



Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

16 November 2021

Subject Heading:

Crow Lane Area – Request to formally advertise parking and safety review proposals. (Reference:QT036)

CMT Lead:

Councillor Osman Dervish

Report Author and contact details:

**Velup Siva
Senior Engineer
velup.siva@havering.gov.uk**

Policy context:

Highways, Traffic & Parking Control

Financial summary:

The estimated cost of implementation is £0.013m and will be met from the Schemes Revenue budget (A26910)

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

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

SUMMARY

A feasibility study was undertaken to identify parking and safety improvements including a proposals for a zebra crossing, disabled bays, 'At any time' No loading, No waiting 'At any time' and footway parking bays to improve parking and safety conditions along Crow Lane area. An informal public consultation with questionnaire has been carried out and this report details the findings of this consultation and recommends that the parking and safety improvements as detailed in the recommendation be approved for formal consultation and implementation.

The scheme is within **Brooklands** ward.

RECOMMENDATIONS

1. That the Highways Advisory Committee having considered this report and the representations made recommends to the Cabinet Member for Environment in consultation with the Leader of the Council that the parking and safety improvements as detailed below and shown on the relevant drawings proceed to formal consultation as follows:
 - (a) Creation of two Disabled bays along Jutsums Lane outside Jutsums Recreation Ground (Plan QT036/3)
 - (b) Implementation of 'At Any Time' Waiting Restrictions along Crow Lane outside Property Nos: 73/128 and Crow Metal (Plan QT036/3)
 - (c) Implementation of 'At Any time' Loading Restrictions at the Crow Lane / Jutsums Lane Junction (Plan QT036/3)
 - (d) Implementation of loading restrictions Monday – Saturday, 8.00am – 6.30 pm within control parking zone along Crow Lane area (Plan QT036/2)
 - (e) Creation of footway parking bays along Crow Lane west of Jutsums Lane (QT036/3)
 - (f) The conversion of one resident parking bay outside Property No. 73 Crow Lane to 'At any time' waiting restrictions (Plan QT036/3); and
 - (g) The implementation of bollards on the northern footway of Crow Lane, west of its junction with Jutsums Lane (Plan QT036/3).

and if at the close of consultation, no objections are received to the proposals outlined above, the scheme proceeds to full implementation.

2. It is noted that the recommendation to implement a zebra crossing in Crow Lane has been omitted from the original proposals as described in the questionnaire following the informal consultation. This is due to the fact that results of the informal consultation indicated alternative locations in the area would be more preferable. It is therefore recommended that this could be considered in 2022/23 financial year as part of Transport for London (TfL) bid for Crow Lane proposed bus accessibility scheme if funding is approved .
3. It is noted that the estimated cost of this scheme as set out in this report is £0.013m, which will be met by either the Schemes revenue budget (A26910) or the Transport for London's 2022/23 financial year bus accessibility possible allocation for Route 499 Crow Lane.

REPORT DETAIL

1.0 Background

- 1.1 Local Members, residents and businesses raised concerns about the parking and safety along Crow Lane. Part of Crow Lane is within Romford controlled parking zone. The parking and safety issues include obstructive lorry parking and a lack of pedestrian and disabled parking facilities.

- 1.2 A feasibility study has been carried out to identify parking and safety access issues in the Crow Lane area. The feasibility study looked at ways of improving the current situation and a series of proposals were identified and these were disabled bays. 'At any time' waiting restrictions, 'At any time' loading restrictions, footway parking bays and zebra crossing. Following completion of the study, the proposals were taken forward to an informal consultation in the form of questionnaire.
- 1.3 The proposals were put forward to improve current situation and these include parking restrictions and safety improvements.

Traffic Survey Results Summary

- 1.4 Traffic surveys showed that maximum hourly two-way traffic flows and pedestrian flows at the Crow Lane / Jutsums Lane Junction are as follows.

Hourly two-way traffic flows

| Location | Eastbound/ Northbound | Westbound/ Southbound | Total |
|---------------------------------|--------------------------|--------------------------|-------|
| Crow Lane west of Jutsums Lane | 105 | 320 | 425 |
| Crow Lane east of Jutsums Lane | 278 | 375 | 653 |
| Jutsums Lane north of Crow Lane | 205 | 323 | 528 |

Hourly two-way pedestrian flows

| Location | Eastbound/ Northbound | Westbound/ Southbound | Total |
|---------------------------------|--------------------------|--------------------------|-------|
| Crow Lane west of Jutsums Lane | 8 | 6 | 14 |
| Crow Lane east of Jutsums Lane | 0 | 4 | 4 |
| Jutsums Lane north of Crow Lane | 8 | 32 | 40 |

