

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	<b>Minor Parking Schemes – Objection Report 11 Lodge Court</b>
<b>Decision Maker:</b>	Imran Kazalbash Director of Environment
<b>Cabinet Member:</b>	Cllr Barry Mugglestone
<b>SLT Lead:</b>	Imran Kazalbash 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 £0.001m 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 the 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 and in the designs appended to the body of this report:

#### a) **Scheme – Lodge Court**

The change of operational hours of the residents parking scheme in Lodge Court from Monday to Friday 10.30am to 11.30am to Monday to Saturday 8am to 8pm, with the introduction of 'At any time' waiting restrictions on High Street and the westernmost arm of Lodge Court (as shown on drawing reference Lodge Court & High Street).

### 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 Lodge Court – St Andrews Ward**

A request has been received from a Ward Councillor on behalf of residents to extend the operational hours of the residents parking scheme that currently operates in Lodge Court to deter longer term parking that is taking place outside the current restricted period.

Officers considered that increasing the operational hours of the current residents parking scheme operational in Lodge Court, so that they operate from Monday to Saturday 8am to 8pm and introducing sections of 'At any time' waiting restrictions on High Street and at the westernmost junction of High Street and Lodge Court would be the best option to limit the longer term non-residential parking while improving safety and sight lines around both junctions of Lodge Court.

Following the consultation, the results of the responses received are tabled below, and are included in Appendix A.

Residents For	Residents against	No view but comments received
5 no	6 no	0 no

All Ward Councillors were made aware of the responses received to the consultation and all Ward Councillors were in agreement that the objections should be overruled and the proposals be implemented as advertised.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road and although there are concerns over the loss of parking space for the doctors and residents of High Street, the cost of visitors permits and the effect that the extended restrictions may have for trades and deliveries, it is considered that the advertised proposals will be of benefit to the residents of Lodge Court. Officers have considered the need to provide available parking space for the residents of Lodge Court, which is considered to outweigh the loss of general parking provision.

As this is the case, Officers recommend that the proposed changes to the operational hours of the residents parking scheme operational in Lodge Court, along with the associated waiting restrictions should be implemented as advertised.

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

The option not to progress these schemes was considered but rejected.

Officers consider the need to provide available parking for the residents of Lodge Court while promoting road safety, traffic flow, sight lines and access, 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 publicly 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 Lodge Court – St Andrews Ward**

All Ward Councillors were made aware of the responses received to the consultation and all Ward Councillors agreed that the proposals should be implemented as advertised.

