

Notice of Non-key Executive Decision

Subject Heading:	Minor Parking Schemes Objection Report – January 2021
Cabinet Member:	Cllr Osman Dervish
SLT Lead:	Barry Francis Director of Neighbourhoods
Report Author and contact details:	Nicolina Cooper Head of Highways and Parking nicolina.cooper@havering.gov.uk 01708 431123
Policy context:	Havering Local Development Framework (2008)
Financial summary:	Estimated cost of £0.003m to be funded from cost centre A26910, Engineering Services budget
Relevant OSC:	Environment
Is this decision exempt from being called-in?	No

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

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[X]

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

This Executive Decision approves the implementation of the following minor parking schemes which following the close of statutory consultation received objections:

- (a) **Scheme SCH476 – Edward Close** – installation of no waiting at any time restrictions opposite the road junction (as shown on drawing reference SCH476)
- (b) **Scheme SCH430 & SCH606 – Ferguson Avenue / Upper Brentwood Road / Cambridge Avenue** – installation of no waiting at any time restrictions at the junctions and opposite the junction (as shown on drawing references SCH430 & SCH606)
- (c) **Scheme SCH786 – Jersey Road** – installation of no waiting at any time restrictions opposite the junction (as shown on drawing reference SCH786).
- (d) **Scheme SCH874 – 67 Tarnworth Road** – proposed disabled persons parking bay (as shown on drawing reference SCH874).
- (e) **Scheme SCH964 – St Clements Avenue / Scots Pine Lane** – extension of no waiting at any time restrictions on the junction and opposite the junction (as shown on drawing reference SCH964).

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3

3.8.3. Assistant Director of Environment Delegated Powers

(s) To authorise minor alterations to traffic management orders to enable implementation of approved proposals or continuation of traffic management schemes.

(u) To authorise the creation, amendment and removal of disabled persons' parking bays and footway parking bays and at any time waiting restrictions at bends and road junctions

STATEMENT OF THE REASONS FOR THE DECISION

The proposed minor parking schemes (detailed further in the following parts to this report) have been designed to improve road safety, traffic flow and rationalise parking, whilst maintaining access for emergency and Council vehicles. The proposals have been reviewed for 'road safety' implications as well as implications for general accessibility and impact on existing parking provision.

An Executive Decision dated 5th March 2020 authorised commencement of statutory consultation of the minor parking schemes below. At the close of consultation on the 17th of April 2020, representations in objections to the schemes or elements of the schemes were received by the Council. The following parts of this report detail the objections received and the officer response to the objections resulting in a recommendation to progress with the schemes as originally proposed.

(a) **Scheme SCH476 – Edward Close** (as shown on drawing reference SCH476)

A request was received from a Ward Councillor to install no waiting at any time restrictions opposite the junction of Edward Close, as vehicles were parking in this location causing vehicles turning into the junction to clip the kerb.

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These proposals were publicly advertised in the Romford Recorder, London Gazette, on nearby street furniture and letters sent to those residents deemed affected by the proposals on the 20th of March 2020.

At the close of the consultation, the Council received one response against the proposals.

The objector stated that parking in Edward Close was getting worse for residents due to commuter parking. The objector also said that if the proposals were implemented then this would just displace the parking problems not solve them.

Officers recommend that the proposals are implemented as originally advertised as they will improve road safety, sight lines and access for emergency and Council vehicles in Edward Close.

(b) Scheme SCH430 & SCH606 – Ferguson Avenue / Upper Brentwood Road / Ferguson Avenue / Cambridge Avenue (as shown on drawing references SCH430 & SCH606)

A request from a Ward Councillor to install no waiting at any time restrictions on the junction of Ferguson Avenue / Upper Brentwood Road and Ferguson Avenue / Cambridge Avenue was received as vehicles were parking too close to the junction compromising highway safety. Officers also suggested an amendment to the traffic order to ensure it is in line with the road markings for the waiting restrictions currently on the junction of Beaumont Close / Upper Brentwood Road.

These proposals were publicly advertised in the Romford Recorder, London Gazette, on nearby street furniture and letters sent to those residents deemed affected by the proposals on the 20th of March 2020.

At the close of the consultation, the Council received two responses against the proposals.

A resident of Ferguson Avenue commented that they understood the need for double yellow lines at the junction however they suggested that this would result in vehicles being displaced and parking in bays closer to their property causing sight line issues when accessing and egressing their driveway.

The second objector, also a resident of Ferguson Avenue, stated that they had lived in the Avenue for 14 years and did not believe that the junction warrants protection referencing the proposals as a draconian measure. The resident stated that with the other double yellow line restrictions proposed for Upper Brentwood Rd and existing restrictions imposed in the vicinity of Ferguson Court, parking capacity for residents is being greatly diminished. Resulting in frustration and conflict which will destabilise the community.

Officers recommend the proposals are implemented as originally advertised to improve highway safety, sight lines and access for emergency and Council vehicles.

(c) Scheme SCH786 – Jersey Road (as shown on drawing reference SCH786)

This scheme was designed to improve road safety, traffic flow and prevent obstructive parking. Following reports of missed waste collections, Officers attended the site and undertook a site investigation establishing the existence of access issues. Should vehicles park opposite the junction of Conway Close, obstruction and access issues were likely to occur particularly for larger vehicles such as refuse and emergency service vehicles.

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These proposals were publicly advertised in the Romford Recorder, London Gazette, on nearby street furniture and letters sent to those residents deemed affected by the proposals on the 20th of March 2020.

