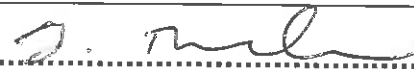


| STATEMENT OF OFFICER DECISION UNDER DELEGATED AUTHORITY | |
|---|--|
| TITLE OF REPORT/DECISION: | Controlled Parking Zone Outcome report for Areas A - D |
| WARDS INVOLVED: | Parsloes, Alibon, Eastbury, Thames, Goresbrook and River |
| DECISION MAKER: | Fiona Taylor (Director of Law and Governance) in consultation with Councillor Margaret Mullane (Enforcement Portfolio Holder) |
| DECISION(S) MADE: | Decision to approve the introduction of proposed controlled parking zone areas A – D following internal and public consultation. |
| IS THIS A KEY DECISION? | Not a key decision |
| VALUE: | 400K required to implement controlled parking zones A – D onsite |
| AUTHORITY FOR DECISION: | N/A |
| REASON(S) FOR DECISION: | Recommendation and risks detailed within controlled parking zones areas A – D consultation outcome reports including appendices within each report. |
| ALTERNATIVE OPTIONS CONSIDERED AND REJECTED: | Alternative option considered are identified within each of the controlled parking zones areas A – D consultation outcome reports. |
| ANY CONFLICT OF INTEREST DECLARATION BY ANY CABINET MEMBER CONSULTED? (| N/A |
| ANY DISPENSATION GRANTED BY CHIEF EXECUTIVE IN RESPECT OF ANY DECLARED CONFLICT OF INTEREST? | N/A |
| DATE OF DECISION: | 29-01-19 |
| DECISION APPROVED BY: | Signed:  Officer Title: DIRECTOR OF LAW & GOVERNANCE Date: 29-01-19 |

| | |
|---|---|
| | <p>Signed: <u>M. Mullane</u></p> <p>Cabinet Member Enforcement :</p> <p>Date: <u>29.01.2019</u></p> |
| <p>For completion by Democratic Services</p> | |
| <p>Date decision published</p> | |
| <p>Date decision implementable</p> | |

This Decision Sheet to be submitted to Democratic Services by [

]

Controlled Parking Zone Report Summary for Areas A - D

| Zone Profile | | | | | Safety, Congestion and Air Quality | | | | | | | | Consultation | | | | | Recommendation | | |
|---------------|---|------------------------------------|---------------------------------|-----------|------------------------------------|-------------|--------------------|------------------------|---|----------------------------|--|--|-----------------------|---|---|--------------------|---------------------|------------------|--|--|
| Proposed Zone | Existing zone being expanded | Operating period | Ward affected | No. Roads | No. Properties | No. Schools | No. Community hubs | Train Stations nearby? | Shopping Parades nearby? | No. Accidents | Air Quality? | TfL/Emergency Services issue raised? | Identified Need Score | Consultation based on all properties consulted (7/11/18 - 21/11/18) | Consultation based on feedback received | Consultation Score | Councillor comments | Councillor Score | Total Score | Recommendation |
| A | HW - Heathway shopping parade (expanding northwest) | Monday to Saturday 8.30am - 5.30pm | Parsloes and Alibon | 33 | 2082 | 3 | 10 | Yes Dagenham Heathway | Martins Corner and Heathway shopping parade | 16 - Slight | Close proximity to boroughs most polluting roads.i.e A13 and Wood Lane (A124) | No | Positive Plus 2 | 92% - non reponse or support 4% - Object 4% - Comments | Response Rate - 193 (9%) 43% - Object 44% - Provide comments 13% - Support | Negative 1 | 1 Reserve judgement | Neutral (0) | Plus 1 (decision referred to chief officer/cabinet member) | Introduce CPZ scheme as proposed to mitigate the identified needs and associated risk detailed within each CPZ consultation outcome report |
| B | BEC - Becontree train station (expanding southwest) | Monday to Friday 8.30am - 5.30pm | Eastbury, Thames and Goresbrook | 38 | 2318 | 2 | 3 | Yes Becontree | Becontree shopping parade | 26 - Slight 1 - Serious | Close proximity to boroughs most polluting roads.i.e A13, Lodge Avenue and Gale Street | Yes access issues raised by LFB re 4 roads within zone | Positive Plus 2 | 96% - non reponse or support 3% - object 1% - comments | Response Rate - 103 (4%) 62% object 27% Provide comments 11% support | Negative 1 | No comments | Neutral (0) | Plus 1 (decision referred to chief officer/cabinet member) | |
| C | HW - Heathway shopping parade (expanding south) | Monday to Saturday 8.30am - 5.30pm | River and Goresbrook | 21 | 1746 | 3 | 6 | Yes Dagenham Heathway | Goresbrook (west), Merrielands Retail Park and Broad Street | 12 - Slight 2 - Serious | Close proximity to boroughs most polluting roads.i.e A13, New Road and Dagenham Heathway | No | Positive Plus 2 | 97% - non reponse or support 2% - object 1% - comments | Response Rate - 64 (4%) 56% object 27% Provide comments 17% support | Negative 1 | No comments | Neutral (0) | Plus 1 (decision referred to chief officer/cabinet member) | |
| D | BEC - Becontree train station (expanding southeast) | Monday to Friday 8.30am - 5.30pm | Goresbrook | 32 | 1971 | 3 | 6 | Yes Becontree | None | 10 - Slight 1 - Serious | Close proximity to boroughs most polluting roads.i.e A13 and Gale Street | No | Positive Plus 2 | 95% - non reponse or support 4% - object 1% - comments | Response Rate - 118 (6%) 64% object 25% Provide comments 11% support | Negative 1 | No comments | Neutral (0) | Plus 1 (decision referred to chief officer/cabinet member) | |

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CABINET

18 September 2018

| | |
|---|---|
| Title: Controlled Parking Zones – Consultation and Decision-Making Process | |
| Report of the Cabinet Member for Enforcement and Community Safety | |
| Open Report | For Decision |
| Wards Affected: All | Key Decision: Yes |
| Report Author: Daniel Connelly, Traffic and Parking Officer | Contact Details: Tel: 0208 227 2465 E-mail: daniel.connelly@lbbd.gov.uk |
| Accountable Director: Jonathan Toy, Operational Director Enforcement Services | |
| Accountable Strategic Leadership Director: Fiona Taylor, Director of Law and Governance | |
| Summary <p>This report sets out the proposed process for consulting on and implementing controlled parking zones (CPZs) across the borough, aimed at meeting the Council’s key priorities of promoting a safe and welcoming community and protecting the most vulnerable by keeping adults and children healthy and safe.</p> <p>The introduction of CPZs will improve traffic flow, congestion, road safety and air pollution by identifying where it is safe and legal to park, as well as improving the ability to park for the most vulnerable road users, including blue badge holders. This supports the Parking Strategy 2016-2021 adopted by cabinet in November 2016.</p> <p>The proposals in the report cover the following main areas:</p> <ol style="list-style-type: none">1. Eligibility criteria for CPZ schemes2. CPZ consultation process (flowchart)3. Criteria for CPZ decision making | |
| Recommendation(s) <p>The Cabinet is recommended to approve the process for CPZ consultation and the decision-making criteria as detailed in the report.</p> | |
| Reason(s) <p>To assist the Council in achieving its priorities of “Encouraging civic pride” and “a well-run organisation”.</p> | |

1. Introduction and Background

- 1.1 In recent years, the demand for kerbside space utilised for parking vehicles in Barking and Dagenham has increased steadily. Whilst the use of alternative modes of transport such as public transport and cycling have increased, the population of the borough has rapidly increased, along with social changes in housing. The combination of these changes has resulted in increased demand for parking spaces, causing significant pressure for residents and visitors in the borough.
- 1.2 The Council adopted an ambitious, five-year Parking Strategy in 2016, setting out a clear vision for parking in the borough. This vision was supported by 75% of respondents to the consultation on the strategy. The vision is “To provide safe, fair, consistent and transparent parking services”.
- 1.3 This vision is supported by five main priorities that have been designed to reflect the competing parking needs in the borough. These priorities, which reflect the needs of residents, businesses, commuters, cyclists and pedestrians alike, are:
- Ensure that the low emissions and air quality strategy for London is at the heart of our decision making.
 - Reduce congestion caused by parked vehicles and improve road safety;
 - Make best use of the parking space available;
 - Enforce parking regulations fairly and efficiently; and
 - Provide appropriate parking where needed.
- 1.4 As part of the implementation of this strategy, Cabinet approved a three-year controlled parking zone programme at its meeting on 17 July 2018 (Minute 19). The programme is based around a prioritised list of areas within the borough which will be subject to consultation.
- 1.5 This programme focusses on the extension of existing CPZ's and the introduction of new CPZ's, specifically at school locations. The priority of areas is based on eligibility criteria which focuses on the priorities set out in the Parking Strategy, namely, safety, congestion, air quality and parking demand criteria including;
- Number of schools within a specified area
 - Number of reported road traffic accidents within a specified area
 - Impact of vehicle emissions on the Air Quality of an area.
 - Proximity to community hubs such as health centres, supported accommodation and libraries
 - Proximity to transport hubs i.e train stations, bus terminals
 - Proximity to shopping parades
 - Displacement parking caused by nearby CPZ's
- 1.6 The majority of CPZ's that are in situ were introduced as a result of informal consultation having taken place with affected residents. This would essentially involve letters inviting comments and objection, being delivered to all identified affected properties – that is, those properties which the proposed CPZ directly affects.

- 1.7 In conjunction with informal consultation, a statutory consultation process is also undertaken in accordance with the provisions of The Local Authorities (England and Wales) Traffic Order Procedure Regulations 1996. Statutory consultation requires the proposal being advertised by way of a notice published in a local newspaper and the London Gazette, and similar notices being erected on-street inviting the public to object to the proposal within 21 days of the date of the notice. As this is a statutory requirement, this element of the process remains essential and unchanged going forward.
- 1.8 A decision would have been taken whether or not to implement a scheme, primarily based on the consultation feedback.
- 1.9 However, it is vital that the Council considers other factors such as safety concerns, congestion or access which impacts local residents and could endanger lives or air pollution which is have a detrimental impact on citizens within an area. At present, these considerations are not as clearly defined or transparent to local residents as they should be, particularly in terms of their importance in the overall decision to proceed with a scheme.

2. Proposal and Issues

- 2.1. It is proposed to set out a consistent and transparent policy and process for citizens in determining CPZs.
- 2.2 The process would have a clear start and finish timetable, providing residents with a clear understanding of:
- Why a scheme is being proposed;
 - The rationale for the reasons being put forward;
 - How and where residents can gain more information;
 - The consultation process; and
 - How the council will make a decision on adopting or refusing a scheme.
- 2.3 These proposals will address the current challenges of providing a transparent decision-making process for CPZs, enabling citizens and councillors to have a greater say in the reasons that a scheme is being proposed and to put forward objections, variations, or register their support.

3. Decision-Making Criteria

- 3.1 Consultation is carried out with members of the public who are affected by the scheme. The main consultee for this project is residents, although we also consult with other key stakeholders including businesses, schools, members, community establishment such as health centres and emergency services, as well as other Council departments including highways, planning, housing and regeneration.
- 3.2 Ward councillors, as elected representatives, are also consulted with as part of decision making process.
- 3.3 It is proposed that the outcome of consultation and the decision to proceed with a scheme is considered as follows:

- **Clearly identified need** - To support the priorities set out in the Parking Strategy 2016-21, the consultation process will set out the importance of the schemes based on:
 - **Safety** – a statutory body such as the London Fire Brigade, Metropolitan police, Transport for London or, council departments other body has highlighted significant safety issues caused by parking in an area.
 - **Congestion** – there is clear evidence of congestion in the areas which is impacting in traffic flow and affecting the lives of local citizens
 - **Air Quality** – there is evidence that the level air pollution due to emissions is excessive in an area and as such impact on air quality and the health of citizens

- **Level of Residents support** – The views of residents remains a vital consideration in determining if a CPZ should be implemented. The consultation process will:
 - Set out the need for the scheme, based on grounds of Safety, Congestion and Air Quality. Citizens will be asked is they support or do not support the scheme based on the identified need.
 - The charges that are applied – the council will set out the charges that apply so that it transparent to citizens. Citizens have the right to object to a scheme based on the charges and whether they are consistent and fair.
 - Impact of commercial vehicles – the Council has taken the view that CPZ schemes should restrict the parking of commercial vehicles. This will be set out in the consultation and citizens will be provided with the opportunity to support or object to these restrictions.
 - Other grounds – Citizens will be given the opportunity to put forward other grounds in support or objection of a scheme. This could include the impact on visitors, carers and the needs of specific citizens in the area.

If 51% of more respondents support a scheme, this would provide officers with a clear direction on the implementation of the scheme and is reflected in the overall decision-making process.

- **The views of ward councillors** – the views of ward councillors as elected representatives are a key consideration in the consultation process. Incorporating the views of ward councillors as part of the decision-making process provides councillors the opportunity to fully engage in the process and voice the views of their constituents.

3.4 **Consultation Feedback and determining a scheme**

- 3.4.1 Appendix A sets out the scoring criteria to be applied by the Council in relation to the consultation feedback.
- 3.4.2 The determination will be based on the criteria set out above. The scoring of the criteria will be set out so that it is transparent to citizens on the decision and how it was determined.
- 3.4.3 Where the proposal achieves a scoring which supports the implementation of a scheme, it will proceed to the statutory consultation process, in accordance with the provisions of The Local Authorities (England and Wales) Traffic Order Procedure Regulations 1996, as set out above. The statutory Traffic Management Order 21-

day objection process will be undertaken at the same time as the resident consultation. Where a proposal achieves a score which supports implementation it will finalise the statutory process and proceed to introducing a scheme.

- 3.4.4 Where a scheme is supported by the majority of the criteria but not all of the criteria, officers will make recommendations which will be presented to the Director of Law and Governance for determination, in consultation with the Cabinet Member.
- 3.4.5 Where the scheme is not supported by the majority of the criteria, it will not proceed and the investment will be directed to other schemes.
- 3.4.6 It is recognised that there may be occasions that the concerns related to parking restrictions are so severe that a decision to implement a scheme is agreed without applying the criteria. For example, if a serious safety concern or congestion is so severe that it is endangering the lives of pedestrians or other road users. This is especially relevant when concerns are raised by the Emergency Services. Such occasions are rare and will be only applied in exceptional circumstances.