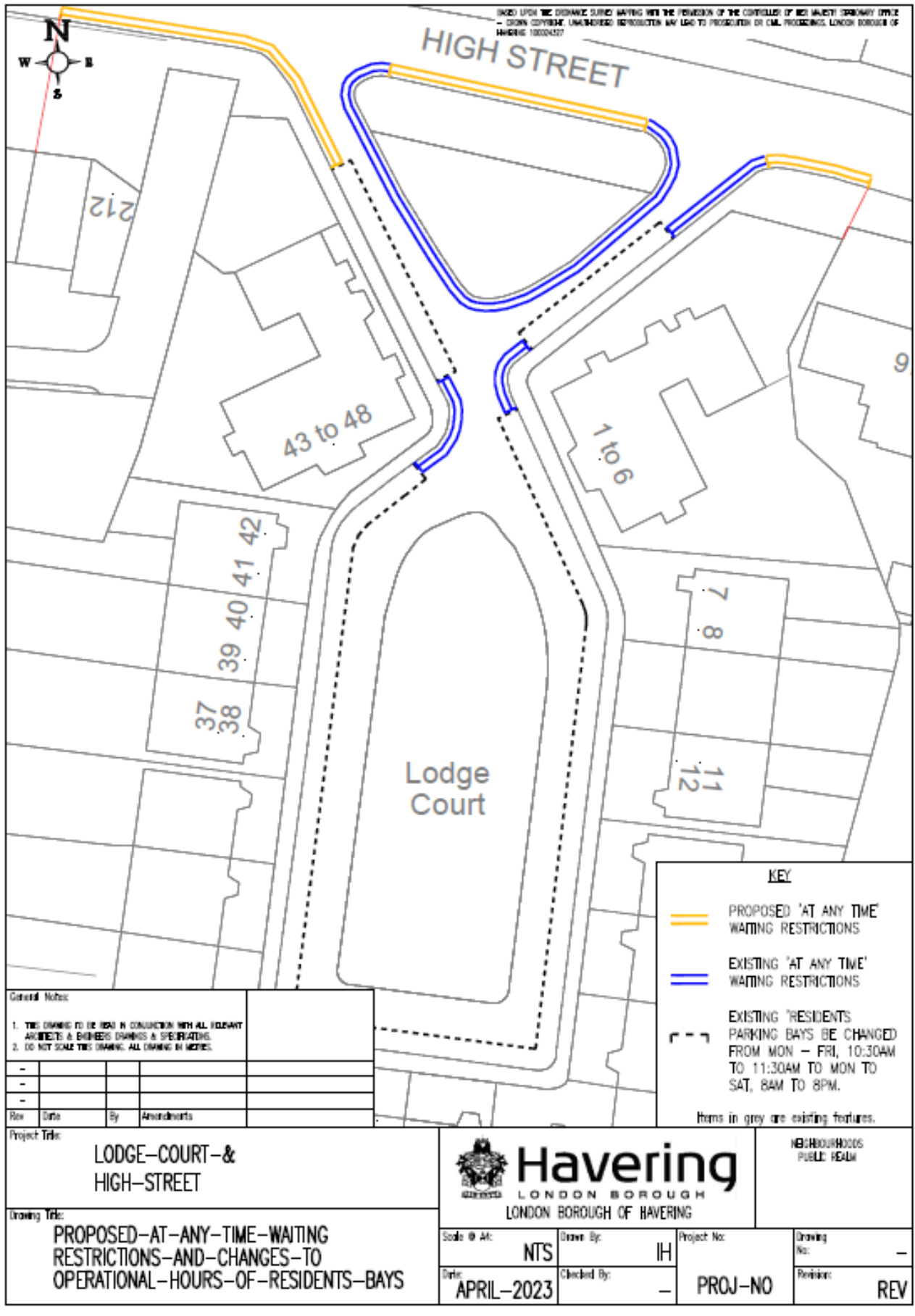
**NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER**

Name: Iain Hardy

Designation: Schemes Engineer

Signature:  02/10/2024

**Lodge Court – proposed change of operation at hours and ‘At any time’ waiting restrictions**



## Part B - Assessment of implications and risks

### LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for the implementation of the change of operational hours of the residents parking scheme in scheme Lodge Court from Monday to Friday 10.30am to 11.30am to Monday to Saturday 8am to 8pm, with the introduction of 'At any time' waiting restrictions on High Street and the westernmost arm of Lodge Court.

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 £0.001m 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.

The change of operational hours of residents parking and associated waiting restrictions - scheme Lodge Court.	Estimated Cost £m
Lodge Court	<u>£0.001</u>
<b>Total</b>	<b>£ 0.001</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 improve the amount of available parking for the residents of Lodge Court and improve safety at its two junctions with High Street.

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.

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<b>BACKGROUND PAPERS</b>
None.

<b>APPENDICIES</b>
Appendix A – Responses received Appendix B - 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 extension of the hours of operation of the residents parking scheme that currently operates in Lodge Court from Monday to Friday 10.30am to 11.30am to Monday to Saturday 8am to 8pm, along with the introduction of associated 'At any time' waiting restrictions in Lodge Court and High Street.

