

Notice of Non-key Executive Decision

Subject Heading:	Market Link Parking Scheme
Decision Maker:	Imran Kazalbash Director of Environment.
Cabinet Member:	Cllr Barry Mugglestone
SLT Lead:	Imran Kazalbash Director of Environment
Report Author and contact details:	Iain Hardy Engineer iain.hardy@havering.gov.uk 01708 432440
Policy context:	Havering Local Development Framework (2008)
Financial summary:	Estimated cost of £0.006m to be funded from cost centre A26910, Schemes budget
Relevant OSC:	Places
Is this decision exempt from being called-in?	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:

- Agree to implementation of the following measures:
 - installation of No Waiting 'At any time' restrictions in Market Link, Ducking Stool Court and The Mews, shown on the drawing at page 3 of this Report;
 - installation of loading bays in Ducking Stool Court and The Mews shown on the drawing at page 7 of this Report;
 - installation of two new disabled parking bays in The Mews shown on the drawing at page 7 of this Report;
 - installation No loading 'At any time' restrictions around the Market Link junctions with Ducking Stool Court, The Mews and St Edwards Way with No Loading 7am to 7pm throughout the week in the remaining areas of Market Link, Ducking Stool Court and the Northern section of The Mews shown on the drawing at page 7 of this Report.

All the elements of the above proposals are shown on the Drawing Proposed amendments to advertised scheme.

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.

STATEMENT OF THE REASONS FOR THE DECISION

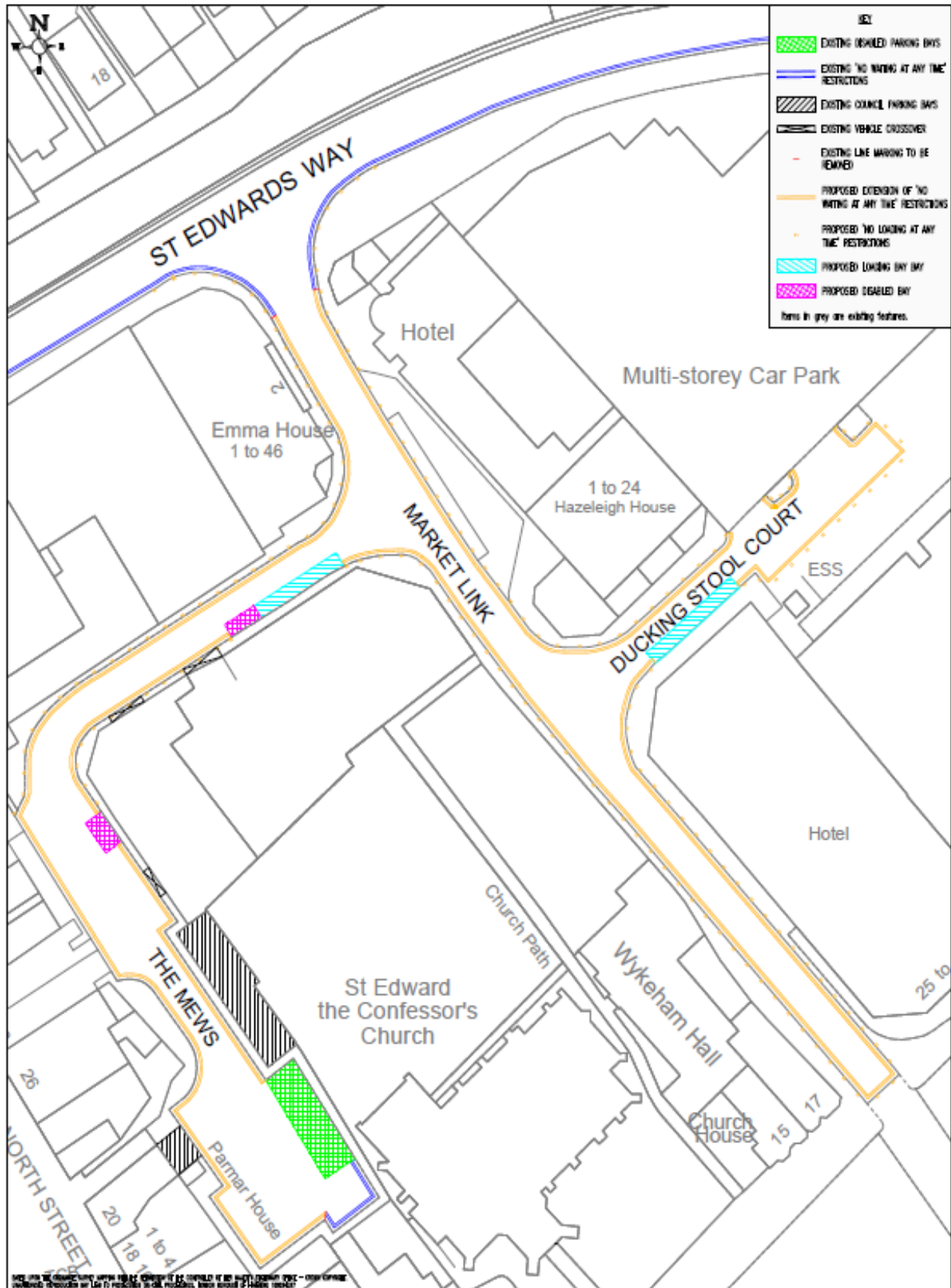
Requests have been received from Market Traders, the Market Manager, the Parking Manager and business representatives to introduce 'At any time' waiting restrictions and a more extensive loading ban in Market Link, Ducking Stool Court and The Mews. This is to improve access and traffic flow to and from the Market Place for Market Traders, which are currently experiencing regular parking problems, improve access for drivers wishing to use Ducking Stool Court car park and address the need to implement temporary No waiting and loading restrictions over the Christmas period, which deal with the problems.