4. Options Appraisal

- 4.1 The alternative option to proceeding with the new proposals is to continue with the existing process.
- 4.2 This paper sets out the existing process and the need to adopt a clear criteria and process in relation to CPZ consultation and consideration, which can be called upon to assist the decision-making process. Such criteria would clarify what is expected and required in order for a CPZ to be progressed.
- 4.3 This would also give the Council a clearer mandate as to what an acceptable basis is to proceed and would be subject to less challenge by those who wish to question the Council's motives. Ultimately such an approach would ensure that the community could feel more confident that the decision-making process was open and transparent, a key element of the Council Parking Strategy 2016 – 2021.
- 4.4 Without an adopted process the Council remains open to significant challenge when seeking to progress with a scheme. It is therefore not recommended to proceed on this basis.

5. Consultation

- 5.1 The proposals in this report were endorsed by the Corporate Strategy Group on 16 August 2018.
- 5.2 Consultation with the local community will be carried out as detailed within this report.

6. Financial Implications

Implications completed by: Katherine Heffernan, Group Manager for Finance

- 6.1 There are no direct financial implications arising from this report as it relates to the setting of the criteria for progressing with a CPZ. However, the costs of a full consultation will be contained within existing resources.

7. Legal Implications

Implications completed by: Dr. Paul Feild, Senior Governance Lawyer

- 7.1 As identified in the main body of the report before implementation of the new CPZ regime, consultation will need to be carried out. In the case of parking controls there are prescribed processes to be followed.
- 7.2 As such controls have the potential to impact on people's mobility and health outcomes it is important that vulnerable groups representatives are consulted to ensure that access issues and human rights are properly considered. In relation to the impact on different groups, it should be noted that the Equality Act 2010 provides that a public authority must in the exercise of its functions have due regard to the need to eliminate discrimination and to advance equality of opportunity between persons who do and those who do not share a relevant 'protected characteristic'. This means an assessment needs to be carried out of the impact and a decision taken in the light of such information. For example, people with mobility challenges should not be put at a disadvantage by changes in the regime without proper consideration. The report to the Cabinet in July indicates that this process has commenced.
- 7.3 The Courts have indicated that it is important that consultation is carried out in a meaningful way, that means that consultation should be carried out at a stage when there are ideas about options and that views are sought on potential proposals and are considered before a final decision is made.
- 7.4 Finally, parking and highway matters create strong feelings with the public which can lead to complaints, petitions and to issue brought to Member's ward surgeries in due course. It is vital that Members are well informed as to what is in mind regarding parking controls that may affect their localities and given officer contact points so they can make referrals should the need occur. It is noted that this is engineered into the consultation process as a consideration.
- 7.5 Data quality and integrity are vital considerations in consultation. If the data is unsound it could lead to challenge. This means that underrepresented people and unrepresentative responses need to be identified. Setting minimum thresholds in terms of responses and comparing responses across the borough will assist. If there is evidence of attempts to influence the outcome, then advice can be given.

8. Other Implications

- 8.1 **Corporate Policy and Equality Impact** – These issues were detailed in Appendix 2 (Community and Equality Impact Assessment) to the "Review of Parking Fees and Charges" report to Cabinet on 17 July 2018

<https://modgov.lbbd.gov.uk/Internet/ieListDocuments.aspx?CId=180&MId=10017&Ver=4> .

- 8.2 **Safeguarding Adults and Children** – Linking to the parking fees and charges report adopted by cabinet in July 2018 the introduction of controlled parking zones will focus on improving safety around schools and community hubs.
- 8.3 **Health Issues** – This paper sets out the process for CPZ implementation which in its design aims to improve air quality through the CO2 emissions based permitting process, as well as reducing the risk of road traffic related accidents through providing safe places to park and restricting the likelihood of inconsiderate and dangerous parking.
- 8.4 **Crime and Disorder Issues** - Although road safety is not a priority for the Community Safety Partnership, issues of inconsiderate and dangerous parking form part of the concerns raised by residents in relation to antisocial behaviour. This is particularly highlighted where driveways are blocked outside schools where safety is affected. The London Fire Brigade has raised concerns over parking in residential areas which impacts on access for fire appliances, increasing fire safety concerns. The introduction of CPZ's in residential areas which face these challenges would be beneficial.

Public Background Papers Used in the Preparation of the Report: None

List of appendices:

Appendix A – CPZ Policy Scoring Criteria

Appendix B – CPZ Flow Chart

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CPZ Policy – Scoring criteria

| | Negative -1 | Neutral 0 | Positive +1 | Positive +2 |
|---|--|--|-------------------------------|------------------------------------|
| Confirmation that one of the following needs has been identified and prioritised <ul style="list-style-type: none"> • Safety • Congestion • Air Pollution | None of the need have been identified | One of the needs has been identified but further supportive evidence is required | One of the needs has been met | Two or more needs met |
| Level of resident's support | Less than 50% | 50% | 51%-65% support | 66% support or more |
| Does the local councillors support the proposal | Two or more councillors do not support | Neither in favour or object | Support from two councillors | Support from all three councillors |

| | | |
|--------------|----------|---|
| Score 4 - 6 | Go | Scheme to proceed to design and implementation |
| Score 1 - 3 | Go/No Go | Decision and recommendation referred to Chief Officer in consultation with Cabinet Member |
| Score -4 - 0 | No Go | Councillors/Cabinet Member informed that scheme shall not proceed and investment redirected |

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How will the Ultra Low Emission Zone or Low Emission Zone affect you?

Operating 24/7

ULEZ central London from 8 April 2019

in the same area as the Congestion Charge

ULEZ extension to inner London from 25 Oct 2021

up to North and South Circular roads, including existing central London zone (all vehicles)



LEZ London-wide from 26 Oct 2020

(lorries and other vehicles over 3.5T)



Greater London Authority Boundary



For a full list of affected vehicles see tfl.gov.uk/ulez

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Appendix A – List of Roads

AREA A – PROPOSED EXTENSION TO HW Controlled Parking Zone

| Street Name |
|--------------------|
| Alibon Road |
| Ayloff Road |
| Barnmead Gardens |
| Barnmead Road |
| Beverley Road |
| Cherry Gardens |
| Eastfield Road |
| Fanshawe Crescent |
| Halbutt Street |
| Harris Road |
| Heathway |
| Ivyhouse Road |
| Ivy Walk |
| Kingsmill Road |
| Meadow Road |
| Meadow Walk |
| Monmouth Road |
| Northfield Road |
| Osborne Road |
| Osborne Square |
| Oxlow Lane |
| Page Close |
| Parsloes Avenue |
| Pasture Road |
| Raydons Gardens |
| Raydons Road |
| Shortcrofts Road |
| Spinney Gardens |
| Springpond Road |
| St Georges Road |
| Terrace Walk |
| Verney Road |
| Westfield Road |

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Key to Consultation Plan Items

- Proposed Ambulance Bay
- Proposed Single Yellow Line
Mon-Sat 8.30am-5.30pm
- Proposed Disabled Blue
Badge Holders Only Bay
- Proposed Resident Permit
Holders Only Bay Zone HW
Mon-Sat 8.30am-5.30pm
- Proposed Pay by Phone Bay (TC2)
Mon-Sat 8.30am-5.30pm
Max Stay 4hrs No return within 2 hrs/
Permit (All) Holders Only Bay
Zone HW Mon-Sat 8.30am-5.30pm
- Existing Restrictions
- Existing CPZ boundary
- Proposed CPZ Extension Boundary

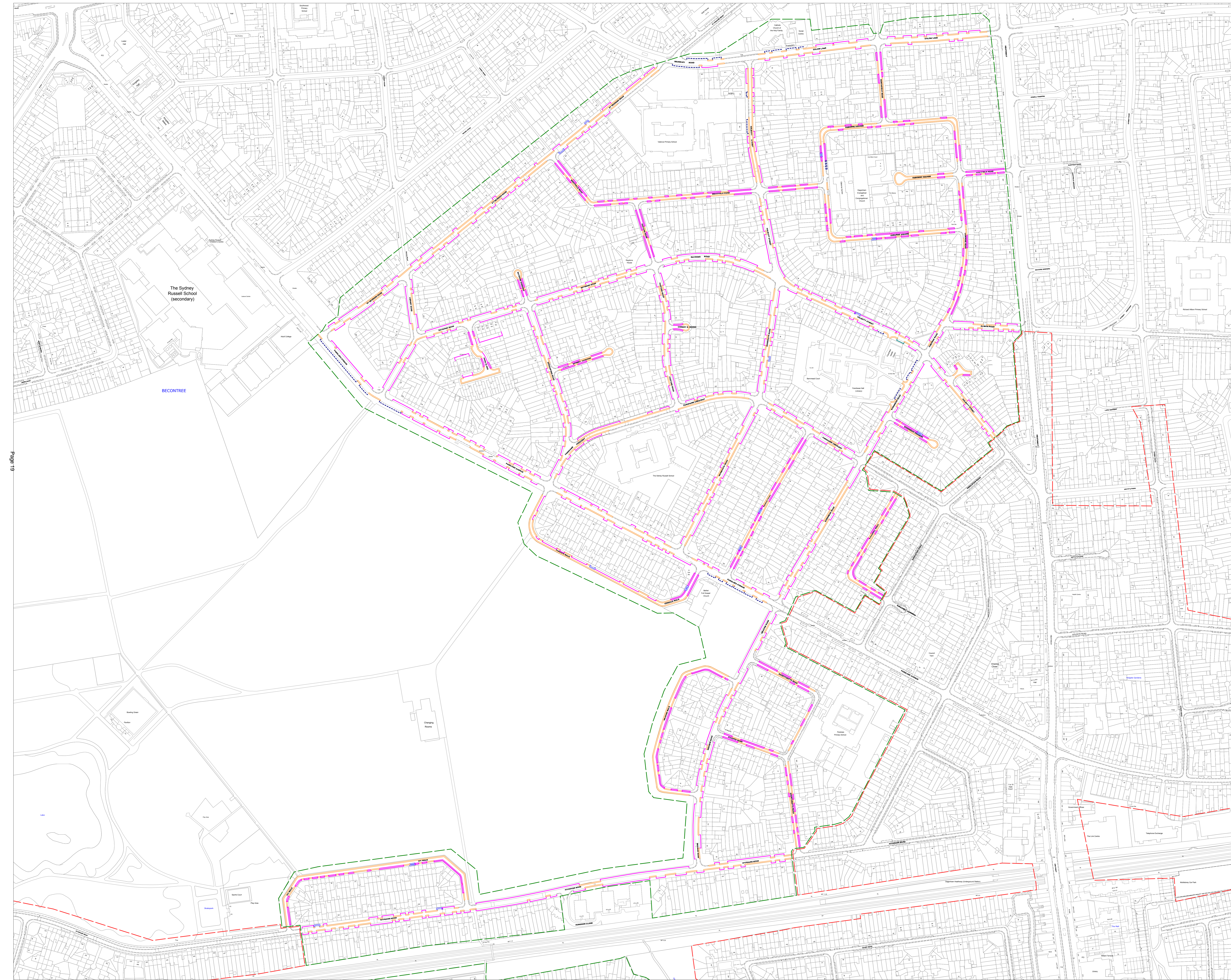


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London Borough of Barking and Dagenham
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DRAWING TITLE
**Zone HW CPZ
Extension A Consultation Plan**

| | |
|-------------|----------------------|
| SCALE | 1 : 1550 @ A0 |
| DATE | 16/10/2018 |
| DRAWING No. | Zone_HW_CPZ_Ext_A_v3 |
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Portfolio

14 January 2019

| | |
|---|--|
| Title: Controlled Parking Zone Consultation Outcome – Zone A Proposal | |
| Report to the Cabinet Member for Enforcement and Community Safety | |
| Open Report | For Decision |
| Wards Affected: Parsloes, Alibon | Key Decision: No |
| Report Author: Daniel Connelly – Traffic and Parking Officer | Contact Details: Tel: 0208 227 2465 E-mail: daniel.connelly@lbbd.gov.uk |
| Accountable Director: Jonathon Toy, Operational Director - Enforcement | |
| Accountable Strategic Leadership Director: Fiona Taylor - Director of Law & Governance | |
| Summary This paper summarises the outcome of the Controlled Parking Zone (CPZ) consultation for proposed Zone A, including a breakdown of residents' feedback, Ward Councillor feedback and concerns identified around safety, congestion and air quality. The recommendation within this report links directly to the Controlled Parking Zone – Consultation and Decision-Making Process report agreed by Cabinet in September of this year, which includes the CPZ Policy Scoring Criteria. | |
| Recommendation(s) The Director of Law and Governance in consultation with the Cabinet Member is recommended to: (i) Approve the introduction of the proposed zone based on the recommendation made within this report or; (ii) Approve the introduction of unrestricted parking bays and yellow line restrictions to identify where it is safe to park or; (iii) Approve a decision to do nothing | |
| Reason(s) In July 2018 as part of the Parking Fees and Charges Report, Cabinet approved a three year CPZ project which aims to improve safety, congestion and air quality across the borough, as well as providing a safer, fairer, consistent and a more transparent parking service, with particular focus given to the expansion of existing zones and the introduction of new school dedicated zones. This report relates to Zone A which is a proposed expansion of the existing HW Zone, which operates Monday to Saturday, 8.30am – 5.30pm. The existing zone predominately | |

operates within the area of the Heathway shopping parade and this proposal focuses on expanding the zone towards the northwest.

1. Background

In September 2018, to supplement the Parking Fees and Charges report, Cabinet approved the Controlled Parking Zones - Consultation and Decision Making Process report which sets out how we would consult and implement controlled parking zones (CPZs) across the borough, aimed at meeting the Council's key priorities of promoting a safe and welcoming community and protecting the most vulnerable by keeping adults and children healthy and safe.

A key part of this report identified a scoring criteria to determine the outcome of CPZ consultation based on identified need, level of resident support and councillor support.

