

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	<b>Minor Parking Schemes – Objection Report 11 - disabled bays</b>
<b>Decision Maker:</b>	Imran Kazalbash Director of Environment
<b>Cabinet Member:</b>	Cllr Barry Mugglestone
<b>SLT Lead:</b>	Imran Kasalbash Director of Environment
<b>Report Author and contact details:</b>	Iain Hardy Engineer <a href="mailto:iain.hardy@havering.gov.uk">iain.hardy@havering.gov.uk</a> 01708 432440
<b>Policy context:</b>	Havering Local Development Framework (2008)
<b>Financial summary:</b>	Estimated cost of £0.004m to be funded from cost centre A26910, Schemes budget
<b>Relevant OSC:</b>	Places
<b>Is this decision exempt from being called-in?</b>	Yes – Non-Key

### 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 seeks approval to:

consider and approve Officers recommendations in relation to the objections received to the statutory consultation as detailed in the Statement of Reasons and

- agree to implementation of the below measures as detailed in the designs appended to the body of this report:
  - a) **Scheme – 196A Straight Road**  
Installation of a disabled bay (as shown on drawing reference 196a Straight Road attached to the report).
  - b) **Scheme – 18 Kensington Road**  
Installation of a disabled bay (as shown on drawing reference 18 Kensington Road attached to the report).
  - c) **Scheme – 7 Kingsbridge Close (second bay)**  
Installation of a second disabled bay (as shown on drawing reference 7 Kingsbridge Road attached to the report).
  - e) **Scheme – 2 and 3 Phoenix Buildings**  
Installation of two disabled bays (as shown on drawing reference 2 & 3 Phoenix Buildings attached to this report)
  - f) **Scheme – 5 Amersham Walk (second bay)**  
Installation of a second disabled bay (as shown on drawing reference 5 Amersham Walk attached to this report)
- agree to abandon the below measures as detailed in the designs appended to the body of this report:
  - d) **Scheme – 22 Barton Road**  
Relocation of an existing disabled bay (as shown on drawing reference 22 Barton Road attached to this report).

### AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution Part 3.3.5 (1.1).

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

3.3.1 (5.1) covers sub-delegations:

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

public record of all such delegations. Any such delegation / sub-delegation will become valid only when these conditions are complied with.

## **STATEMENT OF THE REASONS FOR THE DECISION**

### **a) Scheme – 196a Straight Road – Heaton Ward**

A request has been received from Occupational Therapy to provide a disabled parking bay for the resident.

Officers have assessed the location and have decided to site the disabled parking bay at the closest point to where the resident accesses the property from Myrtle Road.

Following the consultation, two responses were received, one representation in favour of the proposals, although they outlined the parking problems in the area and one objection were received, which are outlined in Appendix A;

All Ward Councillors were made aware of the responses received to the consultation, but no Councillor responded.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road, particularly at school peak time, and this is causing access issues for the disabled resident. The resident has been assessed by Occupational Therapy and meets the criteria to have a disabled bay installed at this location. Officers have considered the need to provide a disabled parking bay at this location, which is considered to outweigh the loss of general parking provision. As this is the case, Officers feel that the proposed disabled parking bay should be implemented as advertised.

### **b) Scheme – 18 Kensington Road – Rush Green & Crowlands Ward**

A request has been received from Occupational Therapy to provide a disabled parking bay for the resident.

Officers considered that changing part of the existing residents parking bay outside the property would be the best option for the resident.

Following the consultation, four objections were received, all objecting to the proposals and outlining that there are already capacity problems in the road. The responses are outlined in Appendix A.

All Ward Councillors were made aware of the responses received to the consultation, but no Councillor responded.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road and this is causing access issues for the disabled resident. The resident has been assessed by Occupational Therapy and meets the criteria to have a disabled bay installed at this location. Officers have considered the need to provide a disabled parking bay at this location, which is considered to outweigh the loss of general parking provision. As this is the case, Officers feel that the proposed disabled parking bay should be implemented as advertised.

### **c) Scheme – 7 Kingsbridge Close (second bay) – Heaton**

A request has been received from Occupational Therapy to provide a disabled parking bay for the resident.

Officers have assessed the location and have decided to site the disabled parking bay next to the existing disabled parking bay that is located in the turning head of the road.

Following the consultation, three objections were received, which outlined that the existing disabled bay was not being used and there are capacity and obstructive parking issues in the road. The responses are outlined in Appendix A.

All Ward Councillors were made aware of the responses received to the consultation, but no Councillor responded.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure on the estate and this is causing access issues for the disabled resident. The resident has been assessed by Occupational Therapy and meets the criteria to have a dedicated disabled bay installed at this location. Officers have considered the need to provide a dedicated disabled parking bay at this location, which is considered to outweigh the loss of general parking provision. However, 5 new parking spaces have been formed from a grass verge area at the start of the road and this should go some way to improving the parking capacity for residents of the road. As this is the case, Officers feel that the proposed disabled parking bay should be implemented as advertised.

#### **d) Scheme – 22 Barton Road – Rush Green & Crowlands Ward**

A request has been received from Occupational Therapy to relocate the existing disabled parking bay closer to the resident's property.

Officers have assessed the location and have decided to site the disabled parking bay in the turning head at the closest point to the property.

Following the consultation, five objections were received to the proposals, two from one resident, all outlining that the proposed relocation of the disabled bay would cause access and manoeuvring issues for residents. The responses are outlined in Appendix A.

All Ward Councillors were made aware of the responses received to the consultation, but no Councillor responded.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road and this is causing access issues for the disabled resident. The resident has already been given a disabled parking bay and this was put at this location because it was felt that this would have less of an impact on the other residents in this part of the road and their access and egress to and from their properties. In simple terms, this proposal does not have any residential following and therefore it is considered that the relocation would potentially cause too many problems to other residents to make it viable. As this is the case, Officers feel that the proposed relocation of the existing disabled parking bay should be abandoned.

#### **e) Scheme – 2 and 3 Phoenix Buildings – Rainham and Wennington Ward**

Requests have been received from Occupational Therapy to provide two disabled parking bays for two residents of the Phoenix Buildings.

Officers have assessed the location and have decided to site the two disabled parking bays together outside the Phoenix Buildings, at the closest point to the residents properties.

Following the consultation, three responses were received in favour of the proposals and one objection, which outlines capacity and obstructive parking issues in the road. The responses are outlined in Appendix A.

All Ward Councillors were made aware of the response received to the consultation, with one Councillor responding in favour of the proposals. The remaining Ward Councillors did not respond.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road and this is causing access issues for these disabled residents. The residents have been assessed by Occupational Therapy and they meet the criteria to have disabled bays installed at this location. Officers have considered the need to provide these disabled parking bays at this location, which is considered to outweigh the loss of general parking provision. As this is the case, Officers feel that the proposed disabled parking bays should be implemented as advertised.

**f) Scheme – 5 Amersham Walk (second bay) – Gooshays Ward**

A request has been received from Occupational Therapy to provide a disabled parking bay for the resident.

Officers have assessed the location and have decided to site the disabled parking bay next to existing disabled bay, at the closest point to the property.

Following the consultation, four objections were received, which outline limited parking space for residents, issues with car crime, multi vehicle ownership, obstructive parking and parking related to the school. The responses are outlined in Appendix A.

All Ward Councillors were made aware of the responses received to the consultation, with one Councillor responding in favour of the proposals. The remaining two Councillors did not respond.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road and this is causing access issues for the disabled resident. The resident has been assessed by Occupational Therapy and meets the criteria to have a disabled bay installed at this location. Officers have considered the need to provide a disabled parking bay at this location, which is considered to outweigh the loss of general parking provision. The requests to convert some of the grass verge in the area to parking space has been considered, but funding has not been identified. As this is the case, Officers feel that the proposed disabled parking bay should be implemented as advertised.

## OTHER OPTIONS CONSIDERED AND REJECTED

The option not to progress these schemes was considered, but for the schemes for 196a Straight Road, 18 Kensington Road, 7 Kingsbridge Close, 2 & 3 Phoenix Buildings and 5 Amersham Walk it was rejected.

The option to progress the proposals for 22 Barton Road was considered, but it was considered that this would cause too many access problems to neighbouring properties.

Officers consider the need to provide road safety, traffic flow, sight lines and access around these locations, which outweighs the loss of the general parking provision. The Council has obligations under the Road Traffic Regulation Act (1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including cyclists and pedestrians) and to provide suitable and adequate parking facilities on and off the highway.

## PRE-DECISION CONSULTATION

The following proposals were 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 Friday 28<sup>th</sup> July 2023.

### **a) Scheme – 196 Straight Road – Heaton Ward**

All Ward Councillors were made aware of the responses received to the consultation, but none of the Councillors responded.

### **b) Scheme – 18 Kensington Road – Rush Green & Crowlands**

All Ward Councillors were made aware of the responses received to the consultation, but none of the Councillors responded.

### **c) Scheme – 7 Kingsbridge Close – Heaton Ward**

All Ward Councillors were made aware of the responses received to the consultation, but none of the Councillors responded.

### **d) Scheme – 22 Barton Road – Rush Green & Crowlands Ward**

All Ward Councillors were made aware of the responses received to the consultation, with two Councillors responding that they are happy to leave the disabled bay where it is now. The remaining Ward Councillor did not respond.

### **e) Scheme – 2 and 3 Phoenix Buildings – Rainham & Wennington Ward**

All Ward Councillors were made aware of the responses received to the consultation with one Councillor responding in favour of the proposals. The remaining Councillors did not respond.

