

Notice of Non-key Executive Decision

| | |
|--|--|
| Subject Heading: | St Helens Court Parking and Housing Enforcement– Request to formally advertise Traffic Management Order for additional parking measures. |
| Cabinet Member: | Councillor Osman Dervish |
| SLT Lead: | Barry Francis - Director of Neighbourhoods |
| Report Author and contact details: | Omar Tingling omar.tingling@havering.gov.uk |
| Policy context: | Havering Local Implementation Plan 2018/19 Delivery Plan |
| Financial summary: | The estimated cost of implementation is £0.022m and will be met from cost code C30010 |
| Relevant OSC: | Environment |
| Is this decision exempt from being called-in? | Yes – Non Key |

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

| | |
|-------------------------------|-------------------------------------|
| Communities making Havering | <input checked="" type="checkbox"/> |
| Places making Havering | <input checked="" type="checkbox"/> |
| Opportunities making Havering | <input type="checkbox"/> |
| Connections making Havering | <input checked="" type="checkbox"/> |

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

Following a recommendation of the Highways Advisory Committee on 10th August 2021 this Executive Decision seeks approval to formally advertise the following measures:

- (a) The making of the relevant traffic management orders for implementation and enforcement of parking controls, in the form of a Controlled Parking Zone (CPZ) operational 8:00 AM to 6:30 PM Monday to Saturday, on Housing land at St Helens Court Rainham for residents of the estate only, as detailed on the plan in Appendix A.
- (b) The proposed consultation letter as detailed in Appendix B
- (c) The introduction of pay and display parking bays with a cashless parking option on the eastern side of St. Helens Court at its junction with Upminster Road, which is Housing land.

If at the close of consultation no objections are received to the proposals at (a) above, the scheme proceeds to full implementation.

It is noted that the estimated costs to implement the proposals is £21,000

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution:

Part 3, Section 2.5, paragraph (s) To consider recommendations of the Highways Advisory Committee relating to highways and traffic schemes and to make decisions relating to them.

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

At its meeting on 10th August 2021 the Highways Advisory Committee ("HAC") considered a report (Agenda Item 7) on proposals to introduce a residents parking scheme in St Helens Court Rainham, (a copy of the HAC report is attached at Appendix D that included the following recommendations to:

- (a) to commence formal advertisement on the making of a traffic management orders for the implementation of a 'Resident Permit Holder Only' parking zone which would be operational from Monday to Saturday between 08:00 hours and 18:30 hours at St Helens Court Rainham, which is housing land as shown on Appendix A of the report.
- (b) to commence formal advertisement on the making of a traffic management orders for the implementation of a shared use paid for parking and resident permit holders only parking bays on the eastern side of St. Helens Court at its junction with Upminster Road, which would be operational from Monday to Saturday between 08:00 hours and 18:30 hours at St Helens Court Rainham, which is housing land as shown on Appendix A of the report.
- (c) to approve that permits for the zone would be made available for residents of the St Helens Court estate only and these would be purchased on a yearly basis as per the councils agreed fees and charges.
- (d) approve that if at the close of consultation no objections are received to the proposals at 1(a) above, the scheme proceeds to full implementation.

Non-key Executive Decision

The HAC considered the report and recommended that the proposals proceed to consultation and in the event of there being no objections at the close of consultation the proposals are implemented.

This executive decision reflects the recommendations of the HAC and adopts the justification for the decision as set out in the report to HAC.

1. Background

- 1.1 Initially it was agreed to consult on the proposals to introduce a Residents Parking Scheme in St Helens Court Rainham in two phases. However following a recommendation of the Highways Advisory Committee in April 2021, it was further agreed to combine both phases and introduce the complete scheme at the same time. The purpose of this would be to minimise the disruption and impact of the works for residents.
- 1.2 The parking zone which is located on Housing land at St Helens Court Rainham, would be operational from Monday to Saturday between 08:00 hours and 18:30 hours; with shared use paid for parking and resident permit holders only parking bays located on the eastern side of St. Helens Court at its junction with Upminster Road.
- 1.3 Phase one of the scheme was consulted on in January 2021 and this report details the proposals for what was initially the second phase of the scheme to provide additional parking facilities which would be included in the Residents Parking Scheme on Housing land in St. Helens Court.
- 1.4 When consulting with residents and seeking a recommendation from the Highways Advisory Committee (HAC) on the implementation of a residents parking scheme at St Helens Court, Rainham (Phase 1, plan attached in the August approved HAC report provided at Appendix D), concerns were raised by residents and members in regards to the lack of parking provisions on St Helens Court.
- 1.5 In light of the concerns raised, it was agreed that the viability of demolishing two garage sites on St Helens Court would be investigated with the view to convert this space in to further 'Resident Permit Holder Only' parking bays.
- 1.6 Housing have undertaken a consultation with the lease holders and as a result of the consultation and confirmation of cost, the Lead Member for Environment has agreed to progress with the demolition of the two garage sites for the purpose of introducing the parking bays. It has been confirmed by Housing officers that existing garage residents have been offered an alternative garage provision elsewhere.
- 1.7 If agreed officers would undertake a statutory consultation and provide an update to residents as detailed in the letter at Appendix B
- 1.8 Due to budget allocations and time constraints it has been agreed the implementation of these works would take place before the end of the 2021/22 financial year and details of the proposed timeline are provided in Appendix C