Officers considered just introducing 'At any time' waiting restrictions, but these restrictions alone will not prevent parking by disabled drivers.

Given the aforementioned consideration, a scheme was designed which includes no waiting 'At any time' waiting restrictions, no loading 'At any time' restrictions, two loading bays and two disabled parking bays. The two loading bays and two disabled

parking bays were included in the scheme to mitigate for the loss of general parking provision. The advertised proposals are shown below.

The Advertised Proposals



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General Notes:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS & ENGINEERS DRAWINGS & SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. ALL DIMENSIONS IN METRES.

No.	Date	By	Amendments

Project Title: Proposed extension of 'no waiting and loading at any time' restrictions

Drawing Title: Market Link
The Mews
Ducking Stool Court

Havering
LONDON BOROUGH
LONDON BOROUGH OF HAVERING

Scale: 1:500
Date: Nov '22
Drawn By: RRN
Checked By: [Blank]
Project No: [Blank]
Drawing No: 10/2022/Market Link
Revision: [Blank]

UNAPPROVED PUBLIC WORK

In April 2023, Ward Councillors were provisionally consulted on the proposed parking scheme and they were happy to support the public advertisement of the proposals.

The proposals were publically advertised on Friday 12th May 2023. Legal notices were placed in The Romford Recorder and London Gazette, site notices were placed in Market Link, Ducking Stool Court and The Mews and 412 letters were sent to residents and businesses in the area. The consultation period closed on 2nd June 2023.

Following the consultation, thirteen responses were received, five in favour of the proposals and eight objections. These responses are shown in Appendix A and are summarised below.

From the five responses that were in favour of the proposals the main comments were

- That access would be improved for Emergency Services and the Market Traders and for delivery vehicles going in to Ducking Stool Court.
- Respondents viewed the proposals as generally good news which would address people parking thoughtlessly and people waiting to collect or drop off people having no regard for the disruption caused.
- Respondents also indicated that for motorists trying to get in to Ducking Stool car park was “a nightmare”
- Iceland would like these restrictions in place a.s.a.p.

