



**Havering**  
LONDON BOROUGH

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	Hacton Drive – Pedestrian Zone and junction improvement works.
<b>Decision Maker:</b>	Imran Kazalbash Director of Environment
<b>Cabinet Member:</b>	Cabinet Member for Environment, Cllr Barry Mugglestone
<b>ELT Lead:</b>	Neil Stubbings Strategic Director of Place
<b>Report Author and contact details:</b>	Gareth Nunn Senior Highways Engineer Schemes 01708 433139 Gareth.nunn@havering.gov.uk
<b>Policy context:</b>	Havering Local Plan 2016 – 2031 (2021) (2008)  Havering Air Quality Action Plan (2018)  Havering Climate Change Action Plan (2024 - 2027)  Havering Local Implementation Plan (2019)  Havering Healthy Weight Strategy (2024-2029)  Mayor's Transport Strategy 2018  The Havering Plan - Connections – Making life easier delivering a consistent and sustainable approach to parking to meet the needs of

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	residents, businesses and all borough users
<b>Financial summary:</b>	The estimated cost of introducing the scheme via an experimental traffic order would be £0.078m which would be met from Environment Moving Traffic Contravention Capital budget C38000.
<b>Relevant Overview &amp; Scrutiny Sub Committee:</b>	Place
<b>Is this decision exempt from being called-in?</b>	Yes, it is a Non Key Decision by Officer

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**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 informal consultations of the proposed pedestrian zone and proposed junction improvements, this Executive Decision seeks approval to:

- I. agree to the implementation of:
  - (a) **Pedestrian Zone under an experimental traffic order**  
Pedestrian zone in Hacton Drive, operational Monday-Friday 8-9am & 2.30-3.30 pm in school term time only (plan attached as Appendix A)
  - (b) **Junction Improvement works**  
Narrowing of the bell mouth at the junction of Hacton Drive and Suttons Lane (plan attached as Appendix B)

### AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution Part 3.3.5 (1.5)

To authorise the issue, amendment or suspension of temporary traffic orders, experimental traffic orders, temporary traffic notices and temporary prohibitions of waiting and loading

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

#### **Pedestrian Zone**

Following reports of nuisance and improper parking during school drop-off and pick-up times, residents were consulted on a proposed pedestrian zone. This proposal aims to restrict vehicle entry into Hacton Drive during designated hours (Monday-Friday 8-9am & 2.30-3.30 pm in school term time only).

The scheme is designed to deliver the following benefits:

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- Improved road safety for all road users
- A reduction in anti-social behaviour resulting from thoughtless parking and dangerous vehicle movements
- Less vehicles on the school run, reducing traffic and making it easier for pupils, parents, carers and staff to walk, scoot and cycle to school – with physical and mental health benefits
- Increased physical activity levels in children by enabling confidence in parents to let their children walk, scoot or cycle to and from school.
- Contributes towards positive modal shift and less reliance on motorised vehicles.
- Improved air quality around the school gate due to reduced vehicles (and idling).

The public consultation demonstrated that the majority of respondents supported the proposals with 62% of respondents in favour. Local ward councillors also expressed their approval to move the scheme forward. All comments received are attached as Appendix C of this report.

It is proposed that the scheme be implemented under an Experimental Traffic Regulation Order (ETRO), which will remain in effect for up to 18 months. This means statutory consultation is open for six months from the date the scheme goes live. Responses will be monitored and a repeat engagement will be completed between six and 18 months after implementation. A decision will then be made as to whether to amend, remove or retain the pedestrian zone permanently.

Exemptions, allowing authorised or certain vehicles to enter the Pedestrian Zone are included in the traffic order. The exemptions are in place in order to ensure that the right balance is achieved between maintaining the integrity of the zone and not causing too much disruption to residents in the zone. Residents of Hacton Drive will be eligible for a permit for their vehicles, allowing them to drive in and out of the zone during the schemes times of operation. If agreed, officers would ensure that all affected residents and businesses would receive an information pack at least one month prior to the implementation of the scheme to enable them time to register for a permit before the scheme goes live.

A warning period of two weeks will be in place from when the scheme goes live, following statutory guidance. All motorists will be issued one warning before a PCN is issued.

Once compliance with the scheme is achieved, the enforcement camera may be relocated to another area within the borough to maximise the effectiveness of the Councils existing camera network.

If the camera is moved, the scheme will remain in place, and the camera may be reinstated in the future if deemed necessary.

### **Junction Improvements**

As a complementary measure to the pedestrian zone, amendments to the layout of the junction at Hacton Drive and Suttons Lane have also been proposed.

