

Notice of Non-key Executive Decision

Subject Heading:	Minor Parking Schemes - Objection Report 1 2021
Cabinet Member:	Cllr Osman Dervish
SLT Lead:	Barry Francis Director of Neighbourhoods
Report Author and contact details:	Diane Bourne Schemes Manager Diane.bourne@haverling.gov.uk 01708 434871
Policy context:	Havering Local Development Framework (2008)
Financial summary:	Estimated cost of £0.003m to be funded from cost centre A26910, Engineering Services 2021/22 budget
Relevant OSC:	Environment
Is this decision exempt from being called-in?	Yes as Non Key Decision by Cabinet Member

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]

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision approves the implementation of the following minor parking schemes which following the close of statutory consultation received objections:

- (a) **Scheme SCH680 – Hazelmere Gardens** – installation of no waiting at any time restrictions between the dropped kerbs of Nos 5 and 7 (as shown on drawing reference SCH680)
- (b) **Scheme SCH601 – Whitworth Estate** – installation of no waiting at any time restrictions on junctions, bends, access points and in turning heads (as shown on drawing reference SCH601)
- (c) **Scheme SCH778 – Birch Crescent** – installation of no waiting at any time restrictions outside No 80 Birch Crescent (as shown on drawing reference SCH778).
- (d) **Scheme SCH792 – Blacksmiths Lane** – installation of no waiting at any time restrictions on Blacksmiths Lane (as shown on drawing reference SCH792).
- (e) **Scheme SCH752 – Crouch Valley** – installation of no waiting at any time restrictions on Crouch Valley (as shown on drawing reference SCH752).
- (f) **Scheme SCH898 – Cotswold Road & Upland Court Road** – change to the existing waiting restriction from Monday to Friday 10.30am to 11.30am to the proposed times of Monday to Friday 8.00am to 9.30am and 2.30pm to 4.00pm (as shown on drawing reference SCH898)

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3, Section 2.5, paragraph (q) To agree minor matters and urgent or routine policy matters

Part 3, Section 2.6, paragraph (y) Portfolios to be assigned to individual Cabinet Members - Highways & Traffic Schemes

STATEMENT OF THE REASONS FOR THE DECISION

(a) Scheme SCH680 – Hazelmere Gardens – Emerson Park Ward

Following a request from a resident, a site visit took place where it was apparent that if vehicles were to park in the small gap between the two dropped kerbs obstruction issues were likely to occur. Therefore, proposals to introduce no waiting at any time restrictions between the dropped kerbs of numbers 5 and 7 Hazelmere Gardens were proposed and advertised (please see the attached plan showing advertised proposals) and one objection was received, as below;

'We have been the home owners here for many years and have had no issues with access to our driveway, nor have we witnessed obstructive parking. In fact, the area considered can be used when we have visitors etc. The space between the two dropped kerbs is ample enough for one vehicle. As far as we are aware, there are no other restrictions on Hazelmere Gardens so find it difficult to understand why only this location has been singled out by the Council. Therefore we dispute the proposed restriction'.

Ward Councillors were advised of the objection and further conversations were had with two Ward Councillors where it was agreed to progress with a reduction in the length of the restriction as per the attached plan (Recommended Reduced plan SCH680).

Non-key Executive Decision

Officers Response: Highways, Traffic and Parking request approval from the Lead Member for Environment to overrule the objection received prior to this reduction and proceed with the reduced length restriction. Officers have considered the need to provide road safety, traffic flow, sight lines and access in Hazelmere Gardens, which outweighs the loss of general parking provision. The Council has obligations under the Road Traffic Regulation Act (1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including cyclists and pedestrians) and to provide suitable and adequate parking facilities on and off the highway.

(b) Scheme SCH601 Whitworth Estate - Heaton Ward

Following requests from residents and Officers to install no waiting at any time restrictions on the junctions, bends, access points and turning heads within the Whitworth Estate in order to improve road safety and sight lines.

The Estate was originally maintained by the developer, but was soon adopted by The London Borough of Havering. Since adoption of the area, the local authority have received complaints by residents regarding vehicles blocking shared accesses and parking too close to bends and junctions. From the complaints received, Officers designed and formally advertised proposals as shown in the attached plans (SCH601). The consultation received a low response rate, seven in total, four objections to the proposals and three in favour of the proposals, as below;

Earlswell Walk (in favour)

'It is impossible for me to park on my drive or reverse safely on to the road. It is also dangerous for people crossing the road'.

Leaf Hill Drive (in favour)

'I looked at the proposed parking restrictions for the Le Noke Ave development and the proposal looks good. I am a bit disappointed that there are no restrictions up to the roundabout and from the first speed restriction road hump. This section gets quite busy at nights and at weekends when the sports centre is busy'.

Small Heath Avenue (in favour)

'I have no objection to your proposals as therein set out, although they alone are unlikely to solve the parking problem in this area. As I have suggested before, the area could benefit from authorised pavement parking. There is one other location that could also benefit from "double yellow line" restrictions: the junction of Le Noke Avenue and Noak Hill Road. The carriageway of the Avenue leading into the Road is often congested/nearly blocked by cars parked irresponsibly near to the junction. Given that there is a pedestrian refuge/island at the junction, there is often barely sufficient room for vehicles to pass. Yellow lines at this point would be most helpful'.

Whitworth Avenue (objection)

'I agree things need to improve estate wide in regards to parking from a safety and access point, however having a permanent no waiting in all these areas is counterproductive and most all inconvenient for residents to park. Implementing these lines will displace cars outside of the estate just to park. Other workable alternatives need to be looked at like parking half on kerb half of which is implemented in Retford close. If there are any sit down meetings to discuss this in more detail to get to a happy medium, happily attend as currently this proposal is not practical in its fullest form. Alternatively, meeting with the council on site to discuss options is also a good idea'.

Whitworth Avenue (objection)

'This is private land owned by Neave Place, it is not maintained at public expense. The private land is all the block paved areas in this estate not just item selected on this app. The roads that are tarmac have been adopted by Havering council all other areas are private'.

Non-key Executive Decision

Small Heath Avenue (objection)

'I just find it really sad that I bought this property because of the parking spaces as I only have one space. The neighbour nearby parks their little car further up from the entry which never blocks the road. They kindly let us use there other space. Is there any way you can come in a bit and not have it so far leading up to no 28 as there is nothing restricting anyone or anything. I don't see why the yellow line can't be in line with the water mains. It just seems really unfair to start putting double yellow lines in this lovely estate'.

Leaf Hill Drive (objection)

'I would like to say if it is at all possible for me to make a comment in relation to the restrictions, if these restrictions could take into consideration of those living in the brick kiln road area. I have noticed that there may be potential double yellow lines in front of my house which I currently park my car. The area in which we live in has not got the greatest design and we were only given one parking spot despite both myself and partner work fulltime and need to drive. Are there any alternatives to the yellow lines? Or could additional parking be made for some of the residence?'

All three Ward Councillors have been made aware of the responses received to the consultation. One of the Heaton Ward Councillors is in favour of the proposals whilst the other Ward Councillors did not respond.

Officers Response: Highways, Traffic and Parking request approval from the Lead Member for Environment to overrule the objections received and proceed with the advertised proposals. Officers have considered the need to provide road safety, traffic flow, sight lines and access around the Whitworth Estate, which outweighs the loss of general parking provision. The Council has obligations under the Road Traffic Regulation Act (1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including cyclists and pedestrians) and to provide suitable and adequate parking facilities on and off the highway.