### **f) Scheme – 5 Amersham Walk – Gooshays Ward**

All Ward Councillors were made aware of the responses received to the consultation with one Councillor responding in favour of the proposals. The remaining Councillors did not respond.


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

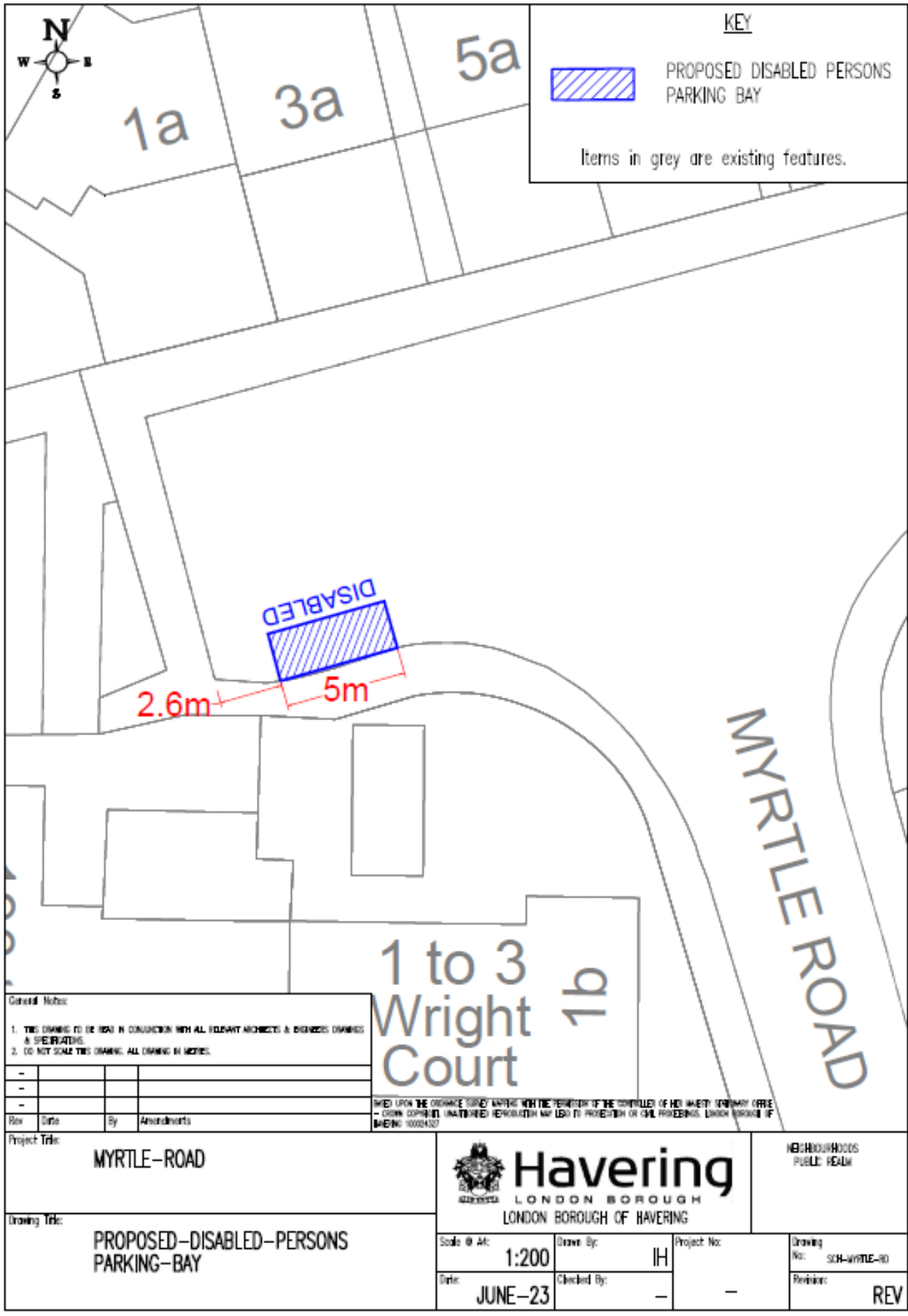
Name: Iain Hardy

Designation: Schemes Engineer

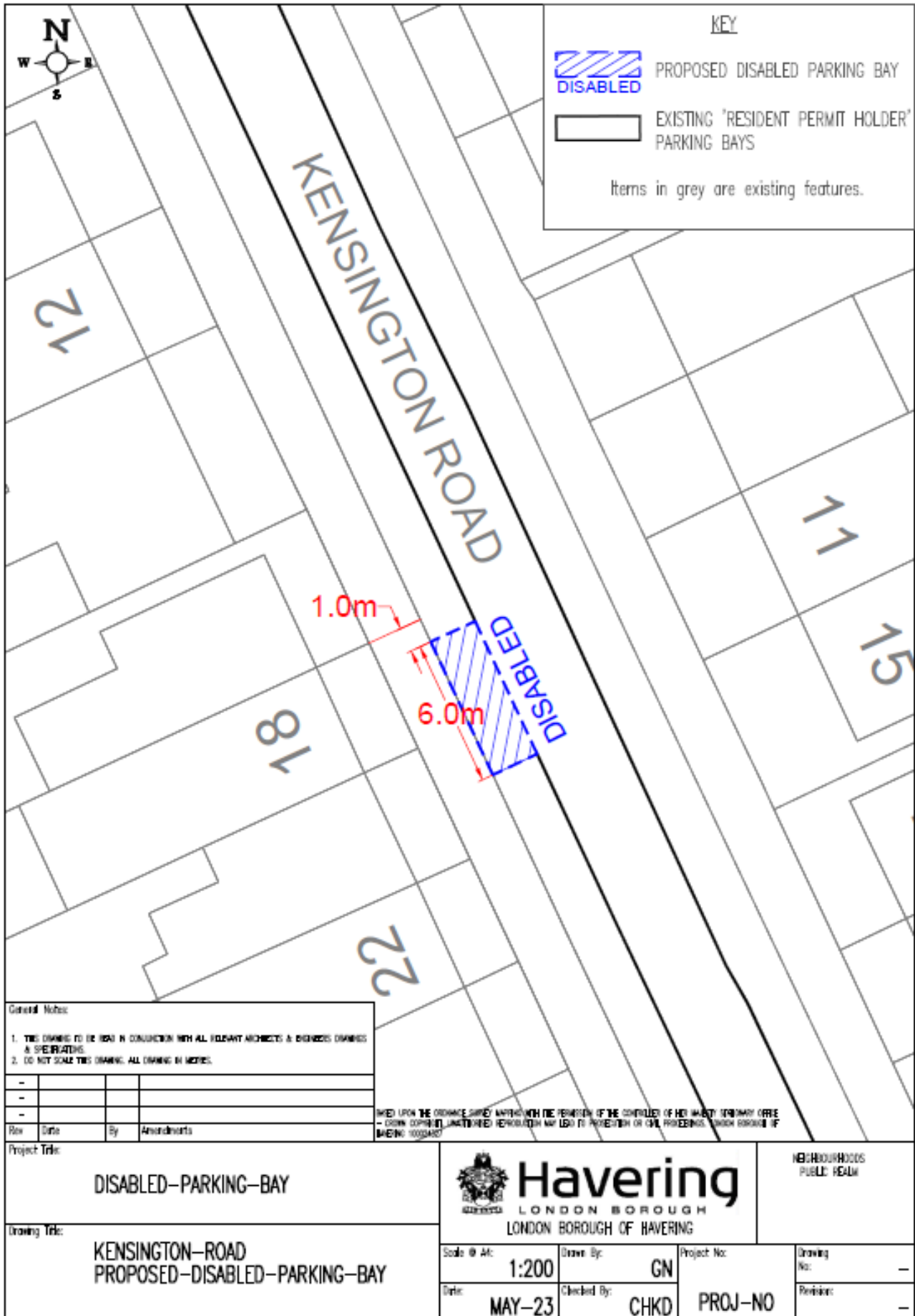
Signature: 

