

Notice of Non-key Executive Decision

Subject Heading:	Minor Parking Schemes – Objection Report 7 2022
Cabinet Member:	Cllr Barry Mugglestone
SLT Lead:	Barry Francis Director of Neighbourhoods
Report Author and contact details:	Joanna Blair TMO Officer Joanna.blair@havering.gov.uk 01708 433464
Policy context:	Havering Local Development Framework (2008)
Financial summary:	Estimated cost of £0.003m to be funded from cost centre A26910, Schemes budget
Relevant OSC:	Places
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	[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 seeks approval to:

- I. consider and approve the Officers recommendations in relation to the objections received to the statutory consultation as detailed in the Statement of Reasons; and
- II. agree to implementation of the below measures as detailed in the designs appended to the body of this report:
 - a) **Scheme SCH583 – Norman Road / Southdown Road**
Installation of no waiting at any time restrictions on the junction of Norman Road with Southdown Road (as shown on drawing reference SCH583)
 - b) **Scheme SCH2136 – Dagnam Park Drive**
Installation of a disabled persons parking bay fully on the footway outside No 165 Dagnam Park Drive converting the existing footway parking bay (as shown on drawing reference SCH2136)
 - c) **Scheme SCH783 – Stanley Road South / Cherry Tree Lane**
Installation of no waiting at any time restrictions on the junction of Stanley Road South and Cherry Tree Lane (as shown on drawing reference SCH783).
 - d) **Scheme SCH1012 – Kingsbridge Close**
Installation of a disabled persons parking bay within the turning head of Kingsbridge Close (as shown on drawing reference SCH1012)
 - e) **Scheme SCH963 – Mashiters Hill / Lawns Way**
Extension of existing no waiting at any time restrictions on Mashiters Hill from its junction with Lawns Way. Also installation of no waiting at any time restrictions on Mashiters Hill opposite its junction with Lawns Way (as shown on drawing reference SCH963)

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3

3.8.3. Assistant Director of Environment Delegated Powers

- (s) To authorise minor alterations to traffic management orders to enable implementation of approved proposals or continuation of traffic management schemes.
- (u) To authorise the creation, amendment and removal of disabled persons' parking bays and footway parking bays and at any time waiting restrictions at bends and road junctions

STATEMENT OF THE REASONS FOR THE DECISION

a) Scheme SCH583 – Norman Road / Southdown Road – Hylands & Harrow Lodge Ward

A request has been received from Ward Councillors to install no waiting at any time restrictions on the junction to improve sight lines and prevent obstructive parking.

Officers have assessed this location and it was felt that action needed to be taken to alleviate the issues being experienced with vehicles parking on the junction.

Officers recommended installing no waiting at any time restrictions on the junction of Norman Road with Southdown Road to assist sight lines, traffic flow and improve road safety.

Following the consultation, seven objections and two representations for the proposals were received as follows;

- *I am writing to object to this proposal. There currently are no problems in this area and the proposals you are considering will impact all residents parking along the roads, in particular the resident of number X Norman Road. You are proposing to put yellow lines along the whole width of the front of the property. This will have a detrimental impact on X ability to park outside X own home. This is unfair on X. These restrictions are not required, who requested them, What evidence do you have the road is unsafe and these proposals are required? I live X this junction and have not seen one incident of cars being damaged, these restrictions are not justified.*
- *I am writing to oppose the proposed parking restrictions for Norman Road. We do need these restrictions!*
- *I would like to put my objections to the Southdown/ Norman Road timed parking restrictions, which has never been a problem to any of our residents and we are all opposed to .*
- *I would like to oppose the proposed restrictions on the corner of southdown and norman road, Hornchurch rm11. I feel this will make the current parking situation worse and other cause problems along the roads. I also feel it is unfair to install yellow lines over the property entrances of the houses on the corners. I have lived X the junction for years and have never known there to be an accident. The danger is the excessive speed used by some motorists as they travel down norman road. If the traffic was slowed to legal limits then extra wide lines of sight would not be required.*
- *I oppose to the proposed restrictions on the corner of Southdown and Norman Road especially if the restrictions(double yellow lines) go past both houses on Norman Road. Visitors also need somewhere to park. People should be able to*

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park directly outside their own homes and visitors should be able to park around the corners to those homes.

- I am writing to object to this proposal. There currently are no problems in this area and the proposals you are considering will impact all residents parking along the roads, in particular the resident of number X Norman Road. You are proposing to put yellow lines along the whole width of the front of the property. This will have a detrimental impact on X ability to park outside X own home. This is unfair on X. X is a X of a young child and needs to be able to park X vehicle outside X home. Most of the home owners along this road are fortunate enough to have a dropped kerb. This resident does not and not in a financial position to pay for one. Your plans will affect X greatly. Will you consider dropping the kerb free to allow X to park? I also understand X child is being assessed which if X is diagnosed will class X as disabled. Again by doing this you will then be impacting on X wellbeing. These restrictions are not required, who requested them, What evidence do you have the road is unsafe and these proposals are required? I live X this junction and have not seen one incident of cars being damaged, these restrictions are not justified.*
- I am the residential owner of X Norman Road and I oppose the plans for placing waiting restrictions on the junction of Norman Road and Southdown. I have lived in my home with my family for X years and have never had any issues with parking controls X my home. The plans you are proposing surround the X of my home. These plans will affect me directly as I will have nowhere to park. Parking X my home has never caused a hazard or been an issue for me or other vehicles. My home is X and at present suitable for 2 vehicles to park with spare space. I am very anxious to see your proposed plans will effectively X my property and deny me of a possibility to park the only car of my household within a reasonable distance to my home. A significant number of properties along Norman Road have dropped kerbs which allows them to park on their drive. I do not have this and therefore if your plan did go ahead, I would have to park a significant distance from my home each time I use my vehicle which is essential for me and my family. I am a X parent to a minor who is currently being assessed for X and X. This proposal if agreed will have a detrimental effect of my X and my mental health as I will not be able to park in a location close to my home. This would also increase the safety concerns for my X who would need to cross more roads getting to and from the car. When I receive X diagnosis, X will be registered as disabled and therefore your proposals will put X at further risk. In addition to this my X who cares for my ill X and supports me is a blue badge disability holder X. These restrictions will have an impact on X ability to park when X visits me. And again, this will have a detrimental impact on my mental health. X frequently comes to visit us both for X, my X and our wellbeing and would always also park on the street in X of my house. Your proposed plans would mean each time X comes X cannot park close to my house so would add to existing struggles and thus seriously affect our family. To accommodate my X needs I work X time to care for him. I have very limited income and am not able to pay for a dropped kerb which is in the region of £2,000. If you restrict the X of my home, are Havering Council going to provide me with a dropped kerb? This is the least that can be done. These parking restrictions do not affect many homes, but they greatly affect X I feel I should have been consulted regarding this in a separate way. No other homeowner will be affected as much as I will. If Havering Council have decided there is a safety*