From the eight responses received that objected to the proposals the main comments were

- As a single, female resident of said area, I am extremely concerned about these new proposals as it means that there is nowhere free of charge for me to safely park my car overnight.
- I am a Disabled Resident of Emma House and rely on deliveries from supermarkets for my food and delivery companies for anything else I may need. This No parking order will make it impossible.
- An elderly resident of Nayland Court is concerned about grocery and other goods deliveries and Taxi pick up for hospital appointments and visits from family members.
- As residents, most of us have our relatives or friends are frequently visiting us in the weekend, e.g. Sunday or evening during the week, some of the visitors are elder people or kids, so we need a parking space for them.
- As a resident of Nayland Court, the proposed plans will significantly impact the parking and waiting areas surrounding my home.
- I am an informal carer for my family who live in the flats on Market Link and attend to them of an evening. I am worried that there will be nowhere for me to park my car if the timings of the parking are changed.

Ward Councillors responses to the consultation

All Ward Councillors were made aware of the responses received to the consultation, with one Councillor asking if there are any options available for residents, regarding resident permit parking. One Councillor outlined their concerns for the disabled residents who finds parking essential and for the women who would not feel safe parking further away and walking to their property at night. Parking in this area may be essential to ensure that local church users can use this parking without having to pay

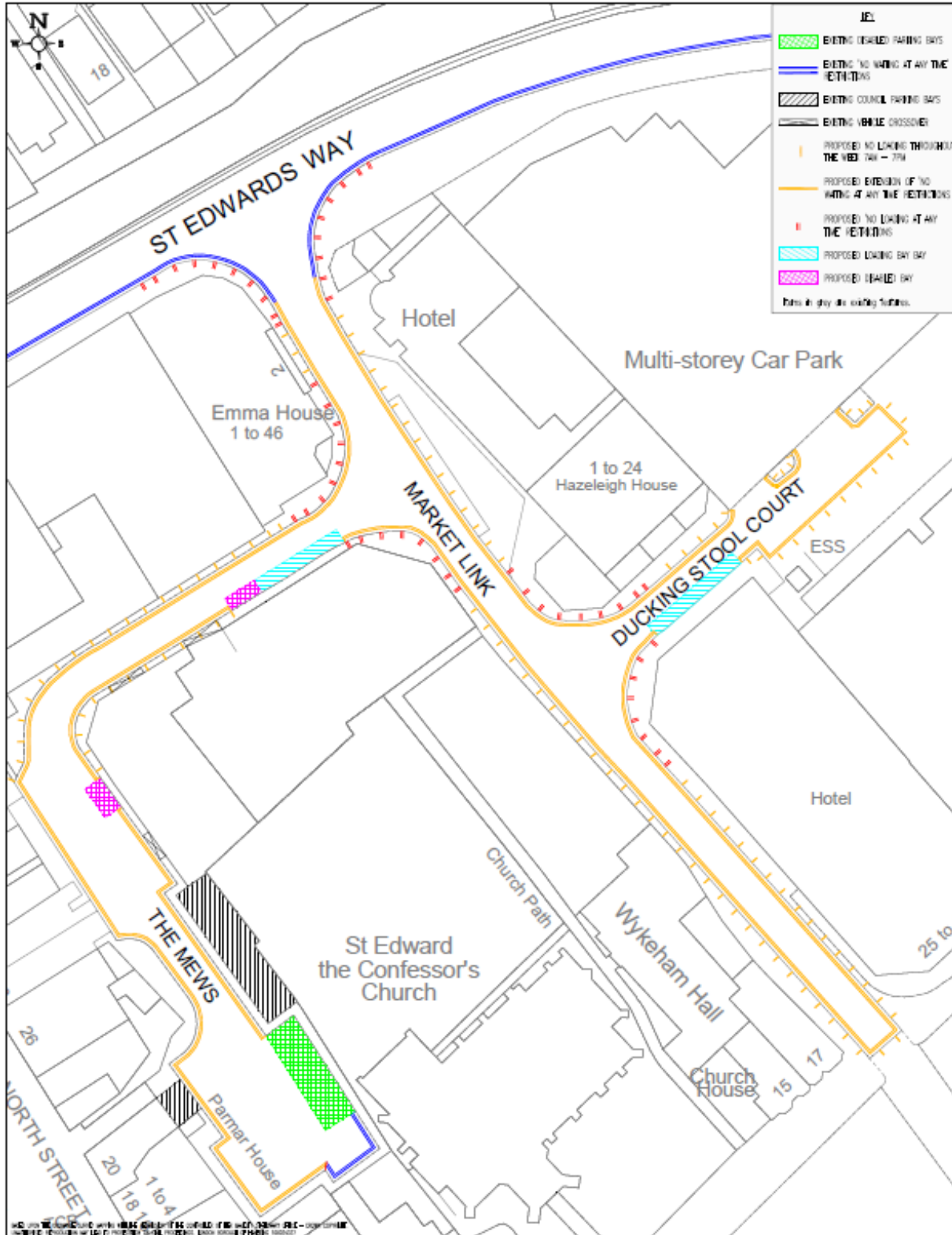
to pray - something that has been raised in the past by worshipers. It is felt by Members that in these challenging times, we need to do everything possible to support our churchgoers locally. The third Councillor agrees with the comments of the second Councillor and feels that the people in agreement with this scheme may be some business owners and some residents who do not need parking spaces. However, they also feel that consideration must be given to the concerns raised by the residents who are physically challenged and women who feel intimidated and would not feel safe walking some distance in the dark to their home.