At the close of consultation, an objection was received on the basis of loss of parking provision. A site meeting took place with Ward Councillors to see if the objection could be resolved. Following the meeting Officers established that the scheme design could not be amended to appease the objectors concerns without undermining the effectiveness of the scheme.

Officers recommend the proposals are implemented as originally advertised to improve road safety, sight lines, traffic flow and access.

An Executive Decision dated 8th July 2020 authorised commencement of statutory consultation of the minor parking scheme below. At the close of consultation on the 7th of August 2020 representations in objections to the scheme or elements of the scheme were received by the Council. The following parts of this report detail the objection received and the officer response to the objection resulting in a recommendation to progress with the scheme as originally proposed.

(d) Scheme SCH874 – 67 Tarnworth Road (as shown on drawing reference SCH874)

Requests had been received from Occupational Therapy and a resident of Tarnworth Road to install a Disabled Persons Parking Bay outside 67 Tarnworth Road.

Officers have assessed and explored all options to locate a disabled parking facility in Tarnworth Road. Officers have established that it is not possible to provide a parking facility within the confines of 67 Tarnworth Road, therefore provision of a disabled persons parking bay in the highway of Tarnworth Road is the only available option.

These proposals were publicly advertised in the Romford Recorder, London Gazette, on nearby street furniture and letters sent to those residents deemed affected by the proposals on the 17th of July 2020.

At the close of consultation, the Council received two responses, against the proposals.

The first objector, a resident of Tarnworth Road, stated that parking was already very limited and the installation of a disabled bay would make the issue worse.

The second objector also of a resident of Tarnworth Road, stated that the applicant owns two vehicles which are parked in the close and that one of the vehicles very rarely moves taking up another valuable parking space.

Officers recommend that the proposals are implemented as originally advertised to assist the disabled resident. Occupational Health established a need for the provision of a dedicated disabled parking provision in the vicinity of 67 Tarnworth Road. Officers have established that the only option to provide dedicated disabled parking is on highway.

An Executive Decision dated 23rd November 2020 authorised commencement of statutory consultation of the minor parking scheme below. At the close of consultation on the 4th of January 2021 representations in objections to the scheme or elements of the scheme were received by the Council. The following parts of this report detail the objection received and the officer response to the objection resulting in a recommendation to progress with the scheme as originally proposed.

(e) Scheme SCH964 – St Clements Avenue / Scots Pine Lane (as shown on drawing reference SCH964)

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Officers propose the extension of no waiting at any time restrictions at and opposite the junction of St Clements Avenue and Scots Pine Lane to join with existing no waiting at any time restrictions at the bus gate in St Clements Avenue. These proposals were designed to improve road safety, sight lines, and ensure access at all times which will assist in reducing disruption to Council waste vehicles and emergency services.

These proposals were publicly advertised in the Romford Recorder, London Gazette, on nearby street furniture and letters sent to those residents deemed affected by the proposals on the 4th of December 2020.

At the close of consultation, the Council received one response in objection to the proposals. The objector stated that the proposals will reduce available parking spaces for residents. The objector commented that many residents have more than one vehicle and need on street parking; the proposal will make residents feel secluded and alone; and this will have a negative impact on visitors.

Officers recommend the proposals are implemented as originally advertised to improve road safety, sight lines, traffic flow and access.

OTHER OPTIONS CONSIDERED AND REJECTED

The option to not progress these schemes was considered but rejected. Officers consider the need to provide road safety, traffic flow, sight lines and access around these junctions which outweigh the loss of the general parking provision, also the highway code states vehicles should not park on or opposite the junction of a road. Officers have also considered the need to provide a disabled persons parking bay where needed and as requested by Occupational Therapy.

PRE-DECISION CONSULTATION

The following proposals have been publically consulted as per the Council's legal obligations to publicise changes to the traffic orders for a period no less than 21 days commencing 20th March 2020:

(a) Scheme SCH476– Edward Close – Squirrels Heath Ward

All three Ward Councillors have been made aware of the response received to the consultation. One Ward Councillor responded in support of the proposals being implemented as advertised, the remaining Ward Councillors did not respond.

(b) Scheme SCH430 & SCH606 – Ferguson Avenue / Upper Brentwood Road/ Cambridge Avenue - Squirrels Heath Ward

All three Ward Councillors have been made aware of the response received to the consultation. One Ward Councillor responded supporting the proposals be implemented as advertised, two Ward Councillors did not respond.

(c) Scheme SCH786 – Jersey Road – South Hornchurch

All three Ward Councillors were advised of the objection received. One Councillor was happy to proceed. The other two Ward Councillors requested and attended a site visit, where it was agreed the scheme should be implemented as advertised.

The following proposal has been publically consulted as per the Council's legal obligations to publicise changes to the traffic orders for a period no less than 21 days commencing 17th July 2020:

(d) Scheme SCH874 – Tarnworth Road – Gooshays

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All three of the Ward Councillors have been made aware of the responses received to the consultation. One Ward Councillor responded supporting the proposals being implemented as advertised, the remaining two Ward Councillors did not respond.

The following proposal has been publically consulted as per the Council's legal obligations to publicise changes to the traffic orders for a period no less than 21 days commencing 4th December 2020:

(e)Scheme SCH964 – St Clements Avenue – Harold Wood

All three Ward Councillors have been made aware of the response received to the consultation, with two Councillors responding supporting the proposals and the remaining Councillor did not respond.