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issues, please advise what this is and how the decision has been made? I have seen no accidents, damage to vehicles or anything to suggest this scheme will improve safety. I also believe that the parking restrictions you are proposing will have an impact on the value of my home. Homes with local parking are much more sought after, so Havering Council are creating a financial penalty on me as a home owner. Therefore, I do hope you decide to reconsider your proposal and leave the road as it is. I would like the following points answered:

- 1. What evidence do you have the road is unsafe and these proposals are required?*
 - 2. Will you fund a dropped kerb?*
 - 3. Will you shorten the length of the restrictions outside the front of my home to allow me to park outside my house?*
 - 4. How will you accommodate disabled visitors?*
 - 5. How will you support a vulnerable family?*
- I agree with the proposal for the double yellow lines. I wish you would extend them further, I live at X Southdown road at the vans that seem to be always parked there and don't move for weeks are blocking more than just the end of the road. There is always a bottle neck and cars trying to manoeuvre round each other because of the cars parked on both sides of the road. I have X children and X of them is X and I can't just let them out on there bikes because it is really difficult to see what is coming because of the vans that are always parked there. If the lines can't be made longer residential permit parking is another option.*
 - We live at number X Norman Road and whilst we think it is a good idea to put double yellow lines on the corners of the above Roads it creates a problem in that people already park over our driveway and this will make it worse. I have a disabled X (which is why we had a dropped drive) and on many occasions X has not been able to gain access to our drive or park outside. We have had to speak to many people about parking and have taken a lot of abuse from them. How can you assure us that this will not happen?*

All three Ward Councillors were made aware of the objections and comments in favour. Two Ward Councillors have responded in support of this scheme, the remaining Councillor did not respond.

Officers Response: Officers have reviewed the objections and comments as above. Blue Badge holders can park on the no waiting at any time restrictions for up to three hours when displaying their clock if it is safe to do so. We suggest that any residents with a disability wishing to be able to park nearer their home approach Occupational Therapy for an assessment of their needs as they may put forward a request for a disabled persons parking bay which would assist them.

Officers have considered the need to provide road safety, traffic flow, sight lines and access in Norman Road / Southdown Road, which outweighs the loss of general parking provision. These proposals are supported by residents from the comments in favour shown above.

Vehicles are currently parking within 10 metres of the junction, the Highway Code states vehicles should not park on a junction and this request was put forward by a Ward Councillor.

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Officers have designed the minimum junction protection restrictions (10 metres from the bell mouth) and therefore the Council would not consider reducing it. There is unrestricted parking close by in Southdown Road along the flank walls of Nos 56 and No 58 Norman Road.

The Council would not be able to fund a dropped kerb facility for this resident.

We do not think that these restrictions will encourage people to park inconsiderately but if they do then we would suggest residents who have their dropped kerb blocked contact our parking enforcement team who may issue a penalty charge notice to the vehicle.

Highways, Traffic and Parking request approval from the Assistant Director of Public Realm to overrule the objections received and proceed with the proposals as advertised. 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 SCH2136 – Dagnam Park Drive – Gooshays Ward

A request was received from a resident and supported by Occupational Therapy to install a disabled persons parking bay near to 165 Dagnam Park Drive

Schemes Officers have assessed and explored all options to locate a disabled persons parking bay facility in support of the requests. As it has not been possible to provide a parking facility within the confines of the respective properties, therefore it has been decided that the introduction of a disabled parking bay fully on the footway would be justified.

Officers recommend the installation of a disabled parking bay as requested.

Following the consultation, one objection for the proposals was received as follows;

- hello, i am writing regarding a letter i was sent which is titled "proposals - introduction of a disabled persons parking bay - dagnam park drive". this area is very limited for X tenants for parking. to lose one spot would not be good. also the person requesting a disabled spot, is no more disabled than the rest of X in X block. X has X dogs which get walked everyday by X. X may have a blue badge, but X can walk & drive a car no problem. there is alot of tension here anyway regarding all the tenants trying to get a parking space everyday. if the person was truly disabled and incapable,, i would welcome this request, but it is not the case. thankyou for taking the time to read this

All three Ward Councillors were made aware of the objection, Councillors did not respond.

Officers Response: Officers have considered the need to provide a disabled parking bay for a resident who has been assessed by Occupational Therapy and recommend installing the bay as advertised as disabled parking bays can be requested for hidden disabilities. Also the Council has an obligation to provide this facility.

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Highways, Traffic and Parking request approval from the Assistant Director of Public Realm to overrule the objection received and proceed with the proposals as advertised.

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 SCH783 – Stanley Road South / Cherry Tree Lane – South Hornchurch Ward

A request has been received by Stagecoach (the bus operator) to address obstructive parking at the junction.

Officers have assessed this location and it was felt that action needed to be taken to alleviate the access issues being experienced around junction for larger vehicles.

Officers recommended the installation of no waiting at any time restrictions around the junction of Stanley Road South and Cherry Tree Lane in order to improve traffic flow and improve access for the buses and other road users.

Following the consultation, three objections for the proposals were received as follows;

- *To whom it may concern. As residents of Stanley Road South we would like to submit our objection to the proposal. For those on the street who do not have driveways there is no other option than to park in the area you have highlighted. There is also an issue for anyone on the street with more than one car or visitors who will now have to park across their drive therefore causing issues for the double decker bus which comes down the road every 20 minutes. We believe that introducing the new restrictions will cause issues for the buses and other drivers using the road, rather than allowing space for all to pass each other safely. We are also wary that the residents of the flats on the corner of Stanley Road South and Cherry Tree Lane have young children. They will now have to cross the busy road and park away from their property which could be a safety issue. There is limited street parking as it is, we do not believe further restrictions are required. The bigger issue would be dealing with car users who speed down Stanley Road South and then Hubert or Stanley Road North at shocking speeds in order to miss the Cherry Tree traffic lights (something the residents mentioned above could have a safety issue with when crossing with young children).*
- *I do not think it is a good idea to have double yellow lines here as in all the X years that I have lived here there has never been a problem with obstruction to any traffic even when the bus stops at the bus stop. It will cause major problems for residents if they are stopped from parking here as they will have to park further down the road on both sides which will then cause an obstruction. This section of the road isn't the problem, including parking outside my house (X Cherry Tree Lane), the problem is further down the road on the bend outside 54-64 Cherry Tree Lane. I hope you will reconsider these proposed restrictions.*

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- *I am writing to oppose the proposal of introducing yellow lines / at any time waiting restrictions at the junction as mentioned above. There is already limited parking on road because of dropped curbs/ off street parking and what is likely to happen now is that vehicles will now park on or obstruct residents driveways. Suggest taking away bus stop @ Hubert Rd altogether which would assist in reduction of littering at this junction. This also needs addressing as I'm fed up of cleaning the rubbish from X drive and haven't seen a roadside cleaner in forever yet my council tax has gone up. I look forward to hearing from someone regarding these matters.*

All three Ward Councillors were made aware of the objections. Two Ward Councillors have responded in support of this scheme, the remaining Councillor did not respond.

