

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	<b>Halesworth Close Grass Verges Conversion Scheme.</b>
<b>Decision Maker</b>	Imran Kazalbash
<b>Cabinet Member:</b>	Cllr Barry Mugglestone
<b>SLT Lead:</b>	<b>Imran Kazalbash</b> Assistant Director Public Realm
<b>Report Author and contact details:</b>	Ildfonso Cases Highways Engineer <a href="mailto:ildfonso.cases@havering.gov.uk">ildfonso.cases@havering.gov.uk</a>
<b>Policy context:</b>	Havering Local Development Framework (2008)
<b>Financial summary:</b>	Approximate cost of £0.099m funded by the Highways Community Infrastructure Levy (CIL).
<b>Relevant OSC:</b>	Places
<b>Is this decision exempt from being called-in?</b>	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]

## Non-key Executive Decision

### 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 informal consultation as detailed in the Statement of Reasons and
- II. agree to implementation of the below measures as detailed in the designs in Appendix A.

#### **Halesworth Close, Harold Wood**

Creation of additional eight (8) car parking spaces within the existing grass verge areas.

#### AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3, Section 3.8.3, paragraph (b) other than in those matters delegated to the Lead Member to exercise all powers and duties in respect of maintaining and improving highways, providing facilities, and interference with highways arising under Parts IV, V, VII, IX and XIV of the Highways Act 1980.

#### STATEMENT OF THE REASONS FOR THE DECISION

##### **Background to the Scheme and Design Proposals**

Following on from concerns raised by members, residents, waste and emergency services in relation to obstructive and erroneous parking caused by parking stress on residential streets in the borough the Council proposes to convert a limited number of existing grass verge spaces into hardstanding parking areas.

After 96 sites were proposed and analysed in April 2020, 29 sites were identified as being suitable for possible grass conversion into parking bays. The reasons why sites were rejected or deemed unsuitable was:

- ✓ Not enough space for the verge conversion and issues associated with providing suitable drainage
- ✓ Clearly visible underground utilities e.g., BT, CATV, sub-station for electric cables – moving these will be very costly
- ✓ No parking problems in the area observed

Following on from informal member approval to provide additional parking spaces, the 29 sites were sent to the Council's highways contractor for statutory undertaker (stats) searches and estimates as conflicts with apparatus could be very costly and their relocation would not be able to be accommodated within the scheme budget.

A Key Executive Decision - **Grass Verges Conversion – Recommendation** dated February 2022 recommended to reduce the scale of the project by undertaking a trial in selected sites.

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A scoring method was introduced to prioritise these sites and a total of five were selected from the 29.

From these five sites, two were rejected informally by the Cabinet Member after a site visit carried out in August 2022, because of its impact on the surrounding and no apparent parking stress in the areas. The remaining three sites were progressed for residents' informal consultation and designs were updated.

### **Halesworth Close Design Proposal**

The original design presented on the ED dated February 2022, proposed sixteen parking bays on Halesworth Close, seven of them located on the existing grass verge in the southeast corner of the close in front of property Nos 3-5.

This design presented difficulties to allow for suitable drainage, increasing the risk of ponding and flooding in front of the properties. Alternatively, after a site visit it was deemed more convenient to rearrange the location of five of those seven parking bays, proposing them at both sides by the entrance of the close by the junction with Halesworth Road. See attached drawing on Appendix A for layout of proposals.

Another 3 parking bays are proposed in the grass verge area in front of property No 17, maintaining the existing Electric Post and access to its driveway and removing the remaining small strip of grass verge between properties 17 and 18 to facilitate maintenance works.

The remaining parking bays are located at the bottom of the road to ensure parking can be arranged in an orderly manner, with dimensions for each bay of 5m x 2.4m.

Additional to these hard-standing parking bays it's proposed to widen the entrance of the close and increase its radius in order to avoid refuse vehicles encroaching on to of the footpath. A dropped kerb with tactile paving is also proposed.

### **Halesworth Close Informal Consultation**

On October 12<sup>th</sup> 2022 Officers sent letters to twenty properties in Halesworth Close (Nos 1-20 Halesworth Close) inviting them to share their views on an proposals in online survey using our public consultation website Citizen Space or responding by post until October 28<sup>th</sup>.