**Details of decision maker**

Signed



**Name:** Imran Kazalbash, Director of Environment

CMT Member title: Strategic Director of Place

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

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

Date: 02/10/2024

**Lodging this notice**

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

<p><b>For use by Committee Administration</b></p> <p>This notice was lodged with me on _____</p> <p>Signed _____</p>
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## Appendix A

### Responses received

#### Response 1

I object to the changes for the following reasons:

1. The scheme was originally brought in to stop commuters parking there and walking to the station.
2. The scheme is unfair to the local residents that don't live in Lodge Court as they can't park in the High Street.
3. A planning application was refused for 30+ flats for over 55's at 207-217 High Street because only 10 parking spaces were to be provided, the locals objected partly on the grounds of the limited parking spaces available as this would impact not only Lodge Court but also Inskip Drive and Bowden Drive who also objected.
4. Throughout the day when the parking restrictions are not in force a good 30% of the parking spaces are available, if you carry out a study you will see this.
5. Alternative parking in Inskip Drive or Bowden Drive for other local residents is not really an option because parking spaces are taken within minutes of being available especially with the Doctors surgery in the High Street. The scheme would only increase the problem in those roads.
6. Maintenance of local property. We personally have window cleaners and gardeners every 2 or 3 weeks, without the parking spaces they wouldn't be able to tend. They also clean the windows of 2 Lodge Court and occasionally tend the communal garden of 1-6 Lodge Court. We manage this property for our daughter who is currently living abroad.
7. Visitor parking, unless there is room on the driveways visitors would have to park in the Town centre which isn't convenient, my mum is 91 and couldn't walk from there to my house. We have lived in our house for XX years and seen many changes during this time, the biggest impact on the parking situation was caused when paid parking was introduced to the Town centre. Probably none of the local residents in the High Street use Lodge Court to park for long periods or overnight and it is probably only used occasionally for visitors or tradesman. I have no doubt that the scheme has already been decided but if High Street residents could at least be able to apply for visitor permits it will allow them to maintain their existence in the High Street as they don't really impact the good residents of Lodge Court.

#### Response 2

Further to my email of objection on the 13 August.

Regarding point 4 a couple of photos attached showing parking spaces during the day (these could have been taken at any time during day and show similar results). The spaces closes to the High Street (as shown) would be the first to fill by anyone that's not from Lodge Court.

Image 1 taken Tuesday 15 August at 09.58.

Image 2 taken Tuesday 15 August at 15.56

#### Response 3

We are writing in response to your letter dated 28<sup>th</sup> July 23 concerning the proposed changes to the above parking scheme. As a GP surgery we are disappointed to learn of these changes as patients use this area for short term parking when attending appointments at the surgery as we have no available parking on site due to being a small surgery and the local car park facilities are a fair walk away.

We would like you to reconsider this change.

#### Response 4

I was delighted to be informed by your correspondence "Proposed changes to Residents' Parking Scheme -- Lodge Court" dated 28.07.23 that outlined your intentions, pending Public Consultation, to improve Lodge Court (LC) by extending the Parking Scheme's operational hours and to improve the road markings by changing the single yellow lines to double.

The current system (wether by design or intention) only hinders those for whom would use LC as an extension of Hornchurch Station car park whilst undertaking their daily commute. It has been reasonably successful in this regard but does not hinder any of the other issues that I will now, in turn, go into further detail.

I wish to raise a number of points as part of your Public Consulattion process in favour of your proposals bringing to attention:

- how these changes will improve the lives of the residents of LC;
- bring order to the immediate local area and avoid escalating points of conflict;
- improve the safety of women living at LC;
- improve the safety and mental wellbeing of the elderly and infirm at LC;
- improve road safety at LC;
- improve safety in general to LC;

Currently residents of LC need to compete with the following interested third parties so that they can have a parking space reasonably close to their household:

- residents of the local area, other then LC,
- staff of the local eateries and commerce,
- consumers of the local eateries and commerce,
- delivery drivers,
- NHS staff,
- any trades men servicing LC communal areas or residential properties;
- vistors of fellow residence of LC,
- person unknown.

For me, first priniciples should be noted and observed --LC is not a street, road or avenue with any means of throughfair, it is a *cul-de-sac*, it therefore stands to reason that all traffic, be it human or automobile - should have no reason to be in the immediate vacinity unless thier business relates to LC or its inhabitants. LC has approximately no.48 addresses within its bounds, if every households owned a car - which is not an unfair stance to take - then their wouldn't be enough car parking spaces to serve the residence, let alone the increased competition brought about by the aforelisted interested third parties. It is therefore imperative to manage this scarce resource for the betterment of LC inhabitants.