2. Officer Comments

- 2.1 Due to the concerns raised regarding the lack of parking provisions on St Helens Court, Officers have made a recommendation to introduce additional 'Resident Permit Holder Only' parking bays in the area created by the demolition of the existing garage sites to further protected parking provisions for the residents of St Helens Court.

Non-key Executive Decision

- 2.2 Controlled Parking Zone (CPZs) are designed to help valid permit holders' park in their local area, by restricting people from other areas parking in their roads but the permit scheme does not guarantee a parking space within the zone.
- 2.3 The land will still remain housing land, with a traffic management order for enforcement purposes. The responsibility of maintenance would be shared between Housing and Parking and details will be included in a Service Level Agreement (SLA).
- 2.4 This proposal will be in line with the restrictions proposed in the original phase one element of the St Helens Court parking proposals.
- 2.5 Formal consultation was undertaken for the original phase one from 29/01/2021 to 19/02/2021. Proposals were agreed at HAC in April 2021 and it was at this meeting it was agreed to introduce both phases one and two together.
- 2.6 At its meeting on 10 August 2021 HAC considered a report on the proposal to implement a controlled parking zone (CPZ) operational Monday to Saturday 8am to 6.30pm, on housing land at St Helens Court, Rainham.
- 2.7 Following debate the committee RESOLVED the recommendation and the Cabinet Member for Environment, in consultation with the leader agreed to consult on Traffic Management Orders for the implementation of a CPZ in the area created by the removal of the garages for implementation and enforcement. The proposed CPZ operational hours would be Monday to Saturday 8am to 6.30pm, on housing land in St Helens Court. See appendix A.
- 2.8 The vote to consult on the proposal was carried by 7 votes in favour to 1 abstention.

Road Safety Audit

A road safety audit was undertaken and found no safety concerns with this proposal.

Enforcement

Enforcement of the CPZ would be carried out by the Council's Parking Enforcement team using existing resources. This would be carried out on a rotational basis and visits to the estate included as part of existing beats. There would be no additional cost to carry out this enforcement.

OTHER OPTIONS CONSIDERED AND REJECTED

Various waiting restriction options were considered, but not seen as viable as residents have endured issues caused by continual pressure from parked vehicles which do not belong to the estate. Complaints have been made to local Ward Councillors regarding the parking problems for a number of years.

The option to do nothing was not considered due to the need to resolve the safety issues occurring.

PRE-DECISION CONSULTATION

The request to undertake an informal Consultation was made to the Cabinet Member for Environment in consultation with the Cabinet Member for Housing and the Executive Decision was approved and signed by the Assistant Director of Environment on the 10th July 2020.

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

Non-key Executive Decision

Name: Omar Tingling

Designation: Senior Engineer

Signature:

Date: 25/10/2021

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

The Council's powers to make an order to introduce parking controls is contained in section 6 and 45 of the Road Traffic Regulation Act 1984 ("RTRA 1984") for land considered 'on-street' and sections 32 and 35 RTRA 1984 for land considered 'off-street'. Orders under Section 6 can be made to control or regulate vehicular or other traffic.

Section 45 RTRA 1984 allows Orders to designate paying parking places. In making such an Order consideration must be given to the interests of traffic, and also the interests of owners and occupiers of adjoining properties, and in particular, the need for maintaining free movement of traffic, the need for maintaining reasonable access to premises and the extent to which off-street parking is available in the neighbourhood.

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.

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.