(c) Scheme SCH778 – Birch Crescent - Squirrels Heath Ward

Requests were received from an Officer and a Ward Councillor to deal with obstructive parking in the road outside No 80 Birch Crescent.

Officers assessed this location and proposals were advertised to introduce no waiting at any time restrictions outside No 80 Birch Crescent to cover the raised kerb area between the two vehicle crossovers to the property which would alleviate obstruction issues (please see the attached plan SCH778).

Eight objections to the proposals were received (although two from the same household, exactly the same), they were as follows;

'I absolutely oppose this restriction. The property in question has maximum off street parking facilities and the parking restriction is redundant. I feel this would set a precedent for further, completely unnecessary restrictions'.

'I would like you to note that we oppose the above proposal, why would one very difficult neighbour want this, this is totally inappropriate and unnecessary waste of time and money. This is a residential road and parking is bad enough without individuals making it more difficult. On the web site it states that this has been agreed I really hope not as it is before the deadline set by yourselves. Can you please confirm that this has NOT been agreed and if so how we go about appealing this ludicrous decision'.

'I don't feel this is necessary on this road. There is ample parking for vehicles, more spaces than there are vehicles. Also this property has two drop kerbs to access their driveway which as far as I know only has one vehicle so always able to get on/off their drive. This resident is also know to

Non-key Executive Decision

enforce his right of access and so nobody tends to park there anyway. I feel it would be pointless to have this and a waste of money’.

‘We have been made aware of a proposal for anytime waiting restrictions to be put in place outside number 80 Birch Crescent. We would like to register our objection to this proposal on the grounds that it is wholly unnecessary. There is more than ample parking within Birch Crescent and the majority of homes have personal parking via driveways and/or garages at the rear of their property. The home in question has a very large driveway that can easily accommodate 3 or 4 vehicles but is only ever used by one vehicle. We have never seen this driveway being obstructed. As long standing residents in Birch Crescent we feel the proposed restrictions would create an unnecessary situation and lower the desirability and value of properties in this road. With our thanks for your consideration’.

‘Object’

‘I object to having introducing at any time waiting outside no 80 because i do not think there is any problem i live near the house and the only people who stop are delivery vans that are there only for a couple of minutes i think its a waste of time and money ,putting in more yellow lines when it is not needed why spend money the council can not afford at the moment, before long everyone will want yellow lines outside there homes’.

‘Hello, I fail to understand why this small section of the road will be subject to this? I feel the Birch Crescent residents needs more of an understanding as to why this is being proposed? Has this been raised by the council or by the residents of number 80? This house isn't opposite the Primrose Glenn so does not propose an issue for drivers pulling in or out of this road. Also to add that 57 Birch Crescent has double yellow lines so I again fail to understand why this is being proposed. I have lived in this road for many years and can say that this has never posed as a problem. If this has been proposed by the residents of number 80, I would like to list a few points: - the residents have a drive big enough for 2 cars but do not use the space they have - the residents parked their vehicle in this spot for at least 2-3 months at a time to 'prevent' other residents parking - the proposed area is big enough for a car to park Introducing this will cause nothing but more issues for residents of Birch Crescent, this is poor use of our council tax money and could be better used elsewhere. There is also reason to believe that this is another way for council to extract money from residents for no apparent reason. For the reasons above I object the proposed works’.

All three Ward Councillors were made aware of the objections, one Ward Councillor was happy to proceed with the proposals based on safety grounds under the Councils highway obligations and the two other Ward Councillors did not respond.

Officers Response: Highways, Traffic and Parking request approval from the Lead Member for Environment to overrule the objections received and proceed with the advertised proposal. Officers have considered the need to provide road safety, traffic flow, sight lines and access in Birch Crescent, which outweighs the loss of general parking provision. The Council has obligations under the Road Traffic Regulation Act (1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including cyclists and pedestrians) and to provide suitable and adequate parking facilities on and off the highway.

(d) Scheme SCH792 – Blacksmiths Lane - South Hornchurch Ward

Following a request from the welfare support team proposals were designed to assist a school bus in boarding and alighting for a child in Blacksmiths Lane.

In order to assist with this request Officers advertised proposals to introduce no waiting at any time restrictions fronting No 6 Blacksmiths Lane as per the attached plan SCH792.

Non-key Executive Decision

Following the consultation one objection was received as follows;

'I live very near No. 6 and understand that the purpose of this restriction is to allow unobstructed vehicular access to the property – primarily a large local authority bus/people carrier. In principle I think this proposal makes sense as I have seen the vehicle attempting to access the above address with difficulty due to the sheer size of the vehicle, narrowness of the road and parked vehicles - on one occasion I returned home to find this vehicle parked across my drive! I have children who need to be taken/picked up from school and I have had difficulty both leaving and accessing my property due to the proximity of this same vehicle – I must point out that this vehicle often arrives as I am returning from picking up my children from school. Unfortunately, I believe the issue at hand is more complex than just putting down 'waiting restrictions' outside no.6 Blacksmiths lane – the presence of this vehicle near to my property will make it difficult to impossible for me to access my property due to the regular presence of vehicles parked either side of my driveway, the location of a tree near to my property and vehicular and pedestrian traffic along this stretch of the road. The proximity of Whybridge school within 100 yards of the property further exacerbates the issue of egress/access to properties and the associated health and safety issues of having parents and children in the vicinity. My initial thoughts are that 'waiting restrictions' need to be in place both outside of the proposed property and directly across the road to it (or some other form of restrictive obstruction/road markings) in order that safety and non-obstruction of the roadway can be maintained, for vehicular users in the vicinity, pedestrians (often young children not always closely supervised) and neighbouring properties being able to safely access/egress their properties. I cannot easily access/egress my property – the tree near to my property means that we have to reverse out of our driveway close to the boundary fence with little to no visibility and with a large vehicle parked across the road there is no 'turning arc' available – likewise if this vehicle is parked up on my return to my home, my 'arc' to turn into my driveway is bordering on non-existent – if other vehicles are also parked close by then it just makes a difficult situation even more so – not to mention the health and safety issues around pedestrians, parents and children being obscured by these vehicles.

The grounds on which my objection is being made:

- The presence of 'waiting restrictions' directly opposite my property (and the use of it) will lead to a large vehicle parking in that area which in turn will restrict my access/egress to and from my property
- That no thought within the proposal is given to neighbouring properties vehicular access/egress being compromised by the presence of a large vehicle in this 'waiting restriction space'
- That no thought within the proposal is considering the health and safety implications of restricting neighbouring properties access/egress to their properties
- The possibility that the residents of No. 6 will use this 'space' to park vehicles within, which will likewise restrict my access/egress to and from my property

I do hope that further and more detailed assessment is made of the proposal in view of my observations – and possible modifications to the proposal put forward to those who may be impacted by it'.

All three Ward Councillors were made aware of the objection, two Ward Councillors supported the scheme as advertised and the remaining Councillor did not respond.

Officers Response: Highways, Traffic and Parking request approval from the Lead Member for Environment to overrule the objection received and proceed with the advertised proposals. Officers have considered the need to provide road safety, traffic flow, sight lines and access in Blacksmiths Lane, which outweighs the loss of general parking provision. The Council has obligations under the Road Traffic Regulation Act (1984) to secure the expeditious, convenient and safe movement of

Non-key Executive Decision

vehicular and other traffic (including cyclists and pedestrians) and to provide suitable and adequate parking facilities on and off the highway.