This paper aims to provide a summary breakdown of the applied criteria, overall scoring based on criteria which is based on a "No-Go", "Go/No-Go" or "Go" basis as well as providing recommendations and risks associated with any decisions made.

2. Zone Profile and Identified Need

The first element of the adopted scoring criteria for controlled parking is identified need. When identifying the parking needs of an area it's important to look at what important features "make up" the zone and how a decision to install controlled parking will provide benefit in terms of safety, congestion and air quality. This section of the report outlines these needs and the benefits of introducing the proposed scheme as well as the risks associated with not introducing the scheme.

Zone Profile

The zone contains the following features;

1. 33 Roads (listed within appendix A)
2. 2082 Properties including
 - a. 2072 Residential Properties
 - b. 3 schools including Valence Primary School, Sydney Russell School and Parsloes Primary School
 - c. 10 Community hubs including 3 churches, 3 community centres, 1 health centre, 1 library and 2 adult colleges
3. Parsloes Park is located adjacent to the zone
4. Dagenham Heathway train station is located within proximity of the zone
5. There are 16 reported road traffic accidents within the zone in the last 3 years
6. The zone is located adjacent to some of the borough's most polluting roads
7. The zone is situated between Martins Corner and Heathway Shopping Parades
8. The HW Zone is located adjacent to the proposed zone

Identified Need

The following table further identifies these needs and the risks associated with not introducing the proposed scheme.

Identified Needs Table

| Factor to consider | Identified Need | Risk of not introducing CPZ |
|---|---|--|
| 3 schools located within the zone (Valence Primary School supports the scheme) | Safety and Congestion - Need to address school run issues caused by inconsiderate parking. CPZ will provide locations where it is safe to park and improve traffic flow and pedestrian safety and allow for efficient enforcement | Motorists will not be restricted when parking near schools and residents and “school goers” will continue to experience the challenges associated with “school run” parking, including double parking, altercations with drivers, congestion and risk to pedestrian safety. This in turn will not encourage children and parents to use healthier options when attending school such as cycling and walking. |
| 16 reported accidents within the zone | Safety – There is a need to reduce reported accidents, CPZ will help to create safer roads and footpaths as parking will be clearly defined and less vehicles will be travelling within the zone looking to park. | The risk of road traffic accidents related to dangerous parking may not be reduced. |
| Zone falls within close proximity of the borough’s most polluting roads, according to the LBBDD Air Quality Report. These roads include the A13 and Wood Lane (A124). | Air Quality – Introduction of permits will help to reduce Co2 emission leading to improved air quality and helping to achieve the initiatives set out within the Mayor’s Air Quality Strategy. | Motorists will continue to travel around the area looking to find a parking space, emitting C02 in the process. Air quality will not be addressed through the boroughs co2 emissions-based permit pricing structure. i.e. most polluting and subsequent vehicles are higher cost to that of lower polluting and first vehicles. |
| 10 community hubs within the zone | Congestion and Safety – CPZ will improve the likelihood of visitors and those affiliated with the hubs to park. | Visitors may struggle to park and issues with double parking may become more frequent. |
| Dagenham Heathway Train station is located within 800m of the zone | Congestion – CPZ will restrict commuters from parking in residential streets who then travel up to London to work. | Commuters will continue to look for somewhere unrestricted to park to then finish the remaining part of their journey by train. This risk could increase with the introduction of ULEZ, Further details shown below this table. |
| Martins Corner and Heathway Shopping parades located | Congestion – visitors looking to park for free to access local shopping areas will be encouraged to do so within | Shop visitors will park outside residential homes and may cause conflict. |

| | | |
|---|---|---|
| within close proximity to zone | designated locations, away from residential properties as part of the CPZ. | |
| HW CPZ – Currently operates (proposed Zone A looks to extend this zone) | This area falls directly adjacent to the HW CPZ and therefore may experience displacement parking from the existing zone. | Parking displacement will continue to occur and will likely increase as controlled parking is potentially introduced within other locations within the borough. |
| No direct concerns or needs have been raised by TfL or the emergency services | | |

Ultra Low Emission Zone (ULEZ) – Transport for London

From 8 April 2019 Transport for London (TfL) are introducing the Ultra Low Emission Zone (ULEZ) in Central London. More disconcerting for the borough is from 25 October 2021 this zone will be extended to inner London, covering as far east as the London Borough of Newham. Please refer to appendix b – ULEZ area boundary.

The ULEZ will be enforced based on the emissions of the vehicle and any petrol vehicle not meeting Euro 4 and diesel (Euro 6) minimum emissions standards will have to pay £12.50 per day when travelling within the zone. This applies to most vehicle types, including cars, motorcycles and vans (up to and including 3.5 tonnes).

In practice this means motorists looking to ultimately finish their journey within the ULEZ, particularly from boroughs located east of our borough may park within LBBDD and finish the remaining part of their journey by alternative means of travel which is unrestricted by the scheme. This could involve daily work commutes as well as various social related activities such as visiting relatives and friends, shopping or visiting inner London in general.

This will potentially have a sizeable impact on parking pressure, traffic congestion, air quality and safety within the borough and will very likely negatively impact of the identified risks mentioned in the above identified needs table.

Its therefore strongly recommended this factor is considered when determining the overall decision on how to proceed with this scheme.

Scoring - As safety, congestion and air quality needs have been identified for this proposed zone, this element of the report represents a **Positive Plus 2 scoring**.

3. Consultation Feedback breakdown

This element of the report provides a summary of the key aspects identified from consultation feedback which opened on Wednesday 7 November and closed on Wednesday 21 November.

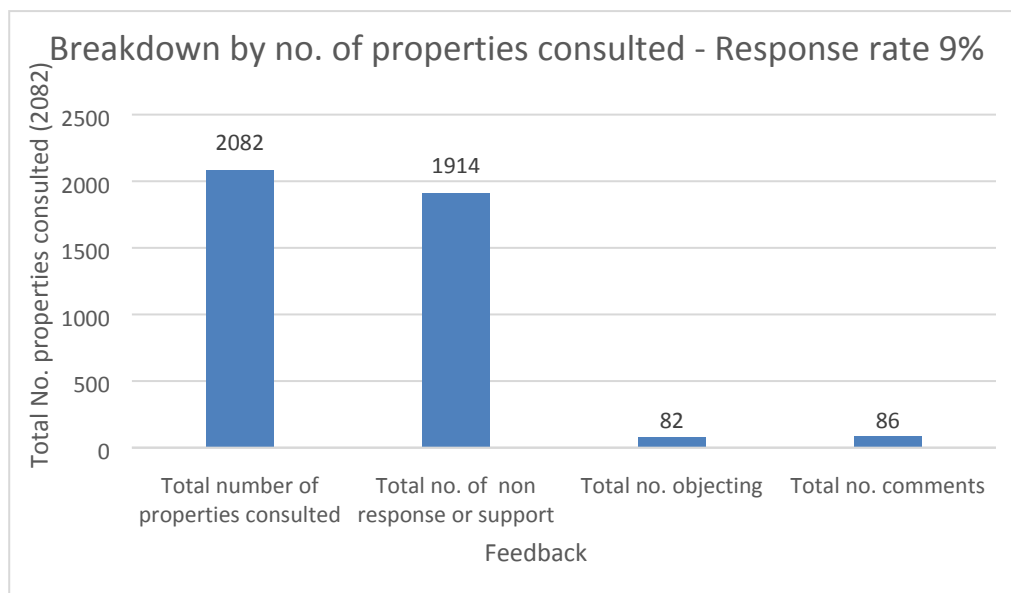
For the purposes of this report consultation feedback has been broken down in the following ways;

1. Breakdown based on total number of properties consulted
2. Breakdown based on responses received

3. Summary of objection – based on safety, congestion, air quality and commercial vehicle parking
4. Breakdown by establishment

Breakdown based on total properties consulted

Total number of properties consulted – 2082
 Total number of non response or support – 1914 or 92%
 Total number of properties objecting – 82 or 4%
 Total number of comments – 86 or 4%

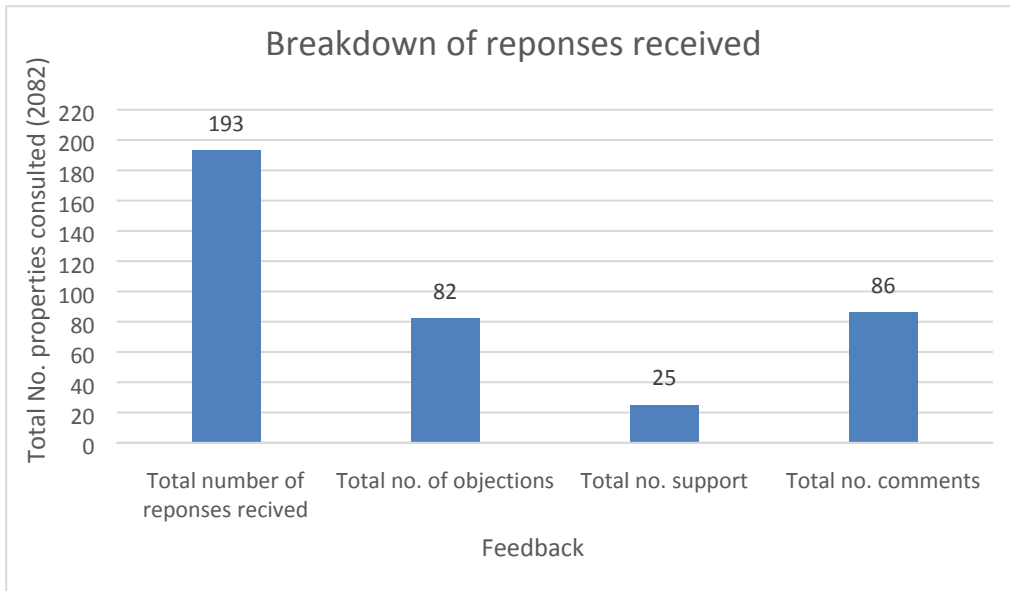


This table shows of the 2082 properties consulted 1914 properties or 92% either support the proposal or do not raise objection to the scheme. The number of properties who provide objection to the scheme represent only 4%. When you consider the response rate is low at only 9% the level of residents who do not support the scheme is very low overall.

Breakdown based on responses received

Total number of properties consulted - 2082
 Total number of properties responded – 193 representing, a 9% response rate
 Of the 193 responses received;

- 82 (43%) objected to the scheme
- 86 (44%) made comments regarding the scheme such as, it’s a money-making scheme or don’t want to pay to park.
- 25 (13%) properties support the scheme

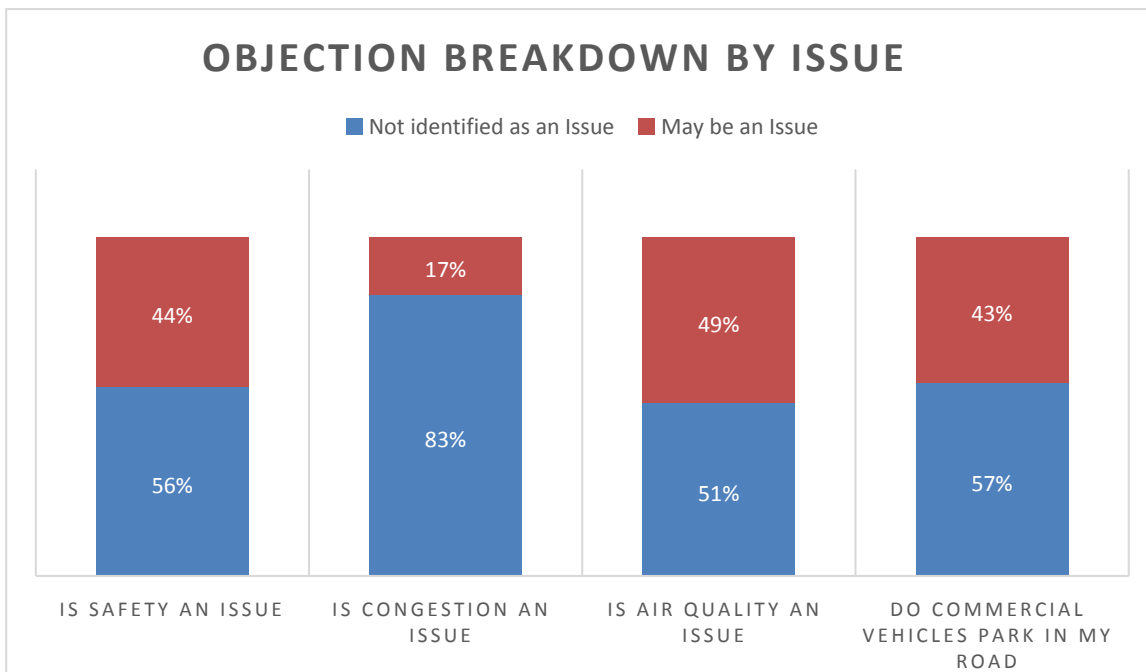


When looking directly at the 193 responses received it can be seen that 82 properties object, 25 support and 86 provide a comment regarding the scheme.

Breakdown of objection – based on safety, congestion, air quality and commercial vehicle parking

As part of the consultation we asked responders to provide a reason for why they object to the scheme based on 4 key areas, safety, congestion, air quality and evidence of commercial vehicle parking.

The following table provided a breakdown of this feedback.



With exception to congestion where 83% of those properties who responded to us felt this wasn't an issue, the figures indicate that almost 50% suggest safety, air quality and commercial vehicle parking maybe be an issue.

Breakdown by Establishment

| Name of hub | Response to consultation |
|--|---------------------------------|
| Valence Primary School | In support of scheme |
| Parsloes Primary School | No Response |
| Sydney Russell School (Fanshawe Ave) | No Response |
| Osborne Centre | Objection to scheme |
| The Manse Osborne Square | No response |
| Dagenham Evangelical & Congregational Church | No response |
| Bethel Gospel Church | No response |
| Barking and Dagenham Adult College | No Response |
| Fanshawe Adult College | No Response |
| Fanshawe Library | No Response |
| Fanshawe Health Centre | No Response |
| Holy Family Church, Oxlow Lane | No Response |
| The Presbytery | Objection to Scheme |
| St Josephs Social Centre, Oxlow Lane | No Response |

This table again shows a low level of response from consulted establishments suggesting that on the whole these establishments do not oppose the proposal.