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

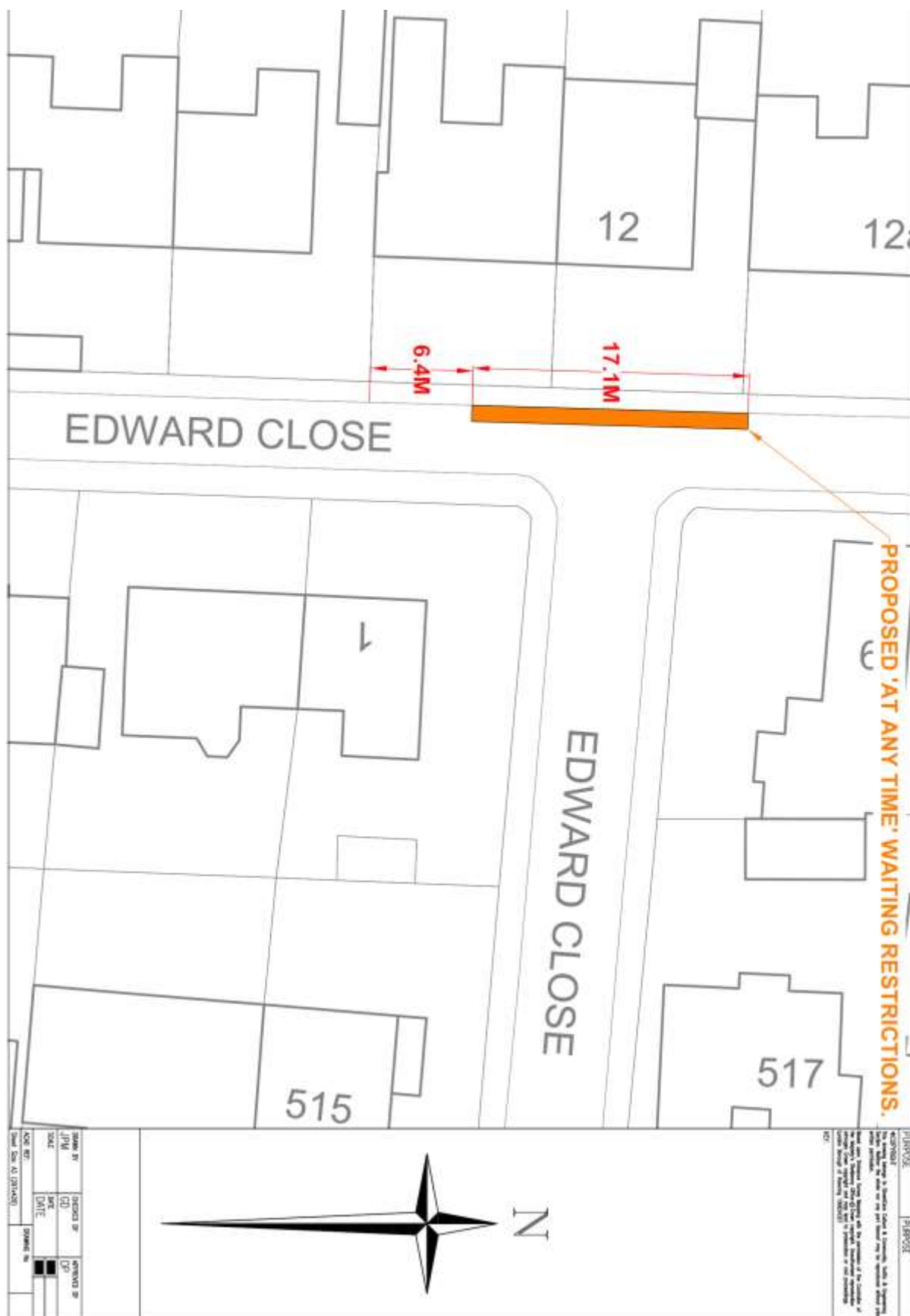
Name: Nicolina Cooper

Designation: Head of Highways, Traffic and Parking

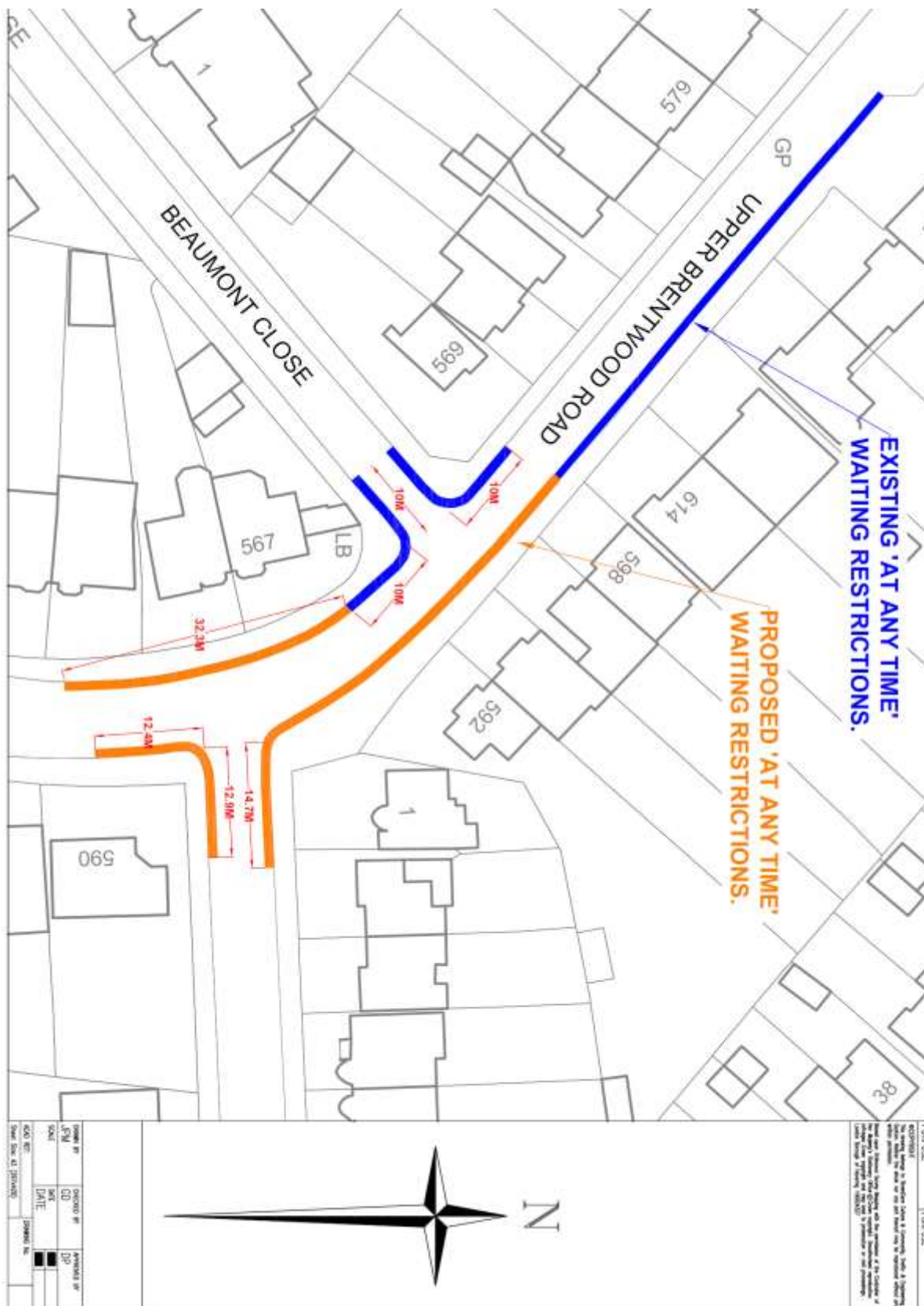
Signature: 