18/07/2024

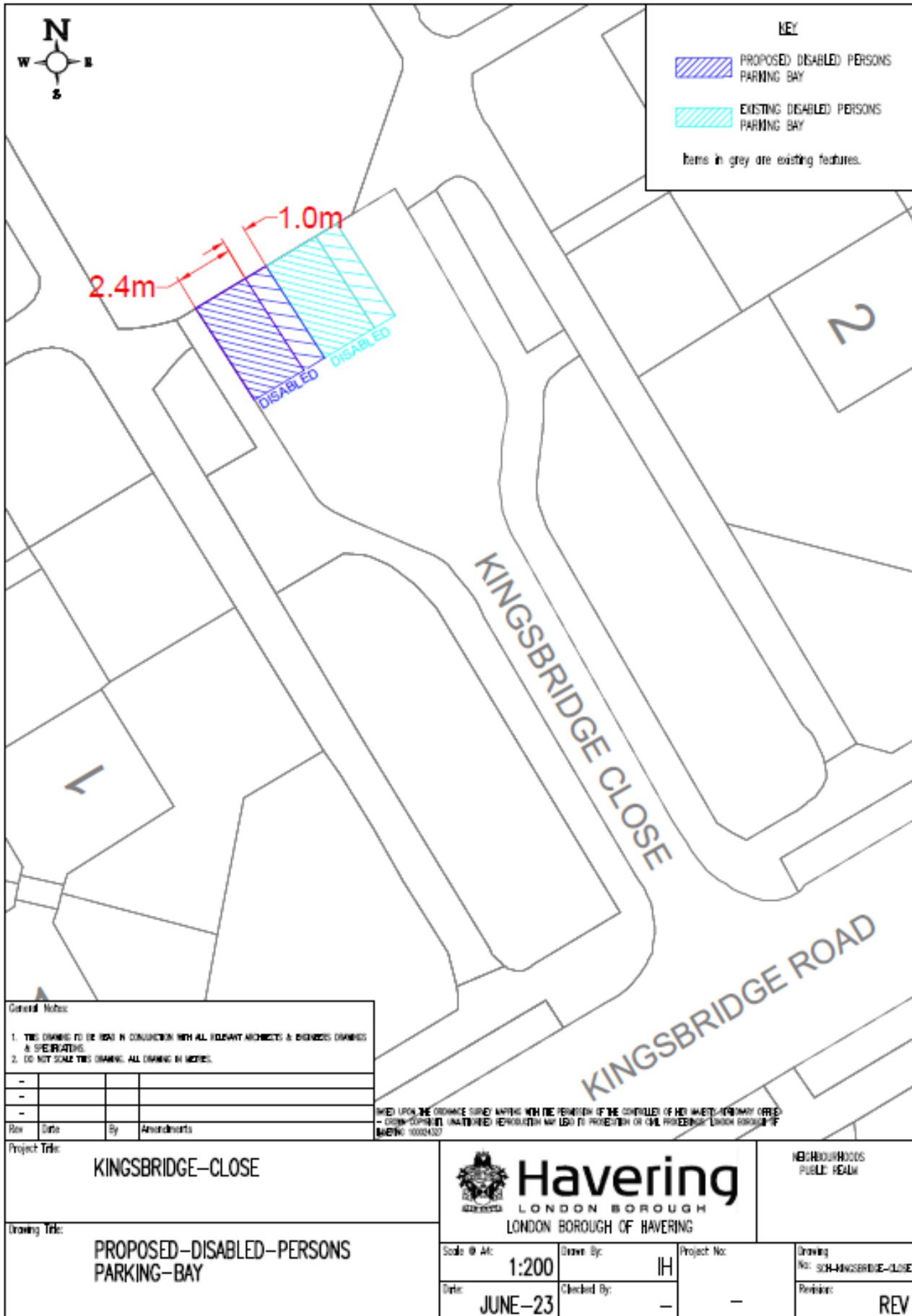
**196 Straight Road – proposed disabled bay**



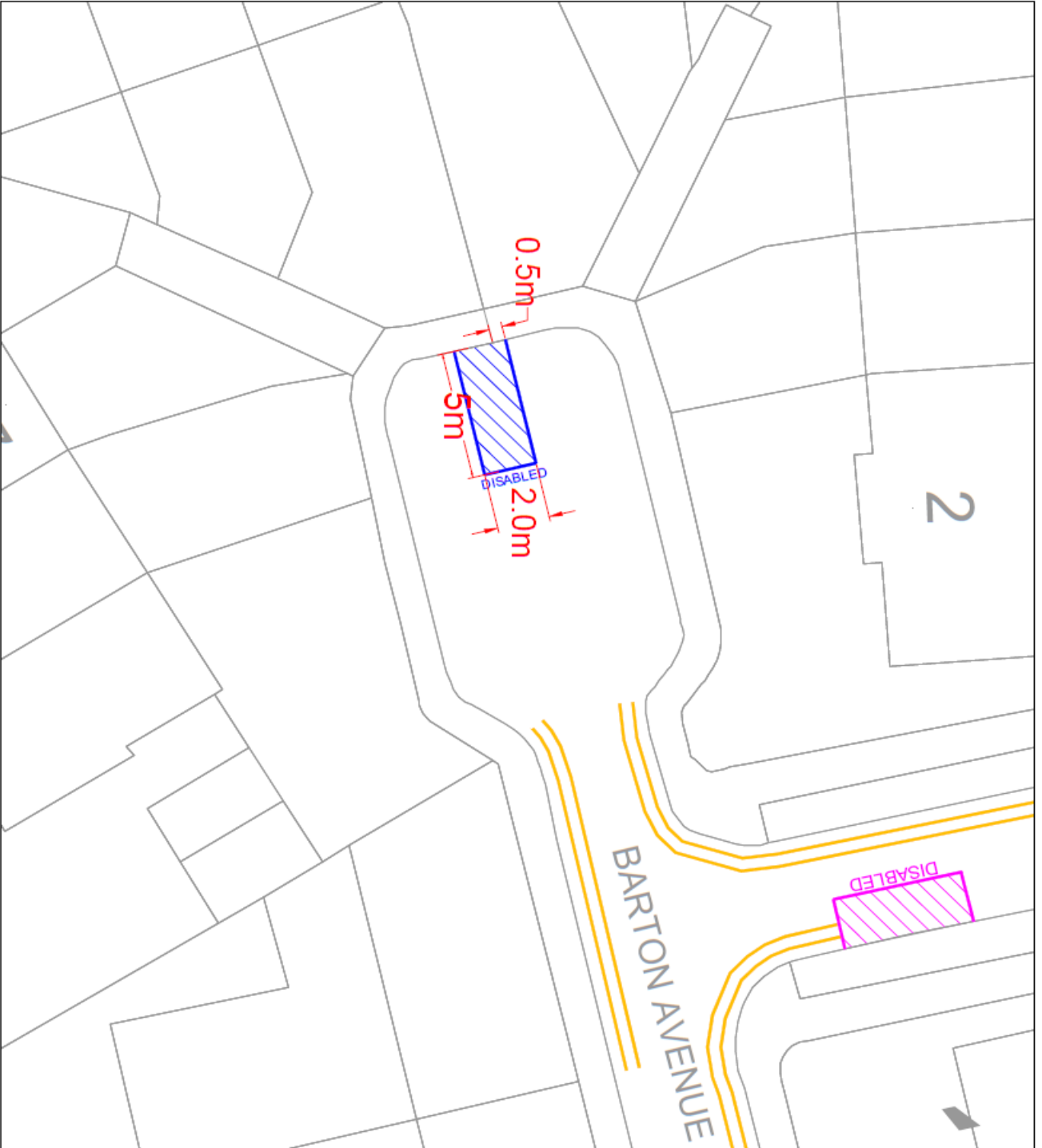
**18 Kensington Road – proposed disabled bay**