FINANCIAL IMPLICATIONS AND RISKS

If agreed the estimated costs of £0.022m (break down below) which includes advertising and implementation of the proposals as described above and shown on the attached plans, would be met from the Housing budget

- a) Traffic Signs £3,000
- b) Lining works £1,000
- c) Traffic orders £5,000
- d) Staff Costs £13,000

However, due to budget constraints Housing officers have confirmed the proposed installation of a pay & display machine with a cashless payment option at the cost of £3,500 would not be a viable option. This would mean that if approved Highways would need to make provision for a machine to be installed on Housing land from their Highways Improvement Programme (HIP) budget.

Non-key Executive Decision

If agreed Highways would retain the revenue made from this machine up to the value of £3,500 and thereafter all revenue from this machine will be split with housing. However, this would also mean that Highways would be responsible for any maintenance costs.

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

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 AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

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.

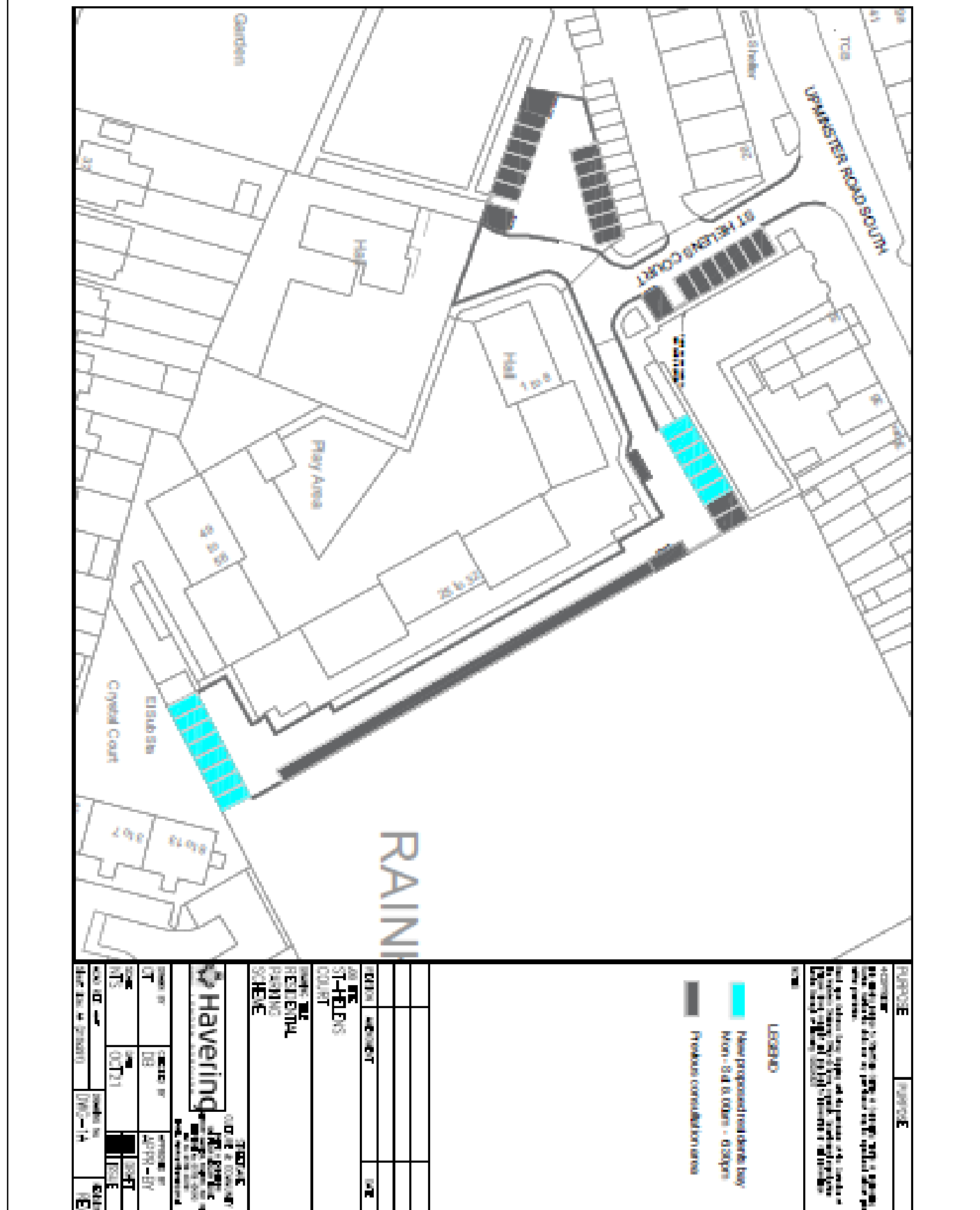
The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