Officers Response: Officers have considered the need to provide road safety, traffic flow, sight lines and access for the buses and larger vehicles including the emergency services and Council vehicles around the junction, which outweighs the loss of general parking provision.

These restrictions may cause some displacement but vehicles are currently parking within 10 metres of the junction, the Highway Code states vehicles should not park on a junction as this is not an appropriate parking place. The onus is on the driver to find an appropriate parking place for their vehicle.

Officers do not think that these restrictions will encourage people to park inconsiderately but if they do then residents who have their dropped kerb blocked can contact our parking enforcement team who may issue a penalty charge notice to the vehicle.

Officers have discussed the objections with the Ward Councillors and two Councillors were happy to proceed.

Highways, Traffic and Parking request approval from the Assistant Director of Public Realm to overrule the objections received and proceed with the proposals as advertised.

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 SCH1012 – Kingsbridge Close – Gooshays Ward

A request was received from a resident and supported by Occupational Therapy to install a disabled persons parking bay in Kingsbridge Close.

Schemes Officers have assessed and explored all options to locate a disabled persons parking bay facility in support of the requests. As it has not been possible to provide a parking facility within the confines of the respective properties, therefore it has been decided that the introduction of a disabled parking bay in the turning head (shown on the respective drawing) would be justified.

Officers recommend the installation of a disabled parking bay in Kingsbridge Close as requested by occupational therapy.

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Following the consultation, four objections and one in favour for the proposals were received as follows;

- *We don't want to change our 3 places parking on one Please plus one disabled persons parking bay. I didn't see person in our area who need this. It's to many people who using this parking. We saying : No*
- *My name is X and i live at no. X kingsbridge close and i am also the X of the property at no. X kingsbridge close. I am writing with regards to the proposed introduction of a disable person parking bay in the close. I truly believe that such a proposal will only cause even more tension among the people living in the Close, as i am aware that there are more than one disabled resident living in the Close. Not to mention that you highlighted that other residents in the immediate area will be allowed to park. The place you are considering to install a disabled parking bay is not really a parking bay it is a turn around thus not suitable for the purpose. In case of emergency the fire brigade or ambulance will struggle to come in and this is not a comfortable feeling i wish to live with. Just like most of the residents in the close i have made multiple attempts to have the Close opened as we all believe this to be the most appropriate solution to all our need . I also payed for a drop kerb application but did not to get a reply so far,. This has become a problematic issue as i am planning to purchase an full electric company van and also an electric car for my personal use. The only thing that stopping me from doing so is that i have no place to charge them and this is extremely frustrating as i really want my company to be a green one. I am the type of person willing walk miles in order to bring my glass to the recycling points , i do my recycling by the book i an effort not to damage the planet. Once again i would like to stress on the fact that introducing a disable parking bay will not under no circumstances solve my need and my neighbours' needs it will only cause more turmoil.*
- *Dear Sir/ Madam, I am writing in response to the proposed Disabled parking bay within Kingsbridge Close. The Close currently has 3 parking spaces for the 16 properties and although not all residents need a parking space because of driveways and some do not own a vehicle there are still 14 vehicles that need one of those three parking spaces. Your proposal to remove two of these parking spaces would seriously impact things. There is very little parking on nearby roads either forcing some Kingsbridge Close residents to cross the large grassed area within the close to park on their properties as there is simply nothing else they can do. Your scheme may help one disabled vehicle for a resident within the close (we think there are three vehicles) but this would not stop a disabled vehicle owner living on another road taking this bay making all residents worse off. Maybe dedicated driveways to these properties maybe less impacting on The Close as at least four properties that have space for two vehicles within their boundaries and would require no adjustment to their properties and would solve many current issues. I think a more detailed plan must be proposed to help all residents with current parking problems and not just a quick fix to a request from Adult Social Care.*

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- *As we are losing 2 parking bays (leaving just 1 parking bay) are there any plans for more parking bays to be made available. Will it be possible to have single yellow lines painted in the corner with the dropped kerb to stop cars parking in the corner.*
- *I am fully supportive of the proposed disabled persons parking bay in Kingsbridge Close. However I feel it would be more beneficial to the people applying for it, to get a vehicle crossover to their property. The parking bay can be used by other disabled people, meaning that they may not always have that space to park in.*

All three Ward Councillors were made aware of the objections and the one in favour, Ward Councillors have not responded to these objections.

Officers Response: Officers have considered the need to provide a disabled parking bay for a resident in need, which outweighs the loss of general parking provision. Officers appreciate the lack of parking in Kingsbridge Close as the houses are generally fronted by grass verge but the Council has obligations to provide this facility for this disabled resident.

Highways, Traffic and Parking request approval from the Assistant Director of Public Realm to overrule the objections received and proceed with the proposals as advertised.

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.

e) Scheme SCH963 – Mashiters Hill / Lawns Way

A request has been received from a resident and Officer to extend the existing no waiting at any time restrictions on Mashiters Hill with its junction with Lawns Way to the side of vehicular access to No 2 Lawns Way. Also to introduce no waiting at any time restrictions on Mashiters Hill between the vehicular crossovers of Nos 66 and 72

Officers have assessed this location and it was felt that action needs to be taken to alleviate the parking problems being experienced with vehicles causing an obstruction and improve sight lines.

Officers recommend extending the no waiting at any time restrictions on the junction of Mashiters Hill and Lawns Way, also introducing no waiting at any time restrictions opposite the junction to improve sight lines, traffic flow and improve access for emergency and Council vehicles.