(e) Scheme SCH752 – Crouch Valley - Cranham Ward

Following a site investigation it was apparent that should vehicles park in the proposed restricted area obstruction issues are likely to occur. This has resulted in vehicles driving over the grass verge area to access their off street parking provisions as their legal access (vehicle crossover) was obstructed.

Officers advertised proposals to introduce no waiting at any time restrictions across the raised kerb on the southern kerb line of Crouch Valley to prevent obstructive parking.

Following the consultation, the following objections and also supports of the proposals were received as follows;

'This proposal does not seem to have taken into account the very limited amount of parking space available for residents who live in Crouch Valley. There are 15 properties in a small road and this proposal will take available parking down to 2 spaces. Several houses on the western side of Crouch Valley have drives which means that parking on this very small road is already restricted. There are 3 properties on the eastern side of Crouch Valley which are unable to construct drives due to the structure / layout of the road. This is also an issue about enabling the opportunity for residents in these properties to choose to have a drive if they wish to. This is a choice that is currently denied to them given the layout / structure of the road. If the council was serious about encouraging 'off-road' parking then it should seriously consider redeveloping the road so that these properties can also have a drive if they choose to. This is also an issue about fairness as well as ensuring that parking and access is managed safely in these areas'

'I have lived in Crouch Valley for many years and have had a driveway put in at the same time as my neighbour. Myself and my neighbour have found it quite difficult to get onto our drive when cars are parked where proposed scheme is going to be. So therefore I have NO objections to the proposed scheme and can't wait for it to be put in place'.

'I live in Crouch Valley and this kerb is opposite my home. I regularly park here on a daily basis, however last month I have enquired about my crossover/pavement to the kerb to be strengthened as I intend to convert my front garden into a driveway. However and after many calls and emails to Havering I'm still awaiting a response!. Could someone please let me know if indeed the pavement does require strengthening? Also, and to add, there is already a dropped kerb in place. Please help and treat as a priority as parking ones car in and around CV can be very problematic, as I also have two young children and need to park as close to home as possible'.

'I have a few comments to make as regards these plans, but in making them I should point out neither I nor my partner drive, so am not looking at this from the point of view of losing parking spaces ourselves. From my perspective, it seems that any claim that there have been instances of obstructive parking are highly exaggerated. I am not Michael Caine, the Nosey Neighbour, so I am not observing traffic all day long, but I have yet to see any instance of cars being blocked in because of cars parked in the spaces where the restrictions are supposedly necessary. I perhaps should point out that my daughter's partner received a PCN some time ago, for allegedly blocking the dropped kerbs, and that PCN was never enforced. Okay, it was not enforced because the Havering Parking Service could not justify it, but in any event, the perception of blocking other cars was simply ludicrous. My second point is that, through a succession of houses in this street, primarily on my side of the road, installing dropped kerbs and driveways, the available space for those without driveways has become severely reduced. As it stands, it seems to me that these proposals almost force the hand of the resident in number 14 to install a driveway - which is

Non-key Executive Decision

something he may not desire. Removal of the spaces will also limit access to the street for those visiting resident. Yes, visitors can park across dropped kerbs should they be visiting those who have them - but most of the houses opposite us do not have kerb access because of the grassed area in front of them. So, restricting the spaces will have a detrimental effect on them. The same applies to vehicles that are parked there by contractors and the likes, working in the various properties. If this sort of traffic is displaced out of Crouch Valley, it will end up in Avon Road, thus increasing the pressure faced by drivers of the 248s trying to negotiate the road. My last point is that, nearly all the houses in the street have, or did have, garages to the rear of the properties. The properties towards the south west end also have a flat parking area to the rear of the houses, beside the fence that adjoins the Community Centre. Disregarding those who have chosen to remove their garages - it is still a fact that the street spaces in the Valley have been radically reduced over a relatively short space of time, when there were alternative areas to park. These recent works have included some driveways that have seen footway torn out and the road lose some of its character. Frankly it has made the street look ridiculous. The demand for a dropped kerb is a matter of individual choice of course, but it has clearly had an accumulative effect, and it has to have a logical end. The introduction of restrictions is not a logical step, and I believe it will have a negative effect on the surrounding streets.'

'I agree with the proposed plan to introduce double-yellow lines at the end and turning point of Crouch Valley. We have had increasing problems with multiple users being able to turn at the end, due to both residents and non-residents using this area as a parking spot - causing obstruction to all other users. It is the safest way to ensure appropriate access for all, especially from an emergency services point of view'

'I am fully in support of the proposed waiting restrictions vehicles are forever blocking the end of Crouch Valley which causes obstruction to driveways and prevents vehicles from turning around. In addition it restricts access to emergency vehicles the addition of double yellow lines will alleviate this problem'

'I fully support the proposal. We have had continual blocking of the road, leaving cars unable to turn around. This includes emergency vehicles'

All three Ward Councillors were made aware of the objections and comments, all three Ward Councillors supported the scheme as advertised.

Officers Response: Highways, Traffic and Parking request approval from the Lead Member for Environment to overrule the objections received and proceed with the advertised proposals. Officers have considered the need to provide road safety, traffic flow, sight lines and access in Crouch Valley, which outweighs the loss of general parking provision. The Council has obligations under the Road Traffic Regulation Act (1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including cyclists and pedestrians) and to provide suitable and adequate parking facilities on and off the highway.

(f) Scheme SCH898 – Cotswold Road & Upland Court Road - Harold Wood Ward

A Request was received from the Head Teacher of Redden Court School and Ward Councillor, to review the single yellow line in Upland Court Road and Cotswold Road, with the view to extending some of it to cover school drop off and collection times. This is to prevent vehicles parking both sides of the road and causing obstruction/traffic flow issues. This is causing concerns over emergency vehicles being unable to gain access during school drop-off and collection time. Officers assessed the location and it was felt that action needed to be taken to alleviate the parking problems being experienced with vehicles parking both sides of the carriageway obstructing larger vehicles from gaining access to the road during school drop off and collection.

Non-key Executive Decision

The proposals advertised were to change the existing Monday to Friday 10.30 am to 11.30 am to Monday to Friday 8am to 9.30am and 2.30pm to 4pm in the following areas:-

- Cotswold Road, on its north-eastern side, between Squirrels Heath Road and Upland Court Road.
- Upland Court Road, on its north-western side, between Cotswold Road and Recreation Avenue.

The proposals were designed to improve road safety, sight lines and maintain access at all times which will assist in reducing disruption to Council and emergency services.

This proposal was publicly advertised with two responses received, one in favour and one against the proposal. The objection was on the following grounds:

'I live in Upland Court Road and I am not happy to hear about the new proposed restrictions on my road. I can understand you want to control the school traffic but by putting two time restrictions in place during the week will impact us residents and our properties. Below are some of the reasons:-

- restricts us from having contractors to make any home improvements as they won't be able to park their vehicles on the road without being fined by tickets. - visitors during the week won't be able to park on the road and I always had my family and friends come during the week to visit. With this pandemic we are in at the moment and not being able to see friends and family, when it is safe to do so we will need this contact more than ever to help repair our mental health without having the headache of more restrictions which will impact on visitors as our front driveways are not all set up to become a car park and have access with wide enough drop curbs to enable cars onto front drives. - Devaluation of our property for any future sale as this will make our properties less desirable with two time restrictions in place. The school is closed for 13 weeks of the year for holidays this would mean our roads would have unnecessary restrictions in place when there is no school traffic which would be unfair to us all. I don't have a problem with the morning one but think one hour is sufficient 8-9am or 8.15-9.15 to cope with the school drop offs. I am not happy with the afternoon time restrictions as per my concerns above. I would suggest if you want the afternoon restriction then all residents are given ample enough FREE passes to display to any contractual works & visitors during the week to be safe to park without being fined. I do believe the restrictions you are considering will not make any difference to parents dropping off & picking up their children as they all sit in their cars and wait for their children. They won't take any notice of the restrictions & it will only be us home owners that will suffer with restrictions put in place in the long term. I look forward to hearing from you with my concerns and objections. I am happy to hear of any other suggestions that won't impact us homeowners with two time restrictions as I think it is important you liaise with us as this is a major issue which will affect us long term. One suggestion that you might want to liaise with the school to have a rota of senior staff, teachers & site caretakers to do a daily road duty to keep the pick up & drop offs running smoothly. I know other schools do similar duties ie. crowd control at the local bus stops & gate duties. A trial of these road duties may well work without having time restrictions and upsetting homeowners'.

