

Statement of Reasons

London Borough of Barking and Dagenham

Road Traffic Regulation Act 1984

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The London Borough of Barking and Dagenham proposes to make traffic management and parking amendments in **Ventnor Gardens** and **Levett Road (between Upney Lane and Ventnor Gardens)**.

The Council is proposing to introduce parking controls that will formalise parking on one side of Ventnor Gardens only, with marked parking bays provided on one side of the carriageway and double yellow line restrictions introduced on the opposite side. In addition, the existing Controlled Parking Zone designation for Ventnor Gardens and the affected section of Levett Road is proposed to change from **Zone UP** (Monday to Friday, 1:30pm to 2:30pm) to **Zone E** (Monday to Friday, 8:30am to 5:30pm).

These proposals have been developed following discussions with local residents, Ward Councillors, and Council services, including Waste Collection and Parking Services, together with consideration of matters raised through a recent petition.

The Council has identified concerns relating to vehicles parking on both sides of these roads, which can significantly reduce the available carriageway width. This has resulted in difficulties for larger vehicles accessing the area, including waste collection vehicles, and has raised concerns regarding access for emergency service vehicles. Residents have also highlighted general access and manoeuvring difficulties caused by the current parking arrangements.

The proposed restrictions are intended to ensure that sufficient carriageway width is maintained at all times, improving access and movement for all road users whilst retaining parking provision for residents. By concentrating parking on one side of the road, the Council aims to improve the safe and efficient operation of the highway network, reduce disruption to essential services, and improve overall road safety for residents and visitors.

The proposed change to the Controlled Parking Zone operating hours is intended to support the effectiveness of the parking arrangements by providing a more consistent level of parking management throughout the working day and helping to prevent commuter and long-stay parking that may contribute to congestion and access issues.

Where double yellow lines are proposed, existing dropped kerb waivers permitting parking across a dropped kerb will no longer apply, as waiting restrictions indicated by double yellow lines prohibit parking at any time and take precedence over such waivers.

The Council considers that these measures are necessary and proportionate to facilitate the safe passage of traffic, improve access for service and emergency vehicles, maintain the efficient operation of essential public services, and enhance road safety within the area.