Following the consultation, three objections and two comments for the proposals was received as follows;

- *I should begin by stating that it was X that originally proposed this scheme in face-to-face site meetings with Councillor Osman Dervish (Cabinet Member for Environment), Dean R Martin (Technical Support Assistant, Environment, LBH) and Spencer Gray (Head of Highways, LBH) back in early August 2020, so,*

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while it has taken way longer than I would have hoped to come to any sort of fruition, it is nevertheless welcome better later than never! Given we are constantly blighted as a result of the lack of courtesy from visiting motorists, who are patently unaware of Rules 242, 243 and 244 of the Highway Code, this scheme is, unfortunately, much needed. I would, however ask that you look to go further with your proposals and extend the existing double yellow lines on Mashiters Hill from its junction with Lawns Way another 25 metres or so further down the road to the dropped kerb outside the electricity substation adjacent to number 71 Mashiters Hill. I understand that this would have implications for access to the X of number X Lawns Way, but have spoken on many occasions with X, the homeowner of that address, and X is in whole-hearted agreement with me on this. This particular section of our road appears to have become the dumping spot of choice for commercial vehicles of folk who live(?) either much further down Mashiters Hill, or in Havering Road, and clearly give no regard for those of us that live opposite (or next to) this very busy stretch of the road. As an example, attached are two photographs of the latest misbehaviour by a X van, whom I have now had to report twice to Parking Enforcement, as it is contravention of the laws pertaining to Rules 242 an 244 of the Highway Code, and I am aware has received at least one Penalty Charge Notice as such. The van departed from this spot early this morning, but I am certain will return to the same spot during the coming hours. Please be assured that I am perfectly aware that the proposed scheme may likely have a negative impact on the availability of on street parking spaces outside X property, as well as my X neighbours (including number X Mashiters Hill, who, despite being affected by this proposal, did not receive any consultation letter from you), but I have witnessed too many 'near misses' caused by thoughtless parking in and round this junction, so consider this to be a reasonable concession on our part.

- With reference to the above proposal at the junction of Mashiters Hill and Lawns Way to extend the At Any Time waiting restrictions , whilst in itself the proposal is a good idea it will add to and exacerbate a already problematic stretch of road by improving safety in one area shifting it further down to another area . When considering Restrictions the whole area needs consideration the planted out area along Mashiters Hill is now used as a parking area for locals large work vehicles the stretch of road leading down to the junction of Mashiters Hill Petitts Lane and Havering Road roundabout is already a very dangerous area for visibility both pedestrians and motorists , and has already been notified to Havering Cllrs over a period of years . With this in mind and living on Mashiters Hill I wish to express my opposition to the above proposal until the knock on effect to the other end of the road is duly taken .*
- I would like to see the scheme extended down Mashiters hill from number 72 to the mini roundabout at the junction with Havering Road and Pettits Lane. This part of the road is already congested with often large vehicles parked on both sides of the road and is already dangerous. I have family living on Mashiters Hill and it also forms part of my daily commute to and from work.*
- I have family living on Mashiters Hill and I Live on Chase Cross Road. My daily commute takes me along Lawns Way to Mashiters Hill and then down to the mini roundabout at the junction with Mashiters Hill, Havering Road and Pettits*

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Lane. My return journey is the same but in reverse. Whilst I feel the scheme is a good idea, there are already existing issues on Mashiters hill from the mini roundabout going up to the junction with Lawns way. Large vehicles are often parked on both sides of the road outside 82 Mashiters Hill going up towards Lawns way. This causes congestion, difficulty crossing the road and severely reduced visibility for both pedestrians and drivers. I would like to see the scheme extended to included the side of the road with the planted verge going down from The Junction with Lawns way towards the mini roundabout. I feel the current proposal will exacerbate an already problematic stretch of road and make it dangerous. The current proposal, whilst improving road safety in one area, will decrease safety in an already dangerous part of the road. The restrictions on Havering road during school start and finish times have already increased the number of vehicles using and parking along Mashiters Hill. I therefore object to the current proposal as I would like to see it further extended to deal with an existing and ongoing issue.

- Regarding the extension of the yellow lines on Mashiters Hill, I wholeheartedly agree that this needs doing but further than you are planning, my reasoning for this is that vans from out of the area are now parking regularly on Mashiters hill considerably reducing the pavement area and making it very difficult if not impossible to go up or down the pavement pushing a pram or in a wheelchair or mobility scooter, plus in the process they are wrecking the pavement, people in Mashiters hill and the junction of Lawns way have spent a lot of money improving their homes it all looks good apart from the pavements which are in a terrible state, this will not alter unless you stop these commercial vehicles from parking on and blocking the pavements. The yellow lines need to go across X drive on mashiters hill down to the sub station, at the moment it is very difficult and dangerous pulling in and out of X drive because of the restricted vision that this parked van causes, this is now his parking spot, even though he has been issued one ticket already. The only people who park here are non residents of Mashiters hill, so yellow lines would not affect the local residents*

All three Ward Councillors were made aware of the objections and comment in favour. Two Ward Councillors have responded in support of this scheme, the remaining Councillor did not respond.

Officers Response: Officers have considered the need to provide road safety, traffic flow, sight lines and access in Mashiters Hill. These proposals are supported by residents from the comments shown and officers wish to propose further extensions to the restrictions once any displacement has been established following the implementation of these currently proposed restrictions. Ward Councillors are happy with this approach.

Highways, Traffic and Parking request approval from the Assistant Director of Public Realm to overrule the objections received and proceed with the proposals as advertised.

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

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cyclists and pedestrians) and to provide suitable and adequate parking facilities on and off the highway.

Officers have assessed all the locations listed and considered if a safety audit was required for these schemes, however, after determining that the schemes detailed above pose no risk to other road users, conclude that a safety audit is not required. The schemes have been designed to improve road safety, traffic flow, enhance sight lines and maintain accessibility for the emergency services and Council vehicles at all times

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 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 proposal was 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 October 2021.

a) Scheme SCH583 – Norman Road / Southdown Road – Hylands and Harrow Lodge Ward

All three Ward Councillors were made aware of the objections and comments in favour. Two Ward Councillors have responded in support of this scheme, the remaining Councillor did not respond.

b) Scheme SCH2136 – Dagnam Park Drive – Gooshays Ward

All three Ward Councillors were made aware of the objection, Councillors did not respond.

The following proposal was 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 11th June 2021.

c) Scheme SCH783 – Stanley Road South / Cherry Tree Lane – South Hornchurch Ward

All three Ward Councillors were made aware of the objections. Two Ward Councillors have responded in support of this scheme, the remaining Councillor did not respond.

d) Scheme SCH1012 – Kingsbridge Close – Gooshays Ward

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All three Ward Councillors were made aware of the objections and the one in favour. Ward Councillors have not responded.