**7 Kingsbridge Close – proposed disabled bay**

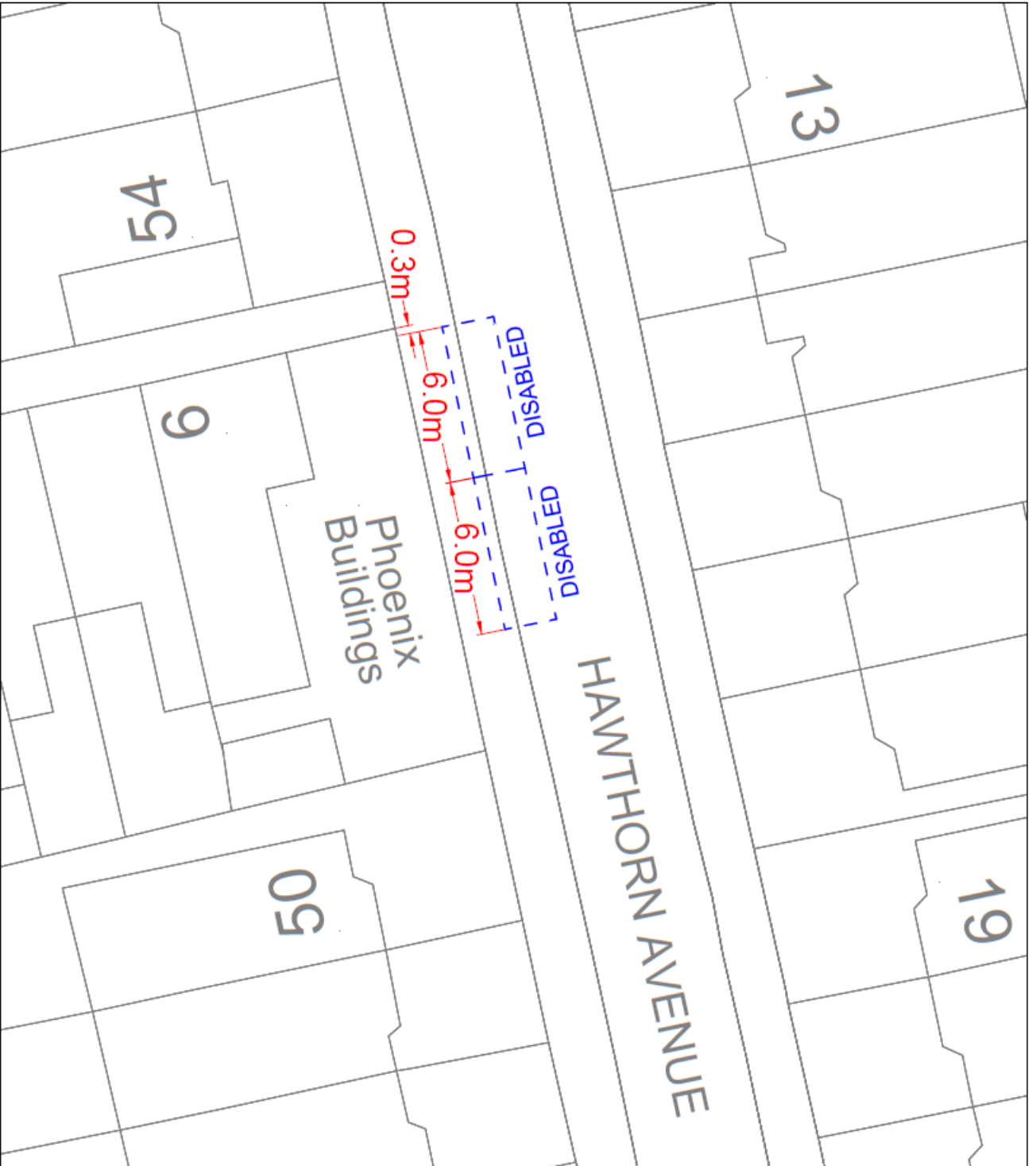





22 Barton Road – proposed relocation of disabled bay



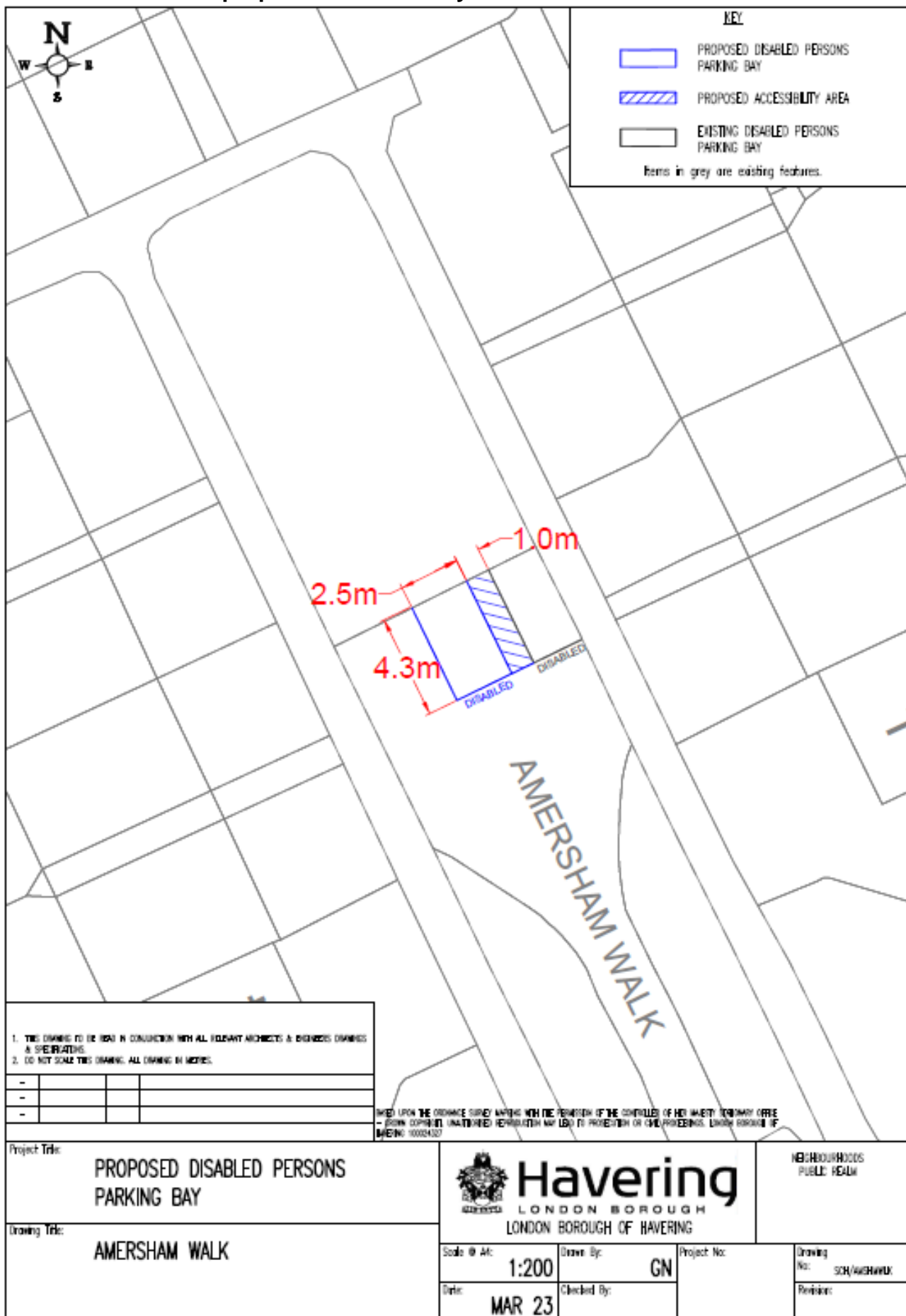
PURPOSE		PURPOSE							
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KEY									
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		EXISTING DISABLED PERSONS PARKING BAY TO BE REMOVED							
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STREETCARE CULTURE & COMMUNITY									
<p>TRAFFIC &amp; ENGINEERING SERVICES 100204327 LONDON BOROUGH OF HAVERING PO BOX 10708 14004 E-MAIL: streetcare@havering.gov.uk</p>									
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2 & 3 Phoenix Buildings – two proposed disabled bays



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 <p><b>Havering</b>                  LONDON BOROUGH</p>		100 FLORENCE AVENUE LONDON E11 1RN TEL: 020 7361 0000 FAX: 020 7361 0000 Email: <a href="mailto:streetnames@havering.gov.uk">streetnames@havering.gov.uk</a>	

## 5 Amersham Walk – proposed disabled bay



## Part B - Assessment of implications and risks

### LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for the implementation of disabled parking bays for 196a Straight Road, 18 Kensington Road, 7 Kingsbridge Close, 2 & 3 Phoenix Cottages and 5 Amersham Walk and the abandonment of the proposals to relocate a disabled parking bay for 22 Barton Avenue.

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 £0.004m which include advertising costs and implementing the proposal as described above and shown on the attached plan will be met from the 2024/25 Highways Schemes budget, which at the time of this report has sufficient available budget.

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

Introduction of disabled bays	Estimated Cost £
196A Straight Road	£ 700.00
18 Kensington Road	£ 700.00
7 Kingsbridge Close	£ 700.00
22 Barton Road (scheme abandoned)	£ 0.00
2 & 3 Phoenix Buildings, Hawthorne Road	£1,400.00
5 Amersham Walk	£ 700.00
<b>Total</b>	<b>£ 4,200.00</b>

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

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

**EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS**

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

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

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

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

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

An EqHIA (Equality and Health Impact Assessment) is usually carried out and on this occasion this is attached

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

There are equalities and social inclusion implications and risks associated with this decision.

These measures will provide disabled parking spaces for the residents of 196A Straight Road, 18 Kensington Road, 7 Kingsbridge Close, 2 & 3 Phoenix Buildings, Hawthorne Road and 5 Amersham Walk and move the existing disabled bay for 22 Barton Avenue closer to the property.

The EQHIA form is attached as Appendix B to this report.

**ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

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

#### BACKGROUND PAPERS

None.

#### APPENDICIES

Appendix A - EQHIA

### 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. The introduction of 'disabled parking bays at 196a Straight Road,18 Kensington Road, 7 Kingsbridge Close, 2 & 3 Phoenix Cottages and 5 Amersham Walk.
2. The abandonment of the proposals to relocate a disabled parking bay for 22 Barton Avenue.

#### Details of decision maker



Signed

Name: Imran Kazalbash, Director of Environment

CMT Member title: Director of Environment

Cabinet Portfolio held: Councillor Barry Mugglestone, Cabinet Member for Environment

Head of Service title: Mark Hodgson, Head of Highways, Traffic & Parking, Environment

Date: 27/09/2024

#### Lodging this notice

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

#### For use by Committee Administration

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

Signed \_\_\_\_\_

## Responses received

### a) Scheme – 196a Straight Road – Heaton Ward

- Comments on proposal of a disabled bay on myrtle road rm3  
The person applying for the disabled bay does not live on myrtle road. They live on straight road , which has more availability for parking.  
the disabled bay is to be placed in a dead end street which is directly opposite 3 dropped curbs, meaning people will struggle to get in or out of the driveways.  
during school time the road is so busy people cannot park as it is. The inspector came during the afternoon when the road was empty and not when everyone was back from work or during school pick up  
the proposed disabled bay is at the gate where people come in and out of the flats. Already there is people doing drugs and peeing in there and blocking it with a car will mean they have more privacy to do this, making it more unsafe.  
this part of myrtle road does not have clear marked bays for residents of myrtle road as it is so why should someone who lives on straight road be the only person to have a marked bay!  
the bay blocks a entrance way
- I am emailing in response to the proposal of a disabled parking bay Myrtle Road. In relation to the parking bay, I have no objections and in full support of the bay being installed.  
However, I have noted that parking in this area of Myrtle Road is often occupied by vehicles that do not reside in that immediate area which makes parking for residents extremely difficult and forcing residents to park further away from their home. I know that there has been an increase in vehicle thefts in this particular area over the last few months, so it is not ideal that residents have to park away from their homes, with vehicles out of sight.  
Furthermore, during the school term, we get a lot of people parking as they collect their children on the school run from Hilldene Primary School. This causes havoc as residents want to either park or leave as they are often blocked in by parents parking their cars.  
Thus, if there is consideration being made for a disabled bay, I propose that to assist the resident that bay is designated for and for the residents who live here, parking permits to be introduced in the area to control vehicle numbers and access to parking.

### b) Scheme – 18 Kensington Road – Rush Green & Crowlands Ward

- Since moving to no X Kensington Road a small Victorian property I have bought residential parking permit to park in my road. It would be nice to be able to park outside my own house but this rarely happens due to no.of extra cars and trade vehicles the neighbours residing in the street seem to have.  
I have no problem paying for the permit as due to no other option, although cost has risen significantly this year.I have had to buy new car for Ulez. Badge holders already park so not needed
- I have received your letter advising of a disabled bay literally outside my house (I'm XX Kensington)

I feel at present parking outside or near my home is a massive struggle, there are too many cars for this road and therefore introducing a parking bay will make it even harder to park.