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This junction is particularly wide, and the proposed changes aim to enhance overall road safety. The key benefits of the scheme include:

- Making it easier and safer for pedestrians to cross.
- Discouraging drivers from using the wide junction as a turning circle.
- Deterring double parking at the junction.

If agreed, it is proposed that this element of the scheme is implemented during the 2025 summer holidays to cause minimum disruption to nearby schools.

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

The option not to progress this scheme was considered but rejected.

### **PRE-DECISION CONSULTATION**

#### **Pedestrian Zone**

In January and February 2024, residents of Hacton Drive were informally consulted on a proposal to introduce a pedestrian zone (operational Monday-Friday 8-9am & 2.30-3.30 pm in school term time only) on their road under an 18-month Experimental Traffic Regulation Order (ETRO).

The responses to the informal consultation are summarized below:

Propert ies	Respon ses	Respon se %	Suppor t	Suppor t %	Oppos e	Oppos e %	Neith er	Neither %
88	29	33%	18	62%	8	28%	3	10%

As shown above, the majority of respondents supported the proposals. These results were subsequently presented to Ward Councillors, who also expressed their support for progressing the scheme.

Copies of the comments received during the informal consultation are attached as Appendix C.

The first six months of the experimental order will also serve as a formal consultation period, during which residents will have the opportunity to provide feedback. This feedback will be considered before a decision is made on whether to make the scheme permanent and can also be used to make changes (such as the times of operation of the zone) to the scheme if it is deemed they would be beneficial.

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**Junction Improvements**

In December 2024, residents of Hacton Drive were consulted on the proposed changes to the junction layout. During the consultation, four responses were received:

- 1 response in support of the proposals.
- 1 objection to the proposals.
- 2 responses offering general comments or requests for amendments.

The feedback received during the consultation was shared with Ward Councillors, who reviewed the comments and expressed their support for progressing the scheme.

Copies of the comments received during the informal consultation are attached as Appendix D.

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

Name: Gareth Nunn

Designation: Senior Schemes Engineer

Signature:



Date: 15/01/2025

## Part B - Assessment of implications and risks

### LEGAL IMPLICATIONS AND RISKS

The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 (“RTRA 1984”) to regulate or control vehicular traffic on roads as set out in Part 1 of the RTRA 1984 or to create a controlled parking zone as set out in Part IV of the RTRA 1984.

Before an experimental order is made the Council should ensure that the statutory procedures set out in section 22 of the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with.

If the experimental order is to be made permanent, Section 23 of the Regulations must be considered. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force. Section 9 RTRA 1984 (3) provides that an experimental order shall not continue in force for longer than 18 months.

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.

### FINANCIAL IMPLICATIONS AND RISKS

Following the successful informal consultation for Hacton Drive to become a Pedestrian Zone during school term. The estimate cost of £0.078m will be met from Environments Moving Traffic Contravention Capital budget for all of the work required.

The feasibility, consultation and design element of this project circa £0.007m has been completed, leaving the remaining £0.071m for the construction/implementation and contingency.

This is a standard project for Highways and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate but in the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget.

The costing breakdown is as follows:

<b>Item</b>	<b>£m</b>
Physical works (junction improvements)	0.047
CCTV camera	0.019
TMO legal work @ £300	0.000

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Traffic Signs @£200	0.000
Technical Fees	0.004
10% Contingency	0.007
<b>Total Value</b>	<b>0.078</b>

Enforcement will be undertaken using cameras, giving rise to associated PCN income from these schemes, although the value of this revenue cannot be estimated in advance. Ideally, the Council aims to achieve full compliance and so anticipates income will be negligible.

### **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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These measures improve road safety for all road users.