The following proposal was 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 October 2021.

e) Scheme SCH963 – Mashiters Hill / Lawns – Mawneys Ward

All three Ward Councillors were made aware of the objections and comment in favour. Two Ward Councillors have responded in support of this scheme, the remaining Councillor did not respond.

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

Name: Iain Hardy

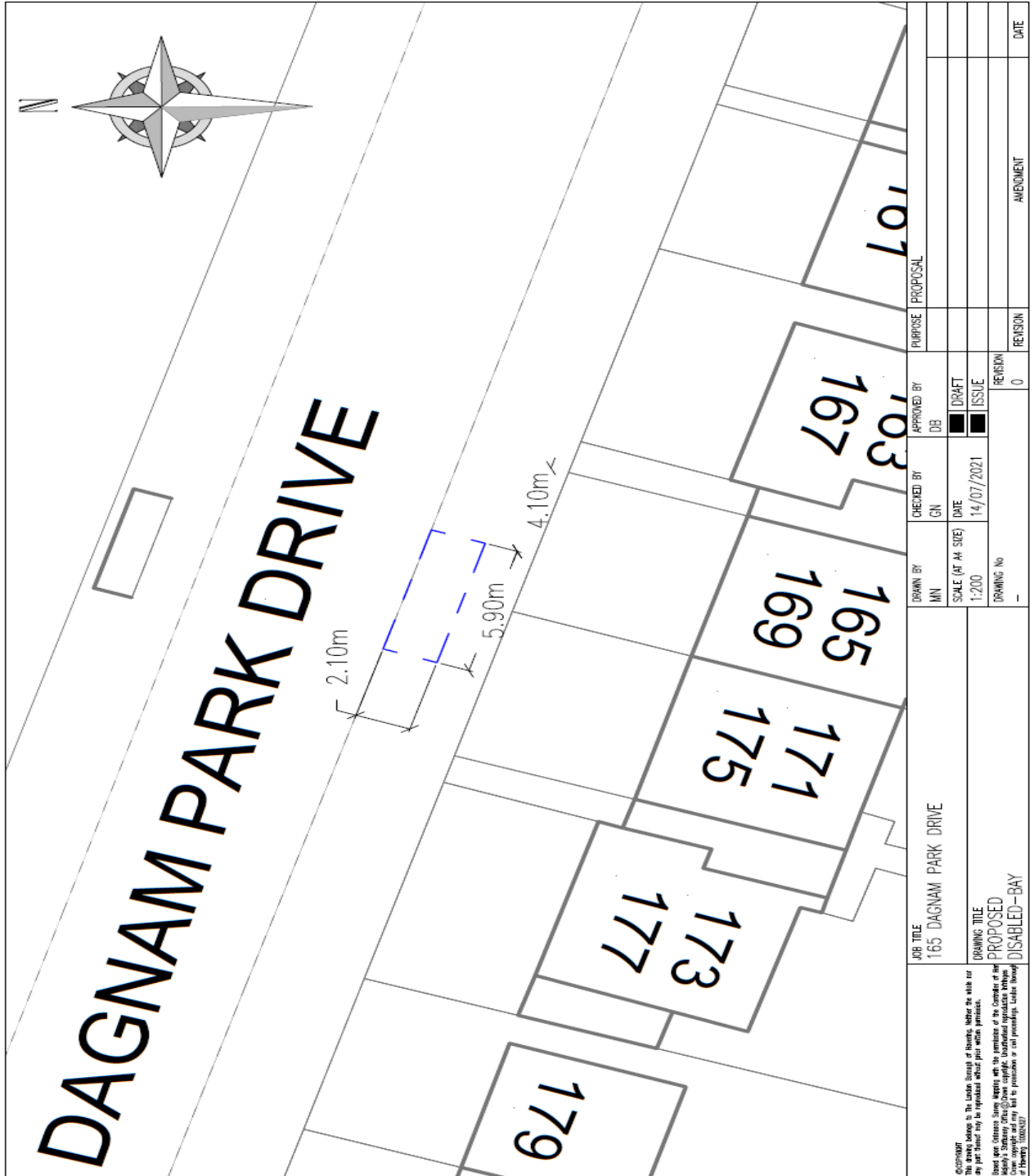
Designation: Engineer, Traffic and Parking

Signature:



Date: 27/06/2022

SCH2136 Dagnam Park Drive - Advertised Proposals

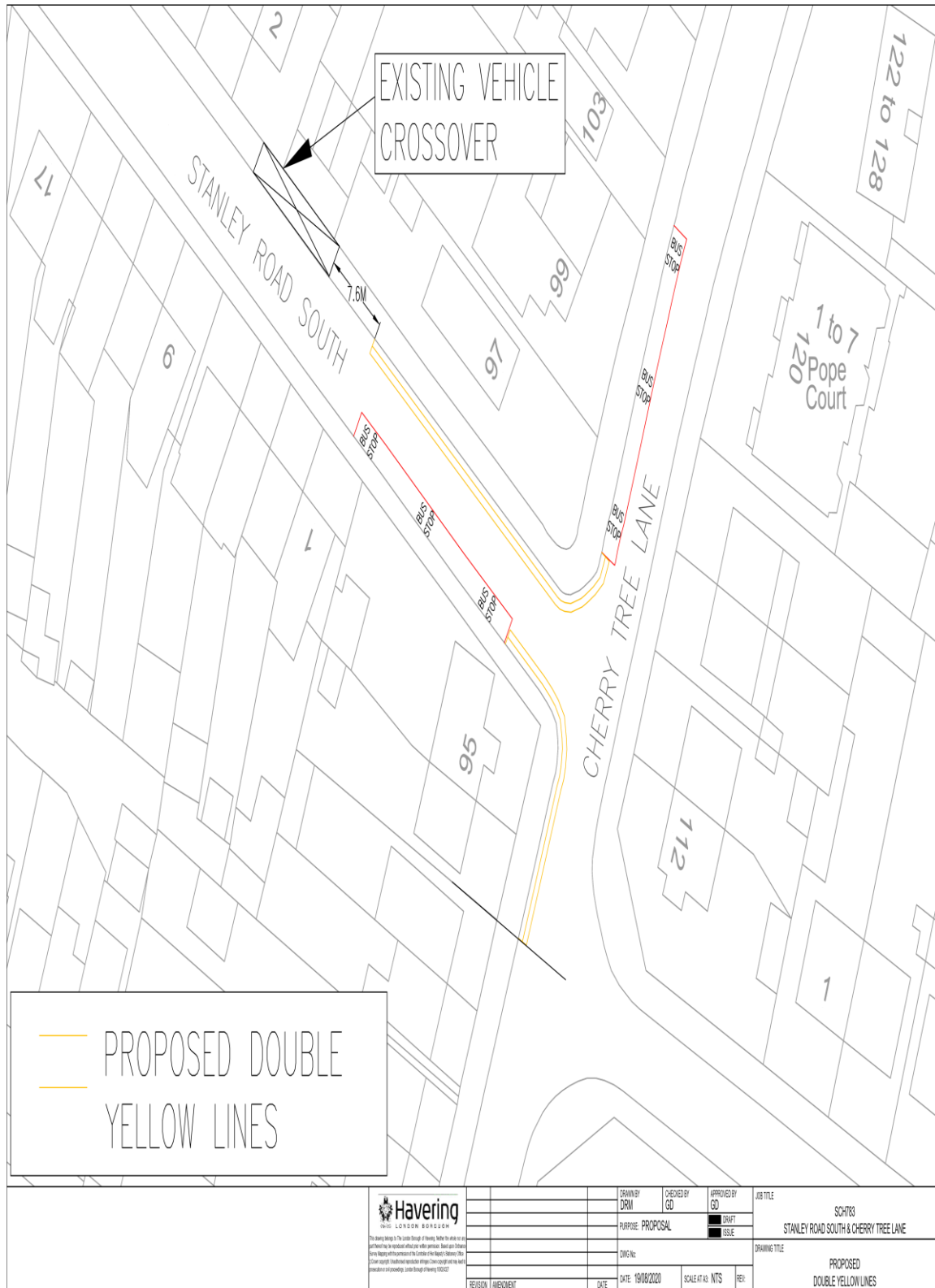


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JOB TITLE 165 DAGNAM PARK DRIVE		DRAWING TITLE PROPOSED DISABLED-BAY	
DRAWN BY MIN	CHECKED BY GN	APPROVED BY DB	PURPOSE PROPOSAL
SCALE (AT A4 SIZE) 1:200	DATE 14/07/2021	REVISION 0	REVISION 0
DRAWING No -	AMENDMENT	DATE	

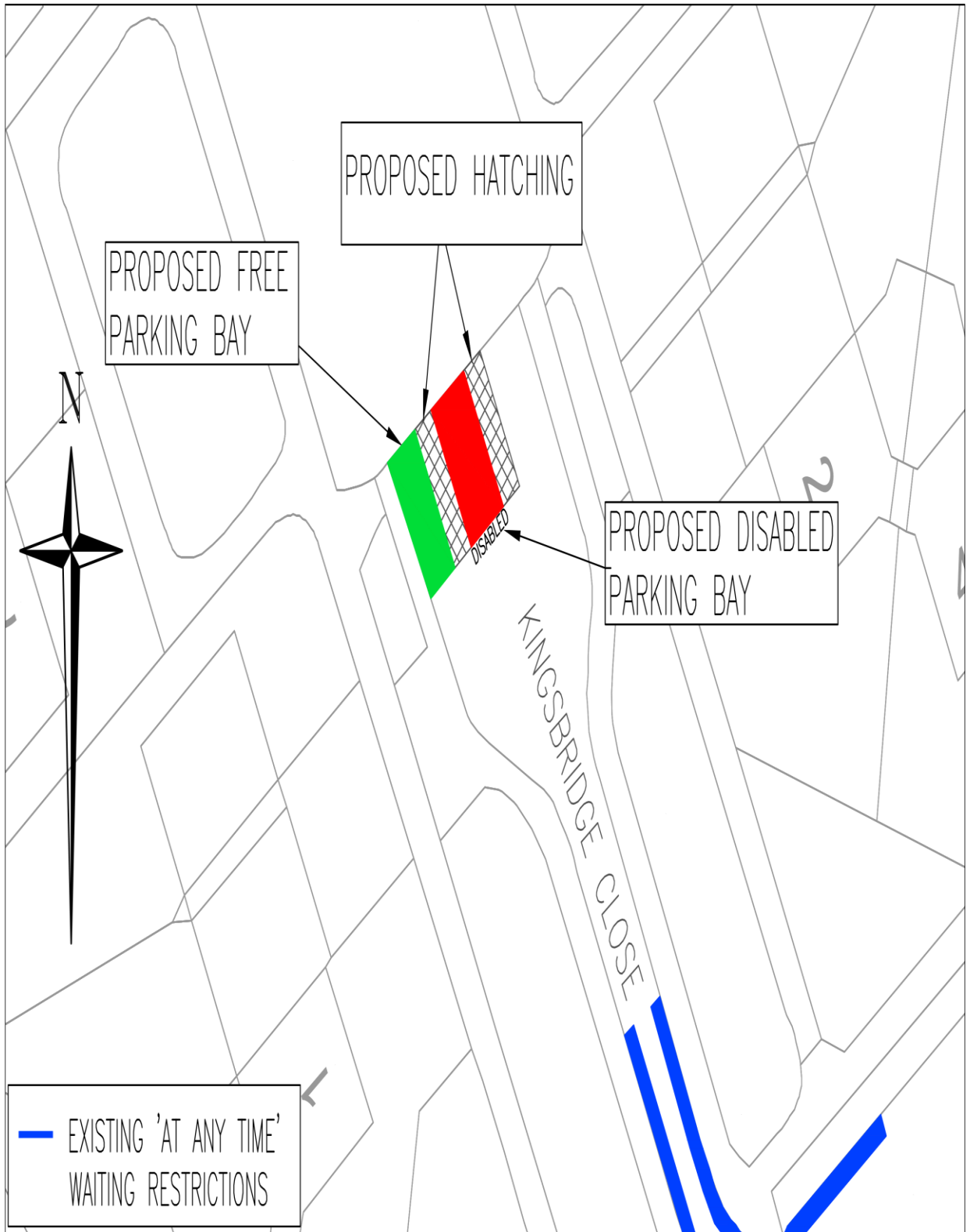
Non-key Executive Decision

SCH783 Stanley Road South / Cherry Tree Lane - Advertised Proposals



<p>Havering LONDON BOROUGH</p> <p><small>This drawing belongs to The Greater Borough of Havering. Before the work is carried out, the contractor shall obtain the necessary permissions from the relevant authorities. The contractor shall ensure that the work is carried out in accordance with the relevant regulations and standards. The contractor shall be responsible for obtaining all necessary permissions and for ensuring that the work is carried out in accordance with the relevant regulations and standards. The contractor shall be responsible for obtaining all necessary permissions and for ensuring that the work is carried out in accordance with the relevant regulations and standards.</small></p>	DRAWN BY DRM	CHECKED BY GD	APPROVED BY GD	JOB TITLE SCH783 STANLEY ROAD SOUTH & CHERRY TREE LANE
	PURPOSE PROPOSAL	DRAFT	ISSUE	DRAWING TITLE PROPOSED DOUBLE YELLOW LINES
	DATE 10/10/2020	SCALE AT A4 NTS	REV:	
	REVISION AMENDMENT			