So many residents nowadays have a car (or 2) per household and a work van which are constantly being parked outside my home with no consideration.

As you turn into Kensington Road there is an unused building which I propose residents with work vans park here which may ease the parking outside homes.

I am aware our neighbour has a disabled badge but don't feel an actual bay is needed.

(My parent has XXX and does not have a bay outside their home)

I am always considerate and try not to park outside my neighbors home even if it means me parking down the road but by putting a bay in we can never park in this spot.

Is this bay just for the individual who lives in a certain house or can anyone park in it with a disabled badge?

- We have received your letter regarding the planned installation of a disabled bay in front of 18/20 Kensington Road, Romford RM7 9DA and wish our OBJECTION noted. Whilst we respect and acknowledge that all peoples needs should be considered when obstructions occur to their general wellbeing and everyday life, and whilst we do accept the requesters need of accessible parking, the bay should not encroach over the property front of #20 for the following reasons:

Parking is already extremely difficult along said road with many houses having multiple cars. Whilst it is understood that limited parking availability favours a disabled bay being created, it should not be to the detriment of other residents ability to park either.

#16 is an end of terrace residence, the width of the property is superior to that of #20 (6 metres wide as can be seen from the recent property listing before being purchased), so has more room for bay encroachment.

(Ref: <https://www.rightmove.co.uk/house-prices/details/england-118976267-16608340?s=d1e6bef909369732d9d537c2697b53e773356d56c5cb77989e1134b730ac4687#/>). With a combined width of 10.5 metres this would more than adequately enable 2 vehicles to park effectively across the span of the two properties (#16/#18), whilst not interrupting further spacing down the road.

Our view is that the bay should be positioned in front of #18 with the encroachment on #16 as this location is nearer to a dropped curb and therefore there is a 'marker' for parking effectively in a road with parking difficulties.

#18 currently own and drive a vehicle of a maximum 4 metres in length (Ford Fiesta) which, within a bay of 4.5m (same width as their property) should provide adequate space for them to park and use safely and effectively.

The property value our #20 property will be affected as it will deter potential buyers should the bay encroach over the property front.

We are expecting our first child in November 2023 and, giving the said difficulty of parking our own needs of trying to park outside our own home will be affected.

Whilst it is understood that property owners do not own the road directly in front of the house, we hope that neighbourly considerations and equitable solutions will be taken in to account and an agreeable solution be found to best suit all parties involved in the decision.

- I am totally against the proposal of implementing disabled parking only outside no's 18 to 20 Kensington Road

Please find my reasons below:

Since moving to no XX Kensington Road, at the end of September last year I have had to buy a residential parking permit to park in my road. Being a small Victorian terraced property. I do not have a driveway so the only option is to park on the street. It would be nice to be able to park outside my own house but this very rarely happens due to the volume of extra cars the neighbours residing in the street seem to have. I have no problem paying for the permit as I have no other option, although I would like to point out this has increased significantly in cost this year.

I have also had to buy a new car due to the Ulez situation. I have decided to buy a Hybrid small city car.

The people next door at number XX have a dropped curb even though they rarely park on their drive or do not own a car so I cannot park there.

The family who reside opposite have a decent sized driveway but still park 3 cars up & down the road and although sadly they have a XXXX son, will use the proposed space outside 16 and 18 all the time,. Not to mention the couple at XX who have no driveway yet own a sports utility vehicle and works van which he parks outside our (no 16) or 18 or 20 the same proposed spaces and leaves it there for days.

We already have several houses with multiple occupancy and buy to let properties with several cars being parked down the road and left for long periods of time and they do not have driveways or have very limited drive space.

I am obviously not against disabled parking but I feel that unless there is some other radical change to the rules to allow people to park near their houses without fines or limit the number of vehicles people are allowed to register some people will just be ignorant and take advantage.

I usually park outside 18-20 if my space is not available and then move outside my own property when space becomes available, as it is common courtesy in this overcrowded area.

I totally disagree with not being able to park near my own property with just one small city car and with such limited spaces would object to being fined.

This does not really take into account all the restrictions already in place.

### **c) Scheme – 7 Kingsbridge Close (second bay) – Heaton**

- Thank you for your letter regarding the introduction of a second disabled parking bay in Kingsbridge Close. I have a few comments regarding this adjustment to the area involved. There are 16 properties in Kingsbridge Close and currently only 1 parking space as the previous 2 have already been made into a disabled bay which has only been used a handful of times since it was installed some 5 months ago. The adjustment to the area shown on your plans would remove the last space in the close where residents already struggle to park on a daily basis. I would like to say that I do not oppose this adjustment but feel that although this adjustment solves the problem for one resident it will have a significant impact on the other residents.

Parking on Kingsbridge Road has also become overcrowded in recent months and as a result these residents sometimes park in Kingsbridge Close, which already reduces available space.

The kerb by the side of my drive is at an angle and is frequently parked against resulting in my drive being part blocked. Sometimes we have to park here when there is nowhere else to park but now others see this as a parking space. The lowered kerb between No. 6 and No. 8 is frequently blocked by visitors to the close and results in arguments between residents.

Before the introduction of the first disabled bay residents were sent provisional plans for installing 6 new parking spaces within Kingsbridge Close to help residents with parking and to compensate for the removal of 2 of the 3 parking spaces for the installation of the disabled bay.

However, no new spaces have been installed and parking is now worse than ever... Surely the council should be to trying to solve the existing parking issues in Kingsbridge Close not making it worse.

Below is an email sent to us in May 2023 after we emailed following the installation of the first disabled bay was installed.

[Thank you for your enquiry.](#)

[All residents would have been notified and consulted regarding the installation of the disabled bay.](#)

[The feasibility of converting some of the grass area in Kingsbridge Close is being considered and we are now entering the final stages of the design stage.](#)

[Kind regards](#)

[Mr Playford | Process and Debt Recovery Officer](#)

[London Borough of Havering | Environment](#)

[Town Hall, Main Road, Romford RM1 3BB](#)

How can it be possible that 2 disabled bays can be agreed by Council Planning within 6 months while the installation of new parking spaces in the close which would help residents is still in progress.

I feel a full survey of the area should be carried out before any more work starts to make sure any adjustments to the close are in the best interests of all residents.

- We have objections about it. Firstly this disabled space usually is empty so I don't see a point to do another one. Secondly neighbours on Kingsbridge Close don't have enough space and don't have any parking. You should thinking about all neighbours and their needs. Neighbours would like to have their own driveway or be able to park their own car For example nr 11,12,13,14. Why you can not do parking for them? And you want to take one space even if this disabled is all the time empty? I am add pictures made on different days and times
- I am writing in response to a letter that we received dated 28/07/23 regarding the Introduction of a second disabled parking bay in Kingsbridge Close.  
We are opposed to the proposal for the introduction of a second disabled bay. The current disabled bay is not being used at all. The tenant that requested the bay is not using the disabled bay, but using our crossover to access his property whilst driving across the grass to park his vehicle which is an electric car.  
Vehicles are parking across our crossover as there are no other bays available and we are often abused when we ask them not to park there as they are blocking in 4 vehicles. This is also an issue as some have left their vehicles overnight blocking the crossover.  
If this proposal goes ahead, then there won't be any parking in the close other than the disabled bays. Vehicles are currently having to park in the already busy Kingsbridge Road or Faringdon Avenue.  
Will any other parking bays be made available within the Close if this proposal goes ahead?

#### **d) Scheme – 22 Barton Road – Rush Green & Crowlands Ward**

- I am writing in response to your letter dated 28th July 2023. Which I have received, regarding the relocation of the disabled parking bay, to outside my property, XX Barton Avenue.

I understand it is being relocated between properties 14 to 16 Barton Avenue.

I am utterly opposed to this proposal, as it will impact on the parking for visitors, residents and tradesmen in the Cul-de-sac.

I am XX years old and rely on my sons to take me shopping and to appointments, they at times have difficulty getting in and out of my drive, because of other residents parking. I also have a cleaner, hairdresser and chiropodist who visit for appointments regularly and have encountered problems in the past getting in and out of my drive, due to other vehicles being parked outside .

I feel relocating the allocated disabled bay to outside my house is going to cause undue problems for myself, other residents in the Cul-de-sac and visitors.

Where the disabled bay is at present, which has been a considerable amount of time, it has not caused any problems and does not impact on us homeowners.

I feel moving the bay, which in reality is probably only 100 yards away, is going to cause the residents in Barton Avenue and their guests' considerable animosity.

I would be grateful if you would take my views into consideration when deliberating moving the bay.

- I am writing in response to your letter dated 28th July 2023. Which I have received, regarding the relocation of the disabled parking bay, to outside my property, 16 Barton Avenue.

I understand it is being relocated between properties 14 to 16 Barton Avenue.

I am utterly opposed to this proposal, as it will impact on the parking for visitors, residents and tradesmen in the Cul-de-sac.

I am XX years old and rely on my sons to take me shopping and to appointments, they at times have difficulty getting in and out of my drive, because of other residents parking. I also have a cleaner, hairdresser and chiropodist who visit for appointments regularly and have encountered problems in the past getting in and out of my drive, due to other vehicles being parked outside .

I feel relocating the allocated disabled bay to outside my house is going to cause undue problems for myself, other residents in the Cul-de-sac and visitors.

Where the disabled bay is at present, which has been a considerable amount of time, it has not caused any problems and does not impact on us homeowners.

I feel moving the bay, which in reality is probably only 100 yards away, is going to cause the residents in Barton Avenue and their guests' considerable animosity.