Scoring - When linked to the scoring matrix this represents a score of Negative 1 (less than 50% support)

4. Ward Councillor Feedback

Prior to consulting with residents and the general public between Tuesday 2 October and Friday 12 October, we consulted with ward members representing the area in which the proposed zones affected. Zone A spans across both Parsloes and Alibon Wards. A list of the ward councillor and their feedback is below.

| Parsloes Ward | |
|-------------------------------|--|
| Ward Councillor | Comment regarding scheme |
| Councillor Chris Rice | Wishes to reserve judgement until after consultation has closed. |
| Councillor Elizabeth Kangethe | No response received |
| Councillor Dorothy Akwaboah | No response received |
| Alibon Ward | |

| | |
|---------------------------|--|
| Councillor John Dulwich | Request to amend parking bays design in Halbutt Street which was resolved. No further comment. |
| Councillor Sanchia Alasia | No response received |
| Councillor Paul Robinson | No response received |

Scoring - When linked to the scoring criteria this represents a score of Neutral 0 (Neither in Favour or Object)

5. Scoring matrix and recommendation

The overall score across all three criteria is +1 – Go/No Go, which means a decision and recommendation for the introduction of this scheme is referred to the Chief Officer in consultation with the Cabinet Member

Recommendation

It is recommended that we proceed with installing the scheme as proposed on the following grounds;

- There is clearly an identified need for the introduction of controlled parking in the area based on safety, congestion and air quality
- 92% of all properties consulted either support the proposal or do not raise objection
- Ward Councillors have not raised objection to the proposal at this stage
- The upcoming Ultra Low Emission Zone will impact upon the already identified needs of the area.

Although the overall level of support for the scheme is less than those who objected, when this is considered in conjunction with those residents who have not responded to the consultation which represents 91% of the 2082 properties consulted there is clearly not an overwhelming opposition to this proposal. This also applies to ward councillors who have in the vast majority not made a comment regarding the proposal. As importantly feedback regarding the scheme needs be considered in line with the identified needs and the risks associated with not introducing a scheme as set out within this report. As mentioned within this paper the zone is made up of 3 schools, one of which actively supports the scheme and a number of other features which contributes to parking pressure within the area.

Underpinning the risk of “doing nothing” is the future introduction of the Ultra Low Emissions Zone (ULEZ), which will further increase the risks identified within this report.

If the decision is taken not to introduce controlled parking its recommended, approval is given to introduce unrestricted parking bays and yellow line restrictions to identify where it is safe to park. We are increasingly receiving concerns from residents and members about footway parking and how the general public feel unclear as to how they can park safely without affecting access and potentially receiving a penalty charge notice. The only way to provide clarity on this is to introduce parking bays and yellow line restrictions.

List of appendices:

Appendix a – List of roads within zone

Appendix b – ULEZ area boundary.

Appendix c – Consultation Plan

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Appendix A – List of Roads

AREA B – PROPOSED EXTENSION TO BEC Controlled Parking Zone

| Street Name |
|-------------------------|
| ROAD |
| ACONBURY ROAD |
| BURNHAM ROAD |
| CAMPSEY GARDENS |
| CAMPSEY ROAD |
| CANONSLEIGH ROAD |
| CARROW ROAD |
| CASTLE ROAD |
| DENNY GARDENS |
| ELLERTON GARDENS |
| ELLERTON ROAD |
| FLAMSTEAD GARDENS |
| FLAMSTEAD ROAD |
| GALLIPOLI PLACE |
| GOESBROOK ROAD |
| GREENFIELD GARDENS |
| GREENFIELD ROAD |
| HAMLETON TERRACE |
| KEMMEL ROAD |
| KRITHIA ROAD |
| LANGLEY GARDENS |
| LODGE AVENUE |
| MAPLESTEAD ROAD |
| MARNE ROAD |
| MOORE CRESCENT |
| PINLEY GARDENS |
| REGINALD ELLINGWORTH ST |
| ROSEDALE GARDENS |
| ROSEDALE ROAD |
| RIPPLE ROAD |
| ROTHWELL GARDENS |
| ROTHWELL ROAD |
| SHEPPEY ROAD |
| STAMFORD GARDENS |
| STAMFORD ROAD |
| SURMANS CLOSE |
| WOODWARD GARDENS |
| WOODWARD ROAD |
| YPRES PLACE |

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Key to Consultation Plan Items

- Proposed Single Yellow Line
Mon-Fri 8.30am-5.30pm
- Proposed Disabled Blue
Badge Holders Only Bay
- Proposed Resident Permit
Holders Only Bay Zone BEC
Mon-Fri 8.30am-5.30pm
- - - - - Proposed Pay by Phone Bay (TC2)
Mon-Fri 8.30am-5.30pm
Max stay 4hrs No return within 2hrs/
Permit (All) Holders Only Bay
Zone BEC Mon-Fri 8.30am-5.30pm
- - - - - Existing Restrictions
- - - - - Existing CPZ Boundary
- - - - - Proposed CPZ Extension Boundary



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DRAWING TITLE
**Zone BEC CPZ
Extension B Consultation Plan**

SCALE 1 : 1250

DATE 03/09/2018

DRAWING No. Zone_BEC_CPZ_Ext_B_v1

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Portfolio

14 January 2019

| | |
|--|--|
| Title: Controlled Parking Zone Consultation Outcome – Zone B Proposal | |
| Report to the Cabinet Member for Enforcement and Community Safety | |
| Open Report | For Decision |
| Wards Affected: Eastbury, Thames and Goresbrook | Key Decision: No |
| Report Author: Daniel Connelly – Traffic and Parking Officer | Contact Details: Tel: 0208 227 2465 E-mail: daniel.connelly@lbbd.gov.uk |
| Accountable Director: Jonathon Toy, Operational Director - Enforcement | |
| Accountable Strategic Leadership Director: Fiona Taylor - Director of Law & Governance | |
| Summary This paper summarises the outcome of the Controlled Parking Zone (CPZ) consultation for proposed Zone B, including a breakdown of residents' feedback, Ward Councillor feedback and concerns identified around safety, congestion and air quality. The recommendation within this report links directly to the Controlled Parking Zone – Consultation and Decision-Making Process report agreed by Cabinet in September 2018, which includes the CPZ Policy Scoring Criteria. | |
| Recommendation(s) The Director of Law and Governance in consultation with the Cabinet Member is recommended to: (i) Approve the introduction of the proposed zone based on the recommendation made within this report or; (ii) Approve the introduction of unrestricted parking bays and yellow line restrictions to identify where it is safe to park or; (iii) Approve a decision to do nothing | |
| Reason(s) In July 2018 as part of the Parking Fees and Charges Report, Cabinet approved a three year CPZ project which aims to improve safety, congestion and air quality across the borough, as well as providing a safer, fairer, consistent and a more transparent parking service, with particular focus given to the expansion of existing zones and the introduction of new school dedicated zones. This report relates to Zone B which is a proposed expansion of the existing BEC Zone, which operates Monday to Friday, 8.30am – 5.30pm. The existing zone predominately | |

operates within the area of Becontree Train Station and this proposal focuses on expanding the zone towards the southwest.

1. Background

In September, to supplement the Parking Fees and Charges report, Cabinet approved the Controlled Parking Zones - Consultation and Decision Making Process report which sets out how we would consult and implement controlled parking zones (CPZs) across the borough, aimed at meeting the Council's key priorities of promoting a safe and welcoming community and protecting the most vulnerable by keeping adults and children healthy and safe.

A key part of this report identified a scoring criteria to determine the outcome of CPZ consultation based on identified need, level of resident support and councillor support.

This paper aims to provide a summary breakdown of the applied criteria, overall scoring based on criteria which is based on a "No-Go", "Go/No-Go" or "Go" basis as well as providing recommendations and risks associated with any decisions made.

2. Zone Profile and Identified Need

The first element of the adopted scoring criteria for controlled parking is identified need. When identifying the parking needs of an area it's important to look at what important features "make up" the zone and how a decision to install controlled parking will provide benefit in terms of safety, congestion and air quality. This section of the report outlines these needs and the benefits of introducing the proposed scheme as well as the risks associated with not introducing the scheme.

Zone Profile

The zone contains the following features;

1. 38 Roads (listed within appendix a)
2. 2318 Properties including
 - a. 2313 Residential Properties
 - b. 2 schools including Jo Richardson Community School and Monteagle Primary School
 - c. 3 Community hubs including 1 church and 2 community centres
3. Castle Green Playing field is located within the zone
4. Becontree Train station is located within proximity of the zone
5. There are 26 slight reported road traffic accidents and 1 serious within the zone in the last 3 years
6. The zone is located adjacent to some of the borough's most polluting roads
7. Becontree Shopping Parade is located within close proximity to the proposed zone
8. The BEC Zone is located adjacent to the proposed zone

Identified Need

The following table further identifies these needs and the risks associated with not introducing the proposed scheme.

Identified Needs Table

| Factor to consider | Identified Need | Risk of not introducing CPZ |
|---|---|--|
| 2 schools located within the zone | Safety and Congestion - Need to address school run issues caused by inconsiderate parking. CPZ will provide locations where it is safe to park and improve traffic flow and pedestrian safety and allow for efficient enforcement | Motorists will not be restricted when parking near schools and residents and “school goers” will continue to experience the challenges associated with “school run” parking, including double parking, altercations with drivers, congestion and risk to pedestrian safety. This in turn will not encourage children and parents to use healthier options when attending school such as cycling and walking. |
| 26 reported slight and 1 serious reported accidents within the zone | Safety – There is a need to reduce reported accidents, especially given one of the accidents was serious will help to create safer roads and footpaths as parking will be clearly defined and less vehicles will be travelling within the zone looking to park. | The risk of road traffic accidents related to dangerous parking may not be reduced. |
| Zone falls within close proximity of the borough’s most polluting roads, according to the LBBDD Air Quality Report. These roads include the A13 Lodge Avenue and Gale Street. | Air Quality – Introduction of permits will help to reduce Co2 emission leading to improved air quality and helping to achieve the initiatives set out within the Mayor’s Air Quality Strategy. | Motorists will continue to travel around the area looking to find a parking space, emitting C02 in the process. Air quality will not be addressed through the boroughs co2 emissions-based permit pricing structure. i.e. most polluting and subsequent vehicles are higher cost to that of lower polluting and first vehicles. |
| 3 community hubs within the zone | Congestion and Safety – CPZ will improve the likelihood of visitors and those affiliated with the hubs to park. | Visitors may struggle to park and issues with double parking may become more frequent. |
| Becontree Train station is located within proximity of the zone | Congestion – CPZ will restrict commuters from parking in residential streets who then travel up to London to work. | Commuters will continue to look for somewhere unrestricted to park to then finish the remaining part of their journey by train. This risk could increase with the introduction of ULEZ, Further details shown below this table. |
| Becontree and Lodge Avenue | Congestion – visitors looking to park for free to access local | Shop visitors will park outside residential homes and may |

| | | |
|---|--|---|
| Shopping parades are located within proximity to zone | shopping areas will be encouraged to do so within designated locations, away from residential properties as part of the CPZ. | cause conflict with residents and their visitors. |
| BEC CPZ – Currently operates (proposed Zone B looks to extend this zone) | This area falls directly adjacent to the BEC CPZ and therefore may experience displacement parking from the existing zone. | Parking displacement will continue to occur and will likely increase as controlled parking is potentially introduced within other locations within the borough. |
| <p style="text-align: center;">Concerns raised by London Firebridge</p> <p>We have received confirmation from London Firebrigade that whilst routinely testing fire hydrants within the borough their progress was severely hampered, and in some cases completely halted by poorly parked vehicles in the following roads which are located within the proposed Zone B:-</p> <p>Greenfield Road Rothwell Road Ellerton Road Cannonsleigh Road</p> <p>They further commented to state that the parking left little or no room along the roads and have directly requested further restrictions be implemented to ease the access concerns they are experiencing.</p> <p>From the Council's perspective if a scheme is not introduced these access issues will continue to occur and should the emergency services be called to attend an emergency, its likely their attendance will be delayed which could in extreme cases lead to increased risk of injury of even loss of life.</p> | | |

Ultra Low Emission Zone (ULEZ) – Transport for London

From 8 April 2019 Transport for London (TfL) are introducing the Ultra Low Emission Zone (ULEZ) in Central London. More disconcerting for the borough is from 25 October 2021 this zone will be extended to inner London, covering as far east as the London Borough of Newham. Please refer to appendix b – ULEZ area boundary.

The ULEZ will be enforced based on the emissions of the vehicle and any petrol vehicle not meeting Euro 4 and diesel (Euro 6) minimum emissions standards will have to pay £12.50 per day when travelling within the zone. This applies to most vehicle types, including cars, motorcycles and vans (up to and including 3.5 tonnes).

In practice this means motorists looking to ultimately finish their journey within the ULEZ, particularly from boroughs located east of our borough may park within LBBD and finish the remaining part of their journey by alternative means of travel which is unrestricted by the scheme. This could involve daily work commutes as well as various social related actives such as visiting relatives and friends, shopping or visiting inner London in general.

This will potentially have a sizeable impact on parking pressure, traffic congestion, air quality and safety within the borough and will very likely negatively impact of the identified risks mentioned in the above identified needs table.

Its therefore strongly recommended this factor is considered when determining the overall decision on how to proceed with this scheme.

Scoring - As safety, congestion and air quality needs have been identified for this proposed zone, this element of the report represents a **Positive Plus 2 scoring**.