**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.

**Appendix A – Plan**

**Appendix B – Junction Improvement Proposals**

**Appendix C – Pedestrian Zone Consultation Responses**

**Appendix D – Junction Improvement Consultation Responses**

**Appendix E – Exemptions to the Pedestrian Zone**

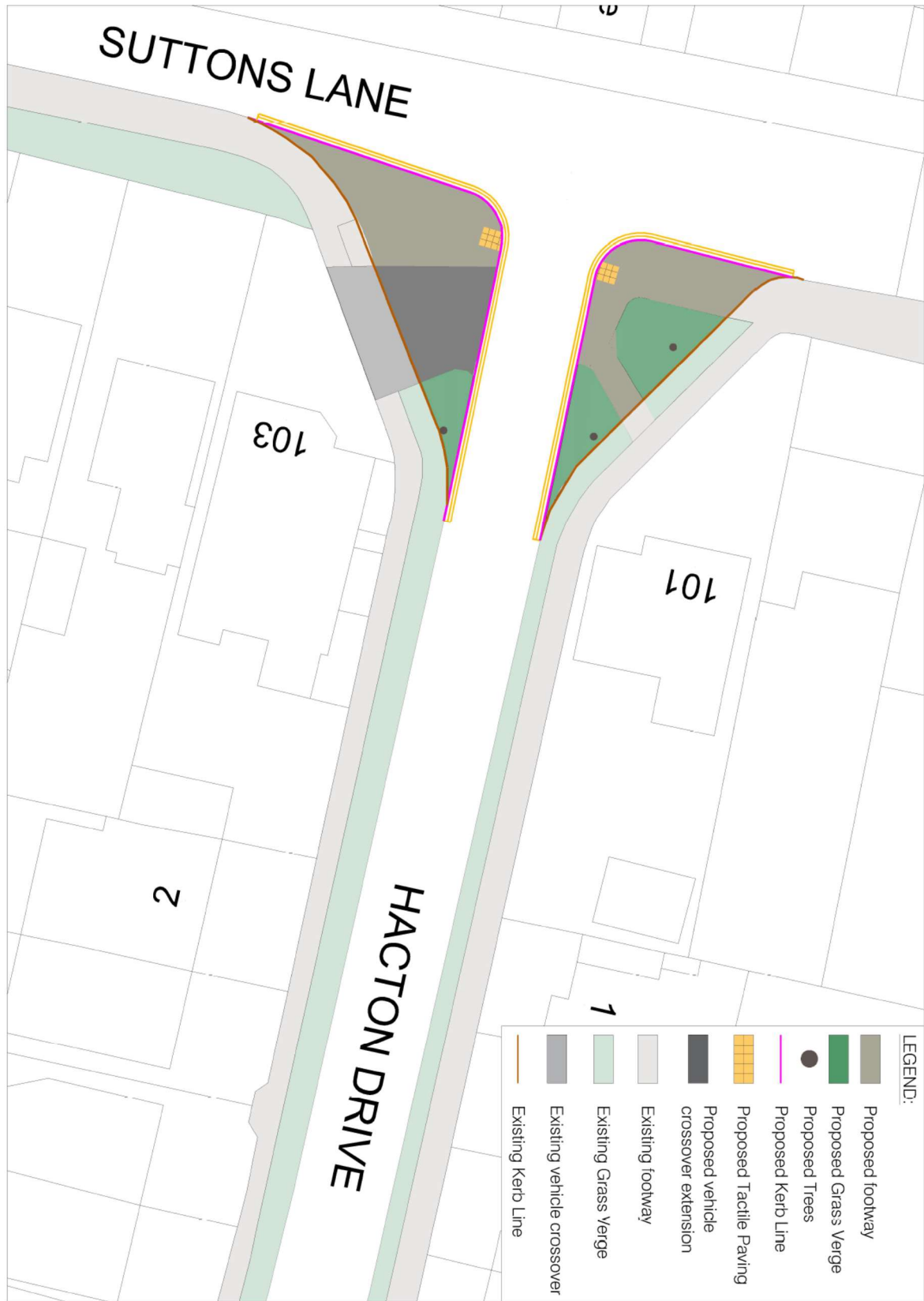
APPENDICES

- Appendix A – Pedestrian Zone Plan
- Appendix B – Junction Improvement Plan
- Appendix C – Pedestrian Zone Consultation Responses
- Appendix D – Junction Improvement Consultation Responses
- Appendix E – Exemptions to the Pedestrian Zone

Appendix A – Pedestrian Zone Plan



# Appendix B – Junction Improvement Plan



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**Appendix C – Pedestrian Zone Consultation Responses**

Do you think there is a problem with traffic and parking in Hacton Drive? Please tell us why	Do you oppose or support a	Do you oppose or support a pedestrian street in Hacton Drive? Please tell us why
<p>For twenty years we have had trouble with school parkers parking across our driveways and parking on the yellow lines at the top of the road - sometimes double parked - making access to the road difficult. The Council has never managed to get this under control because parking enforcers don't turn up til 9am when the school parkers have gone.</p>	<p>Support</p>	<p>A camera will stop the parking on the double yellow lines and monitor parking for non residents which is what we asked for years ago!</p>
<p>The top if the road is always blocked at school times making it hard for residents to leave the road easily which means leaving earlier to ensure arrival on time for appointments Dr's etc. In the past has also (due to double parking further down the road) caused dustman and emergency services to be unable to get the the houses at the bottom.</p>	<p>Support</p>	<p>It will alleviate a dangerous situation caused by inconsiderate drivers. However I do feel that this could have been avoided if the area had been policed properly, parking restrictions enforced and fines issued. I do however undertand that due to lack of funding and man power this may have proved difficult.</p>
<p>Between 8-9.30am and 14.30 - 15.30pm the children being dropped off by parents in their vehicles to the Nurseries and Schools cause havoc. There is a constant stream of cars going up and down Hacton Drive trying to find parking spaces, resulting in parked cars across residents driveways, parking on yellow lines, and access for emergency services restricted. At the top of the road, cars are frequently double parked, with access in and out of the road chaotic.</p>	<p>Support</p>	<p>Schoolchildren do not need to be dropped off for school. If parents choose a local school, then children can walk or use the local buses. There should be no reason to cause hell for the local residents. There is also the issue of local builders and commuters using Hacton Drive as there option to park their cars, which exacebates the situation.</p>
<p>The school and nursery cause the road to get blocked. Parents/school staff etc park on the yellow lines and all over the street stopping vehicles being able to get down the road.</p>	<p>Support</p>	<p>Will stop unauthorised parking down the street and allow the residents to leave and return. At the moment if we get caught in school run we have trouble getting to our driveway.</p>