'I just wanted to confirm that with the new restrictions proposed, which I completely approve of, will mean that one side of the road will remain at 10.30am to 11.30am otherwise commuters will be parking there all day long. I understand the other side of the road times will change. This road has been an accident (particular for children) waiting to happen for some time with even emergency vehicles potentially having difficulty getting through'

Ward Councillors were made aware of the responses received following the consultation and two Ward Councillors are in support of the proposals being implemented as advertised and the remaining Councillor did not respond.

Non-key Executive Decision

Officers Response: Highways, Traffic and Parking request approval from the Lead Member for Environment to overrule the objection received and proceed with the advertised proposals. Officers have considered the need to provide road safety, traffic flow, sight lines and access in Cotswold Road and Upland Court Road, which outweighs the loss of general parking provision. The Council has obligations under the Road Traffic Regulation Act (1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including cyclists and pedestrians) and to provide suitable and adequate parking facilities on and off the highway.

OTHER OPTIONS CONSIDERED AND REJECTED

The option not to progress these schemes was considered but rejected. Officers consider the need to provide road safety, traffic flow, sight lines and access around these locations, which outweighs the loss of the general parking provision. The highway code states vehicles should not park on or opposite the junction of a road. The Council has obligations under the Road Traffic Regulation Act (1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including cyclists and pedestrians) and to provide suitable and adequate parking facilities on and off the highway.

PRE-DECISION CONSULTATION

The following proposals were publically consulted as per the Council's legal obligations to publicise changes to the traffic orders for a period no less than 21 days commencing 22nd November 2019 and Whitworth Estate 18th October 2019 and 22nd November 2019.

(a) Scheme SCH680 – Hazelmere Gardens – Emerson Park Ward

All three Ward Councillors were advised of the objection. Further conversations were had with two Ward Councillors where it was agreed to progress with the reduced amount of restriction and the third Councillor did not comment.

(b) Scheme SCH601 Whitworth Estate - Heaton Ward

All three Ward Councillors have been made aware of the responses received to the consultation. One of the Heaton Ward Councillors is in favour of the proposals whilst the other Ward Councillors did not respond.

(c) Scheme SCH778 – Birch Crescent – Squirrels Heath Ward

All three Ward Councillors were advised of the objections received. One Councillor was happy to proceed as advertised, the remaining Councillors did not respond.

The following proposal has been publically consulted as per the Council's legal obligations to publicise changes to the traffic orders for a period no less than 21 days commencing 18th December 2020:

(d) Scheme SCH792 – Blacksmiths Lane – South Hornchurch Ward

All three Ward Councillors have been made aware of the response received to the consultation, with two Councillors responding supporting the proposals and the remaining Councillor did not respond.

(e) Scheme SCH752 – Crouch Valley – Cranham Ward

All three Ward Councillors have been made aware of the responses received to the consultation, all three Councillors responded supporting implementation of the scheme.

(f) Scheme SCH898 – Cotswold Road & Upland Court Road – Harold Wood Ward

Non-key Executive Decision

Ward Councillors have been made aware of the responses, two of the Ward Councillors are in favour of the scheme being implemented despite the objection received. The other Councillor did not make comment.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

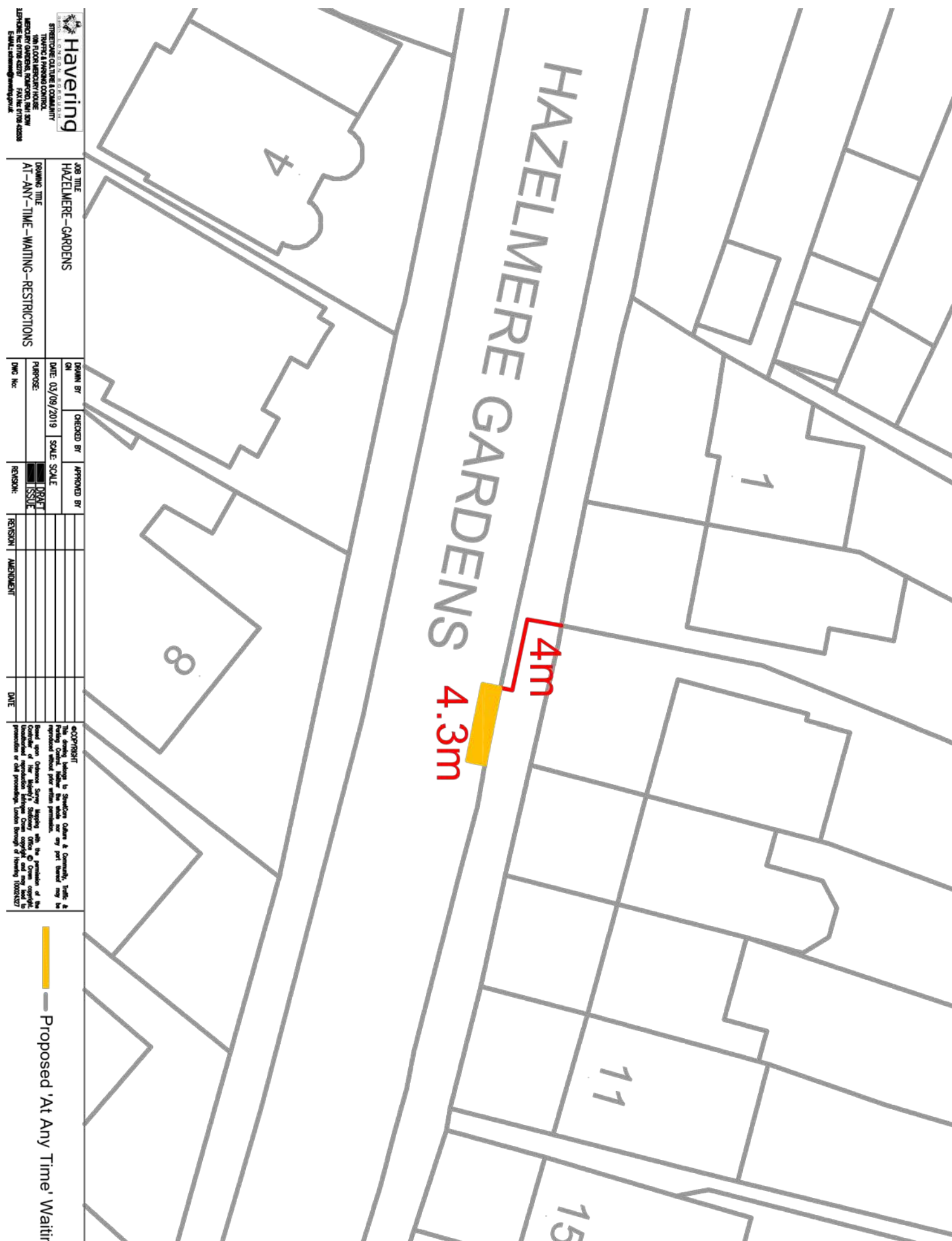
Name: Diane Bourne

Designation: Schemes Manager, Traffic and Parking

Signature:

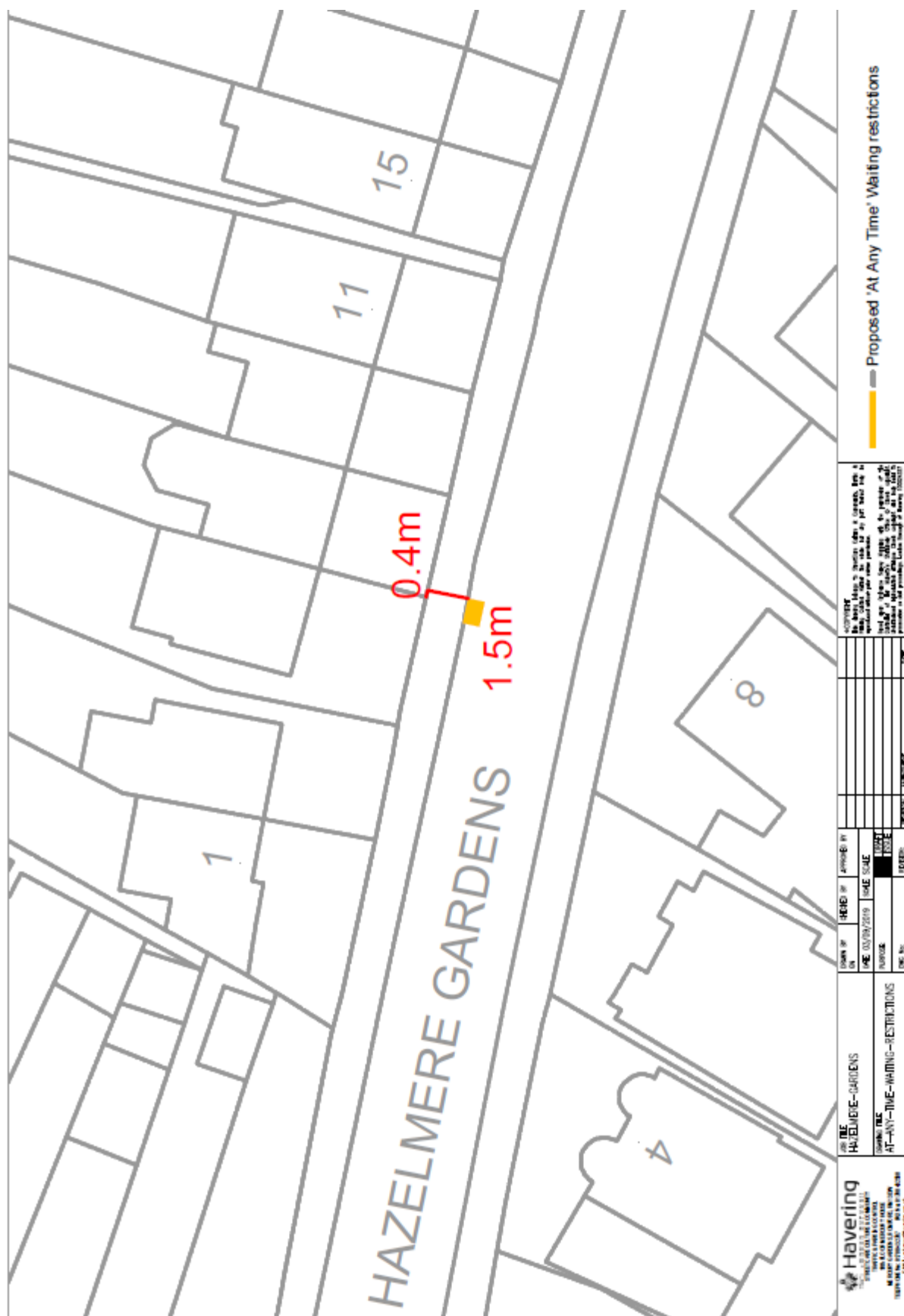


Date: 11th August 2021

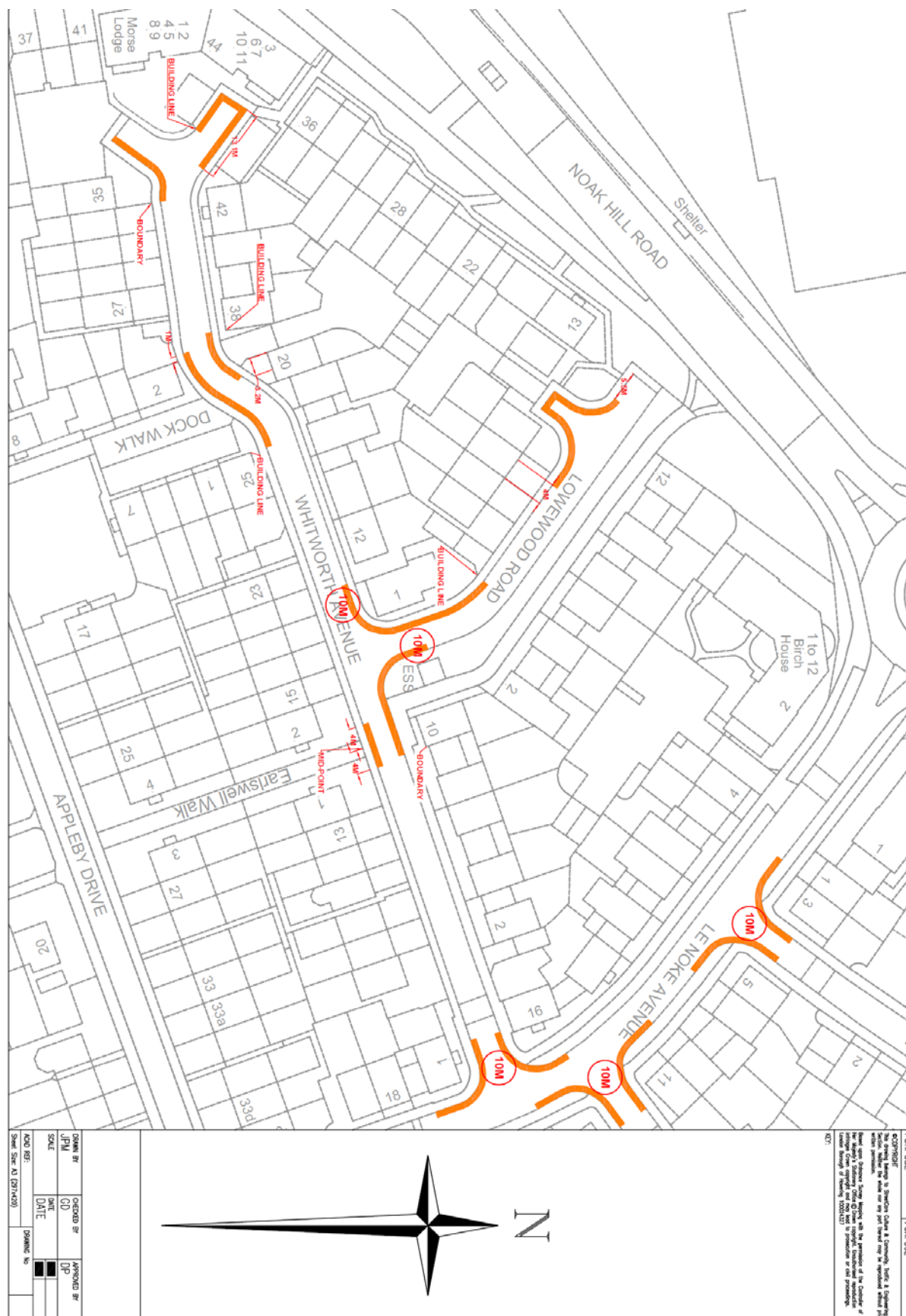


Non-key Executive Decision

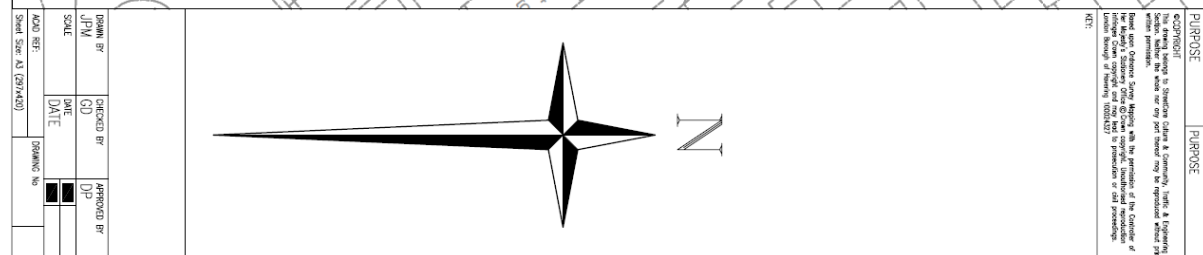
SCH680 Recommended Reduced Restriction



SCH601 – Advertised Proposals



SCH601 – Advertised Proposals

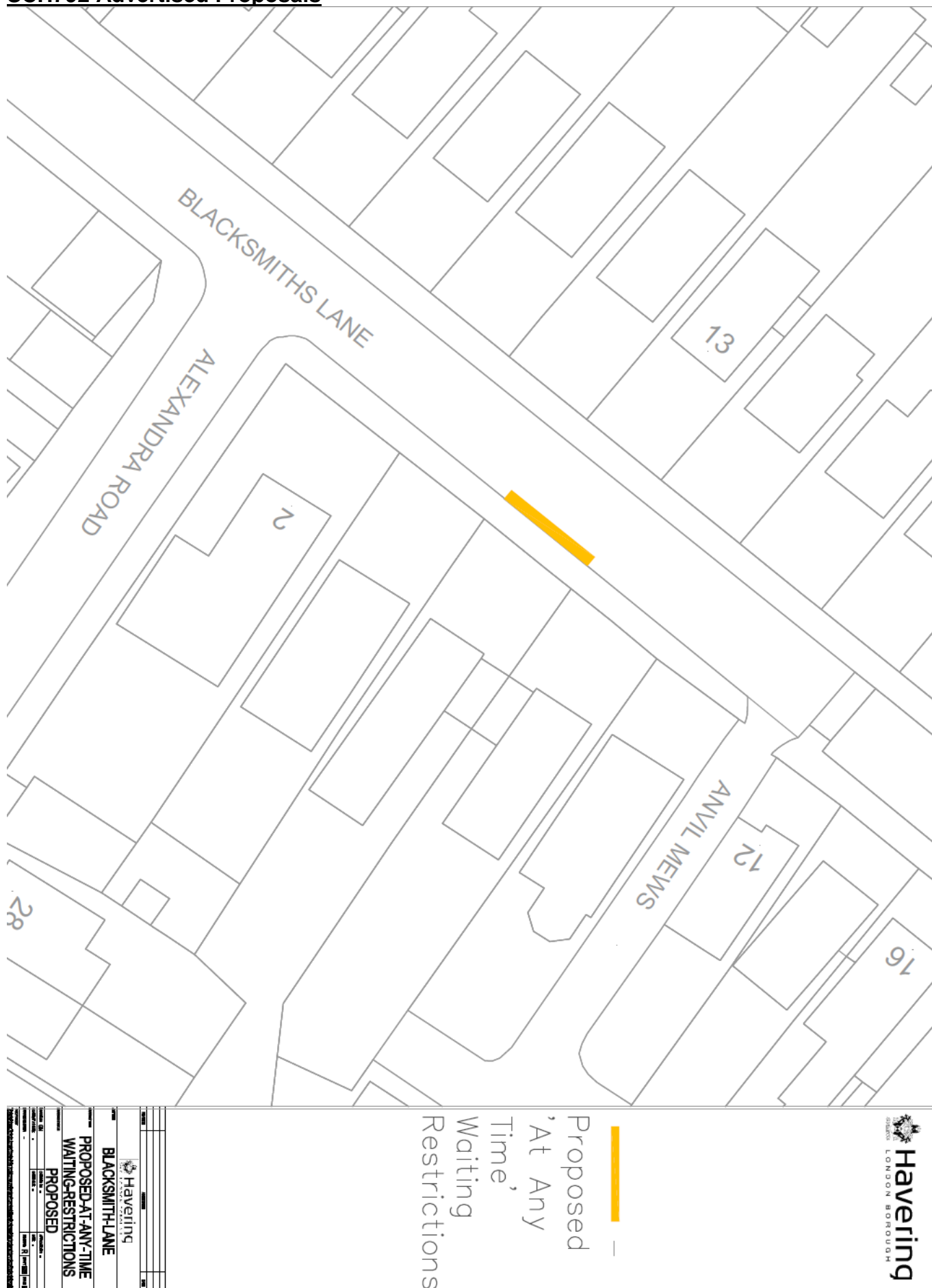


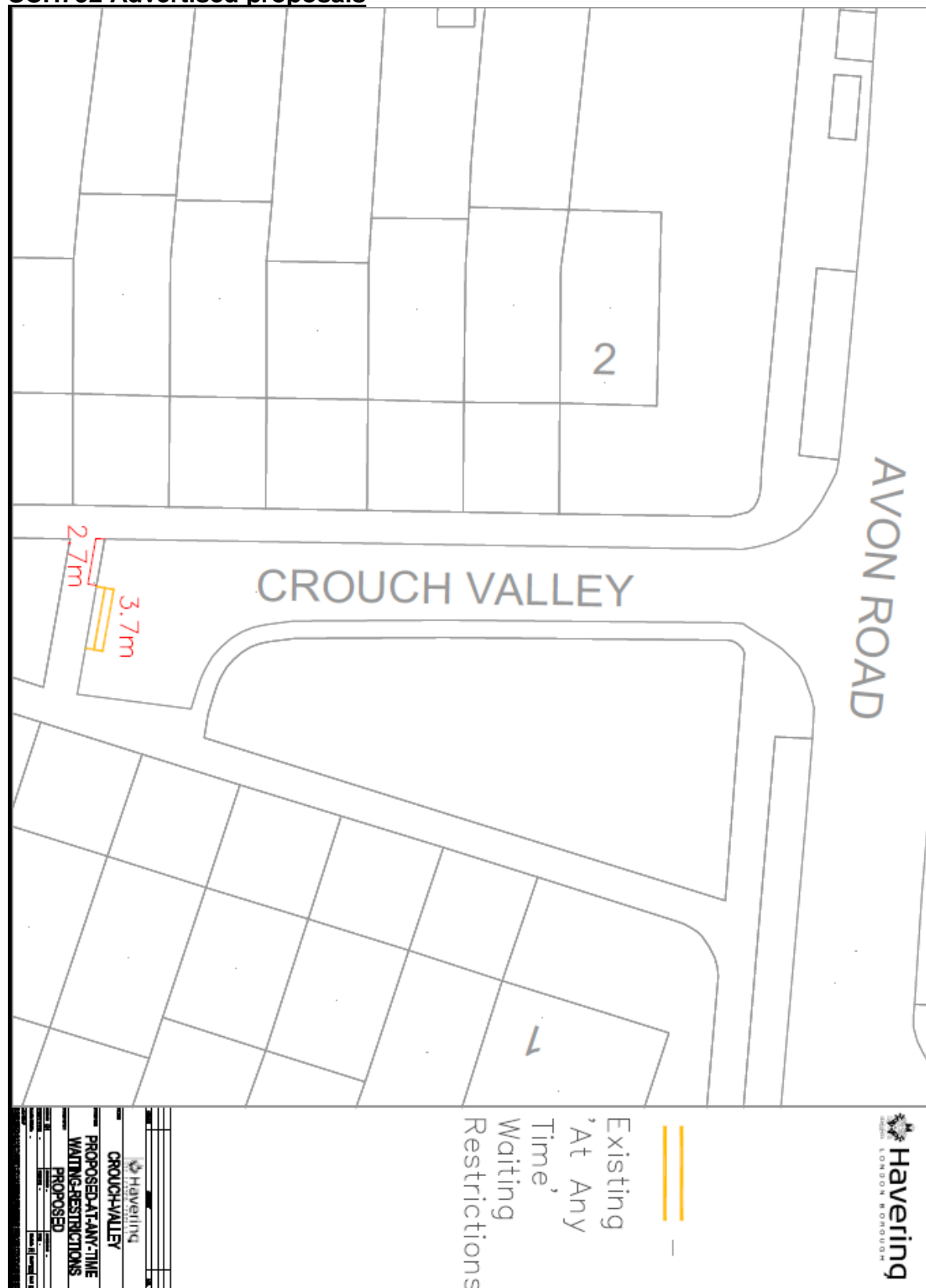
SCH601 – Advertised proposals



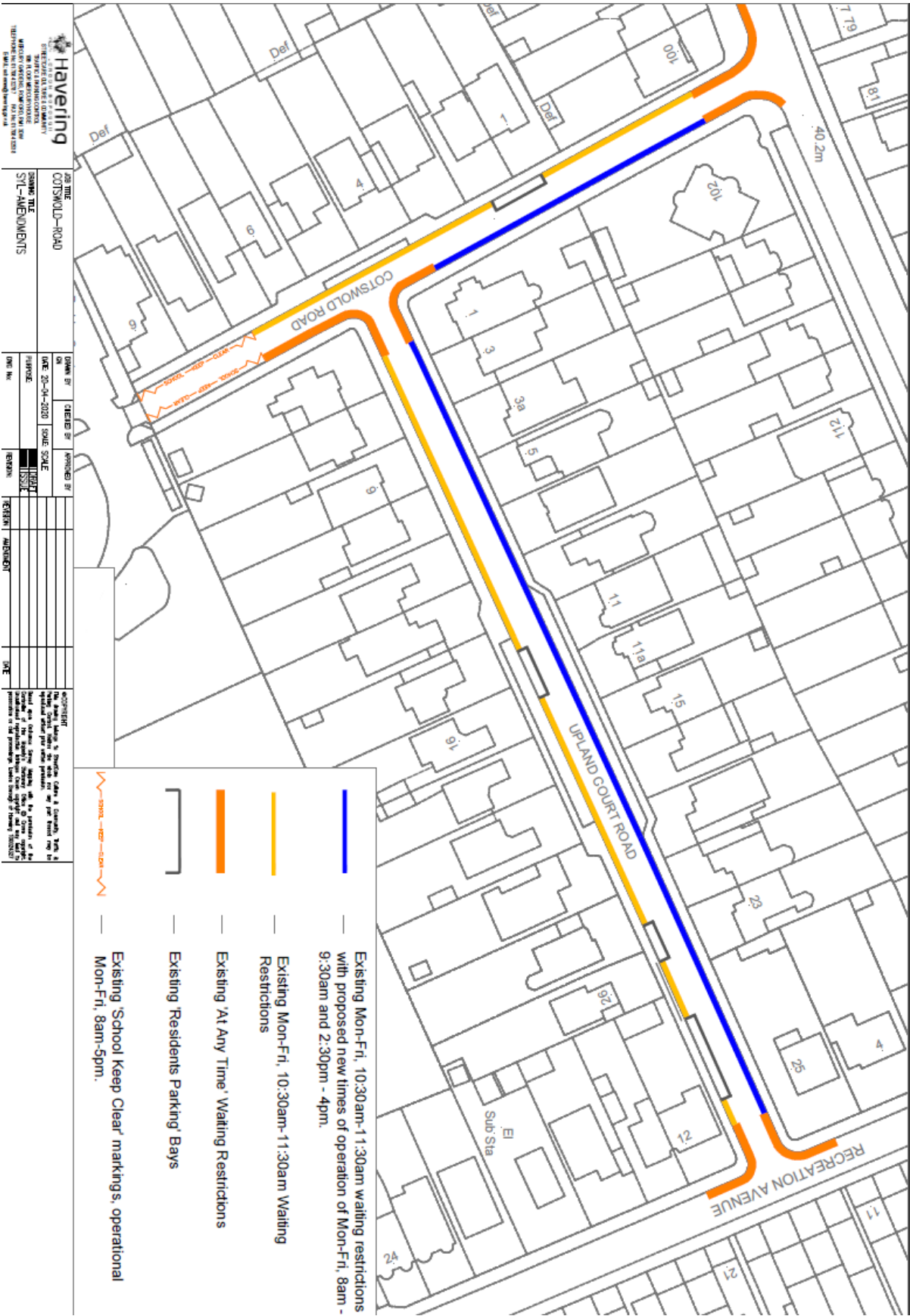
SCH778 – Advertised Proposals







SCH898 Advertised proposals



Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for the implementation of no waiting at any time restrictions and change to restriction times that pursuant to the Council's Constitution requires an executive decision by the Lead Member for Environment.

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984") with the power to designate parking places set out under part IV of the 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 & 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.

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.

FINANCIAL IMPLICATIONS AND RISKS

The estimated costs of £0.003m which include advertising costs and implementing the proposal as described above and shown on the attached plan will be met from the 2021/22 A26910 Schemes budget, which at the time of this report has sufficient available budget.

This is a standard project for Traffic and Parking and there is no expectation that the works cannot be contained within the cost estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Public Realm budget.

No waiting at any time restrictions / change to waiting restriction times	Estimated Cost £
Hazelmere Gardens	£ 100.00
Whitmore Estate	£ 750.00
Birch Crescent	£ 200.00
Blacksmiths Lane	£ 200.00

Non-key Executive Decision

Crouch Valley	£ 632.00
Cotswold Road & Upland Court Road	£ 932.00
Total	£ 2,814.00

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

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

EQUALITIES AND SOCIAL INCLUSION 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.

Blue badge holders can park on the no waiting at any time restrictions for up to 3 hours in Hazelmere Gardens, Whitmore Estate, Birch Crescent and Blacksmiths Lane. Blue badge holders can also park during restriction times on the single yellow line on Cotswold Road and Upland Court Road.