Date: 18th February 2021

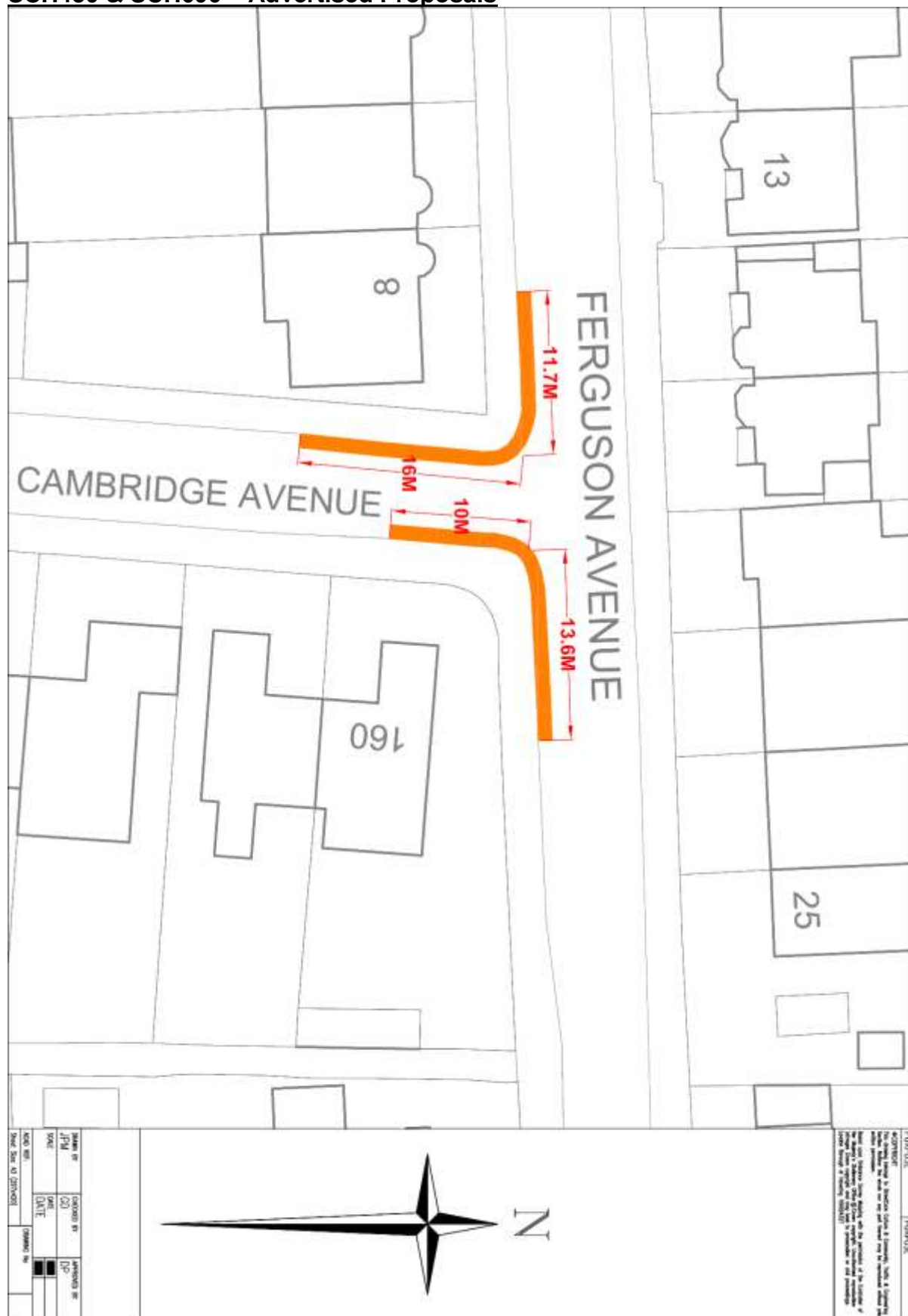
SCH476 – Advertised Proposals



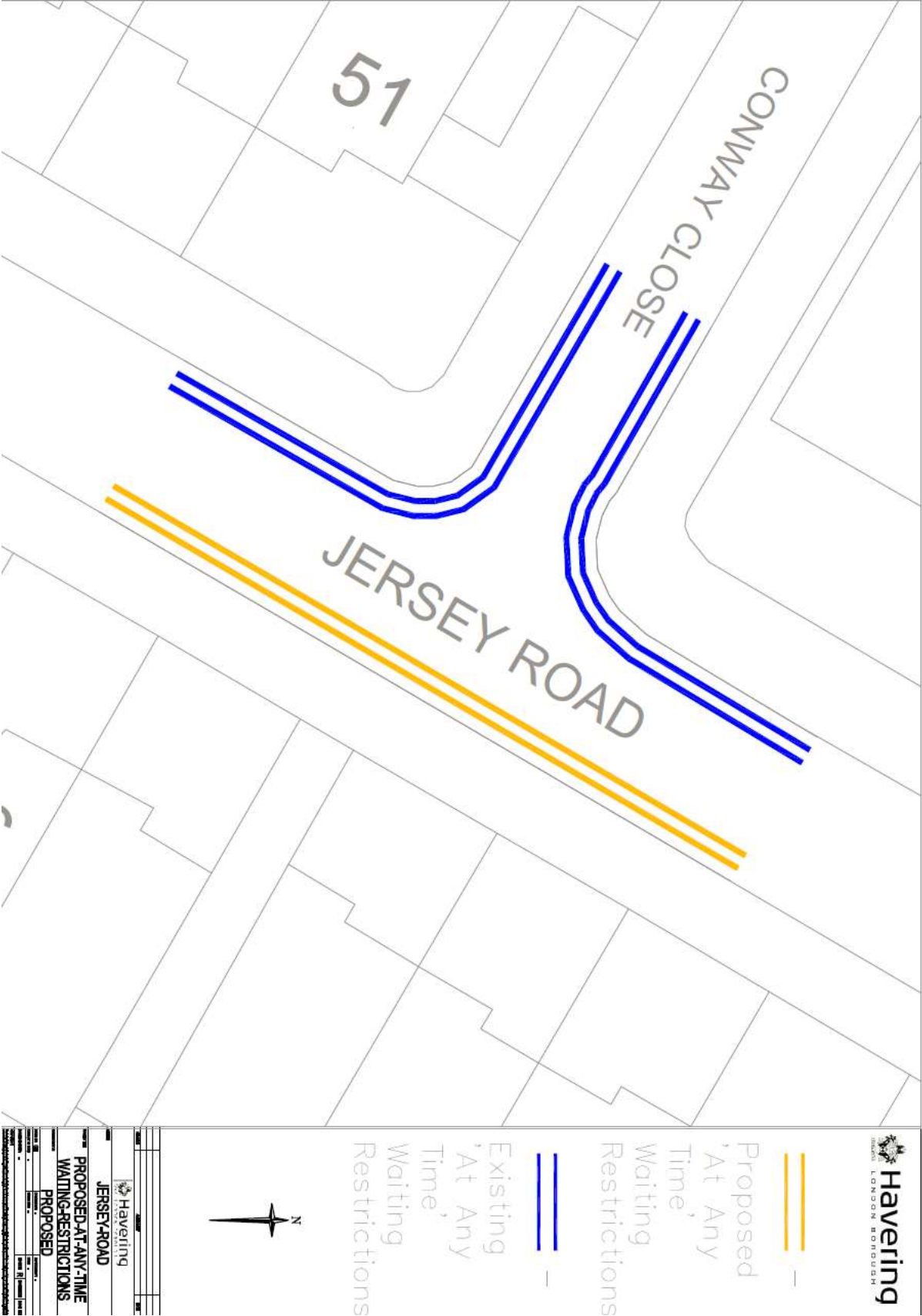
SCH430 & SCH606 – Advertised Proposals

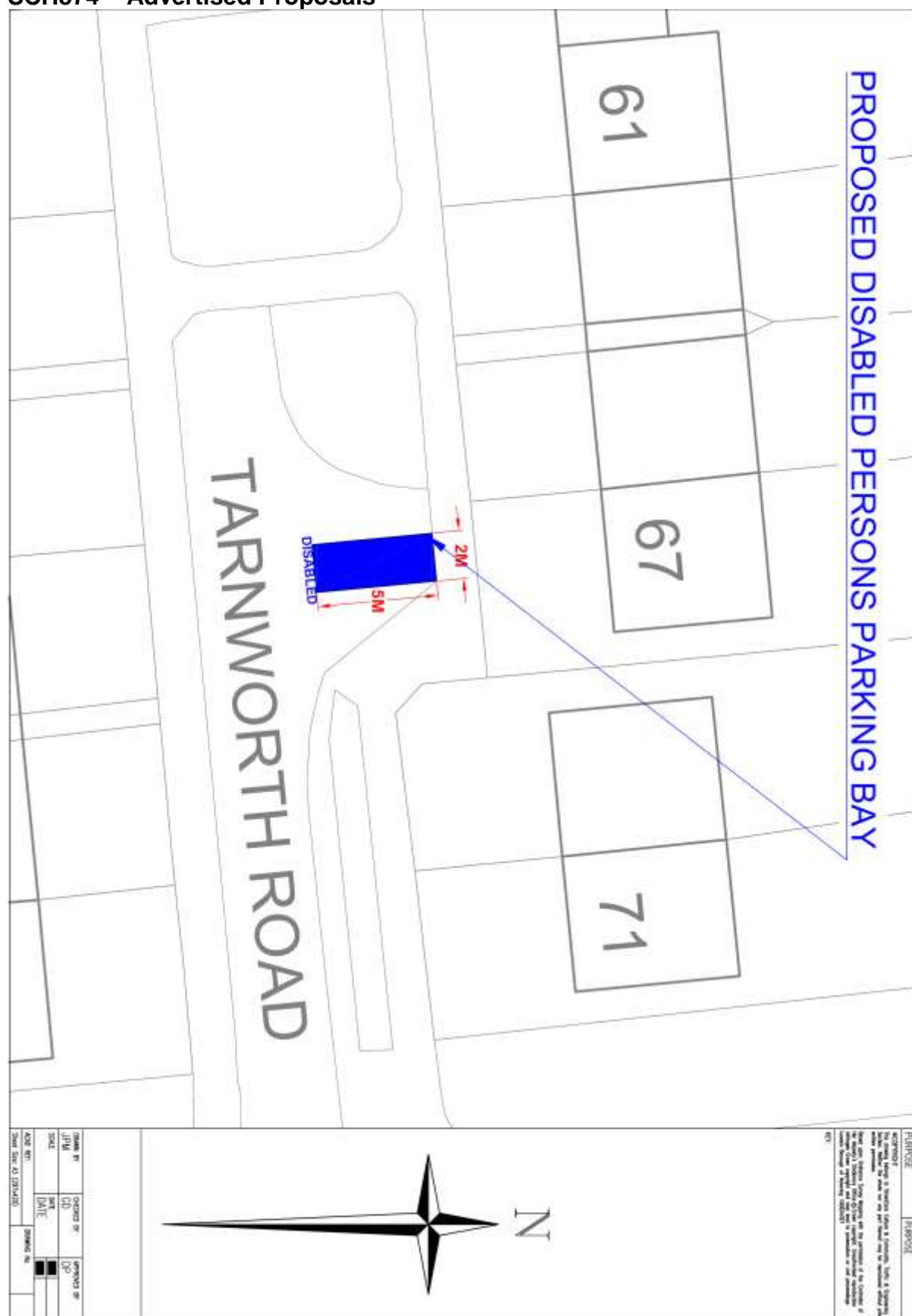


SCH430 & SCH606 – Advertised Proposals

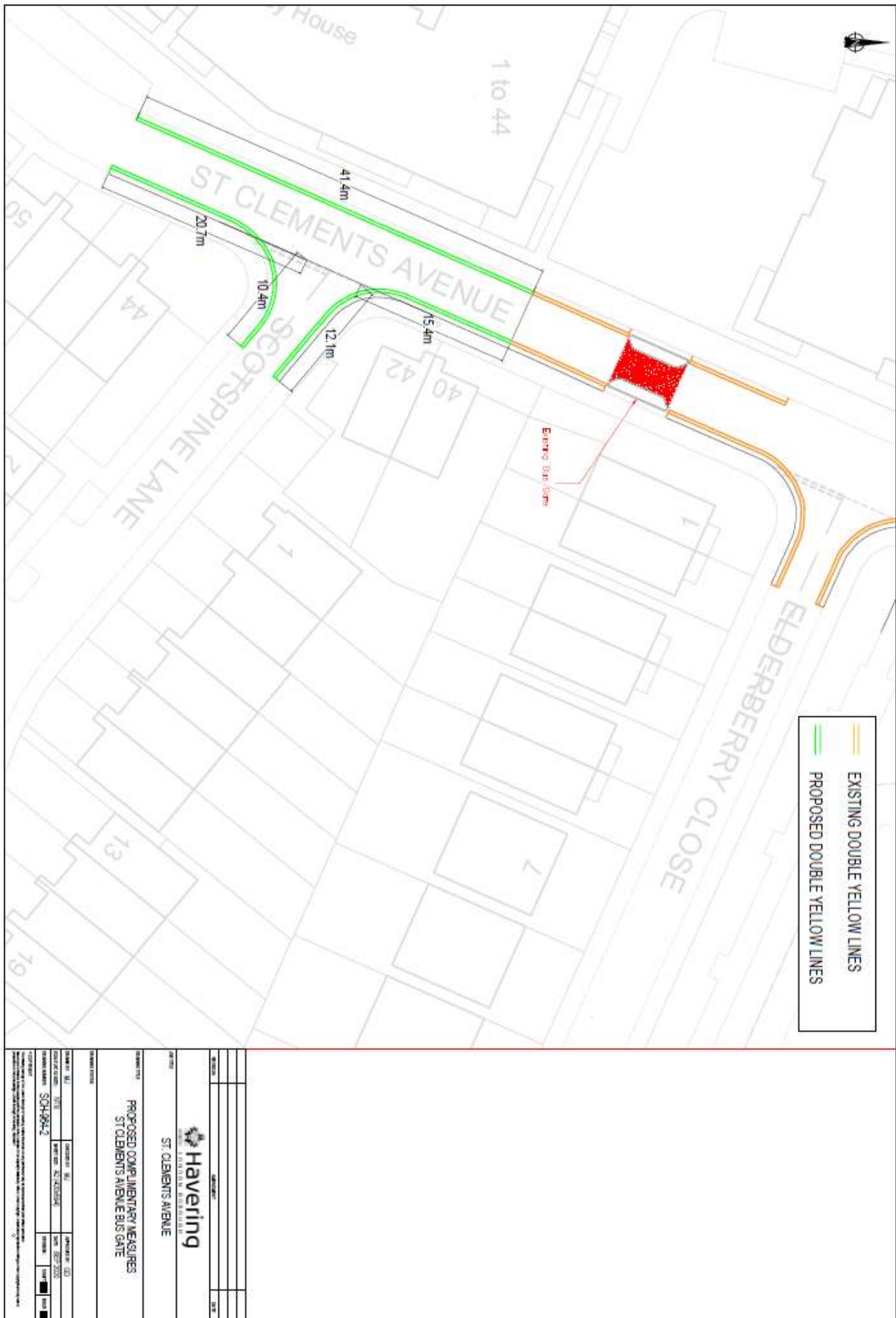


SCH786 – Advertised proposals





SCH964 – Advertised Proposals



Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for the implementation various schemes that include the installation of a disabled persons parking bay scheme and no waiting at any time restrictions on and opposite junctions, that pursuant to the Council's Constitution require an executive decision by the Assistant Director of Environment.

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

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

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

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

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

FINANCIAL IMPLICATIONS AND RISKS

The estimated costs of £0.003m which include advertising costs and implementing the proposal as described above and shown on the attached plan will be met from the 2020/21 A26910, Engineering Services budget which at the time of this report has sufficient available budget.

This is a standard project for Environment and there is no expectation that the works cannot be contained within the cost estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Environment budget..

No waiting at any time restrictions / Disabled persons parking bay	Estimated Cost £