3. Consultation Feedback breakdown

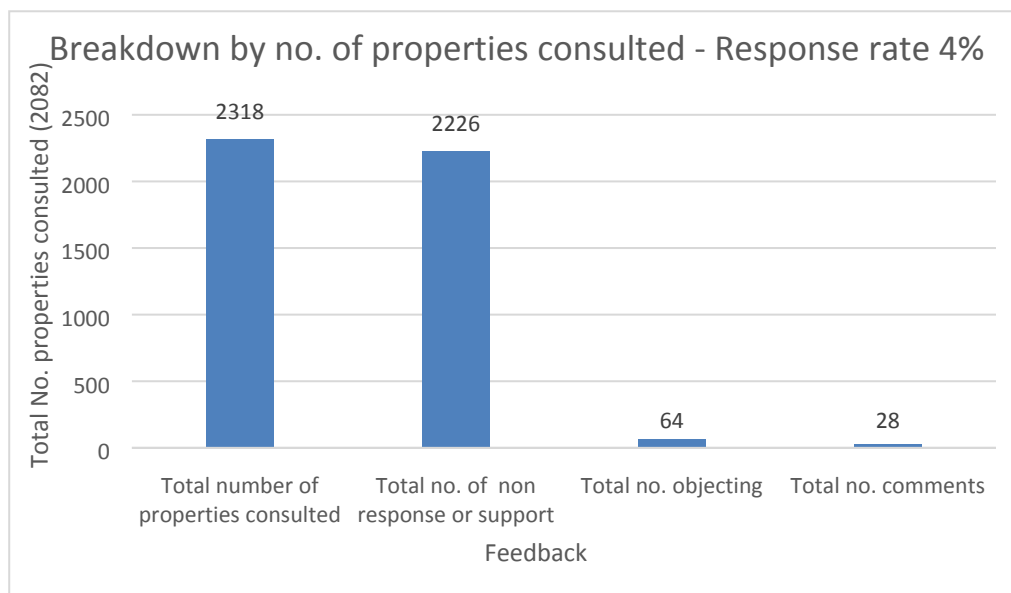
This element of the report provides a summary of the key aspects identified from consultation feedback which opened on Wednesday 7 November and closed on Wednesday 21 November.

For the purposes of this report consultation feedback has been broken down in the following ways;

1. Breakdown based on total number of properties consulted
2. Breakdown based on responses received
3. Summary of objection – based on safety, congestion, air quality and commercial vehicle parking
4. Breakdown by establishment

Breakdown based on total properties consulted

Total number of properties consulted – 2318
 Total number of non-response or support 2226 or 96%
 Total number of properties objecting – 64 or 3%
 Total number of comments – 28 or 1%



This table shows of the 2318 properties consulted 2226 properties or 96%, either support the proposal or do not raise objection to the scheme. The number of properties who provide objection to the scheme represent only 3%. When you consider the response rate is low at only 4% the level of residents who do not support the scheme is very low overall.

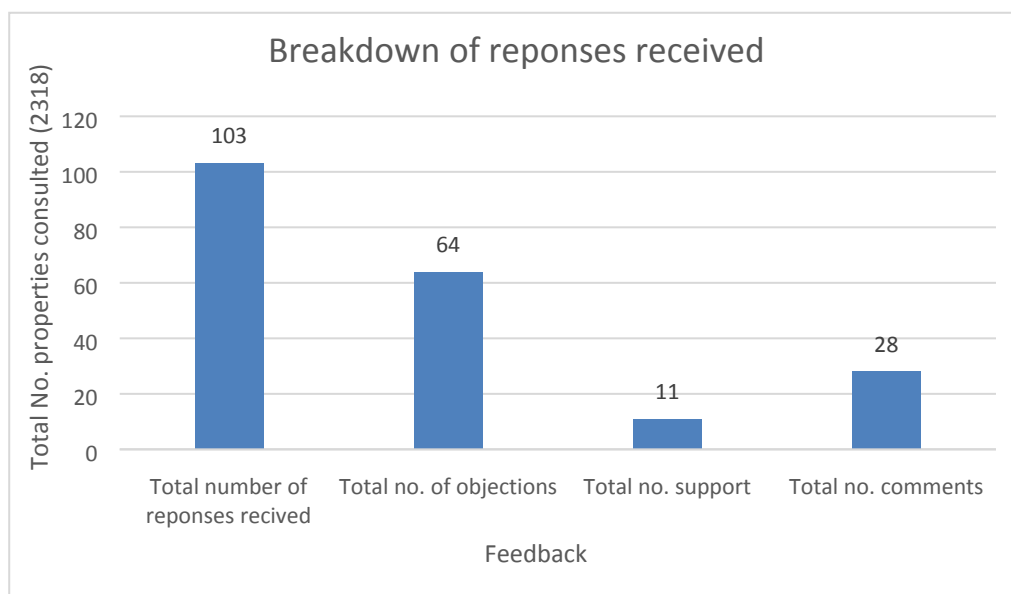
Breakdown based on responses received

Total number of properties consulted - 2318

Total number of properties responded – 103 representing a 4% response rate

Of the 103 responses received;

- 64 (62%) objected to the scheme
- 28 (27%) made comments regarding the scheme such as, it’s a money-making scheme or don’t want to pay to park.
- 11 (11%) properties support the scheme

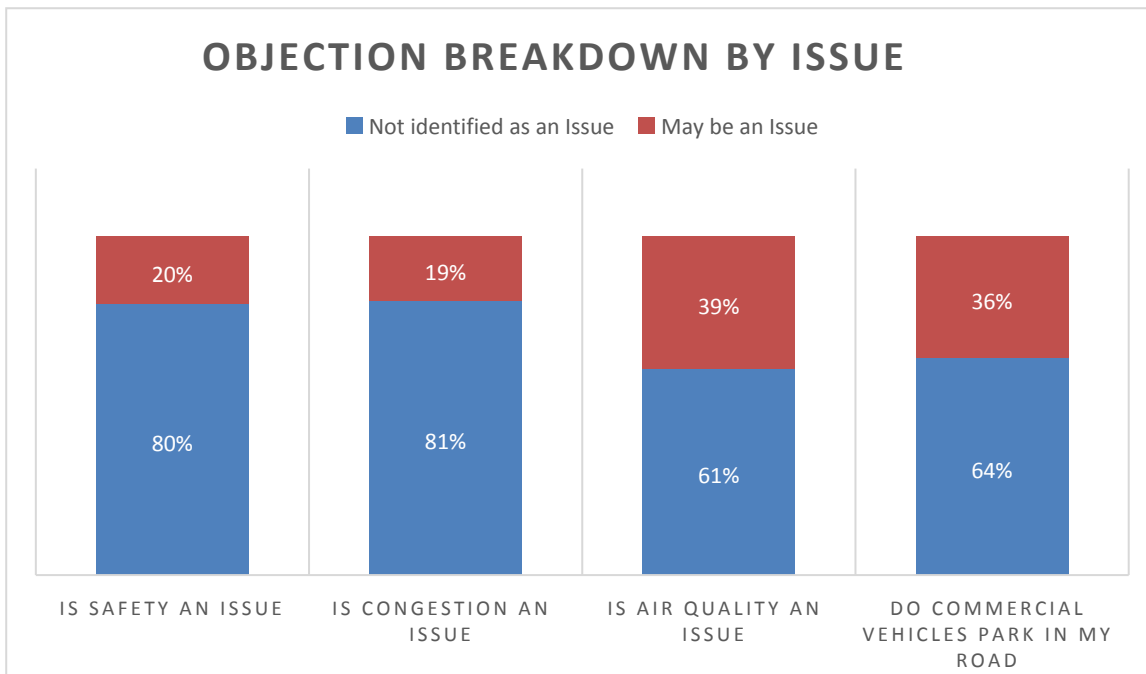


When looking directly at the 103 responses received the figures show 64 properties object, 11 support and 28 provide a comment regarding the scheme.

Breakdown of objection – based on safety, congestion, air quality and commercial vehicle parking

As part of the consultation we asked responders to provide a reason for why they object to the scheme based on 4 key areas, safety, congestion, air quality and evidence of commercial vehicle parking.

The following table provided a breakdown of this feedback.



Across all issue categories the figures show the majority of those properties who objected do not suggest there is a safety, congestion, air quality or issue with commercial vehicles to us felt there isn't an issue on this basis. However, this only relates to the 64 properties which objected.

Breakdown by Establishment

| Name of hub | Response to consultation |
|------------------------------------|--------------------------|
| Monteagle Primary School | No Response |
| Jo Richardson Comprehensive School | No Response |
| St Anne's Catholic Church | No Response |
| St John's Community Centre | Objection to scheme |
| John Smith House | No response |

This table again shows a low level of response from consulted establishments suggesting that on the whole these establishments do not oppose the proposal.

Scoring - When linked to the scoring matrix this represents a score of Negative 1 (less than 50% support)

4. Ward Councillor Feedback

Prior to consulting with residents and the general public between Tuesday 2 October and Friday 12 October, we consulted with ward members representing the area in which the proposed zones affected. Zone B spans across Goresbrook, Eastbury and Thames Wards. A list of the ward councillor and their feedback is below.

| Goresbrook Ward | |
|---------------------------|---------------------------------|
| Ward Councillor | Comment regarding scheme |
| Councillor Simon Bremner | No comments received |
| Councillor Irma Freeborn | No comments received |
| Councillor Moin Quadri | No comments received |
| Eastbury Ward | |
| Councillor Foyzur Rahman | No comments received |
| Councillor Emily Rodwell | No comments received |
| Councillor Faraaz Shaukat | No comments received |
| Thames Ward | |
| Councillor Bill Turner | No comments received |
| Councillor Josie Channer | No comments received |
| Councillor Cameron Geddes | No comments received |

**Scoring - When linked to the scoring criteria this represents a score of Neutral 0
(Neither in Favour or Object)**

5. Scoring matrix and recommendation

The overall score across all three criteria is +1 – Go/No Go, which means a decision and recommendation for the introduction of this scheme is referred to the Chief Officer in consultation with the Cabinet Member

Recommendation

It is recommended that we proceed with installing the scheme as proposed on the following grounds;

- There is clearly an identified need for the introduction of controlled parking in the area based on safety, congestion and air quality
- **Specific access and safety concerns have been raised by the London Firebrigade regarding four roads located within this proposed zone b.**
- 96% of all properties consulted either support the proposal or do not raise objection
- Ward Councillors have not raised objection to the proposal at this stage
- The upcoming Ultra Low Emission Zone will impact upon the already identified needs of the area.

Although the overall level of support for the scheme is less than those who objected, when this is considered in conjunction with those residents who have not responded to the consultation, which represents 96% of the 2318 properties consulted the figures suggest there isn't a high degree of opposition to this proposal. This also applies to ward councillors who have not made any comments regarding the proposal. As importantly, feedback regarding the scheme needs be considered in line with the identified needs and the risks associated with not introducing a scheme as set out within this report.

As mentioned within this paper the zone is made up of 2 schools, and a number of other features which contributes to parking pressure within the area. In addition to this there have been 27 reported accident within the zone, 1 of which was serious.

Underpinning the risk of “doing nothing” is the future introduction of the Ultra Low Emissions Zone (ULEZ), which will further increase the risks identified within this report.

If the decision is taken not to introduce controlled parking its recommended, approval is given to introduce unrestricted parking bays and yellow line restrictions to identify where it is safe to park. We are increasingly receiving concerns from residents and members about footway parking and how the general public feel unclear as to how they can park safely without affecting access and potentially receiving a penalty charge notice. The only way to provide clarity on this is to introduce parking bays and yellow line restrictions.

List of appendices:

Appendix a – List of roads within zone

Appendix b - ULEZ area boundary.

Appendix C - Consultation Plan

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Appendix A – List of Roads

AREA C – PROPOSED EXTENSION TO HW Controlled Parking Zone

| Street Name |
|--------------------|
| ARMSTEAD WALK |
| ARNOLD ROAD |
| BADEN POWELL CLOSE |
| BLOSSOM CLOSE |
| BROAD STREET |
| LOWER BROAD ST |
| BURDETTS ROAD |
| BUTTERIDGES CLOSE |
| COMYNS ROAD |
| COOMBES ROAD |
| DARCY GARDENS |
| DIGBY GARDENS |
| DOWNING ROAD |
| GOESBROOK ROAD |
| HEATHWAY |
| HORESEBRIDGE CLOSE |
| NUTBROWNE ROAD |
| ROWDOWNS ROAD |
| STARMANS CLOSE |
| TRESWELL ROAD |
| WALLERS CLOSE |

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Key to Consultation Plan Items

- Proposed Single Yellow Line
Mon-Sat 8.30am-5.30pm
- Proposed Disabled Blue
Badge Holders Only Bay
- Proposed Resident Permit
Holders Only Bay Zone HW
Mon-Sat 8.30am-5.30pm
- Proposed Pay By Phone Bay (TC2)
Mon-Sat 8.30am-5.30pm
Max stay 4hrs No return within 2hrs/
Permit (All) Holders Only Bay
Zone HW Mon-Sat 8.30am-5.30pm
- Existing Restrictions
- Existing CPZ Boundary
- Proposed CPZ Extension Boundary



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DRAWING TITLE
**Zone HW CPZ
Extension C Consultation Plan**