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<p>Every single day, both in the morning and afternoon, cars are parked on the double yellow lines at the top of Hacton Drive at the junction with Suttons Lane. Often they are double parked and left unattended. The vehicles cause severe disruption to local residents when attempting to cross the road causing danger due to a lack of vision or either being forced to walk in Suttons Lane or cross the road further in to Hacton Drive.</p> <p>Wheelchair users or disabled pedestrians have no chance of safely crossing Hacton Drive at this junction,</p>	<p>Support</p>	<p>I strongly support a pedestrian street in Hacton Drive for the following reasons;</p> <ol style="list-style-type: none"> <li>1) The current situation is causing a danger to pedestrians attempting to cross the road.</li> <li>2) The residents of Hacton Drive are having their driveways blocked.</li> <li>3) Vehicles are left idling whilst parents/carers are waiting for their children causing emissions and a lack of air quality in the area.</li> </ol>
<p>There is a daily problem in this vicinity starting at 7.30 - 09.00 and in the afternoon at 02.30 - 3.30 in school term dates I stress 07.30 as this is the start of it 08.00 then be it I am a resident of Hacton drive and continually have to battle with the illegally parked vehicles on double yellow lines and in a lot of circumstances double parked and blocking the road both ways.</p> <p>on numerous occasions myself and my wife have had verbal abuse targeted at us when getting in and out of the road.</p> <p>During the year I have sent numerous pictures to the council showing how bad the situation is and can be used as reference if needed.</p>	<p>Support</p>	<p>I would like to see Hacton drive revert to a daily norm as it is in the children's holiday and weekends with ease of access and a safer road, also refuse collectors and delivery drivers wont have to squeeze through tiny gaps.</p> <p>After years of complaint it is good to see a positive action being taken.</p>
<p>When it is the school run and with the amount of cars parking without any consideration at the entrance to our road opposite Sanders School, it is very difficult to exit or enter our road.</p> <p>At times some of the school run cars park further down our road and create problems by parking opposite residents cars already parked thus causing a narrowing of passage between them</p>	<p>Support</p>	<p>It will make life so much easier.</p>

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<p>Parking has been a problem for many years. and for the school hours you propose it has got far worse. i have been in touch with Mr R Morgon for many years for action but not sure what to do. this idea is excellent. i have been in touch with Suttons school and they put a note to parents in a newsletter in September [each year}about it but parents ignore., Cars park across and block my drive way from {sometimes} 2.30 until 3.15. parents come in couples where one sits in the car and the other picks up the children. their comments are " we will move if you need to get out". With no traffic wardens they park at the top end everywhere on double yellow lines. and across the nursery.. i have also seen drivers parking, facing the school and the child gets out of the car, drivers side . with the prospect of an oncoming car hitting the child , this is an accident waiting to happen. PLEASE ACTION. I have advised Mr Morgon</p>	<p>Support</p>	<p>As above. This will make such a difference.</p>
<p>School pick up and drop off times is the main problem. Parents double park on the double yellow lines during these times and makes the</p>	<p>Support</p>	<p>For reasons stated above</p>

