

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	Hacton Drive - Proposed introduction of 'At any time' waiting restrictions and Unrestricted Parking bays
<b>Decision Maker:</b>	Imran Kazalbash Director of Environment
<b>Cabinet Member:</b>	Cabinet Member for Environment, Cllr. Barry Mugglestone
<b>ELT Lead:</b>	Imran Kazalbash Director of Environment
<b>Report Author and contact details:</b>	Gareth Nunn Senior Highways Engineer Schemes 01708 433139 Gareth.nunn@havering.gov.uk
<b>Policy context:</b>	None.
<b>Financial summary:</b>	Estimated cost of £0.001m to be funded from cost centre A26910, Schemes budget
<b>Relevant Overview &amp; Scrutiny Sub Committee:</b>	Place
<b>Is this decision exempt from being called-in?</b>	Yes – Non Key

**Non-key Executive Decision**

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

People - Things that matter for residents	X
Place - A great place to live, work and enjoy	X
Resources - A well run Council that delivers for People and Place	X

**Part A – Report seeking decision**

**DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION**

Following the formal advertisement of proposed waiting restrictions and unrestricted parking bays, this Executive Decision seeks approval to:

I. agree to the implementation of:

**(a) Waiting Restrictions**

'At any time' waiting restrictions (double yellow lines) between 48 and 89 Hacton Drive (both sides), similar to those already in place between 1 and 51, as per the plan attached as Appendix A.

**(b) Unrestricted Parking Bays**

Unrestricted parking bays between 53 and 89 Hacton Drive, similar to those already in place between 1 and 51 Hacton Drive, as per the plan attached as Appendix A.

**AUTHORITY UNDER WHICH DECISION IS MADE**

Council's Constitution Part 3.3.5 (1.1).

To exercise the Council's powers and duties arising under the Road Traffic Regulation Act 1984, New Roads and Streetworks Act 1991 and Traffic Management Act 2004.

3.3.1 (5.1) covers sub-delegations:

The Chief Officers may delegate any of the powers listed in this part to another Officer, in so far as is legally permissible. Such delegation will specify whether the Officer is permitted to make further sub-delegations. Any such delegation or sub-delegation must be: (a) recorded in writing; and (b) lodged with the Monitoring Officer who will keep a public record of all such delegations. Any such delegation / sub-delegation will become valid only when these conditions are complied with.

**STATEMENT OF THE REASONS FOR THE DECISION**

Following on from concerns raised by members and residents in relation to obstructive and erroneous parking on Hacton Drive, a questionnaire was sent to all residents of Hacton Drive in July 2024 asking if they would be in favour of the implementation of 'at any time' waiting restrictions (double yellow lines) and unrestricted parking bays as per the plan attached as Appendix A.

The proposals have been designed to ensure that vehicles are parked safely and without causing obstruction. A similar layout is already present in the northern part of the road.

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

In February 2023, residents of Hacton Drive were consulted on a potential 'residents permit parking scheme', this was not supported and wasn't progressed. Subsequently, alternative proposals were considered.

The option not to progress this scheme 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**

#### **Informal Consultation – July 2024**

Following on from concerns raised by members and residents in relation to obstructive and erroneous parking on Hacton Drive, a questionnaire was sent to all residents of Hacton Drive in July 2024 asking if they would be in favour of the implementation of 'at any time' waiting restrictions (double yellow lines) and unrestricted parking bays as per the plan attached as **Appendix A**.

A summary of the responses from the informal consultation are as follows:

<b>Properties consulted</b>	<b>Responses</b>	<b>Responses %</b>	<b>Yes</b>	<b>No</b>	<b>Not Sure</b>	<b>Yes %</b>	<b>No %</b>	<b>Not Sure %</b>
88	27	31%	21	5	1	78%	19%	3%

As per the above, the vast majority of respondents supported the proposals. These results were presented to Ward Councillors who were supportive of progressing the scheme.

#### **Formal Advertisement – October 2024**

In October 2024, the proposals were formally advertised, and a total of nine responses were received.

Of these, two were clear objections, while the remaining responses included a range of comments such as:

- Concerns about the enforcement of the scheme and subsequently its potential impact.
- Suggestions for alternative layouts or locations for the parking bays.

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- Feedback on related proposals, including a potential pedestrian zone and junction improvement works.
- One comment in support of the proposal.

These responses were presented to Ward Councillors, who expressed their support for progressing the scheme forward to the implementation stage.