I would be grateful if you would take my views into consideration when deliberating moving the bay.

Any car parked in this new disabled bay would have to pull forward over the pavement to allow car access to no. 26, 4, 6, 14, 16, but this then impede pedestrians who will have to walk in the road which is a danger to life.

As you can see below restricted access to all, with car parked perpendicular to kerb. No. 26 has problems getting off their drive when it has been snowing or icy as they could slide into the car parked perpendicular or in some case cannot get up their drive as cannot get a run at it.

Please come and visit the area then you will see for yourselves that the disabled bay will not work and that parking perpendicular to the kerb should be stopped all together. It has caused numerous issues as you don't know who to ask to move their car and you really shouldn't have to for personal safety.

- Objection to the proposal due to the following points:

Perpendicular parking from a kerb should not be allowed for any vehicle

Currently any vehicles parking in this location cause obstructions to access on and off drives resulting in the owners of the vehicle being asked to move which would not be appropriate for disabled use. In icy or snowy conditions this is a greater risk for access on and off and to any parked vehicle due to the likelihood of slipping on road surface

To allow full access on and off drives for residents the cars in the proposed bay would have to pull right up on to the kerb as they currently do to avoid causing an obstruction which blocks a pedestrian footpath

The current disabled bay gets used by numerous cars from the same household with the badge being moved to each vehicle

We would ask the council to see this as a non parking zone there being other more appropriate locations for a disabled bay in the cul de sac

- I have recently received a letter from the London Borough of Havering regarding the proposed relocation of a disabled parking bay in Barton Avenue.

I strongly object to this move for the following reasons:

Within the cul-de-sac there are currently only 3 parking spaces available for residents without drives to park (myself being one of the properties without a drive). However, these are often taken by residents with drives with more than one vehicle. Relocating the bay to the cul-de-sac from its current position in the side road, will reduce this to just 2 spaces. When some residents in the cul-de-sac have more than one car, or are unable to use their garages, due to residents on Rush Green Road selfishly blocking access to the garages running along the rear of number 10 – 20 Barton Avenue, (as a consequence of Havering Council allowing individuals living on Rush Green Road to build garages along wasteland at the back of the properties), this reduces the number of spaces to park to just 2 spaces, thus making parking even more difficult. (The individual on Rush Green Road who was allowed to do this, has told various residents of Barton Avenue that he *'owns the land and as he is in with the Council, he can do what he wants'* consequently blocking the alleyway with vehicles to stop Barton Avenue residents reaching their garages – all because Havering Council agreed to the development!)

to? Over the past year I have already had to report on several occasions a neighbour who was allowing their guests to park on the pavement / public footpath leading to numbers 10 and 8 (properties located in the corner of the cul-de-sac) due to no spaces available, which consequently had blocked me even reaching my front door on foot as the vehicle was parked across my front garden. I have photographic proof of this / VRM details / dates of incidents etc if needed. To lose a car parking space in the cul-de-sac this is likely to occur again – do you want residents to be unable to reach their front door due to selfish people parking anywhere they can just because you have removed a parking space? I can assure you if I am blocked out from walking up my front path again because people start parking anywhere, I will be contacting Havering Council and taking the issue further. Some days I can't even access my rear gate due to Havering Council allowing the development of the side alley allowing

Rush Green Road residents to block access, so to now have the prospect of not being able to reach my front door due to cars parked illegally on pavements as they have nowhere else to park, **is not** acceptable.

I have already incurred damage to my property due to a neighbour trying to park two cars on their drive when there is clearly only space for one, because of the lack of car parking spaces available. This has resulted in them consequently hitting my property trying to get off their drive and, in some cases, driving across my front garden nearly up to my front windows to try and turn their car. Despite me placing concrete garden pots along my boundary, this behaviour continues with the pots often being knocked / scraped / damaged with no apology.

Parking in the proposed new location often requires the car to be parked straight in order for occupants of no.14 and 16 to get cars off their drives. If a car parks slightly over, it also incurs difficulty for other properties with drives (no 4 / 6 / 24 / 26) to get cars off their drives. Currently everyone knows everyone's car in the cul-de-sac so we can ask people to slightly move the vehicle if we have trouble getting out. If a car is parked in the cul-de-sac from someone not a resident in the cul-de-sac and it overlaps slightly, how are residents expected to get cars off their drives, particularly in an emergency when we don't know who it belongs

(One would hope that if an individual further up Barton Avenue requires a disabled space it would be best to allocate this to outside their property as they would not want to walk all the way down to the end of the road – or is this too simple to consider?)

For those who live in properties in the corner of the cul-de-sac (no's 8 / 10 / 18 / 20 / 22) who have no driveway, they will be lucky to have a space free for guests or workman visiting. Or are you proposing that for these residents we cannot have guests visit us, as they would have nowhere to park?

This proposed relocation appears to not have considered the residents of the cul-de-sac within Barton Avenue.

There is nothing wrong with the disabled bay where it is. Please leave it where it is, or if you must move it, position it further along the side road, where it will not directly impact on residents. I don't pay council tax for Havering Council to waste money 'moving' disabled parking bays from locations where it does not impact anyone, to a position where it impacts on many residents and will cause friction amongst residents.

If the proposed relocation does go ahead (and I sincerely hope it doesn't) I hope that regular checks will be conducted to maintain that the disabled badge placed in the vehicle is issued to a resident living in the cul-de-sac / Barton Avenue, and not a family member who does not live here. I have a feeling due to the current situation of reduced parking in this area, this disabled bay will be exploited. When I have reported illegal parking outside my property, via the phone number provided on the Havering Council website, I have been unable to reach anyone, so it is highly unlikely Havering Council will respond to any reports of misuse of the parking bay.

- I am writing in response to your letter of 28 July 2023 regarding the relocation of the disabled bay to outside my property, between number 14 and 16 Barton Avenue, as I am totally opposed to this plan since it will make parking for residents, their visitors, and tradesmen very difficult.

There are 14 properties in the cul de sac some of whom have driveways suitable for 1 or 2 cars, this leaves just 3 accessible spaces for residents, visitors, and tradesmen. Having a disabled bay right in the middle just for one family to have their own reserved space is denying residents one of the 3 spaces.

There are 5 properties who do not have drives – 8, 10, 18, 20 and 22 and therefore need at least one of the available spaces. One neighbour uses a space all the time for his second car, thus leaving 2 spaces and taking one of these for a disabled bay leaves just one spare space for all (including 'gym members' who use the facilities in one house).

In the current situation I often have difficulty getting in and out of my drive. With one resident's second car permanently parked on the left and another in the middle, even with wing mirrors turned in, its not always easy accessing my drive. A vehicle using the middle space must also avoid blocking other residents' driveways which is not always possible.

Where the disabled bay is currently positioned has not caused any problems for a considerable number of years and does not impact on homeowners, moving the bay would cause unnecessary squabbling over the only one available space

Please take my views into consideration and don't cause animosity between neighbours, leave the bay where it currently is. Thank you.

#### **e) Scheme – 2 and 3 Phoenix Buildings – Rainham and Wennington Ward**

- Thank you very much for the consideration placed into providing us with disabled parking spaces. XX and XXX XXX at XX Phoenix Cottages were hoping to obtain this as we are both blue badge holders. I am hopeful that the working team will be able to preserve a third non-disabled parking bay next to the two disabled parking spots. I am sure this will ensure that this will solve the problem of unknown cars owners parking in our spots for weeks or even months at a time next to Phoenix Cottages. Many neighbours persit to park on these 3 spots despite having other allocated spots around the area and 2 spot front yards, which is incredibly frustrating for us. I understand it is a tight squeeze to reverse out of but the constant use of the parking spots in front of our alley has been such a hindrance to the disabled residents of Phoenix Cottages. Regarding the parking spots in the area, there are at least 6 spots with no curbs on our neighbours houses. I hope this will push them to take the right action to pay for according for their rights to park.
- I am writing in relation to the two proposed Disabled Parking Bays in Hawthorn Avenue between 50 and 54 RM13 9AT along the flank wall of 6 Phoenix Cottages, 52 Hawthorn Avenue RM13 9FW. My first Application around 20 years ago did not go ahead. Please can you add the comments in the attached email. May I also know how I can obtain information on any comments that are made public? I thank you in advance for your assistance.
- I write in response to the notice received today regarding introduction of two disabled parking bays in Hawthorn Ave, Rainham. I'm surprised that this is even open for consideration as parking is already dire since there are numerous dropped kerbs, plus we are serving the residents of Phoenix cottages who do not have their own parking and therefore also use Hawthorn Ave.

As a resident of XX years, we have put up with the parking situation, often getting blocked in and there rarely being spaces available when we have visitors but this is now too far.

I'm unaware of any resident in this vicinity who has mobility problems and fear this is just a ploy to secure their parking spot.

Under freedom of information are you able to disclose where the request originated from?

I truly believe the introduction of these spaces will have a huge strain and impact in an already over populated, under resourced residential street and therefore object.

- These Parking Bays will make a huge difference to my neighbour and myself. I have been waiting for around 20 years. Parking is a nightmare made worse by people with Driveways parking on the road to keep their Driveways clear. My concern is that several Blue Badge Holders in Hawthorn Avenue will park in these to keep their Drives clear of secure parking for other occupants. I believe it should be Permit Holders Only as it will avoid those who do not qualify for a Bay from abusing these,

**f) Scheme – 18 5 Amersham Walk (second bay) – Gooshays Ward**

- I hope this email finds you well. I am writing as a concerned resident of Amersham Walk and wish to query the recently application to have a second disabled parking bay installed in Amersham Walk.