SCALE 1 : 1200 @ A0

DATE 16/10/2018

DRAWING No. Zone_HW_CPZ_Ext_C_v2

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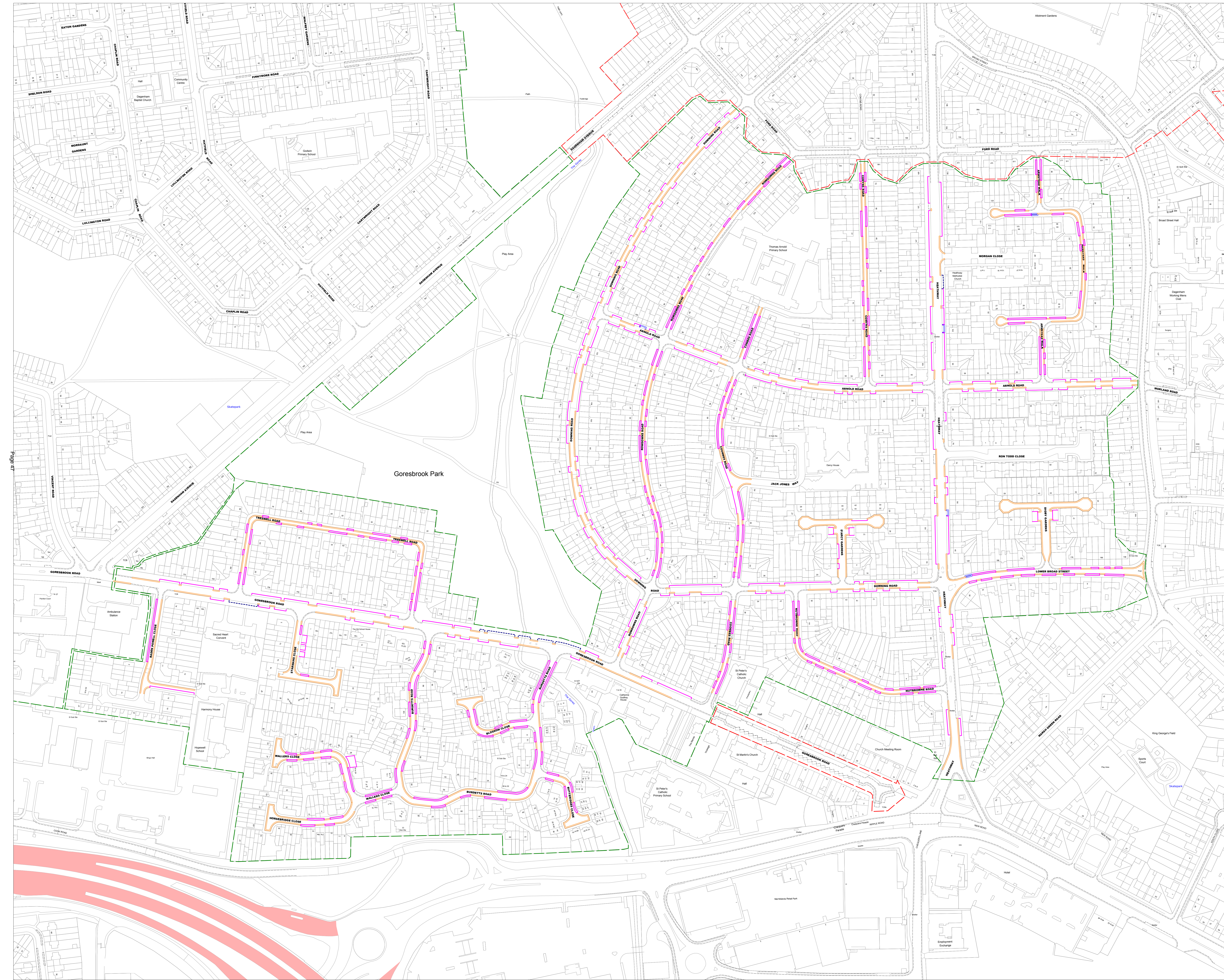


Fig 17

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Portfolio

14 January 2019

| | |
|---|--|
| Title: Controlled Parking Zone Consultation Outcome – Zone C Proposal | |
| Report to the Cabinet Member for Enforcement and Community Safety | |
| Open Report | For Decision |
| Wards Affected: River, Goresbrook | Key Decision: No |
| Report Author: Daniel Connelly – Traffic and Parking Officer | Contact Details: Tel: 0208 227 2465 E-mail: daniel.connelly@lbbd.gov.uk |
| Accountable Director: Jonathon Toy, Operational Director - Enforcement | |
| Accountable Strategic Leadership Director: Fiona Taylor - Director of Law & Governance | |
| Summary This paper summarises the outcome of the Controlled Parking Zone (CPZ) consultation for proposed Zone C, including a breakdown of residents' feedback, Ward Councillor feedback and concerns identified around safety, congestion and air quality. The recommendation within this report links directly to the Controlled Parking Zone – Consultation and Decision-Making Process report agreed by Cabinet in September 2018, which includes the CPZ Policy Scoring Criteria. | |
| Recommendation(s) The Director of Law and Governance in consultation with the Cabinet Member is recommended to: (i) Approve the introduction of the proposed zone based on the recommendation made within this report or; (ii) Approve the introduction of unrestricted parking bays and yellow line restrictions to identify where it is safe to park or; (iii) Approve a decision to do nothing | |
| Reason(s) In July 2018 as part of the Parking Fees and Charges Report, Cabinet approved a three year CPZ project which aims to improve safety, congestion and air quality across the borough, as well as providing a safer, fairer, consistent and a more transparent parking service, with particular focus given to the expansion of existing zones and the introduction of new school dedicated zones. This report relates to Zone C which is a proposed expansion of the existing HW Zone, which operates Monday to Saturday, 8.30am – 5.30pm. The existing zone predominately | |

operates within the area of Dagenham Heathway Station and this proposal focuses on expanding the zone towards the south.

1. Background

In September, to supplement the Parking Fees and Charges report, Cabinet approved the Controlled Parking Zones - Consultation and Decision Making Process report which sets out how we would consult and implement controlled parking zones (CPZs) across the borough, aimed at meeting the Council's key priorities of promoting a safe and welcoming community and protecting the most vulnerable by keeping adults and children healthy and safe.

A key part of this report identified a scoring criteria to determine the outcome of CPZ consultation based on identified need, level of resident support and councillor support.

This paper aims to provide a summary breakdown of the applied criteria, overall scoring based on criteria which is based on a "No-Go", "Go/No-Go" or "Go" basis as well as providing recommendations and risks associated with any decisions made.

2. Zone Profile and Identified Need

The first element of the adopted scoring criteria for controlled parking is identified need. When identifying the parking needs of an area it's important to look at what important features "make up" the zone and how a decision to install controlled parking will provide benefit in terms of safety, congestion and air quality. This section of the report outlines these needs and the benefits of introducing the proposed scheme as well as the risks associated with not introducing the scheme.

Zone Profile

The zone contains the following features;

1. 21 Roads (listed within appendix a)
2. 1746 Properties including
 - a. 1737 Residential Properties
 - b. 3 schools including Hopewell School, St Peters Catholic Primary School, and Thomas Arnold Primary School
 - c. 6 Community hubs including 3 churches and 3 community centres
3. Dagenham Heathway Train Station and DLR is located within proximity of the zone
4. There are 12 slight reported road traffic accidents and 2 serious within the zone in the last 3 years
5. The zone is located adjacent to some of the borough's most polluting roads
6. Located within the zone is Goresbrook (west) secondary shopping parade as well as Merriellands Retail Park and Broad Street secondary shopping parade located directly adjacent to the zone.
7. The HW Zone is located adjacent to the proposed zone

Identified Need

The following table further identifies these needs and the risks associated with not introducing the proposed scheme.

Identified Needs Table

| Factor to consider | Identified Need | Risk of not introducing CPZ |
|--|---|--|
| 3 schools located within the zone | Safety and Congestion - Need to address school run issues caused by inconsiderate parking. CPZ will provide locations where it is safe to park and improve traffic flow and pedestrian safety and allow for efficient enforcement | Motorists will not be restricted when parking near schools and residents and “school goers” will continue to experience the challenges associated with “school run” parking, including double parking, altercations with drivers, congestion and risk to pedestrian safety. This in turn will not encourage children and parents to use healthier options when attending school such as cycling and walking. |
| 12 reported slight and 2 serious reported accidents within the zone | Safety – There is a need to reduce reported accidents, especially given one of the accidents was serious will help to create safer roads and footpaths as parking will be clearly defined and less vehicles will be travelling within the zone looking to park. | The risk of road traffic accidents related to dangerous parking may not be reduced. |
| Zone falls within close proximity of the borough’s most polluting roads, according to the LBBD Air Quality Report. These roads include the A13, New Road and Dagenham Heathway | Air Quality – Introduction of permits will help to reduce Co2 emission leading to improved air quality and helping to achieve the initiatives set out within the Mayor’s Air Quality Strategy. | Motorists will continue to travel around the area looking to find a parking space, emitting CO2 in the process. Air quality will not be addressed through the boroughs co2 emissions-based permit pricing structure. i.e. most polluting and subsequent vehicles are higher cost to that of lower polluting and first vehicles. |
| 6 community hubs within the zone | Congestion and Safety – CPZ will improve the likelihood of visitors and those affiliated with the hubs to park. | Visitors may struggle to park and issues with double parking may become more frequent. |
| Dagenham Heathway Train station is located within proximity of the zone | Congestion – CPZ will restrict commuters from parking in residential streets who then travel up to London to work. | Commuters will continue to look for somewhere unrestricted to park to then finish the remaining part of their journey by train. This risk could increase with the introduction of ULEZ, Further details shown below this table. |

| | | |
|---|---|---|
| Goresbrook (west) secondary shopping parade is located within the zone and Merrilands Retail Park and Broad Street secondary shopping parade located directly adjacent to the zone. | Congestion – visitors looking to park for free to access local shopping areas will be encouraged to do so within designated locations, away from residential properties as part of the CPZ. | Shop visitors will park outside residential homes and may cause conflict with residents and their visitors. |
| HW CPZ – Currently operates (proposed Zone C looks to extend this zone) | This area falls directly adjacent to the HW CPZ and therefore may experience displacement parking from the existing zone. | Parking displacement will continue to occur and will likely increase as controlled parking is potentially introduced within other locations within the borough. |
| No direct concerns have been raised by TfL or the emergency services | | |

Ultra Low Emission Zone (ULEZ) – Transport for London

From 8 April 2019 Transport for London (TfL) are introducing the Ultra Low Emission Zone (ULEZ) in Central London. More disconcerting for the borough is from 25 October 2021 this zone will be extended to inner London, covering as far east as the London Borough of Newham. Please refer to appendix b – ULEZ area boundary.

The ULEZ will be enforced based on the emissions of the vehicle and any petrol vehicle not meeting Euro 4 and diesel (Euro 6) minimum emissions standards will have to pay £12.50 per day when travelling within the zone. This applies to most vehicle types, including cars, motorcycles and vans (up to and including 3.5 tonnes).

In practice this means motorists looking to ultimately finish their journey within the ULEZ, particularly from boroughs located east of our borough may park within LBBD and finish the remaining part of their journey by alternative means of travel which is unrestricted by the scheme. This could involve daily work commutes as well as various social related activities such as visiting relatives and friends, shopping or visiting inner London in general. This will potentially have a sizeable impact on parking pressure, traffic congestion, air quality and safety within the borough and will very likely negatively impact of the identified risks mentioned in the above identified needs table.

Its therefore strongly recommended this factor is considered when determining the overall decision on how to proceed with this scheme.

Scoring - As safety, congestion and air quality needs have been identified for this proposed zone, this element of the report represents a **Positive Plus 2 scoring**.

3. Consultation Feedback breakdown

This element of the report provides a summary of the key aspects identified from consultation feedback which opened on Wednesday 7 November and closed on Wednesday 21 November.

For the purposes of this report consultation feedback has been broken down in the following ways;

1. Breakdown based on total number of properties consulted
2. Breakdown based on responses received
3. Summary of objection – based on safety, congestion, air quality and commercial vehicle parking
4. Breakdown by establishment

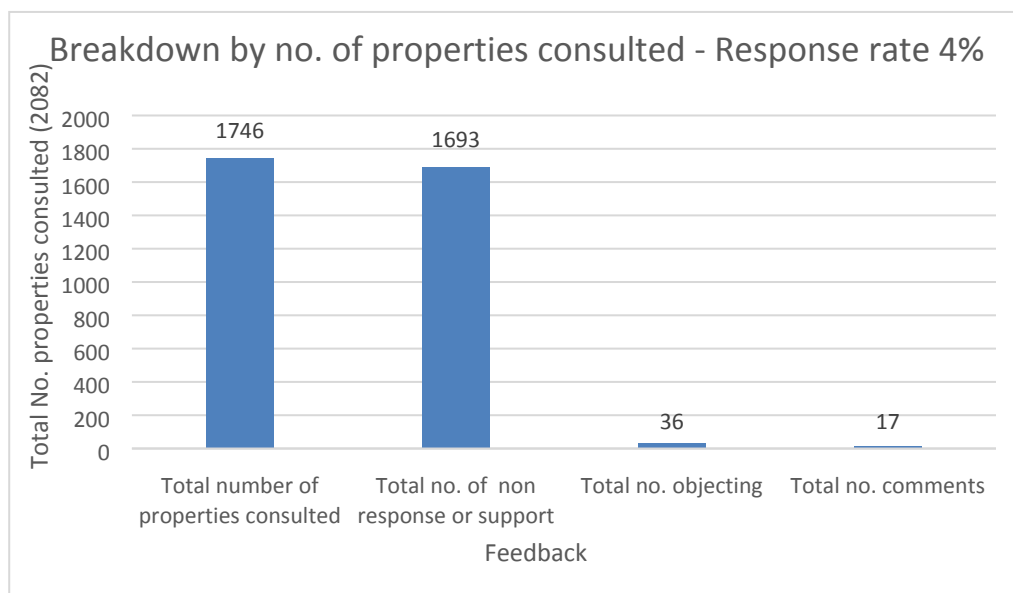
Breakdown based on total properties consulted

Total number of properties consulted – 1746

Total number of non response or support – 1693 or 97%

Total number of properties objecting – 36 or 2%

Total number of comments – 17 or 1%



This table shows of the 1746 properties consulted 1693 properties or 97% either support the proposal or do not raise objection to the scheme. The number of properties who provide objection to the scheme represent only 2%. When you consider the response, rate is low at only 4% the level of residents who do not support the scheme is very low overall.