Edward Close	£ 400.00
Jersey Road	£ 250.00
Ferguson Ave / Upper Brentwood Rd / Cambridge Avenue	£ 800.00

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Tarnworth Road	£ 550.00
St Clements / Scots Pine Lane	£ 700.00
Total	£ 2700.00

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

The proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

Blue badge holders can park on the no waiting at any time restrictions for up to 3 hours in Edward Close, Ferguson Avenue/ Upper Brentwood Road/ Cambridge Avenue, Jersey Road and St Clements Avenue. Blue badge holders can park with the disabled persons parking bay in Tarnworth Road.

There is a provision for disabled people within all of these schemes.

EQHIA forms were completed for each individual scheme and batched together for this report. Please see Appendix.

BACKGROUND PAPERS

Non-key Executive Decision

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Part C - Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

1. No waiting at any time restrictions on :-
 - a) Edward Close
 - b) Ferguson Avenue / Upper Brentwood Road / Cambridge Avenue
 - c) Jersey Road
 - d) St Clements Avenue / Scots Pine Lane
2. Disabled Persons Parking Bay on :-
 - a) Tarnworth Road

Details of decision maker

Signed



Name: Sue Harper

Officer: Interim Assistant Director of Environment

Date: 01/03/2021

Lodging this notice

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Democratic Services Officer in Democratic Services, in the Town Hall.

Non-key Executive Decision