Copies of the responses to the formal advertisement are included in **Appendix B**

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

Name: Gareth Nunn

Designation: Senior Schemes Engineer

Signature:



Date: 23/11/2024

## Part B - Assessment of implications and risks

### LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for the implementation of Waiting Restrictions, that pursuant to the Council's Constitution requires an executive decision by the Director of Environment.

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

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

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

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

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

### FINANCIAL IMPLICATIONS AND RISKS

The estimated costs of £0.001m which includes advertising costs and implementing the proposal as described above and shown on the attached plan will be met from the 2024/25 Highways 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 Environment budget.

Expenditure item	Estimated cost
Physical Works	276.28
Traffic Order	500.00
Contingency (10%)	77.63
<b>Total Expenditure</b>	<b>853.91</b>

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**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.

An EHIA (Equality and Health Impact Assessment) has not been completed and is not required for this decision. These measures improve road safety for all road users

The Council seeks to ensure equality, inclusion, and dignity for all.

There are not equalities and social inclusion implications and risks associated with this decision

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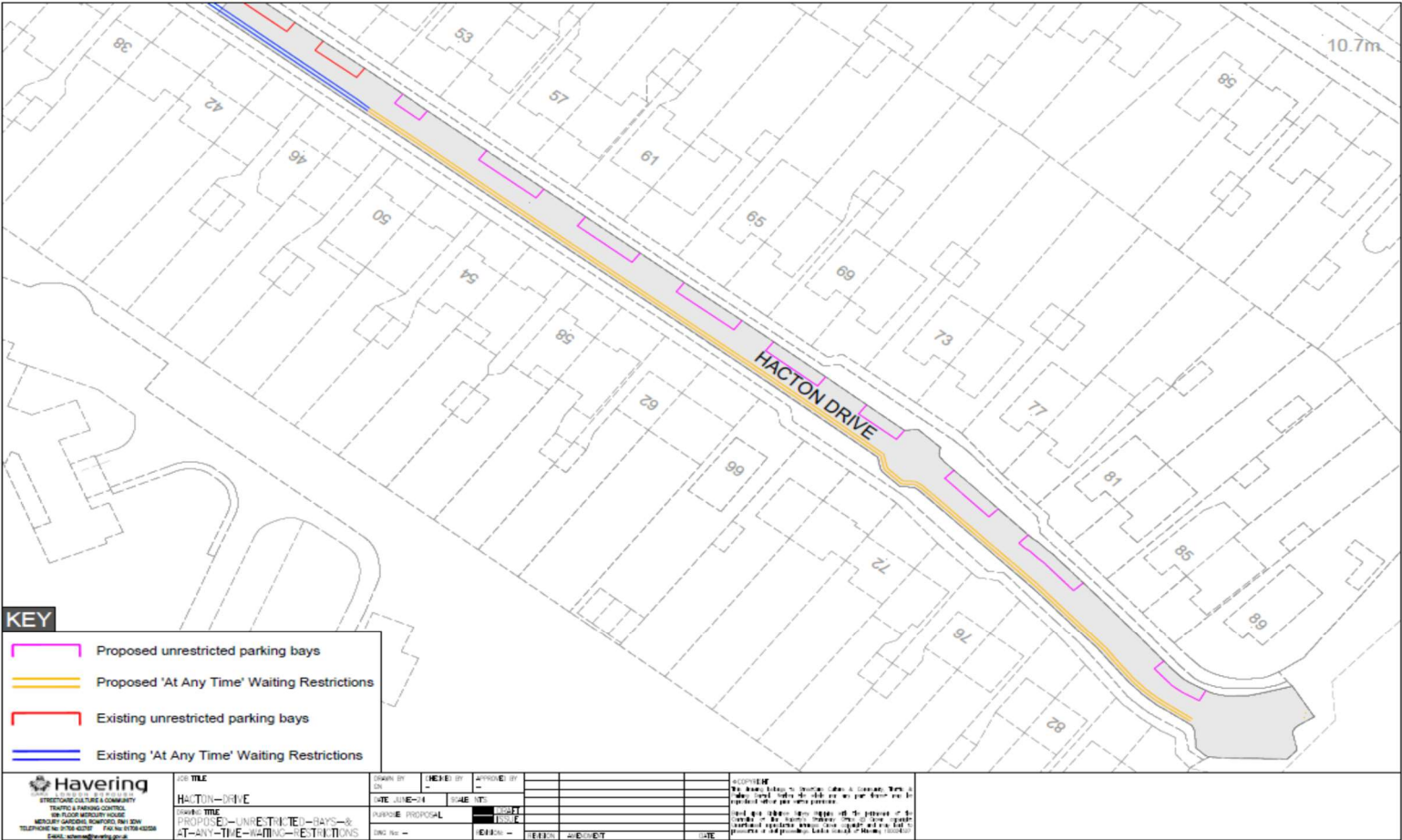
**ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