The net externality of the existing system is that:

- many of the elder citizens of LC, for which their are many, and many are single, are unable to have vistors from friends and family. As you will be aware, younger generations - because of the pressures of the housing market - are having to move further and futher out into Essex to find affordable housing. Therefore local transport would not be of practicable use to them with only driving as a means to visit their loved ones. I am sure I do not need to labour the point about the aged and lonliness, nevertheless I attached AgeUK's Research. [Loneliness research and impact | Age UK](#)
- continuing from the last point, some of the elder citizens for whom need professional aid, i.e. private carers and NHS nursing, cannot be readily helped, because those mobile professionals cannot park.
- many of the citizens of LC are single women who work and so wether returning late of evening or returning on a winter's evening - they have to park away from their home, often this leaves them fearful for their safety. This is further compounded by non-residents attending LC where they ought to have no reason to. This can be attested by one of the signatories of this correspondence. [New data shows extent to which women feel unsafe at night | End Violence Against Women](#)

- subsequently, residents are unable/fearful to leave their homes in their cars in case they lose their parking space.
- increased to traffic in LC has led to automobile safety issues that manifests itself in a couple of forms:
  - children playing on the green have been put at risk, not just by those parking on the green but by wanton speeding by those coasting for a parking space by non-residents.
  - dangers and damages caused by non-residents to cars as they are not familiar with the tight bends of the Lodge. I can attest to this as my vechiles was hit-and-run leaving me with a repair bill in excess of £1,000.
- There have been a number of flashpoints between residents from local areas, consumers of the local commerce, staff of the local commerce with residents of LC as frustrations of all involved has intensified.
- Some of these interested third parties after not finding parking have taken to parking on the central green area of LC. This has in turn caused an unknown resident to make complaints and call on the enforcement officers who have in turn caught-out exaperated residents who have also been forced to park on the green further escalating frustrations and creating a feedback loop. The *snitching* of local residents has caused disharmony within the Lodge.
- parking on single yellow lines has created traffic jams, caused bottlenecks that has caused damage to cars, and on at least on one occasion that I am aware of, blocked an ambulance on a callout that resulted in the Fire Services having to move the offending vechile by force.

I wish raise two recommendation of improvement to the proposals:

1. I would recommend extending the evening hours as the local eateries have two sittings, at 19:00 & 21:00 and so residents are unable to leave their homes at night as alluding to earlier. Likewise for residents for whom return from work late. This is problematic for people for whom need to rely on their vechile for their independence (going to shopping etc.).
2. Likewise you proposal will not solve this issue on Sunday.

I would ask that the Assitant Director for Public Realm consider that Hornchurch Town Centre has council parking and private/commerical parking in abundance, namely at Lidl, Sainsbury, Appleton Way, Billet Lane, Dorrington Gardens, Fentiman Way, Keswick Avenue and Woodhall Crescent - but to name a few. If the opposition to these proposals is that they need more commercial parking I suggest that their are a number alternative options that I would be happy to make recommendation to, but for them to rely on the meagre parking spaces that they are relying on from LC is not to be taken seriously and I would suggest that convenience is the real reason for their opposition.

Please accept this proposal to improve the lives of those that live at LC.

#### **Response 5**

I am a resident of XX lodge court. I am not happy with the new permit hours as i constantly have different cars or vans depending on the project i am on. The vehicles are not registered at this address therefore will not be able to get a permit for these hours. Is there a way to get a permit for a car that is not registered at this address. If so i do not object to the changes and will get a permit for 2 vehicles at this address. Looking forward to your response.

#### **Response 6**

I am emailing in support of the proposed changes to the residents parking scheme (Lodge Court, Hornchurch, RM12 6QR).

I'm a resident of the road but I'm often not able to park on the road when I return from work after 5pm. People who don't live on the road have been using Lodge Court to park up in the evenings and at weekends. This makes it difficult to find a space and often I have to park a few roads away. We don't have driveways on Lodge Court so are very much dependent on there being space on the road.

I fully support the changes as this will ensure people use the council dedicated car parks and encourage people to use the many local buses for their trips into the town centre in the evenings. It will make life a lot more stress free for people living on Lodge Court.

I hope that the proposed changes will be implemented and would like to reiterate my full support.