As you may be aware, our cul de sac has limited parking spaces, with only five spots available. One of these spaces is currently designated as a disabled parking bay, and we now have this application to install a second disabled parking bay, which would further limit the available parking for other residents.

For years, we've asked for a consultation here to have more parking spaces, but have only received very generic response on the matter and it's my understanding that this has not been considered or put forward by the council or the Local Ward Councillors. Now with another disabled parking bay being designated, my question to both in this email is whether we'll actually get a serious and genuine response to our concerns? The grass area does not have to be removed, but can be amended (paving widened) to allow cars to be parked directly in front of our houses. I'm sure the actual experts on your side can come up with a solution.

I think it's important to stress as well that the main reason for us wanting these amendments to be considered is not simply because of convenience. For a number of years I have witnessed and been victim of numerous vandalism incidents. I've only been here for X years and yet my car tyres have been slashed 3 times and have twice been aware of people trying to break into my car. This is not including the numerous other times where residents have to be chasing of potential thieves and children literally jumping on top of cars. I've reported incident to my car to the police, but we get no more than a reference numbers. Absolutely nothing has been done

- I would like to raise objections to the introduction of a second disabled parking bay in Amersham Walk. Since the introduction of the first bay there have only been 3 parking spaces available to all of the residents/visitors of Amersham Walk. This has led to people leaving cars in the middle of the turning circle, meaning that people often can't get in/out and also deliveries cannot get in. The introduction of a second disabled bay would reduce the parking capacity even further, and with limited parking available on surrounding streets there is little alternative parking around.

- I am a resident at Amersham Walk where you have proposed to create a second disabled parking bay.

I am objecting to the proposal as the parking spaces are all ready limited at this adrees. At the moment we have only three parking spaces that have to be shared between twelve properties.

From twelve properties only two dont own a car. However, some residents own two or three cars marking the total of cars at this estate 15-16 cars.

Also, at one of the properties seems to be an private beauty salon where all day long have visitors/clients that are parking their cars in the estate sometimes blocking footpaths and residents cars in the estate.

Moreover, during the school times all parking spaces in Amersham Walk and Amersham Road are abusevly ocupaied by parents. Another point of view is that instead of proposing an second disabled bay, the council should create more parking spaces and provide some of the spaces with electric charging points, considering that the new ULEZ zone has expanded.

Finally, as a resident of Amersham Walk I will not object for the second disabled bay if more parking spaces will be created.
- We have received a letter of the intention to add a second disabled parking space in the already small area outside my home.

There are 14 houses in Amersham Walk that share 4 parking spaces, technically there are 5 spaces but one is already taken by a disabled space. A couple of the houses here have multiple cars.

I am fortunate enough to have a drive however, even with that drive I often struggle being able to get on and off my drive because of the way people park and there are only 2 other houses that have drives. The parking space directly outside my house already causes us issues and now you want to add more issues.

I appreciate that disabled people require spaces that make it easier to park and access their homes but if you want to do this maybe it would be better to consider removing some of the green space from Amersham Walk to make space for the disabled parking spaces. That would make more sense and would allow the other residents more spaces to park also.

Please accept this email as notice that I am not agreeable to these plans for an extra disabled parking space whilst the parking situation is the way it is.

I think these plans need to be revisited with a suitable plan to provide parking for all residents and not just the disabled ones

## Appendix B



# Equality & Health Impact Assessment (EHIA)

**Document control** *red text (including this note) is for guidance and should be deleted from the actual EHIA report.*

<b>Title of activity:</b>	Minor Parking Schemes – Objection Report 11 – disabled parking bays
<b>Lead officer:</b>	Iain Hardy
<b>Approved by:</b>	James O'Regan
<b>Version Number</b>	V0.1
<b>Date and Key Changes Made</b>	
<b>Scheduled date for next review:</b>	Ongoing from the date of implementation

<b>Did you seek advice from the Corporate Policy &amp; Diversity team?</b> <i>Please note that the Corporate Policy &amp; Diversity and Public Health teams require at least <b>5 working days</b> to provide advice on EqHIAs.</i>	Yes / No
<b>Did you seek advice from the Public Health team?</b>	Yes / No
<b>Does the EqHIA contain any confidential or exempt information that would prevent you publishing it on the Council's website?</b> <b>See Publishing Checklist.</b>	Yes / No

Please note that EHIAs are **public** documents and unless they contain confidential or sensitive commercial information must be made available on the Council's [EqHIA webpage](#).

**Please submit the completed form via e-mail to [READI@haverling.gov.uk](mailto:READI@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 EHIA and ensure you keep this section for your audit trail. If you have any questions, please contact [READI@havering.gov.uk](mailto:READI@havering.gov.uk) for advice from either the Corporate Diversity or Public Health teams. Please refer to [this Guidance](#) on how to complete this form.

## About your activity

1	Title of activity	Minor Parking Schemes – Objection Report 11 – disabled parking bays		
2	Type of activity	Minor Parking schemes		
3	Scope of activity	The installation of disabled parking bays		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes / No	<p>If the answer to <u>either</u> of these questions is 'YES', please continue to question 5.</p> <p>If the answer to <u>all</u> of the questions (4a, 4b &amp; 4c) is 'NO', please go to question 6.</p>	
4b	Does this activity have the potential to impact (either positively or negatively) upon people from different backgrounds?	Yes / No		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes / No		
5	If you answered YES:	Please complete the EHIA in Section 2 of this document. Please see Appendix 1 for Guidance.		
6	If you answered NO:			

Completed by:	Iain Hardy
Date:	30/08/2024

## 2. The EHIA – How will the strategy, policy, plan, procedure and/or service impact on people?

### Background/context:

The schemes for 196a Straight Road, 7 Kingsbridge Close, 2 & 3 Phoenix Buildings and 5 Amersham Walk are designed to install new disabled parking bays.

The scheme for 18 Kensington Road is designed to remove a section of residents parking bay and replace it with disabled parking bay.

The scheme for 22 Barton Avenue is designed to relocate the existing disabled parking bay for the resident closer to their property.

*\*Expand box as required*

### Who will be affected by the activity?

#### **Straight Road**

Residents and their visitors will be affected by the proposals, as there will be reduced parking space and therefore they may be displaced into other areas.

All disabled badge holders will be able to use this bay

The removal of the general parking provision may encourage residents/visitors to use other modes of transport such as cycling or using public transport.

#### **Kensington Road**

Residents and their visitors will be affected by the proposals, as there will be reduced parking space and therefore they may be displaced into other areas.

Residents permit holders and their visitors will be effected by the loss of one parking space.

All disabled badge holders will be able to use this bay

The removal of the general parking provision may encourage residents/visitors to use other modes of transport such as cycling or using public transport.

#### **Kingsbridge Close**

Residents and their visitors will be affected by the proposals, as there will be reduced parking space and therefore they may be displaced into other areas.

All disabled badge holders will be able to use this bay

The removal of the general parking provision may encourage residents/visitors to use other modes of transport such as cycling or using public transport.

**Barton Road**

Residents and their visitors will be affected by the relocation of the existing disabled bay, as there will be reduced parking space in the immediate vicinity of the property and therefore they may be displaced into other areas.

All disabled badge holders will be able to use this bay

The removal of the general parking provision may encourage residents/visitors to use other modes of transport such as cycling or using public transport.

**Phoenix Buildings, Hawthorne Avenue**

Residents and their visitors will be affected by the proposals, as there will be reduced parking space and therefore they may be displaced into other areas.

All disabled badge holders will be able to use this bay

The removal of the general parking provision may encourage residents/visitors to use other modes of transport such as cycling or using public transport.

**Amersham Walk**

Residents and their visitors will be affected by the proposals, as there will be reduced parking space and therefore they may be displaced into other areas.

All disabled badge holders will be able to use this bay

The removal of the general parking provision may encourage residents/visitors to use other modes of transport such as cycling or using public transport.

*\*Expand box as required*

Protected Characteristic - Age: Consider the full range of age groups		
<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>  Parking restrictions are applied irrespective of age   <i>*Expand box as required</i>
<b>Positive</b>	<input type="checkbox"/>	
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	
<b>Evidence:</b>          <i>*Expand box as required</i>		

**Sources used:**

*\*Expand box as required*

**Protected Characteristic - Disability:** Consider the full range of disabilities; including physical, mental, sensory, progressive conditions and learning difficulties. Also consider neurodivergent conditions e.g. dyslexia and autism.