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

Appendix



Equality & Health Impact Assessment (EqHIA)

Document control

Title of activity:	Minor Parking Schemes Objection Report – January 2021
Lead officer:	Iain Hardy / Dean R Martin
Approved by:	Nicolina Cooper
Date completed:	25/01/2021
Scheduled date for review:	25/01/2021

Please note that the Corporate Policy & Diversity and Public Health teams require at least **5 working days** to provide advice on EqHIAs.

Did you seek advice from the Corporate Policy & Diversity team?	ED to be sent to diversity for approval
Did you seek advice from the Public Health team?	No
Does the EqHIA contain any confidential or exempt information that would prevent you publishing it on the Council's website?	No

Please note that EqHIAs are **public** documents and must be made available on the Council's [EqHIA webpage](#).

Please submit the completed form via e-mail to EqHIA@haverling.gov.uk thank you.

1. Equality & Health Impact Assessment Checklist

Please complete the following checklist to determine whether or not you will need to complete an EqHIA and ensure you keep this section for your audit trail. If you have any questions, please contact EqHIA@havering.gov.uk for advice from either the Corporate Diversity or Public Health teams. Please refer to the Guidance in Appendix 1 on how to complete this form.

About your activity

1	Title of activity	Minor Parking Schemes – Objections January 2021		
2	Type of activity	Minor Parking schemes		