BACKGROUND PAPERS

NONE

APPENDICES

Appendix A – Proposed Parking Layout



Appendix B – Draft Resident Consultation Letter



Havering
LONDON BOROUGH

IMPORTANT PARKING CONSULTATION ENCLOSED

The Resident/Occupier

Highways, Traffic and Parking

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

Please call: Schemes
Telephone: 01708 432373

Email: schemes@haverling.gov.uk

Date: 24th November 2021

Dear Sir/ Madam

St Helens Court - Proposed Introduction of Residents Parking Scheme

Further to our recent consultation of residents and businesses in St Helens Court, on a proposal to introduce a 'residents parking scheme' in the form of a Controlled Parking Zone (CPZ) operational 8:00 AM to 6:30 PM Monday to Saturday, on Housing land at St Helens Court Rainham for residents of the estate only. The proposals would also include the introduction of pay and display parking bays with a cashless parking option on the eastern side of St. Helens Court at its junction with Upminster Road, which is also Housing land.

Controlled Parking Zone (CPZs) are designed to help valid permit holders' park in their local area, by restricting people from other areas parking in their roads but the permit scheme does not guarantee a parking space within the zone.

The aim of this scheme is to to deter long term, non-residential parking and prioritise parking on St Helens Court for its residents. Further consideration has been given to the proposals and it has been agreed to consult on the second phase with a view to implementing the full extent of the proposed scheme at the same time.

This consultation focuses primarily on the area that will become available when the garages are removed and details of the additional parking are provided in Appendix A. The proposed residents' bays would operate from Monday to Saturday between 8.30am to 6.30pm.

The scheme would be the first residents parking scheme to be introduced at one of the Havering housing estates and if successful will be considered at further locations. This proposal has been designed to resolve years of issues and complaints raised in regards to parking at St Helens Court and also includes complimentary measures such as waiting/loading restrictions and a short stay parking facility.

Full details of the proposals, including relevant traffic management orders, are available for inspection for a period of 21 days at www.haverlingtraffweb.co.uk. A plan of the proposal is also enclosed within this letter.

Should you wish to formally comment on the proposal, all comments should be sent in writing to the Highways, Traffic and Parking Group Manager, Havering Town Hall, Main Road, Romford RM1 3BB or by email to schemes@haverling.gov.uk and to be received by **17th December 2021**. All objections must state the grounds on which they are made.

Please note that officers are unable to answer individual points raised at this stage. However, your comments will be noted and will be taken into consideration when the final report is presented to us (the Lead Member for Environment and Lead Member for Housing) and any issues will be addressed at that time. All comments received are open to public inspection.

Non-key Executive Decision

Please also note that officers are aware of comments which were made during the phase 1 consultation and please be advised that a full response will be provided to all comments made following completion of the phase 2 consultation detailed in this letter.

Yours faithfully



Councillor Osman Dervish
Lead Member for Environment



Councillor Joshua Chapman
Lead Member for Housing

Further Information

The Proposal

Hours of operation of the controlled parking zone (CPZ) to operate from Monday to Saturday between 08:00 to 18:30.

Double yellow lines and loading restrictions are proposed to ensure the road network around the estate is kept clear so refuse and emergency service vehicles can safely access the estate at all times. Double yellow lines also mean loading and unloading can take place where it is safe to do so, but will also mean these areas cannot be used for parking, especially in front of the garages and the entrances to each block

Dedicated disabled bays for blue badge holders, it should be noted any blue badge holder can use these parking spaces, even those who do not live on or are visiting the estate

Blue Badge holders will also be able to park in the permit holder parking places, whilst displaying their Blue Badge, whether or not they live on or are visiting the estate, this is in line with current parking policy across Havering.

Shared use bays (resident permit holders and pay & display with a cashless option) have been proposed as part of the scheme design to support the local shops nearby St Helens Court which will provide both resident and paid-for parking. These bays would also operate from Monday to Saturday between 08:00 to 18:30.

Permits

To obtain a permit, proof of residency and proof the vehicle is registered (or kept if a company or lease vehicle) at an address at St Helens Court would be required. Only residents living in St Helens Court will be eligible for a permit.