<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>
<b>Positive</b>	<input type="checkbox"/>	<p>Disabled blue badge holders can park in disabled parking bays without a time limit.</p> <p>Blue badge holders can park on the no waiting at any time restrictions for up to three hours when displaying their blue badge and clock, so long as they are not parked in an obstructive manner.</p> <p style="text-align: right;"><i>*Expand box as required</i></p>
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	

**Evidence:**

*\*Expand box as required*

**Sources used:**

*\*Expand box as required*

**Protected Characteristic – Sex / gender:** Consider both men and women

<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>
<b>Positive</b>	<input type="checkbox"/>	<p>Parking restrictions are applied irrespective of sex/gender</p> <p style="text-align: right;"><i>*Expand box as required</i></p>
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	

**Evidence:**

*\*Expand box as required*

**Sources used:**

*\*Expand box as required*

**Protected Characteristic – Ethnicity / race / nationalities:** Consider the impact on different minority ethnic groups and nationalities

<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>  Parking restrictions are applied irrespective of Ethnicity/race
<b>Positive</b>	<input type="checkbox"/>	
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	

*\*Expand box as required*

**Evidence:**

*\*Expand box as required*

**Sources used:**

*\*Expand box as required*

**Protected Characteristic – Religion / faith:** Consider people from different religions or beliefs, including those with no religion or belief

<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>  Parking restrictions are applied irrespective of Religion/faith
<b>Positive</b>	<input type="checkbox"/>	
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	

*\*Expand box as required*

**Evidence:**

*\*Expand box as required*

**Sources used:**

*\*Expand box as required*

**Protected Characteristic - Sexual orientation:** Consider people who are heterosexual, lesbian, gay or bisexual

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

*\*Expand box as required*

**Evidence:**

*\*Expand box as required*

**Sources used:**

*\*Expand box as required*

**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

<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>  Parking restrictions are applied irrespective of gender reassignment
<b>Positive</b>	<input type="checkbox"/>	
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	

*\*Expand box as required*

**Evidence:**

*\*Expand box as required*

**Sources used:**

*\*Expand box as required*

**Protected Characteristic – Marriage / civil partnership:** Consider people in a marriage or civil partnership

<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>  Parking restrictions are applied irrespective of marriage/civil partnership  <i>*Expand box as required</i>
<b>Positive</b>	<input type="checkbox"/>	
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	

**Evidence:**

*\*Expand box as required*

**Sources used:**

*\*Expand box as required*

**Protected Characteristic - Pregnancy, maternity and paternity:** Consider those who are pregnant and those who are taking maternity or paternity leave

<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>  Parking restrictions are applied irrespective of pregnancy, maternity and paternity.  <i>*Expand box as required</i>
<b>Positive</b>	<input type="checkbox"/>	
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	

		<i>*Expand box as required</i>
<b>Evidence:</b>		
<i>*Expand box as required</i>		
<b>Sources used:</b>		
<i>*Expand box as required</i>		

<b>Socio-economic status:</b> Consider those who are from low income or financially excluded backgrounds		
<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>  The parking restriction proposals are not expected to have any socio-economic impact
<b>Positive</b>	<input type="checkbox"/>	
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	
<i>*Expand box as required</i>		
<b>Evidence:</b>		
<i>*Expand box as required</i>		
<b>Sources used:</b>		
<i>*Expand box as required</i>		

<b>Health &amp; Wellbeing Impact:</b> Please use the Health and Wellbeing Impact Tool on the next page to help you answer this question.	
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?	
<i>Please tick (✓) all the relevant boxes that apply:</i>	<b>Overall impact:</b>

<b>Positive</b>		The proposals for new disabled parking bays will impact on the amount of available parking space for able bodied residents and their visitors.
<b>Neutral</b>	✓	These proposals will decrease the amount of available parking for residents and their visitors during the times of operation of the schemes in comparison to what they had before. This could result in some residents not being able to park in all the locations they were able to before and could require them to park further away than they previously had to if their preferred parking area was available, which may cause them some concern.
<b>Negative</b>		<p>The residents that the disabled bays are intended for will be positively impacted, as they should be able to park closer to their homes and therefore have a reduced distance they have to walk.</p> <p style="text-align: right;"><i>*Expand box as required</i></p> <p><b>Do you consider that a more in-depth HIA is required as a result of this brief assessment?</b> Please tick (✓) the relevant box</p> <p style="text-align: right;">Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>
<b>Evidence:</b>		
<b>Sources used:</b>		

### 3. Health & Wellbeing Screening Tool

Will the activity / service / policy / procedure affect any of the following characteristics? Please tick/check the boxes below

The following are a range of considerations that might help you to complete the assessment.

Lifestyle YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Personal circumstances YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Access to services/facilities/amenities YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
<input type="checkbox"/> Diet <input type="checkbox"/> Exercise and physical activity <input type="checkbox"/> Smoking <input type="checkbox"/> Exposure to passive smoking <input type="checkbox"/> Alcohol intake <input type="checkbox"/> Dependency on prescription drugs <input type="checkbox"/> Illicit drug and substance use <input type="checkbox"/> Risky Sexual behaviour <input type="checkbox"/> Other health-related behaviours, such as tooth-brushing, bathing, and wound care	<input type="checkbox"/> Structure and cohesion of family unit <input type="checkbox"/> Parenting <input type="checkbox"/> Childhood development <input type="checkbox"/> Life skills <input type="checkbox"/> Personal safety <input type="checkbox"/> Employment status <input type="checkbox"/> Working conditions <input type="checkbox"/> Level of income, including benefits <input type="checkbox"/> Level of disposable income <input type="checkbox"/> Housing tenure <input type="checkbox"/> Housing conditions <input type="checkbox"/> Educational attainment <input type="checkbox"/> Skills levels including literacy and numeracy	<input type="checkbox"/> to Employment opportunities <input type="checkbox"/> to Workplaces <input type="checkbox"/> to Housing <input type="checkbox"/> to Shops (to supply basic needs) <input type="checkbox"/> to Community facilities <input type="checkbox"/> to Public transport <input type="checkbox"/> to Education <input type="checkbox"/> to Training and skills development <input type="checkbox"/> to Healthcare <input type="checkbox"/> to Social services <input type="checkbox"/> to Childcare <input type="checkbox"/> to Respite care <input type="checkbox"/> to Leisure and recreation services and facilities
Social Factors YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Economic Factors YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	Environmental Factors YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
<input type="checkbox"/> Social contact <input type="checkbox"/> Social support <input type="checkbox"/> Neighbourliness <input type="checkbox"/> Participation in the community <input type="checkbox"/> Membership of community groups <input type="checkbox"/> Reputation of community/area <input type="checkbox"/> Participation in public affairs <input type="checkbox"/> Level of crime and disorder <input type="checkbox"/> Fear of crime and disorder <input type="checkbox"/> Level of antisocial behaviour <input type="checkbox"/> Fear of antisocial behaviour <input type="checkbox"/> Discrimination <input type="checkbox"/> Fear of discrimination <input type="checkbox"/> Public safety measures <input type="checkbox"/> Road safety measures	<input type="checkbox"/> Creation of wealth <input type="checkbox"/> Distribution of wealth <input type="checkbox"/> Retention of wealth in local area/economy <input type="checkbox"/> Distribution of income <input type="checkbox"/> Business activity <input type="checkbox"/> Job creation <input type="checkbox"/> Availability of employment opportunities <input type="checkbox"/> Quality of employment opportunities <input type="checkbox"/> Availability of education opportunities <input type="checkbox"/> Quality of education opportunities <input type="checkbox"/> Availability of training and skills development opportunities <input type="checkbox"/> Quality of training and skills development opportunities <input type="checkbox"/> Technological development <input type="checkbox"/> Amount of traffic congestion	<input type="checkbox"/> Air quality <input type="checkbox"/> Water quality <input type="checkbox"/> Soil quality/Level of contamination/Odour <input type="checkbox"/> Noise levels <input type="checkbox"/> Vibration <input type="checkbox"/> Hazards <input type="checkbox"/> Land use <input type="checkbox"/> Natural habitats <input type="checkbox"/> Biodiversity <input type="checkbox"/> Landscape, including green and open spaces <input type="checkbox"/> Townscape, including civic areas and public realm <input type="checkbox"/> Use/consumption of natural resources <input type="checkbox"/> Energy use: CO2/other greenhouse gas emissions <input type="checkbox"/> Solid waste management <input type="checkbox"/> Public transport infrastructure

## 4. Outcome of the Assessment

The EHIA assessment is intended to be used as an improvement tool to make sure the activity maximises the positive impacts and eliminates or minimises the negative impacts. The possible outcomes of the assessment are listed below and what the next steps to take are:

Please tick (✓) what the overall outcome of your assessment was:

✓)	1. The initial screening exercise showed a strong indication that there will be no impacts on people and need to carry out an EHIA.  2. The EHIA identified <u>no significant concerns</u> OR the identified <u>negative concerns</u> have already been <u>addressed</u>	→	<b>Proceed with implementation of your activity</b>
	3. The EHIA identified some <u>negative impact</u> which still needs <u>to be addressed</u>	→	<b>COMPLETE SECTION 5:</b> <b>Complete action plan</b> with measures to mitigate the and finalise the EqHIA
	4. The EHIA identified some <u>major concerns</u> and showed that it is <u>impossible to diminish negative impacts</u> from the activity to an acceptable or even lawful level	→	<b>Stop and remove</b> the activity or <b>revise</b> the activity <b>thoroughly</b> . <b>Complete an EqHIA on the revised proposal.</b>

## 5. Action Plan

The real value of completing an EqHIA comes from identifying the actions that can be taken to eliminate/minimise **negative** impacts and enhance/optimize positive impacts. In this section you should list the specific actions that set out how you will mitigate or reduce any **negative** equality and/or health & wellbeing impacts, identified in this assessment. Please ensure that your action plan is: more than just a list of proposals and good intentions; if required, will amend the scope and direction of the change; sets ambitious yet achievable outcomes and timescales; and is clear about resource implications.

Protected characteristic / health & wellbeing impact	Identified Negative or Positive impact	Recommended actions to mitigate Negative impact* or further promote Positive impact	Outcomes and monitoring**	Timescale	Lead officer

### Add further rows as necessary

\* You should include details of any future consultations and any actions to be undertaken to mitigate negative impacts.

\*\* Monitoring: You should state how the impact (positive or negative) will be monitored; what outcome measures will be used; the known (or likely) data source for outcome measurements; how regularly it will be monitored; and who will be monitoring it (if this is different from the lead officer).

## 6. 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:**

Ongoing from the date of implementation

**Scheduled date of review:**

**Lead Officer conducting the review:**

Iain Hardy

*\*Expand box as required*

**Please submit the completed form via e-mail to [READI@haverling.gov.uk](mailto:READI@haverling.gov.uk) thank you.**