#### **Response 7**

I am writing in full support of the proposed changes to the residents parking scheme on Lodge Court, Hornchurch, RM12 6QR.

Despite being a resident of Lodge Court and a resident parking permit holder, it is very difficult to park on Lodge Court, especially when I arrive home from work on most weekdays. This is often because many people visiting Hornchurch town centre will park on Lodge Court.

Whilst the current restrictions mean that only residents can park on the road between 10:30am and 11:30am, parking spaces disappear as the day goes on and there are usually no spaces left by 5/6pm. This is because people visiting the town centre for the evening will use Lodge Court to park on as they know they can park for free.

Changing the restrictions to 8am to 8pm will encourage those travelling to Hornchurch town centre to use public transport or, if driving, use one of the council car parks. These changes will also mean residents of Lodge Court will be able to park on our road.

I hope that the proposed changes will be implemented and would like to reiterate my full support.

#### **Response 8**

I'm just writing to give some comments on the proposed changes to the residents parking scheme.

Whilst I personally welcome the idea of bringing in more stringent rules to eliminate unnecessary parking in Lodge Court, and more parking for those who actually live here, I just have a concern about visitor permits, and the issue of residents, such as my mother and me, being able to arrange parking for deliveries, tradesmen etc

The current parking scheme does not allow for tradesmen or deliveries to arrange their parking themselves, and puts the onus on the homeowner to arrange and pay for it, which I feel is completely wrong - and makes it very awkward for the homeowner to have any visitors to their own property, for either deliveries or work being carried out.

I would welcome the idea of those parking in Lodge Court, who are not residents, being able to easily access the permit system themselves, and appropriate signage for them to do so, to arrange their own hourly tickets or permits without having to get the homeowner involved.

#### **Response 9**

As a resident of Lodge Court, my main concern with the proposed parking scheme hours of operation relating to visitors permits, is that I will then have to therefore purchase a permit for up to 6 hours for any tradesperson/utility person or delivery that attends to my property. The cost of a tradesperson to attend/and or utility check is already now extortionate, without now the proposed added cost of paying for parking permits. This I can ill afford. At present, I ensure tradespeople attend outside of the current permit times, but will not be able to do this with the new proposed changes.

I do not own a car & therefore have never required a resident permit.

I find the proposed additional cost to me as a resident totally unacceptable & request proposals of some provision being made for tradespeople attending a residents property in Lodge Court if the changes are to take place.

I eagerly await your response.

**Response 10**

I back the scheme for extended parking for Lodge Court residents, the 10:30 to 11:30 residents parking is inadequate. Residents pay for a yearly parking permit, yet residents that go to work find that when they come home from work in the evening can't find no where to park. This is because non-residents ,and shoppers are taking the spaces. I back the 8.am to 8.pm 100%.

**Response 11**

The demographics of LC is key, many res. are elder citizens (mostly women) some who have ailments relying on a car to maintain their independence; single women; young couples with children. The non-res. traffic is a danger to children, takes-up res. parking, damage to cars by those searching for spaces as they do not know how to navigate the tight turns, led to illegal parking, blockages in road meaning no access for em. services. Women who cannot park outside their house have to walk in the dark.

## 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 Lodge Court
<b>Lead officer:</b>	Iain Hardy
<b>Approved by:</b>	James O'Regan
<b>Version Number</b>	<b>V0.1</b>
<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@havering.gov.uk](mailto:READI@havering.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 Lodge Court		
2	Type of activity	Minor Parking schemes		
3	Scope of activity	The change of operational hours of the residents parking scheme in scheme Lodge Court and associated waiting restrictions.		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes / No	If the answer to <u>either</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 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	<i>Please use the <a href="#">Screening tool</a> before you answer this question.</i>	
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:	23/07/2024

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

### Background/context:

The scheme for Lodge Court is designed to improve the amount of available parking space for the residents of Lodge Court, while improving sight lines and safety at both the junctions with High Street.

*\*Expand box as required*

### Who will be affected by the activity?

Residents and visitors of adjoining roads and visitors to the town centre will not be able to park in Lodge Court within the restricted period and therefore they may be displaced into other areas.