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<p>Commuters and users of St George's hub, builders, park all day in our street. They double park, today I saw 2 delivery vehicles unable to proceed along Hacton Drive.</p> <p>Vehicles collecting n dropping off at school ignore the parking restrictions, double and treble park at the mouth of the street. Its difficult as a resident to enter and exit the street at these times.</p> <p>Residents drives are blocked and drivers become aggressive if asked to move. The restrictions in place are not policed.</p> <p>Non residents park in the middle of the parking bays, allowing only 1 car to park lawfully when there is space for 2. Non residents are not thoughtful when parking in Hacton Drive.</p>	<p>Support</p>	<p>To enable residents to enter and exit their properties and street safely during school pick up times.</p> <p>To avoid confrontation.</p>
<p>School Drop off and pick up are creating a hazardous environment for everyone with double and triple parking across double yellow lines. the road becomes very congested and with only single lane operation and children running about at these times its very dangerous.</p> <p>However we also have an impending opening of the St Georges Health Hub and this will further compound parking in this area with limited parking within the health hub it will transfer to Hacton Drive, the nearest street.</p> <p>The council need to look further than this parking control as the situation will grow worse also without further intervention. a simple survey of Rosewood Health centre before the implementation of the additional parking measures there, showed over a 2 hour period on a weekday that there were 78 arrivals of which 71 arrived by private car. that is what Hacton Drive can expect when the Health hub opens but times by a</p>	<p>Support</p>	<p>it is the first step in taking action to address parking issues within the street. we already have commuter parking too so this may address some of this also. however the times do address the parking for the nursery who also park on the yellow lines at the top the road. maybe the cameras can record and fine illegal parking too ?</p>

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<p>To ease entry and exit from the drive as currently its difficult with the parking at the entrance to the road this is also a safety issue</p>	<p>Support</p>	<p>To stop the abuse of the highway code by parking on the double yellow lines Will ease the access</p>
<p>Yellow lines only half way down street, causing motorists to park both sides and cause obstruction. This scheme will not alleviate this, nor the parking by commuters, school workers , (2 schools) nursery workers, or workmen from the site of the health hub. We will also get patients/ workers parking here when the new hub is open as not enough parking there. Only yellow lines all the way down will help this end of the street. At the top they do need this scheme as the parents park everywhere.</p>	<p>Support</p>	<p>Trying to get in or out of this turning during school pick up is awful, and if they can't park at the top they park further down where there are no yellow lines and cause obstruction.</p>
<p>School Parkers on double yellow lines and also double parking. Builders leaving cars all day. Cars regularly restricting access down the road for deliveries and dustman.</p>	<p>Support</p>	<p>Same as above</p>

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<p>The traffic at the during school times is very dangerous and something needs to be done before there is a terrible accident. If there was a fire or a medical emergency the emergency vehicles would not be able to access this road.</p> <p>The traffic is always double parked and more often than not triple parked on double yellow lines and when driving into our road you cannot see this until you get round the corner which is so irresponsible. Some cars just park in the middle of the road and refuse to move which is also intimidating. People stand with the car doors open smoking or talking on their mobiles with no thought what so ever about anybody else.</p> <p>There will be a terrible accident soon if cars are allowed to continue parking in this way therefore I hope this plan will make a difference before there is a tragedy.</p>	<p>Support</p>	<p>All of the above.</p>
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<p>It is evident that residents at the top of Hacton Drive experience difficulties due to the number of vehicles that park (often haphazardly) to drop their children off at the nursery, primary and senior schools that are in the immediate area. Cars are regularly left on double yellow lines and are in danger of causing accidents because of blind spots for any other traffic turning into the road. In addition, many cars do a U-turn (at the top of the road) again potentially causing an accident. So many drivers seem to be in a hurry. I've seen vehicles left across residents' dropped kerb. The manner of parking could lead to difficulties for emergency vehicles trying to access Hacton Drive. Residents trying to drive out of Hacton Drive during the school run have difficulty caused by the presence of extra vehicles. Although most of the problems seem to be at the top of Hacton Drive, a fair number of vehicles also park further down Hacton Drive, which can cause access problems for public</p>	Support	<p>It will cut down on the risk of accidents for all, including school children.</p> <p>Encourage parents to walk to school (if this is an option for them)</p> <p>Residents will be reassured that they will not have problems accessing their homes</p>
<p>Traffic is extremely busy/ chaotic during school and nursery drop off and pick up times. Sometimes we are unable to get down road or access our own driveway.</p> <p>Parking is already bad due to commuters going to railway station, nursery staff/parents and more recently builders working on nearby hospital site. This is increased significantly at the key drop off/pickup times.</p>	Support	<p>This would mean less pollution, it would be safer for all and we would be able to access our own driveway.</p>

