspect, wanting to create more room for your bin lorry to back up the street once a week, it's a very short-sighted solution to a problem, the council has smaller bin lorries, it should just be a matter of scheduling Harlesden Walk onto one of these lorries' rounds, a far more satisfactory and cost-effective solution for both the council and the residents. Or if you feel that you must make</p>	<p>Residents will be able to elect where they park 4 wheels on road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.</p>
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		<p>more room, then instruct BT that they must move their telephone pole back from the kerb by 4 feet because you are going to widen the road by 3 feet. In the long run, even this relatively expensive solution will work out cheaper than your proposal of 2 wheels on the pavement parking and it wouldn't upset all the residents.</p> <p>The pavements in this street are only 166cms wide, plus 14 cms for the kerb and they are already in a poor state of repair, I have just counted 5 loose kerb stones. This 166cm narrows considerably to 120cms where privet hedges are used as garden boundaries, even where these hedges are well maintained. Some residents however do not maintain their hedges regularly and at these points the pavement is narrowed to 55cms and yet the council is unwilling to do anything about this, despite complaints by other residents. In light of all this, why would anyone of sound mind, suggest the daft idea of parking 2 wheels on such a pavement.</p> <p>The whole idea of a residents parking scheme is to provide a benefit to the residents, your proposal does not.</p> <p>Please consider this an official notice of complaint about the poor state of repair of both the pavement surface and the kerbs along the full length of Harlesden Walk</p>	
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4	A resident of Harlesden Walk	<p>Dear Sirs,</p> <p>I observe from notices that you are proposing that all vehicle parking on Harlesden Walk will be two wheels on the pavement. This decision is seriously ill considered. I can only assume whoever made the decision is not familiar with this road and the consequences that will, with certainty, follow. I am retired and have lived on this road for fifteen years and have occasion to observe the daily activity on the road over a long period. I think I am well placed to make some informed comments. I would make the following representations: -</p> <p>1/ The pavement at present is already quite seriously dangerous. There are many loose kerb stones which are already a safety risk. Outside of my house are two kerb stones quite detached from the pavement. I would point out that there are a number of elderly women with walking sticks, who use this as a through road to get to the nearby bus stop on Gooshays Drive. Several do not use the pavement as things now stand. They walk on the road. I sometimes give a short horn when driving my car to advise them of my presence. Some are hard of hearing. They clearly know they should not be on the road but see that as lower risk than using the existing pavement and this is the way things are right now. The implementation of your proposal will only make things worse.</p> <p>2/ The proposal you have in mind will, without any doubt, damage the existing pavement still further. If you check your records you will see how often you carry out repairs to that part of the road where Harlesden Road meets Harlesden Walk. It is inevitable that more kerb stones on Harlesden Walk will be loosened posing a greater risk than at present. I imagine the kerb stones on Harlesden Walk will be subject to more stresses than those at the corner of Harlesden Road and Harlesden Walk. The pavement is already quite narrow. If it is further narrowed then more elderly persons can be expected to use the road. When darker evenings arrive the risk of a fatality increases.</p> <p>3/ Some elderly persons using mobility scooters use the pavement at present. One particular lady drives, in my mind, rather quickly and I regrettably and confidently expect that at some point it is inevitable a wheel will get caught in the gap between the pavement and the loosened kerb stones. I confidently expect an accident will arise at some point. The only issue is whether the accident will be a fatality or not. I would expect there will be a successful negligence claim against the council. Two wheels parking on the pavement will only increase</p>	Residents will be able to elect where they park 4 wheels on road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.
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		<p>the risks to those using the pavement. Narrower pavements will be too narrow for mobility scooter use. If someone tries to use such scooters on a narrower pavement then accidents are more likely e.g. someone opening a car door and a scooter hitting it. Harlesden Walk is a very narrow road with a narrow pavement. It is hard to see how any benefit can accrue to the residents from the implementation of your proposal for the whole of Harlesden Walk. The only benefit I can see will attach to the weekly refuse collectors.</p> <p>The refuse collectors should be using the smaller vehicles which they do not always use. There has been some improvement in the last year or so. It seems there is an arrangement in place with the refuse collector whereby it is exempt from some of the laws that apply to the rest of us. I have been complaining about that for over ten years but have now given up.</p> <p>On one occasion, I got a warning notice from the council because on one Tuesday morning some time ago I left a single refuse bag on the pavement resting against my front wall for early morning collection. This happened only once but I got an immediate warning letter threatening a fine if I repeated the offence which was presented to me as safety risk I was exposing the public to. This is somewhat hilarious when I see the indifference of the local authority to the issues on this road. However, having sent that notice to me as a safety risk it does serve as a base reference point when it comes to overall standards by which your own performance can be assessed. It is ironic that your proposed action in reducing the size of the pavement for pedestrians to a much greater extent than my single bag of rubbish (for a few hours only) will presumably (until challenged) be legal whereas my action is an offence. The irony becomes greater when what you propose is a greater and obvious safety risk to residents and general users where the only discernible benefit arising is improved profitability of the refuse collector for perhaps a half hour once a week.</p> <p>A number of houses on the road repeatedly allow their hedges to grow out on the street which present a much greater risk than a single refuse bag on the pavement for a very short period on an early Tuesday morning. This unsettled issue of outgrowth continues unabated.</p> <p>I note with some gratification that at the cul-de-sac end of Harlesden Road it is proposed to put a double yellow line on one side of the turning area. If implemented this is a long overdue improvement. As things stand due to excessive parking on both sides of the end of road turning is impossible most of the time requiring vehicles to reverse the full length of the road. Apart from hampering deliveries it does impact on ambulance egress and regress.</p> <p>I wish to make a formal complaint against the proposal of two-wheel pavement parking on Harlesden Road. This does not obviously help residents in the area and more importantly on any holistic risk assessment must be seen as a clear safety risk to residents and others using the road as access to Gooshays Drive.</p> <p>The sensible idea would be to widen the road by 3 or 4 feet the full length of the road with a double yellow line on the side of the road where the green grass area is.</p> <p>I should be obliged to receive an acknowledgement of receipt of this letter.</p>	
5	A resident of Harlesden Walk	<p>I live on Harlesden walk and while i am in favour of resident parking in my road due to the number of cars that park there on a daily basis during the week and then either walk to the station or get the bus. I am very concerned and DO NOT agree with having 2 wheel</p>	<p>The comments have been noted.</p> <p>Residents will be able to elect where they park 4 wheels on</p>