Proposals

- 1.5 To mitigate the concerns raised in relation to obstructive parking and the lack of pedestrian and disabled parking facilities, the following parking and safety improvements were proposed along Crow Lane and Jutsums Lane area to improve the current situation.
- (a) Disabled bays along Jutsums Lane outside Jutsums Recreation Ground (Plan QT036/1)
 - (b) 'At Any Time' Waiting Restrictions along Crow Lane outside Property Nos: 73/128 and Crow Metal (Plan QT036/1)
 - (c) 'At Any time' Loading Restrictions at the Crow Lane / Jutsums Lane Junction (Plan QT036/1)
 - (d) Loading restrictions Monday – Saturday, 8.00am – 6.30 pm within control parking zone along Crow Lane area (Plan QT036/2)

- (e) Footway parking bays along Crow Lane west of Jutsums Lane (QT036/1)
- (f) Zebra crossing along Crow Lane west of Jutsums Lane (QT036/1)
- (g) The conversion of one resident parking bay outside Property No. 73 Crow Lane to 'At any time' waiting restrictions (QT036/3) and
- (h) The implementation of bollards on the northern footway of Crow Lane, west of its junction with Jutsums Lane.

1.6 The aim of this review would be to look at parking and safety access issues in the Crow Lane area, while giving the opportunity for residents and businesses in the area to comment on the proposed zebra crossing, disabled bays, footway parking bays and waiting and loading restrictions being put in to operation.

1.7 Ward Councillors were sent copies of the letter and questionnaire and were asked for any comments or objections they may have. No comments were received for this informal consultation.

2.0 Outcome of Informal consultation

2.1 Letters, questionnaires and plan, describing the proposals in the form of questionnaire with yes/no answers were delivered to local residents / occupiers. 401 letters and questionnaires were delivered via post to the area affected by the proposals. Local Members were also consulted on the proposals. Twenty eight written responses from Local Members, residents and businesses were received and the comments are summarised in the Appendix 1. The response rate is 7% which is considered to be low.

2.2 The following questions were asked with yes or no answers in the questionnaire. A copy of questionnaire is attached in Appendix 2.

| | QUESTIONS | YES | NO |
|---|--|-------------|------------|
| 1 | In your view, is there currently a parking and safety problem in your road to justify action being taken by the Council? | 19 (70%) | 8 (30%) |
| 2 | Are you in favour of zebra crossing along Crow Lane just west of Jutsums Lane as shown? | 21 (84%) | 4 (16%) |
| 3 | Are you in favour of Disabled bays along Jutsums Lane outside Jutsums Recreation ground as shown? | 22 (92%) | 2 (8%) |
| 4 | Are you in favour of No loading 'At any time' along Crow Lane and the roads within controlled parking shown as shown? | 17 (71%) | 7 (29%) |
| 5 | Are you in favour of No loading 'At any time' at the Crow Lane / Jutsums Lane mini roundabout as shown in yellow? | 18 (75%) | 6 (25%) |
| 6 | Are you in favour of No waiting 'At any time' along Crow Lane as shown in green? | 18 (75%) | 6 (25%) |
| 7 | Are you in favour of footway parking bay along Crow Lane Opposite to Crow Metals as shown? | 14 (61%) | 9 (39%) |
| 8 | Are you in favour of bollards along Crow Lane as shown in red circle? | 20 (83%) | 4 (17%) |

- 2.3 The detailed comments are provided in Appendix 1. A brief summary of comments are as follows:
- a) HGV lorries park on the footway;
 - b) Lorries parking damage footway;
 - c) Lorries cause pollution and congestion;
 - d) Visitors parking required;
 - e) Zebra crossing too close to the roundabout;
 - f) Zebra crossing should be in Jutsums Lane;
 - g) No loading ban within CPZ is unreasonable;
 - h) Introduce bollards is unreasonable;
 - i) Businesses may need to close; and
 - j) Disabled bays should be located outside Jutsums Recreation ground.

3.0 Officers' comments and recommendations

- 3.1 Pedestrians movements are very low along Crow Lane west of Jutsums Lane and Jutsums Lane north of Crow Lane. In addition various constrains such as vehicle crossovers, trees etc. Site observations also showed that the pedestrian desire lines along Jutsums Lane would be just north of Crow Lane.

Comments raised regarding the provision of a zebra crossing along Jutsums Lane outside the recreation ground entrance were considered but this location does not follow the pedestrian desire line.