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<p>I most strongly agree with these proposals for the following reasons:</p> <p>The parents of children at the nursery on the corner of Hacton Drive continually park on the double yellow lines (with additional double markings on the kerb), indeed commonly the cars are parked two abreast on both sides making it impossible for the residents of Hacton Drive to get in or out of their road during this time.</p> <p>All is further compounded by parents of children at Sanders School who also park on the double yellow lines and will also park two abreast. They let their children alight from vehicles in such dreadful parking conditions in the middle of the road that I fear it is a matter of time before there is a fatality.</p> <p>On numerous occasions vehicles of parents dropping children to school may be seen parked over the dropped kerb area in front of residents driveways which has meant</p>	<p>Support</p>	<p>I support this initiative because I am at a loss as to any other way of controlling the dreadful and dangerous situation that currently exists on a daily basis.</p> <p>It is not acceptable for residents to be unable to leave their own home without traversing such a situation every morning and afternoon. On occasion it has been impossible to traverse the entrance to the Drive due to volume of illegally double parked vehicles.</p> <p>Some means of enforcement is long overdue.</p>
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<p>the traffic coming into Hacton Drive during school times is now becoming a major problem with cars double parking on the entrance to the turning and people useing BLUE BADGES to get away with parking on double yellow lines and the MAJORITY of these are using badges belonging to older family members who are NOT in the vehicles as the rules of badge owners states.. Also every day drivers park across peoples driveways causing a major problem exiting there driveways and if anything is said to the culprits who park across the drives a mouthful of abuse and sometimed threats of violence are common. Also double parking is a major concern because it hinders residents from getting down the turning and if there was an emergancy the services would be delayed in getting to the scene because of INCONSIDERATE parking.. AS FOR THE TIMES OF ENTRY TO THE TURNING I BELIEVE IT SHOULD BE BETWEEN 2-00 TO 3-00 PM AS MOST DRIVERS WHO COLLECT FROM SCHOOLS TURN UP WELL BEFORE 2-</p>	<p>Support</p>	<p>we need to be able to get on to our drives and park outside our properties without the problem of incondiderate drivers picking up from the schools and also we wont have to pick up litter thrown from waiting drivers sitting in cars with engines running and radios blasting ,, JUST IF POSSIBLE CHANGE THE TIME FROM 2-30 TO 3-30 PM TO 2-00 TO 3-00PM due to most collectors of kids turn up well before 2-30 pm.....EVERYBODY WANTS THIS BUT SOME HAVE NOT GOT THE MEANS TO REPLY TO THIS CONSULTATION..</p>
<p>There is still the issue of commuter parking in the road. This is just as problematic as the school run parking. I live at No. 48 where all the current restrictions end (single yellow line one side and parking bays the other). This is where the commuters start gathering. The main issue arises when they park either side of the road, opposite each other. Any vehicle larger than a van cannot pass. There are numerous times over the last few years when delivery vehicles or refuse collection vehicles cannot get to the end of the road to carry out their business. I know this issue has been consulted on previously without obtaining a majority consensus from the residents but something needs to be done to solve this.</p>	<p>Support</p>	<p>With regard to the Pedestrian Zone consultation, I think this would be a good idea for Hacton Drive. As a resident, it is very difficult to access the road when the school run is ongoing. The parents have a total disregard for the double yellow lines at the entrance to Hacton Drive and cars are often double parked at the wide area. There is also an issue with school run parents parking across resident driveways when they cannot park on the double yellow lines. So yes, I think this Pedestrian zone would be a good start in respect of easing the issues.</p>

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Do you think there is a problem with traffic and parking in Hacton Drive?  
- Please tell us why

Do you oppose or support a pedestrian street in Hacton Drive? - Support or oppose

Do you oppose or support a pedestrian street in Hacton Drive? - Please tell us why

<p>Due to the school being across from Hacton Drive , also at present have construction workers from St George's site parking in Hacton drive</p>	<p>Neither oppose nor support</p>	<p>I do not know enough and am worried if I have a family member that needs to get to myself urgently between these times , what happens and how to prove ?</p>
<p>COMMUTERS PARKING TO USE THE TUBE, CHILDREN DROP OFF AND COLLECTION FOR SUTTONS AND SANDERS DRAPER SCHOOL, OWNERS OF PROPERTIES ON SUTTONS LANE PARKING ON HACTON DRIVE, INFANT DROP OFF AND COLLECTION FOR NURSERY ON SUTTONS LANE. COMMUTERS PARKING ON HACTON DRIVE AND DROPPING OFF CHILDREN AT SUTTONS SCHOOL NURSERY AND THEN COMMUTING TO WORK. LIMITED NUMBER OF PARKING BAYS. INCONSIDERATE AND ABUSIVE DRIVERS CAUSING BAD FEELING TOWARDS RESIDENTS OF HACTON DRIVE. NO POLICING OR DETERRENT FOR IMPROVED BEHAVIOUR</p>	<p>Neither oppose nor support</p>	<p>NO CONSIDERATION HAS BEEN GIVEN TO THE IMPACT OF THE HOSPITAL ON ST GEORGES AND THE SUBSEQUENT PARKING PROBLEM SPILL OVER FROM PATIENTS, VISITORS AND STAFF. I AM CONCERNED THAT WE WILL BE BACK TO SQUARE ONE VERY QUICKLY. I ALSO UNDERSTAND THAT HAVERING COUNCIL FEELS THIS CONSULTATION IS THE LAST OPTION. I DISAGREE. THE ONLY FULL SOLUTION NOW AND IN FUTURE IS RESIDENT PARKING PERMITS WITH EXEMPTION FOR VISITORS TO PROPERTIES ON HACTON DRIVE.</p>