Breakdown based on responses received

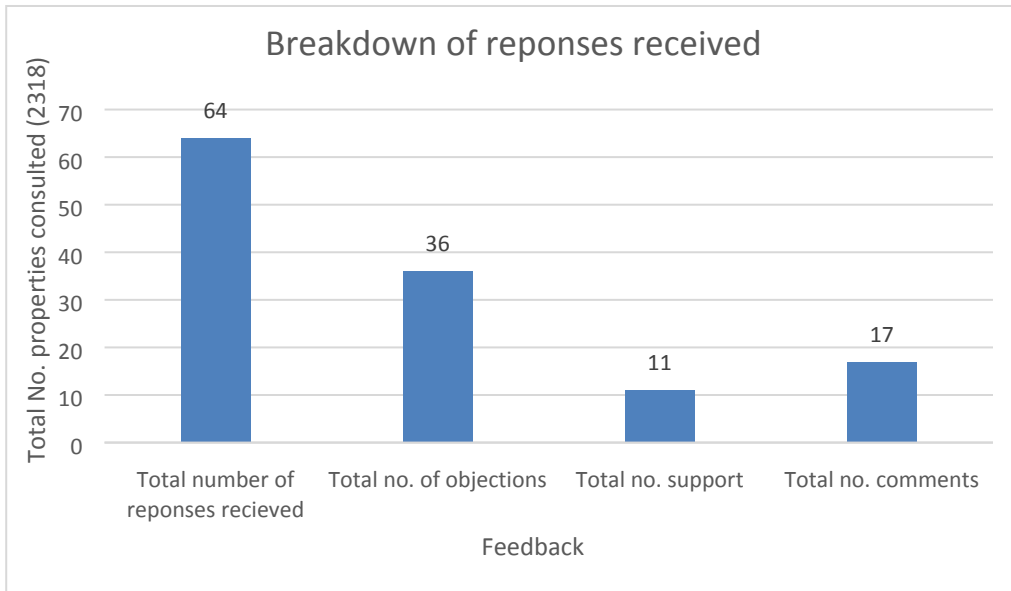
Total number of properties consulted - 1746

Total number of properties responded – 64 representing a 4% response rate

Of the 64 responses received;

- 36 (56%) objected to the scheme
- 17 (27%) made comments regarding the scheme such as, it's a money-making scheme or don't want to pay to park.

- 11 (17%) properties support the scheme

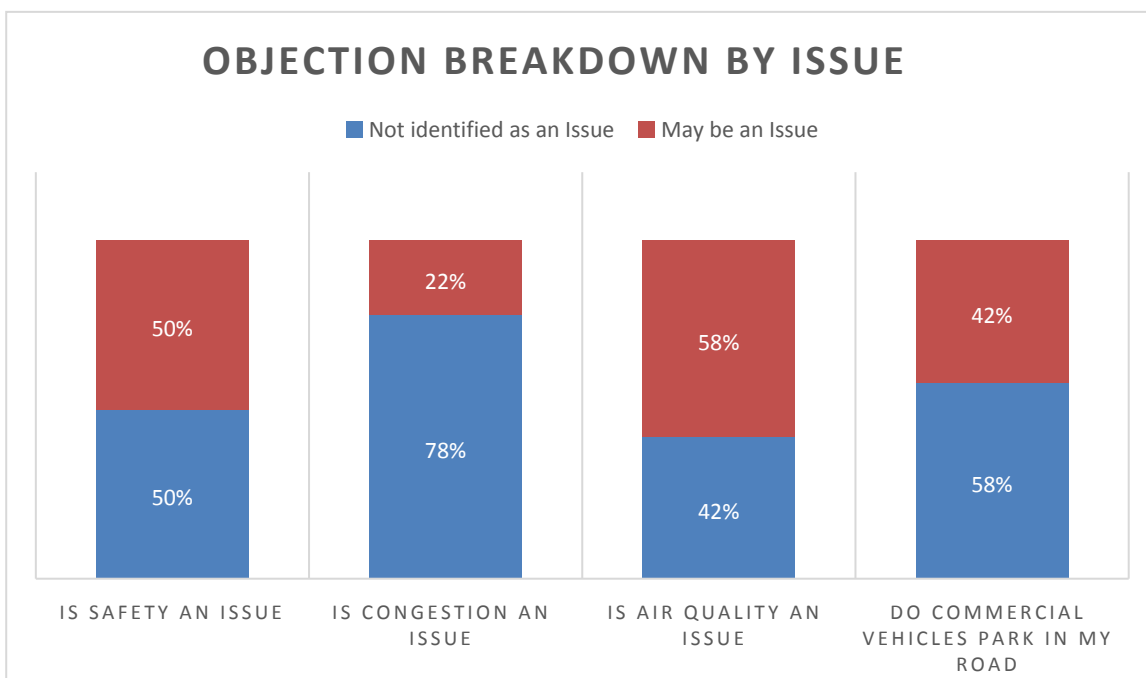


When looking directly at the 64 responses received the figures show 36 properties object, 11 support and 17 provide a comment regarding the scheme.

Breakdown of objection – based on safety, congestion, air quality and commercial vehicle parking

As part of the consultation we asked responders to provide a reason for why they object to the scheme based on 4 key areas, safety, congestion, air quality and evidence of commercial vehicle parking.

The following table provided a breakdown of this feedback.



When looking at the breakdown by issue its cleat that the figures show that of the objection received both congestion and commercial vehicles don not appear to be problem.

However 50% suggest safety may be an issue and 58% may suggest air quality is a problems.

Breakdown by Establishment

| Name of hub | Response to consultation |
|-----------------------------|---------------------------------|
| Hopewell School | No Response |
| St Peters Catholic Church | No Response |
| Thomas Arnold School | No Response |
| Sacred Heart Convent | No Response |
| Harmony House | No Response |
| St Peters Catholic Church | No Response |
| St Martin Church | No Response |
| Heathway Methodist Church | No Response |
| The Manse (Goresbrook Road) | Objection to scheme |

This table shows predominately no response from consulted establishments with exception of The Manse who object to the proposal.

Scoring - When linked to the scoring matrix this represents a score of Negative 1 (less than 50% support)

4. Ward Councillor Feedback

Prior to consulting with residents and the general public between Tuesday 2 October and Friday 12 October, we consulted with ward members representing the area in which the proposed zones affected. Zone C spans across both Goresbrook and River Wards. A list of the ward councillor and their feedback is below.

| Goresbrook Ward | |
|--------------------------|---------------------------------|
| Ward Councillor | Comment regarding scheme |
| Councillor Simon Bremner | No comments received |
| Councillor Irma Freeborn | No comments received |
| Councillor Moin Quadri | No comments received |
| River | |
| Councillor Peter Chand | No comments received |
| Councillor Eileen Keller | No comments received |
| Councillor Donna Lumsden | No comments received |

Scoring - When linked to the scoring criteria this represents a score of Neutral 0 (Neither in Favour or Object)

5. Scoring matrix and recommendation

The overall score across all three criteria is +1 – Go/No Go, which means a decision and recommendation for the introduction of this scheme is referred to the Chief Officer in consultation with the Cabinet Member

Recommendation

It is recommended that we proceed with installing the scheme as proposed on the following grounds;

- There is clearly an identified need for the introduction of controlled parking in the area based on safety, congestion and air quality. Particular concerns is linked to the fact there have been 2 serious accident within the proposed zone.
- 97% of all properties consulted either support the proposal or do not raise objection
- Ward Councillors and consulted community hubs have not raised objection to the proposal at this stage
- The upcoming Ultra Low Emission Zone will impact upon the already identified needs of the area.

Although the overall level of support for the scheme is less than those who objected, when this is considered in conjunction with those residents who have not responded to the consultation which represents 97% of the 1746 properties consulted the figures suggest there isn't a high degree of opposition to this proposal. This also applies to ward councillors who have not made any comments regarding the proposal. As importantly, feedback regarding the scheme needs be considered in line with the identified needs and the risks associated with not introducing a scheme as set out within this report.

As mentioned within this paper the zone is made up of 3 schools, and a number of other features which contributes to parking pressure within the area. In addition to this there have been 14 reported accident within the zone, 2 of which was serious.

Underpinning the risk of “doing nothing” is the future introduction of the Ultra Low Emissions Zone (ULEZ), which will further increase the risks identified within this report.

If the decision is taken not to introduce controlled parking its recommended, approval is given to introduce unrestricted parking bays and yellow line restrictions to identify where it is safe to park. We are increasingly receiving concerns from residents and members about footway parking and how the general public feel unclear as to how they can park safely without affecting access and potentially receiving a penalty charge notice. The only way to provide clarity on this is to introduce parking bays and yellow line restrictions.

List of appendices:

Appendix a – List of roads within zone

Appendix b - ULEZ area boundary.

Appendix c – Consultation Plan

Appendix A – List of Roads

AREA C – PROPOSED EXTENSION TO HW Controlled Parking Zone

| Street Name |
|-------------------------|
| Brett Gardens |
| Cartwright Road |
| Chaplin Road |
| Coleman Road |
| Dagenham Avenue |
| Eaton Gardens |
| Elstow Gardens |
| Elstow Road |
| Finnymore Road |
| Gale Street |
| Goresbrook Road |
| Hatfield Road |
| Hedgemans Road |
| Hedgemans Way |
| Lullington Road |
| Martin Kinggett Gardens |
| Mordaunt Gardens |
| Nuneaton Road |
| Polesworth Road |
| Richard Ryan Place |
| Romsey Gardens |
| Romsey Road |
| Sheldon Road |
| Studley Road |
| Tallow Close |
| Thetford Gardens |
| Thetford Road |
| Urswick Gardens |
| Urswick Road |
| Vincent Road |
| Walfrey Gardens |
| Wix Road |

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Key to Consultation Plan Items

- Proposed Double Yellow Line
Mon-Fri 8.30am-5.30pm
- Proposed Single Yellow Line
Mon-Fri 8.30am-5.30pm
- Proposed Disabled Blue
Badge Holders Only Bay
- Proposed Resident Permit
Holders Only Bay Zone BEC
Mon-Fri 8.30am-5.30pm
- Proposed Pay by Phone Bay (TC2)
Mon-Fri 8.30am-5.30pm
Max stay 4hrs No return within 2hrs/
Permit (All) Holders Only Bay
Zone BEC Mon-Fri 8.30am-5.30pm
- - - Existing Restrictions
- Existing CPZ Boundary
- Proposed CPZ Extension Boundary



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London Borough of Barking and Dagenham
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DRAWING TITLE
**Zone BEC CPZ
Extension D Consultation Plan**

SCALE 1 : 1300 @ A0

DATE 22/10/2018

DRAWING No. Zone_BEC_CPZ_Ext_D_v2

DRAWN BY BOM

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Portfolio

14 January 2019

| | |
|--|--|
| Title: Controlled Parking Zone Consultation Outcome – Zone D Proposal | |
| Report to the Cabinet Member for Enforcement and Community Safety | |
| Open Report | For Decision |
| Wards Affected: Goresbrook | Key Decision: No |
| Report Author: Daniel Connelly – Traffic and Parking Officer | Contact Details: Tel: 0208 227 2465 E-mail: daniel.connelly@lbbd.gov.uk |
| Accountable Director: Jonathon Toy, Operational Director - Enforcement | |
| Accountable Strategic Leadership Director: Fiona Taylor - Director of Law & Governance | |
| Summary This paper summarises the outcome of the Controlled Parking Zone (CPZ) consultation for proposed Zone D, including a breakdown of residents' feedback, Ward Councillor feedback and concerns identified around safety, congestion and air quality. The recommendation within this report links directly to the Controlled Parking Zone – Consultation and Decision-Making Process report agreed by Cabinet in September 2018, which includes the CPZ Policy Scoring Criteria. | |
| Recommendation(s) The Director of Law and Governance in consultation with the Cabinet Member is recommended to: (i) Approve the introduction of the proposed zone based on the recommendation made within this report or; (ii) Approve the introduction of unrestricted parking bays and yellow line restrictions to identify where it is safe to park or; (iii) Approve a decision to do nothing | |
| Reason(s) In July 2018 as part of the Parking Fees and Charges Report, Cabinet approved a three year CPZ project which aims to improve safety, congestion and air quality across the borough, as well as providing a safer, fairer, consistent and a more transparent parking service, with particular focus given to the expansion of existing zones and the introduction of new school dedicated zones. This report relates to Zone D which is a proposed expansion of the existing BEC Zone, which operates Monday to Friday, 8.30am – 5.30pm. The existing zone predominately | |

operates within the area of Becontree Train Station and this proposal focuses on expanding the zone towards the southeast.

1. Background

In September 2018, to supplement the Parking Fees and Charges report, Cabinet approved the Controlled Parking Zones - Consultation and Decision Making Process report which sets out how we would consult and implement controlled parking zones (CPZs) across the borough, aimed at meeting the Council's key priorities of promoting a safe and welcoming community and protecting the most vulnerable by keeping adults and children healthy and safe.

A key part of this report identified a scoring criteria to determine the outcome of CPZ consultation based on identified need, level of resident support and councillor support.

This paper aims to provide a summary breakdown of the applied criteria, overall scoring based on criteria which is based on a "No-Go", "Go/No-Go" or "Go" basis as well as providing recommendations and risks associated with any decisions made.

2. Zone Profile and Identified Need

The first element of the adopted scoring criteria for controlled parking is identified need. When identifying the parking needs of an area it's important to look at what important features "make up" the zone and how a decision to install controlled parking will provide benefit in terms of safety, congestion and air quality. This section of the report outlines these needs and the benefits of introducing the proposed scheme as well as the risks associated with not introducing the scheme.

Zone Profile

The zone contains the following features;

1. 32 Roads (listed within appendix A)
2. 1971 Properties including
 - a. 1737 Residential Properties
 - b. 3 schools including Jo Richardson School, Goresbrook School and Godwin Primary School
 - c. 6 Community hubs including 2 churches, 2 community centres and 2 medical centres
3. Located between Dagenham Heathway and Becontree Train Stations
4. There are 10 slight reported road traffic accidents and 1 serious within the zone in the last 3 years
5. The zone is located adjacent to some of the borough's most polluting roads
6. There are two green spaces located within the zone
7. The existing HW zone and BEC zone are located adjacent to the proposed zone

Identified Need

The following table further identifies these needs and the risks associated with not introducing the proposed scheme.