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



APPENDICES

Appendix A – Plan



## **Appendix B – Responses to formal advert (redacted)**

### **Comment 1 - Objection**

*'Dear Schemes Team*

*I have received a letter stating that you propose to put double yellow lines outside my home [REDACTED] Hacton Drive, RM12 6DP.*

*I do not want nor do I need double yellow lines outside my home.*

*As I stated before the parking issues which were previously raised came from further up the road and were because of builders and trades persons parking in our road while working on the NHS building on the old hospital site.*

*This work has pretty much finished now and the parking issues are no longer a problem.*

*This proposal of yellow lines at the bottom of Hacton Drive is not required and is obviously the cheapest option for the council and is in no way the best option for those of us that live in Hacton Drive and park vehicles on the road.*

*I would like to discuss this matter in person with a representative from your office either here in Hacton Drive or I am happy to attend your offices at a convenient time for yourselves.*

*Regards'*

### **Comment 2 - Objection**

*'The amount of bays proposed are not enough for the amount of houses in the street. You are not allowing any space for any guests or trades that would come to our home. It will cause issues with neighbours as they will be fighting for spaces we struggle with the space that isn't restricted to park by our home. Driving down the road today about 20 cars are parked in that stretch and you are not giving us that many spaces.*

*The only issue with the parking is number [REDACTED] and [REDACTED] have arguments on space'.*

### **Comment 3 – Effectiveness of scheme/Enquiry re Pedestrian Zone**

*'I thank you for your notice regarding the parking changes in Hacton drive. But the word you use never happens, PROPOSED ! i have tried for parking changes in hacton drive for years. If yours goes ahead it will move cars to the top. I have consulted Mr white and over many years Mr Morgon over parking and nothing happens. The latest is cameras preventing people coming in for a few hours a day. We thought this would have been done by September.. Latest from Mr Morgon was awaiting cameras. IF your proposal goes ahead it will not stop cars parking across my driveway. Perhaps you can refer your proposal to Mr Morgon! [REDACTED] Hacton Drive'*

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### **Comment 4 – Pedestrian Zone**

*'Dear Sir*

*I am in receipt of your letter to residents regarding the parking bays at the lower half of Hacton Drive, but notice that no reference was made to the cameras that were offered - and apparently accepted by the majority of residents - to be fitted at the Sutton's Lane junction. What has happened to these?*

*Last week on a rainy day at school pick up time, the top of the road was grid locked with school parkers on the double yellow lines either side of the road and residents trying to get in or out. As more parents seem to drive their children to school and with winter approaching, this will only get worse. If an ambulance or fire engine were to need to access Hacton Drive during those times, they will be unable to do so and it could end up with a tragedy - likewise, I am amazed that a child hasn't been run over and killed. Hacton Drive has only one way in and one way out so extra consideration should be placed on this. Traffic officers seem to arrive very occasionally and always after nine when the school traffic has gone.*

*As we have two schools and a nursery in that very small area, cameras with restricted times to leave and enter Hacton Drive would be the ideal option. This was offered and accepted and we wonder when they will be fitted? We have been asking for something to be done for twenty years.'*

### **Comment 5 – Request for different layout**

*'Hello*

*I agree we need to extend the 'at anytime' waiting restrictions to prevent double parking, generally by visitors to Hacton Drive.*

*I would like to see the new unrestricted bays staggered along the road, as are the current bays. This prevents vehicles seeing a long clear stretch of road in which they speed up instead of taking care driving along Hacton Drive.*

*I would therefore like to see the bays staggered, and placed outside number 48, 50 and 52, 54*

*61 - 67*

*64 - 68*

*77 - 83*

*82 - 84*

*This would also assist our elderly neighbours to park in the road, who do not have front drives to park close to their property*

*[REDACTED]  
Hacton Drive.'*

### **Comment 6 – Questions effectiveness of the scheme without appropriate enforcement**

*'To whom it may concern*

*I am emailing in response to my receipt of the above restriction's notification.*