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<p>Too many parents ignoring the double yellow lines. No parking wardens to finethem.</p>	<p>Neither oppose nor support</p>	<p>I feel strongly that I'm being restricted to when workmen and family can gain access to me as I'm in my mid 70s. I also feel that something has to be done to stop this selfish parking.</p>
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Do you think there is a problem with traffic and parking in Hacton Drive? - Please tell us why

Do you oppose or support a pedestrian street in Hacton Drive? - Support or oppose

Do you oppose or support a pedestrian street in Hacton Drive? - Please tell us why

<p>I agree there are issues for residents parking, due to is close proximity to hornchurch station for workers travelling to London and contraction staff for St George's using Hacton Drive</p>	<p>Oppose</p>	<p>The issue I would like to address is inadequate street parking for residents. Most people are parked before 8am, this proposal will Mainly address Sanders school pick up and drop off activity, which is 10 minutes at most. Parents have to be able to safely drop off and pick up their children, and the school catchment area for Sanders is wide.</p> <p>The restrictions will create more problems for my family than it resolves I.e there are no exceptions for my parents carers to pick up and drop off my child, limits tradesmen, some utilities, taxis (Uber) etc</p> <p>I have twice before approved residents permits.</p> <p>We thank you for looking at alternatives, but this proposal doesn't resolve the primary issue of resident parking.</p> <p>Regards, Mathew Parker</p>
<p>At school times parents etc double park on the double yellow lines !!!! Sometimes cannot even get into Hacton Drive !!!</p> <p>Outside the `school run` times it is generally OK</p>	<p>Oppose</p>	<p>I agree that something has to be done asap but I would strongly object if friends and family had to pay to visit me !!!!!</p>

## Non-key Executive Decision

<p>Cars always park in the restricted areas of the road during school drop off and pick up time. This is particularly bad around the double yellow marked area at the end of the road. Cars also park in the road in such a way that emergency vehicles &amp; rubbish collection cannot access, and across driveways. This seems to revolve around school time but also workers from the nearby construction site. Of most concern as an elderly resident is that emergency vehicles would not be able to access the length of the road if needed with the inconsiderate parking.</p>	<p>Oppose</p>	<p>I don't think this is the answer and will make the situation worse as people will just come and park in the street before the restrictions start and sit in their cars until school opens - simply meaning they will be there for longer causing more disruption. This will not stop people using the road for school drop off / pick up it will just mean they are in the road for longer causing more of an inconvenience.</p>
<p>There is only a few drivers who wait at the top of the road to collect kids, ones that drive down the road and park are considerate with he parking and don't cause a nuisance.</p>	<p>Oppose</p>	<p>I don't feel it will help . We have a nursery at the top of the road that it would affect with parents being able to drop babies off at nursery. It will just push the problem on to the neighbouring roads with one being a bus route and that is dangerous as it is at school times with the bus not being able to drive down the street.</p>

## Non-key Executive Decision

<p>We are a nursery positioned on the corner of Suttons lane and Hacton drive who have a large front drive for our parents to access to drop off and collect their children. With the school being just opposite us, we have a large volume of school parents parking on and across our drives restricting our parents and staff from accessing the nursery. This also provides an extremely unsafe environment for any children and parents that are leaving or approaching the nursery on foot as there are a multitude of cars parked in the middle of the road, on yellow lines and in any space they can find. The parking only improves when there is a ticket officer present.</p>	<p>Oppose</p>	<p>Although parking is a hazard and causes much stress on the parents and staff at the nursery, the implementation of a pedestrian street would quite frankly not work for the nursery. Parents and staff have to turn in to the road to access both of our drives in order to drop off and collect their children. Our busiest drop off times are between 8am-9am and the children are collected anytime during the day. The pedestrian street would mean that our parents would be fined every single time they need to access the nursery as well as the staff, which simply cannot happen. There are approx. 91 children on roll at the nursery, so it would simply not be possible for all of these parents to apply for permits. Also, in addition to this, we sometimes have other family members/friends picking up and dropping the children off, therefore the cars are not always consistently the same.</p> <p>We are in agreement that something needs to change to reduce the traffic</p>
<p>due to school run and construction workers plus commuters</p>	<p>Oppose</p>	<p>could be a problem for friends and relatives visiting residents.</p>
<p>Parking is easily found and it's only a few minutes of the day the road gets slightly busy. Most traffic is just collecting a kid so wait at the top on the double yellow lines</p>	<p>Oppose</p>	<p>The parents will just wait on the main road and the problem will then affect the traffic on a busy main road. This would then affect the bus services.</p>
<p>There is insufficient parking in the road for residents. Non residents come and park in the road. Our road is a dead end road which would benefit from more painted bays and resident only parking. This proposal fails to help the residents of Hacton Drive.</p>	<p>Oppose</p>	<p>This proposal only helps the council raise funds - it fails to deal with the problem of parents coming to the school and the new hospital that is due to open, and the parking problems that residents are experiencing will increase. This proposal fails to deal with the parking problem in Hacton Drive.</p>