Permits and visitor permits are to be displayed in the vehicle and can be obtained through the Council's website

If you are a Blue Badge holder you will not need to purchase a permit for your vehicle, but you will need to display your blue badge whilst parked in a permit parking place

The current costs for financial year 2020/21 for resident permits are:

- first permit to an address is £35
- second permit to an address is £60
- any further permit issued to an address are £85
- Motorcycles – No charge
- One book of 10 visitor permits is £13

Each vehicle needs its own permit and unfortunately, they're not transferable to another vehicle. Permit Charges are reviewed on an annual basis.

To find your data rights, please see the link below for all details:

https://www.havering.gov.uk/info/20044/council_data_and_spending/139/data_protection/1

Appendix C – Proposed Implementation Timeline

| Action | Date | Date |
|--|---|--------------------------------|
| HAC approval | 10 Aug 21 | |
| Demolition of garages | Keys to be collected from Town Hall By housing date TBC | Demolition starts 21 Oct 21 |
| One close to the gate they need residents to move their 4 cars. Liaise with residents for remarking. | | |
| Liaise with parking enforcement/Ringo regarding permits | 15 Oct 21 | On going |
| Drafting of consultation documents | 15 Oct 21 | Documents with DB for approval |
| BPs Circulation | 29 Oct 21 | |
| AD approval | 12 Nov 21 | |
| NMT | 15 Nov 21 | |
| Members briefing | 16 Nov 21 | |
| ED to TB | 22 Nov 21 | |
| Statutory consultation and consultation with residents | 26 Nov 21 | 17 Dec 21 |
| Online consultation | 26 Nov 21 | 17 Dec 21 |
| Results of Consultation for Head of Service / AD approval | 20 Dec 21 | |
| Results of Consultation for BPs circulation | 21 Dec 21 | 31 Dec 21(due to holidays) |
| Results of Consultation presented to HAC with objection report | 11 Jan 22 | |
| Results presented in ED to TB | 17 Jan 22 | |
| TB sign off | 21 Jan 22 | |
| Instruction to parking enforcement | 21 Jan 22 | |
| Instruction to contractors | 21 Jan 22 | |
| Letter to residents for HAC result and further actions including permit application details | w/c 24 Jan 22 | |
| Implementation | 24 Jan 22 | 14 Feb 22 |
| TMO made | 14 Feb 22 | |
| NoM in press | 18 Feb 22 | |
| Respond to objectors | 18 Feb 22 | |

Appendix D – Approved HAC report 10 August 2021
ST HELENS COURT PARKING AND HOUSING ENFORCEMENT

HIGHWAYS ADVISORY COMMITTEE

Tuesday 29th June 2021

| | |
|------------------------------------|---|
| Subject Heading: | St Helens Court Parking and Housing Enforcement Phase 2 |
| Lead Member: | Councillor Osman Dervish & Councillor Joshua Chapman |
| Report Author and contact details: | Gareth Nunn Gareth.nunn@havering.gov.uk Engineering Technician |
| Policy context: | Highways and Parking Strategy December 2018 |
| Financial Summary: | The estimated cost of implementation is £0.002m and will be met from cost code C30010 |

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

Rainham & Wennington Ward:

This report is presented to the Highways Advisory Committee (HAC) to comment and advise the Cabinet Members for Environment and Housing to formally advertise the proposals to introduce 'Resident Permit Holders Only' bays in 2 locations on St Helens Court, Rainham that are currently garage sites but are due to be demolished.

RECOMMENDATIONS

- 1) That the Highways Advisory Committee having considered this report recommends to the Cabinet Member for Environment in consultation with the Leader of the Council:

Non-key Executive Decision

- a) to commence formal advertisement on the making of a traffic management order for implementation of 'Resident Permit Holder Only' parking bays operational Monday to Saturday between 08:00 hours and 18:30 hours, on housing land at St Helens Court Rainham, shown on the plan in Appendix A.
 - b) if at the close of consultation no objections are received to the proposals at 1(a) above, the scheme proceeds to full implementation.
- 2) Members note that the estimated cost of the fully implemented proposals, including all physical measures and advertising costs is £0.002m and will be met from the Cost code C30010.