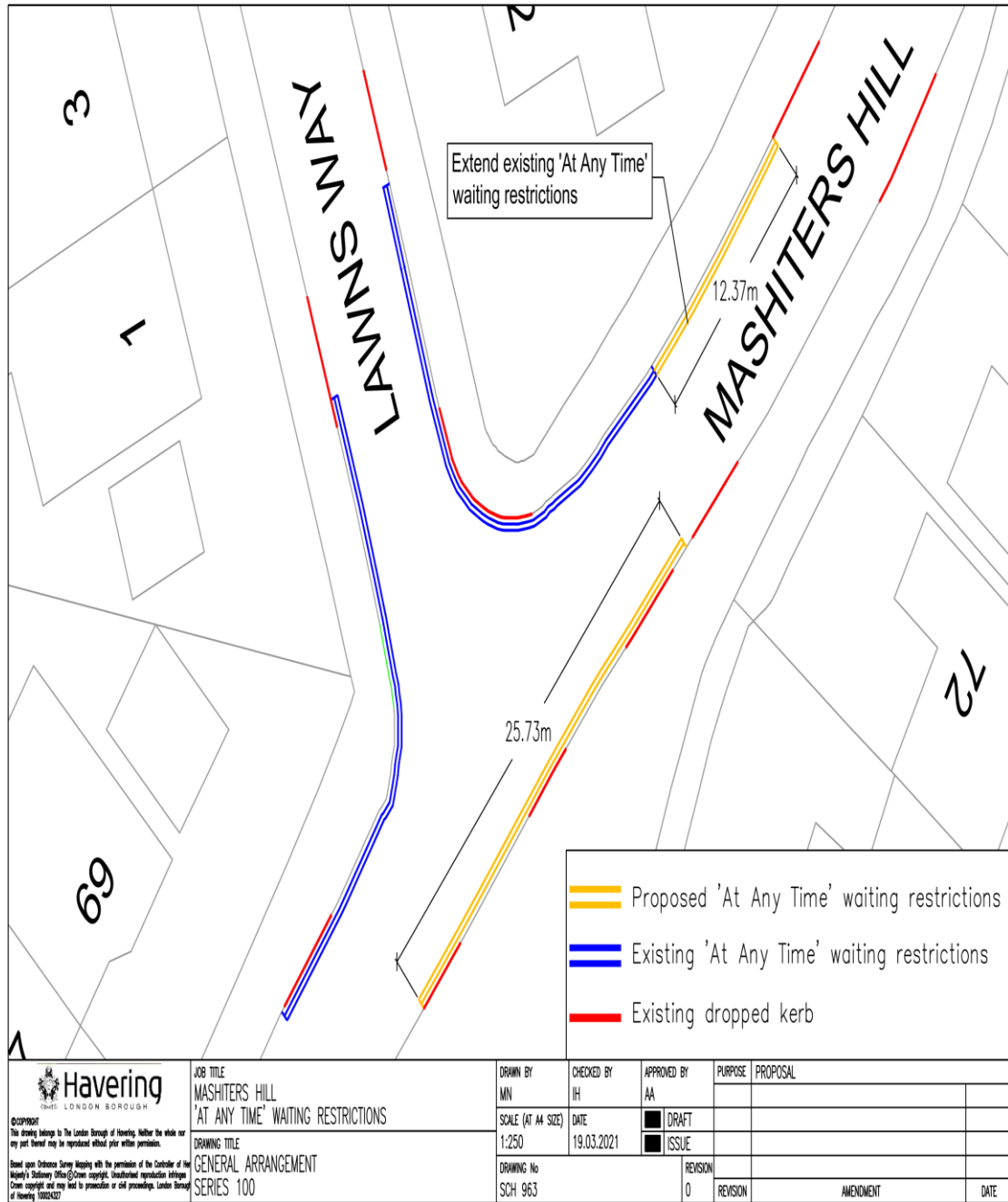
SCH1012 Kingsbridge Close - Advertised Proposals



<p>Havering <small>STREETSIDE CULTURE & COMMUNITY TRAFFIC & PARKING CONTROL 100 FLOORS MEMORIAL HOUSE MERCURY GREENS ROWFORD RM15 5JN TELEPHONE: 01708 43287 FAX: 01708 43288 E-MAIL: sheres@havering.gov.uk</small></p>	JOB TITLE KINGSBRIDGE-CLOSE	DRAWN BY DM	CHECKED BY MC	APPROVED BY MC	©COPYRIGHT The drawing belongs to Streetside Culture & Community, Traffic & Parking Control. Whilst the whole or any part thereof may be reproduced without prior written permission. Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction without Crown copyright and may lead to prosecution or civil proceedings. London Borough of Havering 10/06/2021
	DATE: 12/01/2021 SCALE: -	PURPOSE: PROPOSAL	<input checked="" type="checkbox"/> DISNEY <input type="checkbox"/> ISSUE	DRAWING No: DMG-NO REVISION: REV REVISION: REVISION AGREEMENT: AGREEMENT DATE: DATE	

Non-key Executive Decision

SCH963 Mashiters Hill / Lawns Way - 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, extensions to no waiting at any time restrictions and disabled bays that pursuant to the Council's Constitution requires an executive decision by the Assistant Director of Public Realm.

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 2022/23 A26910 Schemes budget, which at the time of this report has sufficient available budget.

This is a standard project for Schemes 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 / disabled parking bays /	Estimated Cost £
Norman Road / Southdown Road	£ 500.00
Dagnam Park Drive	£ 500.00
Stanley Road South / Cherry Tree Lane	£ 500.00
Kingsbridge Close	£ 500.00

Non-key Executive Decision

Mashiters Hill/ Lawns Way	£ 700.00
Total	£ 2,700.00

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.

These measures improve road safety for all road users.