## Non-key Executive Decision

### Appendix D – Junction Improvement Consultation Responses

#### Comment 1

*'Would like to oppose to the proposal for the said pedestrian zone.*

*To narrow the entrance of Hacton Drive would cause so many problems. This would make the entrance one lane each way, so would cause a jam getting into the road.*

*The only SENSIBLE solution to this double parking, which only occurs twice a day for a hour, is to put traffic wardens there for those two hours a day.*

*Therefore a lot cheaper and the council would have money coming in, rather than spend money that is not there.*

*I feel that this should have been done years ago, as this problem is only with school parents. I also do not agree with the "we cannot do that as the parking person does not like confrontation from parents dropping and picking up their children. Very poor answer and I feel that this email will not be looked at and to see how easy a solution this could be by getting parking wardens!*

*Please take time to consider my views as I would really appreciate this issue not having the entrance narrowed.*

*Hoping my views in short are taken seriously.*

*Many thanks'*

#### Comment 2

*'On arriving home this morning I found a letter from the council regarding the above. I was aware of a proposed camera system similar to that at Tangmere Crescent and the extension of the at no time parking restrictions but not this scheme. Whilst the trial period will determine whether the scheme will work, without the other two all I can see is greater congestion down Hacton Drive. My concern surrounds the exemption permit and how this will impact friends and family that visit us.'*

#### Comment 3

*'Having reviewed the proposed modifications to the junction at the end of my road showing the extended grass verge.*

*May I suggest moving the existing wood bollards to the edge of the new kerb line, this should stop cars parking with their wheels on the grass thereby turning the verge edge into a mud bath.'*

#### Comment 4

*'I think the proposed school time zone is a good idea providing as a resident I do not have to purchase a permit.*

*The plan for the junction entrance is well thought out as it is quite dangerous at the moment and the parking restrictions are not enforced, the parking officer arrives at the junction once school has gone in ????. And traffic has cleared ..... normally after 9am.*

*Since the builders have finished the new St Georges hub, our road is free of all day parking and double parking has not been an issue.*

*It is a pleasure to see that our family / freinds can visit Hacton Drive residents and park quite easily.'*

## Non-key Executive Decision

### **Appendix E – Exemptions to the Pedestrian Zone**

#### **Exemptions to the Pedestrian Zone Scheme**

Exemption permits are free of charge and the following are exempt in the pedestrian zone.

- Residents (whose vehicles are registered to an address within the pedestrian zone)
- Local business staff within the pedestrian zone area with a requirement to park onsite.
- Disabled Blue Badge holders
- Registered healthcare workers and NHS staff attending patients whom reside in the Pedestrian Zone
- Emergency service vehicles and other public service vehicles such as waste collection.
- Hackney Carriage taxis, School Transport Vehicles, Dial-a-Ride and other specialist public passenger transport services.
- Marked delivery vans registered as commercial vehicles such as Royal Mail, UPS and DPD.

Because children and families may be using the space in the road, we encourage eligible vehicles to enter and exit pedestrian streets with caution and only where absolutely necessary to maintain safety, ensuring that vehicle volume and speed is kept to a minimum.

#### **Examples of where exemptions will not be granted**

The following will not be granted exemptions for their vehicle to arrive at the times of the pedestrian zone and may be issued a PCN if entering the area during the operational times.

- Residents living outside the pedestrian zone.
- Parents/carers dropping off/collecting children at the school. (A person providing childcare, similar to that of a childminder – whether it's a family member or a paid person/organisation, is deemed as visitor and will not be eligible to apply).
- Friends and relatives of residents in the pedestrian zone (visitors).
- Tradespeople.
- Unmarked delivery vehicles.

Instead, it is advised that any planned visitor either chooses to walk or cycle their journey, park their car in a nearby street and walk the short distance to the school, or arrive outside of the hours of the Pedestrian zone.

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

**Details of decision maker**

Signed



Name: Imran Kazalbash  
Director of Environment

Date: 04/04/2025

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