- 3.2 It is therefore recommended that the proposed zebra crossing along Crow Lane, west of Jutsums Lane be dropped from the scheme and considered again in 2022/23 financial year as part of Transport for London (TfL) bid for Crow Lane proposed bus accessibility scheme if funding is approved.
- 3.3 The Council has a duty to ensure both carriageways and footways are maintained to standard and proposals to implement bollards were also consulted on to prevent erroneous footway parking and the use of smaller vehicles driving on the footway along Crow Lane.
- 3.4 Officers prepared a set of proposals which are considered appropriate for Crow Lane area to improve current parking arrangements. These measures should influence driver behaviour and reduce the risk of incidents for all road users and officers' recommend that as detailed below the request to implement the proposed measures should approved for formal consultation and / or implementation.
- (i) Disabled bays along Jutsums Lane outside Jutsums Recreation Ground (Plan QT036/1)
 - (j) 'At Any Time' Waiting Restrictions along Crow Lane outside Property Nos: 73/128 and Crow Metal (Plan QT036/1)
 - (k) 'At Any time' Loading Restrictions at the Crow Lane / Jutsums Lane Junction (Plan QT036/1)
 - (l) Loading restrictions Monday – Saturday, 8.00am – 6.30 pm within control parking zone along Crow Lane area (Plan QT036/2)
 - (m) Footway parking bays along Crow Lane west of Jutsums Lane (QT036/1)
 - (n) Zebra crossing along Crow Lane west of Jutsums Lane (QT036/1)
 - (o) The conversion of one resident parking bay outside Property No. 73 Crow Lane to 'At any time' waiting restrictions (QT036/3) and

- (p) Bollards on the northern footway of Crow Lane, west of its junction with Jutsums Lane.

IMPLICATIONS AND RISKS

Financial implications:

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

The estimated cost of £0.013m for implementation will be met by the Council's allocation for Schemes Revenue budget (A26910). If the implementation take places after April 2022, it will be met by Transport for London's 2022/23 financial year bus accessibility allocation for Route 499 Crow Lane, subject to funding being available.

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

Legal implications and risks:

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

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.

Human Resources implications and risks:

The recommendations made in this report do not give rise to any identifiable HR risks or implications that would affect either the Council or its workforce.

Equalities implications and risks:

Parking restrictions in residential areas are often installed to improve road safety and accessibility for residents who may be affected by long-term non-residential parking. Parking restrictions have the potential to displace parking to adjacent areas, which may be detrimental to others.

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

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.

The proposal to install Disabled bays, 'At Any Time' waiting restrictions and 'At any time' loading restrictions will be publicly advertised and subject to formal consultation.

Consultation responses will be carefully considered to inform the final proposals.

There would be some visual impact from the proposals; however these proposals would generally improve safety for both pedestrians and vehicles.

BACKGROUND PAPERS

None.

APPENDICES

Appendix 1 – Summary of Response

Appendix 2 – Questionnaire

Appendix 3 – Plan No. QT036/1

Appendix 4 – Plan No. QT036/2

Appendix 5 – Plan No. QT036/3

SUMMARY OF RESPONSES

| RESPONSE REF: | COMMENTS |
|-----------------------------------|---|
| QT036/1 Jutsums Lane | Zebra crossing is wrong place. It should be in Jutsums Lane |
| QT036/2 Fentiman Way | Parking should be free. You are charging too much for parking in Havering |
| QT036/3 Crow Lane | In my view, the proposed zebra crossing is too close to the roundabout. It will cause a problem for traffic negotiating roundabout |
| QT036/4 Beechfield Gardens | Large lorries, containing metals park in resident bays and damaging the pavement. Also car transporters keep parking and unloading their cars outside our houses. Crow Lane is now more residential, something needs to be done. |
| QT036/5 Crow Lane | We live in Beechfield Gardens. Due to HGV lorries parking in Crow Lane, it is dangerous to turn left as traffic travelling opposite way, overtaking parked HGV lorries, therefore traffic travelling opposite way is dangerous. Pavement in Crow Lane is dreadful damage due to lorries parking and it is dangerous for pedestrians. |
| QT036/6 Crow Lane | Slow traffic down along Crow Lane |
| QT036/7 Danes Road | No comments |
| QT036/8 Beechfield Gdns | No comments |
| QT036/9 Crow Lane | I do not agree no waiting and no loading. Agree with zebra crossing but it should be before the roundabout. |
| QT036/10 Crow Lane | Zebra crossing should be in Jutsums Lane as well for the safety of children, parents and elderly. |
| QT036/11 Crow Lane | There are parking problem in Crow Lane. Putting zebra crossing too close to the roundabout is dangerous. |
| QT036/12 Beechfield Gardens | We use Crow Lane / Jutsums Lane mini roundabout several times a day to get school and work. It is dangerous when you navigate the junction as there are frequently lorries parked in the road and blocking one lane. Zebra crossing is beneficial in Jutsums Lane as many parents with pushchairs struggle to get through traffic chaos. |
| QT036/13 Crow Lane | Proposed footway parking will create bottleneck on the busy road and narrow the footpath. Put double yellow line instead. We need enforcement action against Crow Metals who violating the law such as illegal parking, early opening, metal dust, folk-lift trucks on the footway and using busy road and reversing HGV lorries at the roundabout. |
| QT036/14 Crow Lane | No comments |
| QT036/15 Crow Lane | Crow Lane has a light industrial area. It never intended to be heavy industry to be introduced but with the site of scrap metal dealers with the massive carriers and trailers excessive noise and pollution. The lane have become more dangerous for everyone. It has become more dangerous by speeding traffic. |
| QT036/16 Crow Lane | The lorries from Crow Metal is starting at 8.00am, should be given earlier slot with the time limit. We need parking outside our house for visitors. Therefore no loading is not suitable. |