Blue badge holders can park on the no waiting at any time restrictions if it is safe to do so for up to 3 hours

Blue badge holders can park in an on street disabled parking bay for an unlimited time whilst displaying their blue badge.

The EQHIA form is attached as Appendix A to this report..

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

The reduction in the parking provision may discourage drivers from using this facility and therefore this may reduce emissions in line with the Climate Change Action Plan 2021.

Non-key Executive Decision

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) Norman Road / Southdown Road
 - b) Stanley Road South / Cherry Tree Lane
 - c) Mashiters Hill

2. Disabled parking bay on :-
 - d) Dagnam Park Drive
 - e) Kingsbridge Close

Proposal NOT agreed because

Details of decision maker

Signed



Name: Imran Kazalbash

Officer : Assistant Director for Public Realm

Date: 23/08/2022

Lodging this notice

The signed decision notice must be delivered to Democratic Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Non-key Executive Decision

Signed _____

Non-key Executive Decision

Appendix A



Equality & Health Impact Assessment (EqHIA)

Document control

Title of activity:	Minor Parking Schemes – Objection Report 7 2022
Lead officer:	Joanna Blair
Approved by:	James O'Regan
Date completed:	15/06/2022
Scheduled date for review:	15/06/2022

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

Non-key Executive Decision

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@havering.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@haverling.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 7 2022		
2	Type of activity	Minor Parking schemes		
3	Scope of activity	To provide a Disabled Persons Parking Bay for a resident and other Blue Badge Holders. The installation / extension of at any time waiting restrictions.		
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:	Joanna Blair
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Non-key Executive Decision

Date:	15/06/2022
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1. The EqHIA – How will the strategy, policy, plan, procedure and/or service impact on people?

Background/context:
<p>The following schemes are designed to provide a disabled persons parking bay for the resident of the property, following an assessment of their needs by Occupational Therapy on; Dagnam Park Drive Kingsbridge Close</p> <p>The following schemes are designed to improve sight lines, traffic flow, road safety, prevent obstruction and access for the emergency services and Council vehicles on; Norman Road / Southdown Road Stanley Road South / Cherry Tree Lane Mashiters Hill / Lawns Way</p>
Who will be affected by the activity?
<p>The resident whom the disabled bay is for should have the benefit of have a parking space close to their property after an assessment by Occupational Therapy. Further to this, other Blue Badge Holders can also use the bay, if it is available.</p> <p>Residents of the road might be dis-advantaged by the introduction of the Disabled Parking Bay, as its installation will reduce the amount of available parking space in the road by one space, for them and their visitors.</p> <p>The installation/ extension of the no waiting at any time restrictions around junctions and opposite junctions would improve road safety, traffic flow, sight lines and access for the emergency services which will be of benefit to all residents.</p> <p>These restrictions may impact on the parking capacity for residents and their visitors but blue badge holders can park on the no waiting at any time restrictions for up to three hours.</p> <p>The installation of no waiting at any time restrictions will aid larger vehicles (emergency services and Council vehicles) and have street cleaning benefits.</p> <p>Vehicles will not be able to park on the no waiting at any time restriction, however they can still load and unload goods and alight passengers.</p>

Non-key Executive Decision

The removal of the general parking provision may encourage residents/visitors to use other modes of transport such as cycling or using public transport.

Non-key Executive Decision

Protected Characteristic - Age:

Please tick (✓) the relevant box:

Overall impact:

Positive

Parking restrictions are applied irrespective of age

Neutral

Negative

Evidence:

Sources used:

-

Non-key Executive Decision

Protected Characteristic - Disability:		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Physical Disability: The resident that the Disabled Bay is intended for will be able to park near to their property and if the bay is not being used, other blue badge holders can use the bay Blue badge holders can park on the no waiting at any time restrictions for up to three hours when displaying their blue badge.
Positive	<input checked="" type="checkbox"/>	
Neutral	<input type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence: <ul style="list-style-type: none">•		

Non-key Executive Decision

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

Non-key Executive Decision

Protected Characteristic - Ethnicity/race: Consider the impact on different ethnic groups and nationalities	
<i>Please tick (✓) the relevant box:</i>	
Positive	<input type="checkbox"/>
Neutral	<input checked="" type="checkbox"/>
Negative	<input type="checkbox"/>
Overall impact: Parking restrictions are applied irrespective of Ethnicity/race	
Evidence:	
Sources used: <ul style="list-style-type: none">•	

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	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence:		
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	<input type="checkbox"/>
Neutral	<input checked="" type="checkbox"/>
Negative	<input type="checkbox"/>

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

<p>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.</p>	
<p><i>Please tick (✓) all the relevant boxes that apply:</i></p>	
Positive	<input type="checkbox"/>
Neutral	<input checked="" type="checkbox"/>
Negative	<p>Overall impact:</p> <p>The impact of introducing a disabled persons parking bay for a resident as it would reduce their worry of being able to park near to their property. Occupational therapy have assessed these residents and recognised a need for this facility for their health and wellbeing.</p> <p>The introduction of a disabled persons parking bay for a non-blue badge holder may increase their stress level as the amount of available parking space would be reduced and they would have to find alternative parking.</p> <p>The introduction / extension of at any time waiting restrictions will increase road safety, sight lines and increase access for the emergency and Council vehicles, which would reduce accidents and worry for residents / visitors using the public carriageways and footways. Although this may increase their stress level as the amount of available parking space would be reduced and they would have to find alternative parking for themselves and their visitors.</p> <p>The no waiting at any time proposals will improve road safety and will have street cleaning benefits.</p> <p>Blue badge holders may be disadvantaged as they will only be able to park on the proposed no waiting at any time restrictions for up to 3 hours.</p> <p>Do you consider that a more in-depth HIA is required as a result of this brief assessment? Please tick (✓) the relevant box</p> <p style="text-align: right;">Yes No <input checked="" type="checkbox"/></p>
<p>Evidence: To be added.</p>	
<p>Sources used:</p>	

<p>Socio – Economic impact:</p>	
<p><i>Please tick (✓) the relevant box:</i></p>	
Positive	<input type="checkbox"/>
Neutral	<input checked="" type="checkbox"/>
<p>Overall impact:</p> <p>These schemes will have a neutral impact as they are in locations with other free parking facilities</p>	

Non-key Executive Decision

Negative		
Evidence:		
Sources used:		

Non-key Executive Decision

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: 15/06/2022

Scheduled date of review: 15/06/2022

Lead Officer conducting the review: Joanna Blair

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

Thank you.