3	Scope of activity	To provide a Disabled Persons Parking Bay for a resident and other Blue Badge Holders. The installation / extension of at any time waiting restrictions on junctions / and opposite junctions		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes	If the answer to <u>any</u> of these questions is 'YES', please continue to question 5 .	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6 .
4b	Does this activity have the potential to impact (either positively or negatively) upon people (9 protected characteristics)?	Yes		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes		
5	If you answered YES:	Please complete the EqHIA in Section 2 of this document. Please see Appendix 1 for Guidance.		
6	If you answered NO:			

Completed by:	Iain Hardy / Dean R Martin
Date:	25/01/2021

1. The EqHIA – How will the strategy, policy, plan, procedure and/or service impact on people?

Background/context:

The following scheme is designed to provide a disabled persons parking bay for the resident of the property, following an assessment of their needs by Occupational Therapy. It is primarily for this resident as they do not have any off-street parking facilities but other Blue Badge holders can also use this proposed disabled persons parking bay outside;
67 Tarnworth Road

The following schemes are designed to improve sight lines, traffic flow, road safety and access for the emergency services and Council vehicles in;
Edward Close
Ferguson Avenue / Upper Brentwood Road / Cambridge Avenue
Jersey Road
Scots Pine Lane and St Clements Avenue

Who will be affected by the activity?