REPORT DETAIL

2.0 Background

- 2.1 This proposal is the 2nd phase of a review of parking in St Helens Court Rainham which proposes the introduction of a Residents Parking Scheme.
- 2.2 When consulting with residents and seeking a recommendation from the Highways Advisory Committee (HAC) on the implementation of a residents parking scheme at St Helens Court, Rainham (Phase 1, plan attached as Appendix B), concerns were raised by residents and Councillors in regards to the lack of parking provisions on St Helens Court.
- 2.3 In light of the concerns raised, it was agreed that the viability of demolishing 2 garage sites on St Helens Court will be investigated with the view to convert this space in to further 'Resident Permit Holder Only' parking bays (Phase 2).
- 2.4 Housing have undertaken a consultation with the lease holders and as a result of the consultation and confirmation of cost, the Lead Member for Environment has agreed to progress with the demolition of the 2 garage sites.

3.0 Staff Comments

- 3.1 Due to the concerns raised regarding the lack of parking provisions on St Helens Court, Officers favour the introduction of further 'Resident Permit Holder Only' parking bays in the space left by the demolition of the existing garage sites to provide further protected parking provisions for the residents of St Helens Court.
- 3.2 The Land will still remain as housing land, with a traffic order for enforcement purposes. The responsibility of maintenance would be shared between Housing and parking as per previous agreements in phase 1.
- 3.3 The proposals will be in line with the restrictions proposed in Phase 1 of the St Helens Court Parking proposals.

IMPLICATIONS AND RISKS

Financial implications and risks:

Non-key Executive Decision

This report is asking HAC to recommend to the Cabinet Member the formal advertisement of the above scheme.

Should all proposals be implemented, the estimated cost of implementation is £0.002m which included advertising costs and implementing the proposals as described above and shown on the attached plans will be met from cost code C30010. It should be noted that subject to the recommendations from the committee a final decision would then be made by the Lead Members of housing and environment – 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 budget

Legal Implications and risks:

The Council's power to make an order to introduce parking controls is contained in section 6 and 45 of the Road Traffic Regulation Act 1984 ("RTRA 1984") for land considered 'on-street' and sections 32 and 35 RTRA 1984 for land considered 'off-street'. Orders under Section 6 can be made to control or regulate vehicular or other traffic.

Section 45 RTRA 1984 allows Orders to designate paying parking places. In making such an Order consideration must be given to the interests of traffic, and also the interests of owners and occupiers of adjoining properties, and in particular, the need for maintaining free movement of traffic, the need for maintaining reasonable access to premises and the extent to which off-street parking is available in the neighbourhood.

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 and General Directions 2002 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.

Human Resources implications and risks:

The implementation and enforcement of the scheme can be undertaken within the current staffing levels. Given the Coronavirus outbreak, the paramount consideration of the Council is the health and wellbeing of Members and officers.

Equalities implications and risks:

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:

Non-key Executive Decision

- (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 is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

The proposals provide measures to improve safety and accessibility for all road users.

The proposals included in the report have been informally consulted on and all residents who were perceived to be affected by the review were sent letters and questionnaires.

There will be some physical and visual impact from the required signing and lining works. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access for disabled, which will assist the Council in meeting its duties under the Equality Act 2010.

BACKGROUND PAPERS

Appendix A - Phase 1 of St Helens Court Parking Proposals

LEGEND

- Proposed shared use bay Mon - Sat 8am - 6.30pm (resident permit holders or pay and display max stay 1hr no return within 2 hrs)
- Proposed resident permit holders only Mon - Sat 8am - 6.30pm
- Proposed disabled bay
- Proposed motor cycle bay
- Proposed no waiting at any time
- Proposed no waiting at any time and no loading at any time

PROJECT CENTRE

Unit 2 Hildred Road
London
E1 2 0SD 0SD 0SD
Unit 2 Hildred Road
Unit 2 Hildred Road
Unit 2 Hildred Road