Visitors to the doctors on High Street will be affected by the proposals, as there will be reduced parking space and therefore they may be displaced into other areas.

Residents and their visitors will be affected by the proposals, as they will have to pay more for visitor's permits to cover the extended period of the restrictions and therefore they may be displaced into other areas.

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

Vehicles will not be able to park on the no waiting at any time restriction, however they can still load and unload goods and alight passengers.

The installation of no waiting at any time restrictions will aid larger vehicles (emergency services and Council vehicles) and has street cleaning benefits

Disabled blue badge holders can only park on waiting restrictions for up to three hours, as long as they are not considered to be causing an obstruction.

Disabled blue badge holders can park in residents parking bays for an unrestricted period.

*\*Expand box as required*

### Protected Characteristic - Age: Consider the full range of age groups

Please tick (✓)  
the relevant box:

#### Overall impact:

**Positive**

Parking restrictions are applied irrespective of age



<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	
<b>Evidence:</b>		
<b>Sources used:</b>		

*\*Expand box as required*

<b>Protected Characteristic - Disability:</b> 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>  Disabled blue badge holders can park in disabled parking bays and residents parking bays without a time limit.  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.
<b>Positive</b>	<input type="checkbox"/>	
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	
<b>Evidence:</b>		
<b>Sources used:</b>		

*\*Expand box as required*

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







<b>Protected Characteristic - Pregnancy, maternity and paternity:</b> Consider those who are pregnant and those who are taking maternity or paternity leave	
<i>Please tick (✓) the relevant box:</i>	
<b>Positive</b>	<input type="checkbox"/>
<b>Neutral</b>	<input checked="" type="checkbox"/>
<b>Negative</b>	<input type="checkbox"/>
<b>Overall impact:</b> Parking restrictions are applied irrespective of pregnancy, maternity and paternity.	
<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>Positive</b>	<input type="checkbox"/>
<b>Neutral</b>	<input checked="" type="checkbox"/>
<b>Negative</b>	<input type="checkbox"/>
<b>Overall impact:</b> The parking restriction proposals are not expected to have any socio-economic impact, although with the time of the restrictions being extended, residents may be required require to purchase more visitors permits	
<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>	

**Health & Wellbeing Impact:** 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>		Residents of Lodge Court should find it easier to park in the Court, particularly in the afternoons, early in the evenings and on Saturdays, which should reduce stress.
<b>Neutral</b>	✓	Residents of Lodge Court will have to pay more for visitors permits if their visitors wish to stay all day and on Saturdays, which may cause some residents financial problems.
<b>Negative</b>		<p>Residents of adjoining road will not be able to park in Lodge Court within the restricted period and therefore they may be displaced into other areas and be forced into walking further distances.</p> <p>Visitors to the doctors on High Street will be affected by the proposals, as they will not be able to park in Lodge Court within the restricted period and therefore they may be displaced into other areas.</p> <p>Visitors to the local shops will be affected by the proposals, as they will not be able to park in Lodge Court within the restricted period and therefore they may be displaced into other areas.</p> <p>The proposals for at any time waiting restrictions will improve road safety for all road users including pedestrians, improve traffic flow and access for the emergency services. Also the improvement of sight lines will reduce road users stress as obstructive parking would be reduced.</p> <p>The introduction of waiting restrictions will impact on the amount of parking capacity, which may have an impact on the wellbeing of drivers, as alternative parking would have to be sought. Although parking further away from their destination will improve their health, as this would promote walking.</p> <p>Blue badge holders will also be impacted as alternative parking may have to be sought if they wish to park for longer than three hours on at any time waiting restrictions, which might impact their wellbeing.</p> <p>Improved access for Service and Emergency service vehicles, which may reduce anxiety for residents concerned about access for these vehicles.</p> <p>These proposals will decrease the amount of available parking for non-residents and their visitors during the times of operation of the scheme in comparison to what they had before. This could result in some</p>

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.

*\*Expand box as required*

**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:**

*\*Expand box as required*

**Sources used:**

*\*Expand box as required*

### 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@havering.gov.uk](mailto:READI@havering.gov.uk) thank you.**