*The major problem with the parking in Hacton Drive is due to the inconsiderate and frankly dangerous parking of parents at school collection and drop off times.*

*As you will be aware there are 3 school/childcare establishments in and opposite Hacton Drive. I feel that the introduction of more "at any time" restrictions will not make a jot of difference to the*



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*problems. As the letter states there are already restrictions at the top of the road, but this does not deter parents double parking on both sides of the yellow lines causing absolute chaos twice daily. No-one pays the slightest attention to the restrictions as they "are collecting their children". I have contacted the police regarding the safety aspects of this situation, as I am not exaggerating when I say they are "double parked both sides of the road". If you are aware of Hacton Drive, you will know that the road widens at the end onto Suttons Lane, which I think many people think is acceptable to double park.*

*Moving the restrictions down the entire road will make no difference whatsoever as people will still do the same, as they are "only go to be 15 minutes". I asked the Neighbourhood Police if a police/traffic warden presence could be scheduled during these hours to deter this situation last year, on the basis that it was an accident waiting to happen. The officer totally agreed with me and said as neighbourhood officers they had tried to attend and move people along but that the headteacher at Sanders School complained as he said his parents felt intimidated and uncomfortable.*

*My suggestion would be to arrange for traffic wardens to patrol the area in the mornings and afternoons at drop off and collections times and fine people in the hope that they may think twice in future.*

*Surely the safety of the students is the priority!*

*At other times of the day the parking is fine. We have had a few problems whilst the building of the St Georges development and the new health centre have been going on (with workmen parking) but this is largely completed, and the problems have been minor compared to the school issue.'*

## **Comment 7 – Questions effectiveness of the scheme without appropriate enforcement**

*'If you introduce the double yellow lines, who will be implementing them? I ask this as at the present moment at school times they are being ignored by the parents/carers. This has been ongoing for a very long time. These irresponsible people, not only park on the yellow lines at the entrance to the road - some actually DOUBLE park! I have witnessed this many times, especially when driving home (I live halfway down the road). As not only does this block the view of road but will one day result in a serious accident! Not once have I seen traffic wardens (or the like) at this road.*

*Therefore, unless the council is going to have someone applying the restrictions, it is a complete waste of time and money!*

*The idea only looks good on paper as, unfortunately, these drivers know they can park where and how they want, without being penalised.'*

*Yours sincerely*

## **Comment 8 – Resident reiterates their support for the proposals**

*'I live at ■ Hacton Drive and am in favour of the above proposals.*

*My reason for this is that double yellow lines on one side of the road need to continue to the end of the road instead of the current layout where they stop short. This has led to problems with larger vehicles not being able to access properties towards the end of the road: the Council's refuse collections, supermarket deliveries, building material deliveries. Also there is always the risk that emergency services will be blocked.*

*Residents, in general, know how to park without causing problems for others. However, there were many problems when construction workers (working on the new Health & Wellbeing Hub) were regularly parking in Hacton Drive. The Hub is due to open soon and it is very likely that visitors to the*

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*Hub will try to park in our road because, I understand, there is limited parking within the Hub grounds.*

*Regards,*



### **Comment 9 – Request for different layout**

*'Dear Sirs*

*With regards to the above proposals, I would again bring to your attention the need to alternate the parking bays and 'at any time' waiting restrictions from side to side in the lower half of Hacton Drive. By installing the double yellow lines to one side from No. 48 to the end of the road, you will in effect create a single lane race way from the first turning circle at No. 26 to the second turning circle at No. 70.*

*As I said at the initial consultation, by visiting Hacton Drive, it could be ascertained where the residents generally park their vehicles and on which side. It would then be simple to add the parking bays in these positions with the double yellow lines on the opposite side. Thus slowing vehicles using the road and allowing access to refuse and delivery vehicles.*

*In addition, it may be wise to add double yellow lines outside No. 48 and also opposite at Nos. 53-55.*

*This would create a passing point for vehicles travelling in both directions.*

*How ever you proceed, I do not think your proposal for the double yellow lines to one side all the way is the answer.*

*Regards'*

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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**

Proposal agreed

**Details of decision maker**

Signed:



Name: Imran Kazalbash  
Director of Environment

Date: 10/03/2025

**Lodging this notice**

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

**For use by Committee Administration**

This notice was lodged with me on \_\_\_\_\_

Signed \_\_\_\_\_