		<p>pavement parking - our road is narrow as it is without having cars mounted on the pavements.</p> <p>Why was this not stated on the letters you sent when asking if we were in favour of the restriction? I feel very upset that the council have tried to sneak this in without writing to us advising us on the 2 wheel pavement parking proposal. I thought as did most people on my street that the bays/ restriction would apply to normal curb side parking.</p>	<p>road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.</p> <p>The parking restrictions were available on <a href="http://haveringtraffweb.co.uk">haveringtraffweb.co.uk</a> as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
6	A resident of same property in Harlesden Walk	<p>I live on Harlesden walk and while i am in favour of resident parking in my road due to the number of cars that park there on a daily basis during the week and then either walk to the station or get the bus. I am very concerned and DO NOT agree with having 2 wheel pavement parking - our road is narrow as it is without having cars mounted on the pavements.</p> <p>Why was this not stated on the letters you sent when asking if we were in favour of the restriction? I feel very upset that the council have tried to sneak this in without writing to us advising us on the 2 wheel pavement parking proposal. I thought as did most people on my street that the bays/ restriction would apply to normal curb side parking.</p>	<p>The comments have been noted.</p> <p>Residents will be able to elect where they park 4 wheels on road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.</p> <p>The parking restrictions were available on <a href="http://haveringtraffweb.co.uk">haveringtraffweb.co.uk</a> as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
7	A resident of Wednesbury Road	<p>Although I agree that permit parking is required, I strongly believe that the timing from 10:30 to 11:30am</p>	<p>The comments have been noted. These were the times</p>

		<p>is woefully inadequate. I leave work at or before 7am Monday to Friday. When I come home usually between 4:30 and 6:00pm, I struggle to find adequate parking largely due to people who do not live in my street. I have seen commuters coming back to their cars having walked from the direction of the station sometimes at 7 or 8pm at night. Unless traffic enforcement is willing to patrol and fine non-permit holders every day, I find it hard to believe that this small time slot will have the desired effect. I also find it difficult to reconcile paying for that one hour of permit parking from Monday to Friday, so I can park in my street during holi days when I am not work. It holds very little in the way of any value for money for me</p>	<p>that were agreed by Consultation and HAC previously. This will adequately allow Residents to have priority to park.</p> <p>The parking restrictions were available on <a href="http://haveringtraffweb.co.uk">haveringtraffweb.co.uk</a> as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
8	A resident of Wedenesbury Green	<p>Can we ask about the people that come here to park in the afternoons and don't leave till late evening sometimes not leaving until 10pm</p>	<p>The comments have been noted. These were the times that were agreed by Consultation and HAC previously. This will adequately allow Residents to have priority to park.</p> <p>The parking restrictions were available on <a href="http://haveringtraffweb.co.uk">haveringtraffweb.co.uk</a> as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
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8	A resident of Wedenesbury Green	<p>Can we ask about the people that come here to park in the afternoons and don't leave till late evening sometimes not leaving until 10pm</p>	<p>The comments have been noted. These were the times that were agreed by Consultation and HAC previously. It has not been noted that significant amounts of Commuters only appear in the afternoon until late evening. This will adequately allow Residents to have priority to park.</p> <p>The parking restrictions were available on <a href="http://haveringtraffweb.co.uk">haveringtraffweb.co.uk</a> as 'PTO1034 and will appear</p>

			permanently once the scheme has gone live.
9	A resident of Harlesden Walk	<p>Proposed residents parking plan seems to include 2 wheel pavement parking. This pavement is quite narrow and the plans would make access and turning space for mobility scooters for wheelchairs and prams, extremely difficult or impossible.</p> <p>Please reconsider the 2 wheel pavement parking aspect of your plans.</p>	<p>The comments have been noted.</p> <p>Residents will be able to elect where they park 4 wheels on road, even over dropped kerbs, as long as they do not hinder ingress or egress of driveways; or cause obstruction to Refuse and Emergency Vehicles.</p> <p>The parking restrictions were available on <a href="http://haveringtraffweb.co.uk">haveringtraffweb.co.uk</a> as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
10	A resident of Wednesbury Gardens	<p>Pointless money grab by the council - Can't understand why these measures are required, the costs involved in managing and policing this area seems a waste of time especially when the issue is people using the road during working hours to park for the station when in reality, if adequate parking was available at the station we wouldn't have this problem and in addition, Most people have big enough drive ways or will be at work.</p> <p>So again, Can't understand why it is necessary.</p>	<p>The comments have been noted.</p> <p>There are short term provisions for parking at the station, but most commuters are unwilling to pay for parking and elect to park in residential neighbourhoods, effectively stopping residents from parking in their own street. There is not enough kerb space/resident</p>

			<p>cars ratio to accommodate commuters as well.</p> <p>The parking restrictions were available on <a href="http://haveringtraffweb.co.uk">haveringtraffweb.co.uk</a> as 'PTO1034 and will appear permanently once the scheme has gone live.</p>
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