The resident whom the bay is meant for should have the benefit of have a parking space close to their property after an assessment by Occupational Therapy. Further to this, other Blue Badge Holders can also use the bay, if it is available.

Residents of the road will be dis-advantaged by the introduction of the Disabled Parking Bay, as its installation will reduce the amount of available parking space in the road by one space, for them and their visitors.

The installation/ extension of the at any time waiting restrictions around junctions and opposite junctions would improve road safety, sight lines and access for the emergency services which will of benefit to all residents and their visitors.

These restrictions would impact on the parking capacity for vehicles parking on the junction or opposite the junction but blue badge holders can park on the at any time waiting restrictions for up to three hours.

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Protected Characteristic - Age:		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of age
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	

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[illegible]

Non-key Executive Decision

Protected Characteristic - Sex/gender:		
<i>Please tick (✓) the relevant box:</i>		Overall impact: For the definition of 'eligible', please see section 2 (background/context) Parking restrictions are applied irrespective of sex/gender
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence: <i>(Please add in any additional evidence and use the evidence below that is relevant for your particular impact assessment, please delete unnecessary data)</i>		
Sources used: •		

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Protected Characteristic - Ethnicity/race: Consider the impact on different ethnic groups and nationalities

Please tick (✓) the relevant box:

Positive

Overall impact:

For the definition of 'eligible', please see section 2 (background/context)

Neutral

✓

Parking restrictions are applied irrespective of Ethnicity/race

Negative

Evidence:

(Please add in any additional evidence and use the evidence below that is relevant for your particular impact assessment, please delete unnecessary data)

Sources used:

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Protected Characteristic - Religion/faith		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Tarnworth Road This road is a normal residential street and does not have any churches, mosques or any religious places of worship near the proposed installation of the disabled bay therefore, will not impact religion / faith. Edward Close Upper Brentwood Road/ Cambridge Avenue/ Ferguson Avenue Jersey Road St Clements Avenue / Scots Pine Lane These roads are normal residential streets and do not have any churches, mosques or any religious places of worship near the proposed installation of at any time waiting restrictions therefore, will not impact religion / faith.
Positive		
Neutral	✓	
Negative		
Sources used:		

Non-key Executive Decision

Protected Characteristic - Sexual orientation		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of sexual orientation
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence: 		
Sources used: 		

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Protected Characteristic - Gender reassignment: Consider people who are seeking, undergoing or have received gender reassignment surgery, as well as people whose gender identity is different from their gender at birth

*Please tick (✓)
the relevant box:*

Positive

☐

Neutral

☒

Negative

☐

Overall impact:

Parking restrictions are applied irrespective of gender reassignment

Evidence:

Sources used:

Non-key Executive Decision

Protected Characteristic - Marriage/civil partnership: Consider people in a marriage or civil partnership		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of marriage/civil partnership
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence: •		
Sources used: 		

Non-key Executive Decision

Protected Characteristic - Pregnancy, maternity and paternity		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of pregnancy, maternity and paternity
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence: 		
Sources used: 		

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Health & Wellbeing Impact: Consider both short and long-term impacts of the activity on a person's physical and mental health, particularly for disadvantaged, vulnerable or at-risk groups. Can health and wellbeing be positively promoted through this activity? Please use the Health and Wellbeing Impact Tool in Appendix 2 to help you answer this question.

Please tick (✓) all the relevant boxes that apply:

Positive

Neutral

✓

Negative

Overall impact:

The impact of introducing a disabled persons parking bay for a resident would be positive, as it would reduce their worry of being able to park near to their property. Occupational therapy have assessed this resident and recognised a need for this facility for their health and wellbeing. However, the introduction of a disabled parking bay for a resident may add to the stress of other residents who are trying to find a parking space and could lead to ill feeling between residents of the road as parking capacity would be reduced for non-blue badge holders.

The introduction of at any time waiting restrictions will increase road safety, sight lines and increase access for the emergency and Council vehicles, which would reduce accidents and worry for residents / visitors using the public carriageways and footways. However, the introduction of no waiting at any time restrictions may add to the stress for residents and their visitors by the loss of a number of unrestricted on street parking spaces. The resident of St Clements Avenue states in their objection that this proposal will make residents feel secluded and alone as this will have a negative impact on their visitors.

Do you consider that a more in-depth HIA is required as a result of this brief assessment? Please tick (✓) the relevant box

Yes

No ✓

Evidence:

To be added.

Sources used:

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Socio – Economic impact:

*Please tick (✓)
the relevant box:*

Positive

☐

Neutral

☒

Negative

☐

Overall impact:

Parking restrictions are applied irrespective of socio-economic status.
Free parking is still available closeby in these locations.

Evidence:

Sources used:

2. Review

In this section you should identify how frequently the EqHIA will be reviewed; the date for next review; and who will be reviewing it.

Review: 25/01/2021

Scheduled date of review: 25/01/2021

Lead Officer conducting the review: Iain Hardy / Dean R Martin

Please submit the completed form via e-mail to EqHIA@haverling.gov.uk

Thank you.