Identified Needs Table

| Factor to consider | Identified Need | Risk of not introducing CPZ |
|--|---|--|
| 3 schools located within the zone | Safety and Congestion - Need to address school run issues caused by inconsiderate parking. CPZ will provide locations where it is safe to park and improve traffic flow and pedestrian safety and allow for efficient enforcement | Motorists will not be restricted when parking near schools and residents and “school goers” will continue to experience the challenges associated with “school run” parking, including double parking, altercations with drivers, congestion and risk to pedestrian safety. This in turn will not encourage children and parents to use healthier options when attending school such as cycling and walking. |
| 10 reported slight and 1 serious reported accidents within the zone | Safety – There is a need to reduce reported accidents, especially given one of the accidents was serious will help to create safer roads and footpaths as parking will be clearly defined and less vehicles will be travelling within the zone looking to park. | The risk of road traffic accidents related to dangerous parking may not be reduced. |
| Zone falls within close proximity of the borough’s most polluting roads, according to the LBBDD Air Quality Report. These roads include the A13 and Gale Street. | Air Quality – Introduction of permits will help to reduce Co2 emission leading to improved air quality and helping to achieve the initiatives set out within the Mayor’s Air Quality Strategy. | Motorists will continue to travel around the area looking to find a parking space, emitting C02 in the process. Air quality will not be addressed through the boroughs co2 emissions-based permit pricing structure. i.e. most polluting and subsequent vehicles are higher cost to that of lower polluting and first vehicles. |
| 6 community hubs within the zone | Congestion and Safety – CPZ will improve the likelihood of visitors and those affiliated with the hubs to park. | Visitors may struggle to park and issues with double parking may become more frequent. |
| HW and BEC CPZ – Currently operates (proposed Zone D looks to extend this zone) | This area falls directly adjacent to the BEC and HW CPZ and therefore may experience displacement parking from the existing zone. | Parking displacement will continue to occur and will likely increase as controlled parking is potentially introduced within other locations within the borough. |
| No direct concerns have been raised by TfL or the emergency services | | |

Ultra Low Emission Zone (ULEZ) – Transport for London

From 8 April 2019 Transport for London (TfL) are introducing the Ultra Low Emission Zone (ULEZ) in Central London. More disconcerting for the borough is from 25 October 2021 this zone will be extended to inner London, covering as far east as the London Borough of Newham. Please refer to appendix b – ULEZ area boundary.

The ULEZ will be enforced based on the emissions of the vehicle and any petrol vehicle not meeting Euro 4 and diesel (Euro 6) minimum emissions standards will have to pay £12.50 per day when travelling within the zone. This applies to most vehicle types, including cars, motorcycles and vans (up to and including 3.5 tonnes).

In practice this means motorists looking to ultimately finish their journey within the ULEZ, particularly from boroughs located east of our borough may park within LBBD and finish the remaining part of their journey by alternative means of travel which is unrestricted by the scheme. This could involve daily work commutes as well as various social related activities such as visiting relatives and friends, shopping or visiting inner London in general. This will potentially have a sizeable impact on parking pressure, traffic congestion, air quality and safety within the borough and will very likely negatively impact of the identified risks mentioned in the above identified needs table.

Its therefore strongly recommended this factor is considered when determining the overall decision on how to proceed with this scheme.

Scoring - As safety, congestion and air quality needs have been identified for this proposed zone, this element of the report represents a **Positive Plus 2 scoring**.

3. Consultation Feedback breakdown

This element of the report provides a summary of the key aspects identified from consultation feedback which opened on Wednesday 7 November and closed on Wednesday 21 November.

For the purposes of this report consultation feedback has been broken down in the following ways;

1. Breakdown based on total number of properties consulted
2. Breakdown based on responses received
3. Summary of objection – based on safety, congestion, air quality and commercial vehicle parking
4. Breakdown by establishment

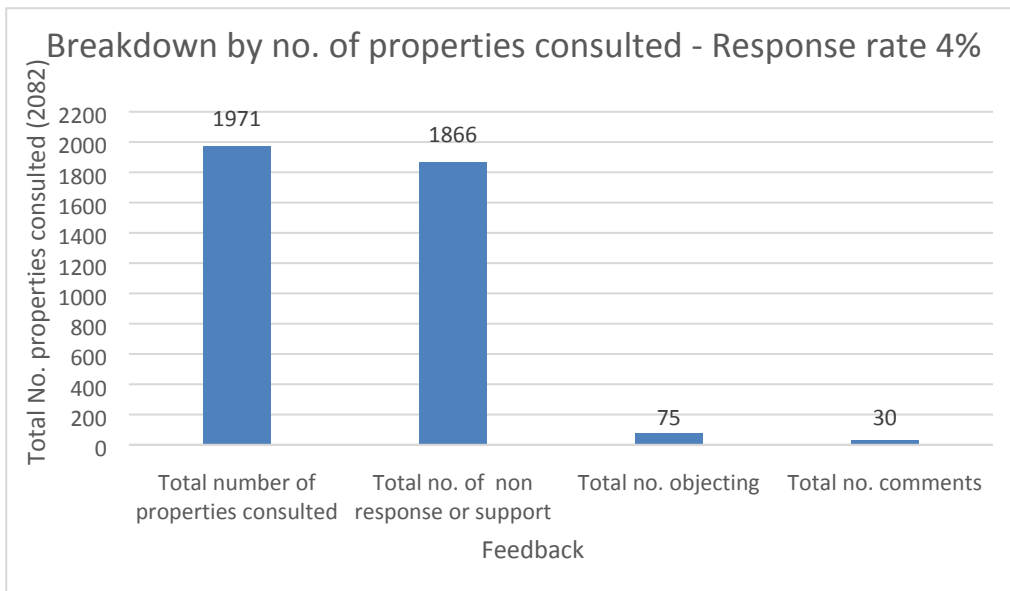
Breakdown based on total properties consulted

Total number of properties consulted – 1971

Total number of non response or support – 1866 or 95%

Total number of properties objecting – 75 or 4%

Total number of comments – 30 or 1%



This table shows of the 1971 properties consulted 1866 properties or 95% either support the proposal or do not raise objection to the scheme. The number of properties who provide objection to the scheme represent only 4%. When you consider the response rate is low at only 6% the level of residents who do not support the scheme is very low overall.

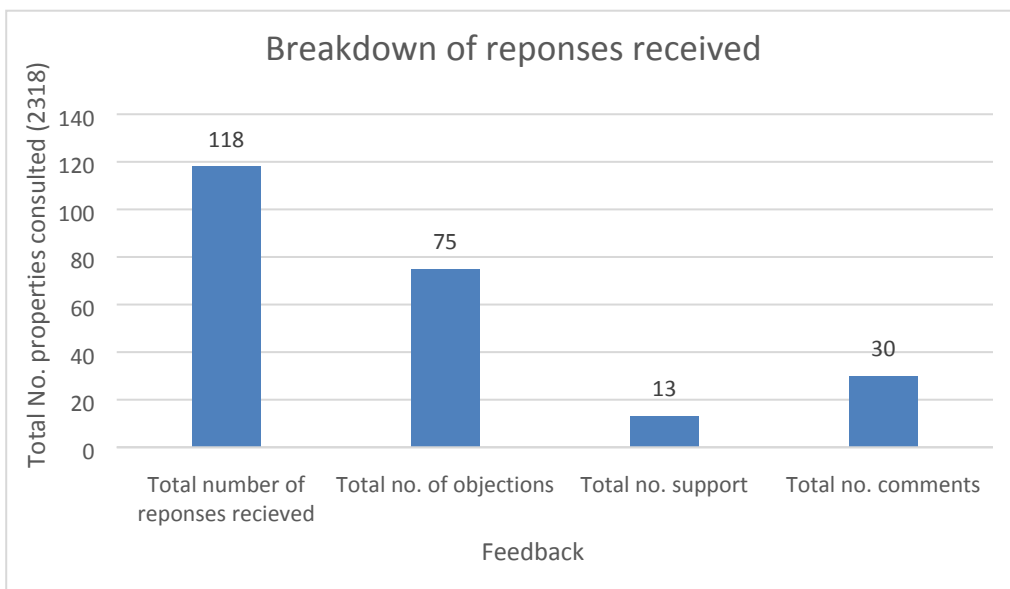
Breakdown based on responses received

Total number of properties consulted - 1971

Total number of properties responded – 118 representing a 6% response rate

Of the 118 responses received;

- 75 (64%) objected to the scheme
- 30 (25%) made comments regarding the scheme such as, it's a money-making scheme or don't want to pay to park.
- 13 (11%) properties support the scheme

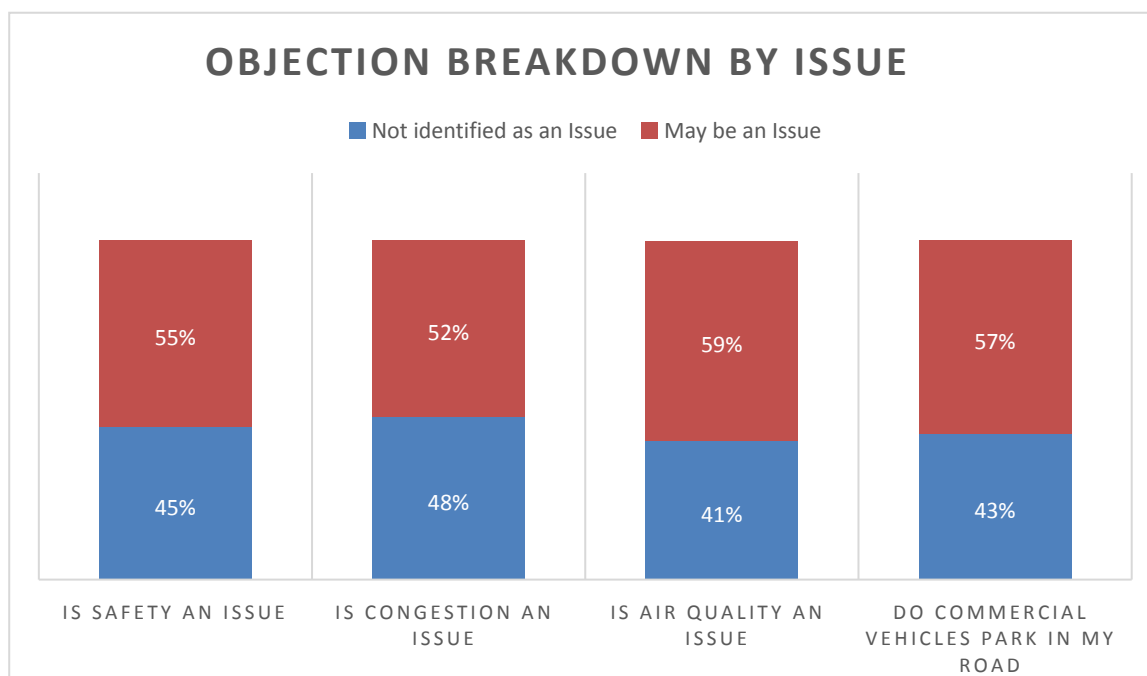


When looking directly at the 118 responses received the figures show 75 properties object, 13 support and 30 provide a comment regarding the scheme.

Breakdown of objection – based on safety, congestion, air quality and commercial vehicle parking

As part of the consultation we asked responders to provide a reason for why they object to the scheme based on 4 key areas, safety, congestion, air quality and evidence of commercial vehicle parking.

The following table provided a breakdown of this feedback.



Across all issue categories the figures show that of the objection responses received all four areas could be an issue.

Breakdown by Establishment

| Name of hub | Response to consultation |
|---|--------------------------|
| Jo Richardson School | No Response |
| Goresbrook School | No Response |
| Godwin Primary School | No Response |
| Dawson Gospel Hall (London City Mission Christian Centre) | No Response |
| St Albans Church | No Response |
| St Albans Surgery | No Response |
| Urswick Medical Centre | No Response |
| Dagenham Baptist Church (Chaplin Road) | Objection to scheme |
| Hatfield Community Centre | No Response |

This table only shows an objection from the Dagenham Baptist Church with no response from all other consulted establishments suggesting that on this basis there is very minimal objection to the proposal.

Other consultation factors worth considering

There is vast objection from a group of properties within Dagenham Avenue from property numbers 182 – 208 (evens) and 203 - 239. Of the 34 properties within this section 31 object to the proposal.

Scoring - When linked to the scoring matrix this represents a score of Negative 1 (less than 50% support)

4. Ward Councillor Feedback

Prior to consulting with residents and the general public between Tuesday 2 October and Friday 12 October, we consulted with ward members representing the area in which the proposed zones affected. Zone D spans across Goresbrook Ward. A list of the ward councillor and their feedback is below.

| Goresbrook Ward | |
|--------------------------|---------------------------------|
| Ward Councillor | Comment regarding scheme |
| Councillor Simon Bremner | No comments received |
| Councillor Irma Freeborn | No comments received |
| Councillor Moin Quadri | No comments received |

Scoring - When linked to the scoring criteria this represents a score of Neutral 0 (Neither in Favour or Object)

5. Scoring matrix and recommendation

The overall score across all three criteria is +1 – Go/No Go, which means a decision and recommendation for the introduction of this scheme is referred to the Chief Officer in consultation with the Cabinet Member

Recommendation

It is recommended that we proceed with installing the scheme as proposed on the following grounds;

- There is clearly an identified need for the introduction of controlled parking in the area based on safety, congestion and air quality
- 95% of all properties consulted either support the proposal or do not raise objection
- Ward Councillors have not raised objection to the proposal at this stage
- The upcoming Ultra Low Emission Zone will impact upon the already identified needs of the area.

Although the overall level of support for the scheme is less than those who objected, when this is considered in conjunction with those residents who have not responded to the

consultation which represents 94% of the 1971 properties consulted the figures suggest there isn't a high degree of opposition to this proposal. This also applies to ward councillors who have not made any comments regarding the proposal. As importantly, feedback regarding the scheme needs be considered in line with the identified needs and the risks associated with not introducing a scheme as set out within this report.

As mentioned within this paper the zone is made up of 3 schools, and a number of other features which contributes to parking pressure within the area. In addition to this there have been 11 reported accident within the zone, 1 of which was serious.

Underpinning the risk of "doing nothing" is the future introduction of the Ultra Low Emissions Zone (ULEZ), which will further increase the risks identified within this report.

If the decision is taken not to introduce controlled parking its recommended, approval is given to introduce unrestricted parking bays and yellow line restrictions to identify where it is safe to park. We are increasingly receiving concerns from residents and members about footway parking and how the general public feel unclear as to how they can park safely without affecting access and potentially receiving a penalty charge notice. The only way to provide clarity on this is to introduce parking bays and yellow line restrictions.

List of appendices:

Appendix a – List of roads within zone

Appendix b - ULEZ area boundary.

Appendix c – Consultation Plan