The questions of the survey were:

1. In your view, is there currently a parking problem in your road to justify action being taken by the Council
2. Are you in favour of your road having additional parking spaces?
3. Are you in favour of having the current grass verge areas converted into road parking spaces as per attached design?
4. Do you or anyone in your household hold a Blue Badge?

Following the consultation, ten responses were received. 9 out of 10 responses agreed that there is a parking problem in their area and supported having additional parking spaces. 6 out of 10 responses supported the conversion of grass verges into parking bays, 2 responses were opposed and 2 were 'Not Sure'.

The objection responses were:

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- *I do not want the lamp post moved so close to my house and driveway and the parking you want to put opposite my house will make it unsafe for me to reverse out as it is difficult for me to reverse already without putting cars there.*
- *After removing 12 garages in favour of two houses this problem was going to happen. No matter how many spaces are made the problem will remain and is just a waste of council resources.*

#### **Officers' recommendations**

Officers have reviewed the objections above. Officers propose the selected grass verges to be converted into parking bays, relocate the lamp column to an alternative location to minimise impacts to Property No 20 as mentioned in the above objection, as per outlined on the drawing attached in Appendix A.

As outlined above the introduction of measures would have no adverse effect on ecology, etc in the area and drainage considerations have been factored into the design. No objections were received to the consultation and the introduction of measures would alleviate existing on street parking stress in the area.

Highways, Traffic and Parking request approval from the Lead Member for Environment to overrule the objection received and proceed with the advertised proposals.

#### **OTHER OPTIONS CONSIDERED AND REJECTED**

1. Do nothing
2. Maintain original design proposal at the expense of increasing costs and complexity of implementation.

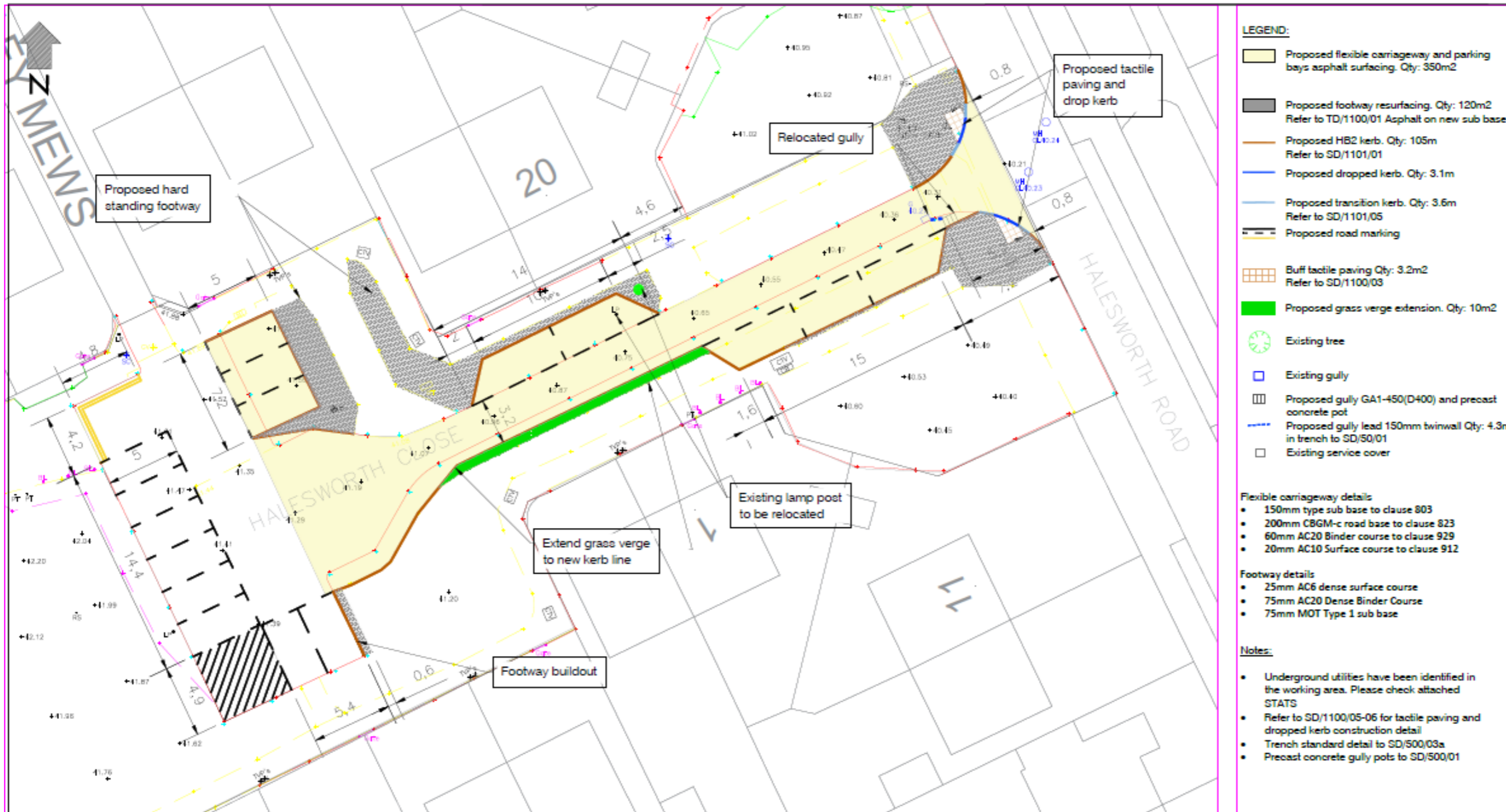
#### **NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER**