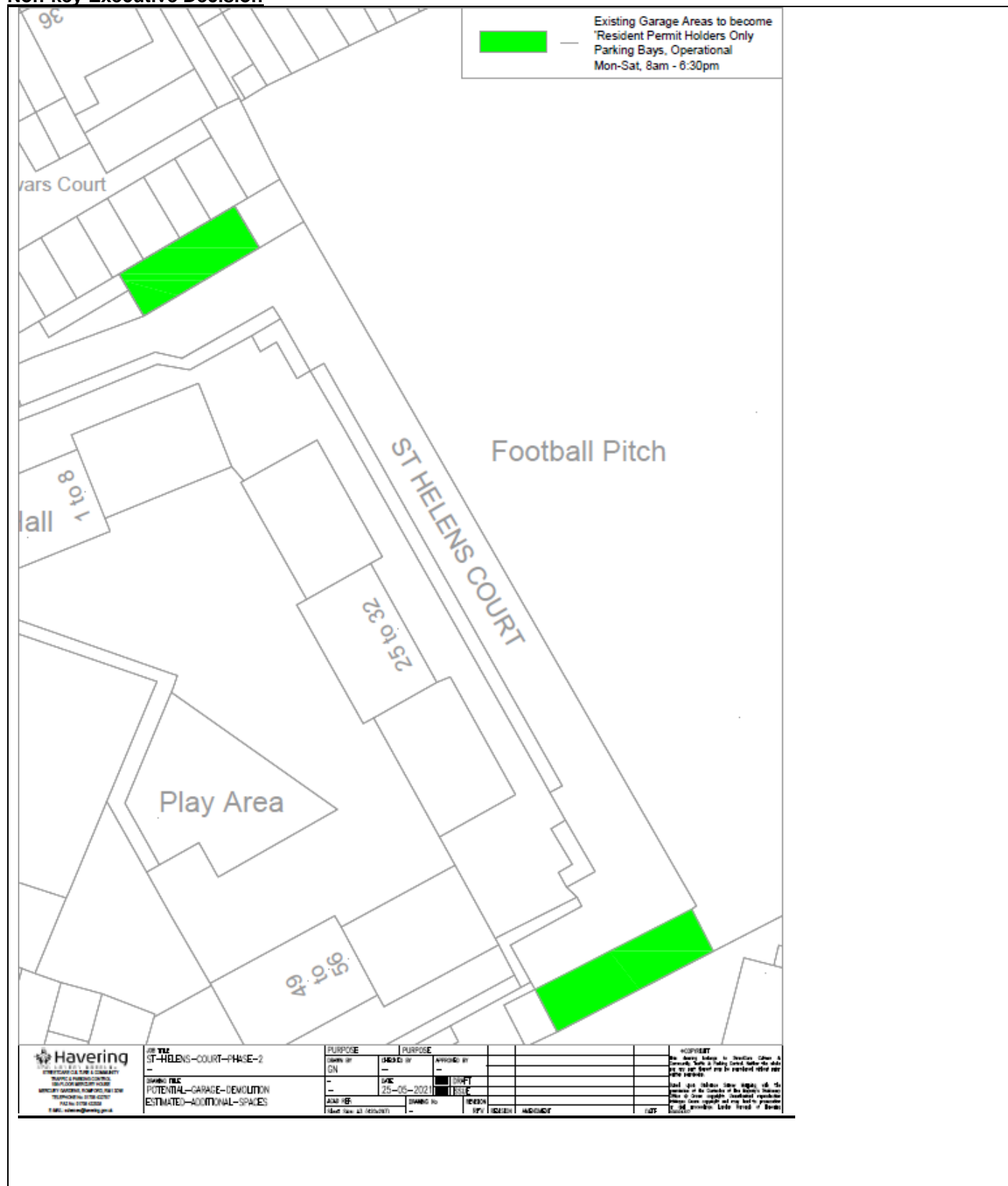
FOR INFORMATION

Unit 2 Hildred Road
Unit 2 Hildred Road
Unit 2 Hildred Road

Office Registered in England No. 02625312 | Unit 2 Hildred Road, London, WC1X 9HF | www.projectcentre.co.uk

Appendix B - Plan showing existing garage sites due to be demolished where 'Residents Permit Holders Only' parking bays are proposed

Non-key Executive Decision



Non-key Executive Decision

Part C – Record of decision

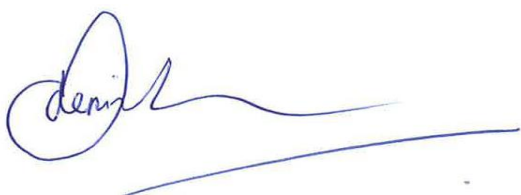
I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal

Details of decision maker

Signed

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

Name: Councillor Dervish,

Cabinet Portfolio held: Cabinet Member for Environment

CMT Member title: Barry Francis – Director of Neighbourhoods

Head of Service title: Nicolina Cooper - Interim Assistant Director Public Realm

Other manager title:

Date: 23/11/21

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.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

Non-key Executive Decision