EQHIA form has been completed and attached as an appendix.

BACKGROUND PAPERS

Non-key Executive Decision

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

1. No waiting at any time restrictions on :-
 - a) Hazelmere Gardens
 - b) Whitworth Estate
 - c) Birch Crescent
 - d) Blacksmiths Lane
 - e) Crouch Valley
2. Change to the waiting restriction times on :-
 - f) Cotswold Road & Upland Court Road

Details of decision maker

A handwritten signature in blue ink, appearing to read 'Osman Dervish', followed by a long horizontal line.

Signed

Name: **Councillor Osman Dervish**

Officer: **Lead Member for Environment**

Date: **23 September 2021**

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.

Non-key Executive Decision

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

Appendix



Equality & Health Impact Assessment (EqHIA)

Document control

Title of activity:	Minor Parking Schemes Objection Report 1 2021
Lead officer:	Iain Hardy
Approved by:	Nicolina Cooper
Date completed:	04/08/2021
Scheduled date for review:	04/08/2021

Please note that the Corporate Policy & Diversity and Public Health teams require at least **5 working days** to provide advice on EqHIAs.

Did you seek advice from the Corporate Policy & Diversity team?	ED to be sent to diversity for approval
Did you seek advice from the Public Health team?	No
Does the EqHIA contain any confidential or exempt information that would prevent you publishing it on the Council's website?	No

Please note that EqHIAs are **public** documents and must be made available on the Council's [EqHIA webpage](#).

Please submit the completed form via e-mail to EqHIA@haverling.gov.uk thank you.

1. Equality & Health Impact Assessment Checklist

Please complete the following checklist to determine whether or not you will need to complete an EqHIA and ensure you keep this section for your audit trail. If you have any questions, please contact EqHIA@havering.gov.uk for advice from either the Corporate Diversity or Public Health teams. Please refer to the Guidance in Appendix 1 on how to complete this form.

About your activity

1	Title of activity	Minor Parking Schemes Objection Report 1 2021		
2	Type of activity	Minor Parking schemes - objections		
3	Scope of activity	To implement no waiting at any time restrictions and change to existing waiting restriction times		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes	If the answer to <u>any</u> of these questions is 'YES', please continue to question 5 .	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6 .
4b	Does this activity have the potential to impact (either positively or negatively) upon people (9 protected characteristics)?	Yes		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes		
5	If you answered YES:	Please complete the EqHIA in Section 2 of this document. Please see Appendix 1 for Guidance.		
6	If you answered NO:			

Completed by:	Iain Hardy
Date:	04/08/2021

1. The EqHIA – How will the strategy, policy, plan, procedure and/or service impact on people?

Background/context:

The following schemes are designed to improve sight lines, traffic flow, road safety, prevent obstruction and access for the emergency services and Council vehicles in;

Hazelmere Gardens

Whitworth Estate

Birch Crescent

Crouch Valley

Blacksmiths Lane

Cotswold Road & Upland Court Road

Who will be affected by the activity?

The installation of the no waiting at any time waiting restrictions around junctions, bends, access points and opposite junctions would improve road safety, sight lines and access for the emergency services which will of benefit to all residents and their visitors.

These restrictions would impact on the parking capacity for vehicles parking in these locations but blue badge holders can park on the no waiting at any time restrictions for up to three hours.

Residents, their visitors, parents and carers will be affected by the change to the waiting restriction times in Cotswold Road and Upland Court Road as they will not be able to park during the restricted times but blue badge holders can still park during the restricted times.

Non-key Executive Decision

Protected Characteristic - Age:		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of age
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	

Non-key Executive Decision

[illegible]

Non-key Executive Decision

Protected Characteristic - Sex/gender:		
<i>Please tick (✓) the relevant box:</i>		Overall impact: For the definition of 'eligible', please see section 2 (background/context) Parking restrictions are applied irrespective of sex/gender
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence: <i>(Please add in any additional evidence and use the evidence below that is relevant for your particular impact assessment, please delete unnecessary data)</i>		
Sources used: •		

Non-key Executive Decision

Protected Characteristic - Ethnicity/race: Consider the impact on different ethnic groups and nationalities

Please tick (✓) the relevant box:

Positive

Overall impact:

For the definition of 'eligible', please see section 2 (background/context)

Neutral

✓

Parking restrictions are applied irrespective of Ethnicity/race

Negative

Evidence:

(Please add in any additional evidence and use the evidence below that is relevant for your particular impact assessment, please delete unnecessary data)

Sources used:

Non-key Executive Decision

Protected Characteristic - Religion/faith		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of religion / faith
Positive		
Neutral	✓	
Negative		
Sources used:		

Non-key Executive Decision

Protected Characteristic - Sexual orientation		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of sexual orientation
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence: 		
Sources used: 		

Non-key Executive Decision

Protected Characteristic - Gender reassignment: Consider people who are seeking, undergoing or have received gender reassignment surgery, as well as people whose gender identity is different from their gender at birth

*Please tick (✓)
the relevant box:*

Positive

☐

Neutral

☒

Negative

☐

Overall impact:

Parking restrictions are applied irrespective of gender reassignment

Evidence:

Sources used:

Non-key Executive Decision

Protected Characteristic - Marriage/civil partnership: Consider people in a marriage or civil partnership		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of marriage/civil partnership
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence: •		
Sources used: 		

Non-key Executive Decision

Protected Characteristic - Pregnancy, maternity and paternity		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of pregnancy, maternity and paternity
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence: 		
Sources used: 		

Non-key Executive Decision

Health & Wellbeing Impact: Consider both short and long-term impacts of the activity on a person's physical and mental health, particularly for disadvantaged, vulnerable or at-risk groups. Can health and wellbeing be positively promoted through this activity? Please use the Health and Wellbeing Impact Tool in Appendix 2 to help you answer this question.

Please tick (✓) all the relevant boxes that apply:

Positive

Neutral

Negative

Overall impact:

The introduction of at any time waiting restrictions will increase road safety, sight lines, prevent obstruction and increase access for the emergency and Council vehicles, which would reduce accidents and worry for residents / visitors using the public carriageways and footways. However, the introduction of no waiting at any time restrictions may add to the stress for residents and their visitors by the loss of a number of unrestricted on street parking spaces.

The change to the restriction times may increase stress for parents / carers dropping or picking children up from school as alternative parking would have to be sought. Although this could lead to increased fitness and health as could mean walking a further distance to the school.

The change to the restriction times could also alleviate the stress of parents/carers/children and school staff as the obstructive parking would be prevented and increased access to the school for the emergency services would be provided. Also increased road safety and sight lines for motorists and pedestrians using these roads during school drop off and pick up times.

Do you consider that a more in-depth HIA is required as a result of this brief assessment? Please tick (✓) the relevant box

Yes

No ✓

Evidence:

To be added.

Sources used:

Non-key Executive Decision

Socio – Economic impact:

*Please tick (✓)
the relevant box:*

Positive

☐

Neutral

✓

Negative

☐

Overall impact:

Parking restrictions are applied irrespective of socio-economic status.
Free parking is still available closeby in these locations.

Evidence:

Sources used:

2. Review

In this section you should identify how frequently the EqHIA will be reviewed; the date for next review; and who will be reviewing it.

Review: 04/08/2021

Scheduled date of review: 04/08/2021

Lead Officer conducting the review: Iain Hardy

Please submit the completed form via e-mail to EqHIA@haverling.gov.uk

Thank you.