Name: Ildefonso Cases

Designation: Highways Engineer

Signature: [Ildefonso Cases](#) 23/06/2023

Appendix A – Draft design



CLIENT <b>LONDON BOROUGH OF HAVERING</b>	PROJECT <b>GRASS VERGES CONVERSION HALESWORTH CLOSE HAROLD WOOD</b>	SUBJECT <b>DETAIL DESIGN APR 2023</b>	DRAWN IC	REV	DATE	DESCRIPTION	BY	CKD
			DESIGNED IC					
CHECKED AR								
APPROVED								
CONTRACT No.	DRAWING No.	REV						
SCALE 1:250	XXXXXXXXXX / XX		PROJECT STAGE	DATE ISSUED				

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## Part B - Assessment of implications and risks

### LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for the implementation of additional parking bays, that pursuant to the Council's Constitution requires an executive decision by the Lead Member for Environment.

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

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

### FINANCIAL IMPLICATIONS AND RISKS

The full cost of implementing this scheme, including contingency, is £0.099m and will be met through the CIL allocation 'Infrastructure - Verges for parking (C38010).

Budget and contract monitoring will be regularly carried out by officers throughout delivery to ensure the project is completed within the approved allocation.

If this project is not completed, concerns raised by members and residents in connection to the parking stress within the area would not be resolved.

The cost breakdown is as follows:

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<b>Item</b>	<b>£(m)</b>
<b>Estimated Expenditure</b>	
Prelims	0.004
Site clearance	0.001
Drainage	0.004
Earthworks	0.032
Pavements	0.027
Kerbs, footways & paved areas	0.012
Traffic signs & road markings	0.001
Street Lighting	0.007
Contingency	0.011
Total Cost	0.099
<b>Funding</b>	
Highways Community Infrastructure Levy (CIL)	(0.099)
Net financial impact	0.000

### **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.

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### **ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

The increase in the parking provision may improve traffic flows and reduce the time of vehicles driving looking for a parking bay. It may however encourage drivers from using these facilities and bringing additional traffic.

From a climate change and carbon footprint media perspective this could appear to be favouring cars over trees, hedgerows and habitats.

### **BACKGROUND PAPERS**

*Key Decision ED Report Grass Verge Conversion Recommendations Feb 2022.*

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**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**

Proposals agreed

**Details of decision maker**

Signed



**Name:** Imran Kazalbash Assistant Director of Public Realm, Environment

Cabinet Portfolio held: Cabinet Member for Environment

CMT Member title: Barry Francis – Director of Neighbourhoods

Head of Service title Mark Hodgson – Head of Highways, Traffic and Parking

Date:

**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 \_\_\_\_\_

Signed \_\_\_\_\_