| | |
|-----------------------------------|--|
| QT036/17 Crow Lane | Parking bays should be left outside 104 & 106. Disable bays should be sited outside park entrance. There is no need for footway parking bays instead put yellow lines. Crossing needed due to lorries nuisance parking. Parking creates bottleneck at the roundabout. |
| QT036/18 Beechfield Gardens | The drivers speed along Crow Lane. Lorries are parking end of our road. It is not acceptable and not safe. |
| QT036/19 Crow Lane | Large lorries are causing congestion. |
| QT036/20 Crow Lane | No comments |
| QT036/21 Crow Lane | Lorries park on the footway, causing danger to school children and parents on the way to school and damage to footway. These ideas are overdue and I hope they will be carried out soon. |
| QT036/22 Crow Lane | No comments |
| QT036/23 Jutsums Lane | A pedestrian crossing facility is also needed along Jutsums Lane and Crow Lane to assists kid because Jutsums Lane is dangerous to cross. The disabled bays should be near the park entrance. The streets around here is very dangerous to kids. |
| QT036/24 Crow Lane | I am not sure Questions 4-8 relate to us. Not enough is done to reduce speed of the cars and motorbikes and cause noise pollution. |
| QT036/25 Crow Lane | Zebra crossing is needed any users of the park. Introduction on top of the junction will add to the traffic. Yellow lines needed outside 128, 188A and 288 Crow Lane. Proposal to introduce a no loading ban within CPZ is unreasonable to businesses that have been here since WW2. To introduce bollards to an industrial site that unload 1 vehicle per month for 15mins and not to other businesses is unreasonable. |
| QT036/26 Crow Lane | Crow Lane for many year been an industrial/light industrial road with the surrounding area with a lorry activity. My main concern has always been speed and has caused many fatal accidents. Although Crow Lane has heavy input of lorries but it has never been an accident involving a lorry. |
| QT036/27 Crow Lane | Road too fast lorries |
| QT036/28 Crow Lane | I am writing to inform you of the disruption this will cause to my business. In order for these works to take place, this will completely block up the gates to the yard in which business is situated on. This will not only cause me not be able to receive my deliveries, but will create a spiral effect within my business. If I cannot receive my deliveries due to the lorries not being able to get into yard, this will then mean the income that these generate will be stopped which will then mean I will have to lay off my workers as I will not be making enough money to pay their wages. This will then mean I will have to shut my business. |

QUESTIONNAIRE



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

**PARKING AND SAFETY REVIEW
QUESTIONNAIRE
Crow Lane area**

Email: schemes@havering.gov.uk

Name:

Date:

Address:

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

Only one signed and dated questionnaire per address will be considered. Please return to us by 1st October 2021.

1. In your view, is there currently a parking and safety 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 zebra crossing along Crow Lane just west of Jutsums Lane as shown?
- Yes
 No
3. Are you in favour of Disabled bays along Jutsums Lane outside Jutsums Recreation ground as shown?
- Yes
 No
4. Are you in favour of No loading 'At any time' along Crow Lane and the roads within controlled parking zone as shown?
- Yes
 No
5. Are you in favour of No loading 'At any time' at the Crow Lane / Jutsums Lane mini roundabout as shown in yellow?
- Yes
 No

6. Are you in favour of No waiting ' At any time' along Crow Lane as shown in green? Yes
 No
7. Are you in favour of footway parking bay along Crow Lane Opposite to Crow Metals as shown? Yes
 No
8. Are you in favour of bollards along Crow Lane as shown in red circle? Yes
 No

Please turn over

For your information:

Please find attached copies of plan showing the proposals

Comments Section (please 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 complete your full name and address along with this declaration and return the form to the postal or email address found overleaf.

Name:.....

Address:.....

Signature:.....Date:.....