Objections leading to Public Enquiry

Taking into account the points raised during public consultation and the intended purpose of the scheme, which is to ensure access for Emergency Services, access to the car park and loading bay in Ducking Stool Court, unhindered operation of the Market and improvement of traffic flow in the area, it is considered that some concessions could be made to reduce the impact of the proposals on the residents in the area while achieving the aims of the scheme. By reducing the hours of operation that the proposed loading ban is in operation, in certain areas, it would enable residents to receive food deliveries in the evenings, without compromising traffic flow and allow disabled residents to park after the loading ban time, for up to three hours, while displaying their disabled badge and clock.

By taking this approach it does give some concessions to residents, but at the same time will achieve the improved access, traffic flow and negate the need to hold a Public Enquiry. Therefore, a revised scheme has been produced which would introduce 'At any time' parking and waiting restrictions for a distance of 15 metres on all arms of the Market Link junctions with Ducking Stool Court and The Mews and to reduce the remaining area that was proposed to be covered by the 'At any time' loading ban to be reduced to operate from 7am to 7pm throughout the week. The proposed waiting restrictions are proposed to be implemented, as objections to this element of the scheme do not need to be considered by the Planning Inspectorate. A plan of the revised proposed restrictions is shown below for reference.

Proposed amendments to advertised scheme



LEGEND

- EXISTING DISABLED PARKING BAYS
- EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS
- EXISTING COUNCIL PARKING BAYS
- EXISTING VEHICLE CROSSING
- PROPOSED 'NO LOADING THROUGHOUT THE VED TAX - 7PM'
- PROPOSED EXTENSION OF 'NO WAITING AT ANY TIME' RESTRICTIONS
- PROPOSED 'NO LOADING AT ANY TIME' RESTRICTIONS
- PROPOSED LOADING BAY
- PROPOSED DISABLED BAY

Items in grey are existing features.

NO PART OF THIS DRAWING IS TO BE USED FOR ANY PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE LONDON BOROUGH OF HAVERING

- Notes:**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT REQUIREMENTS & ENGINEER'S DRAWINGS & SPECIFICATIONS.
 2. DO NOT SCALE THIS DRAWING. ALL DRAWING IN METRES.

Project Title: Proposed extension of 'no waiting and loading at any time' restrictions

Location: Market Link
The Mews
Ducking Stool Court

<p>Havering LONDON BOROUGH LONDON BOROUGH OF HAVERING</p>			
		Scale of A3: 1:500 Date: Jan 24	Drawn By: RRN Checked By:

Set out below are the descriptions of the restrictions that currently operate in Market Link, Ducking Stool Court and The Mews.

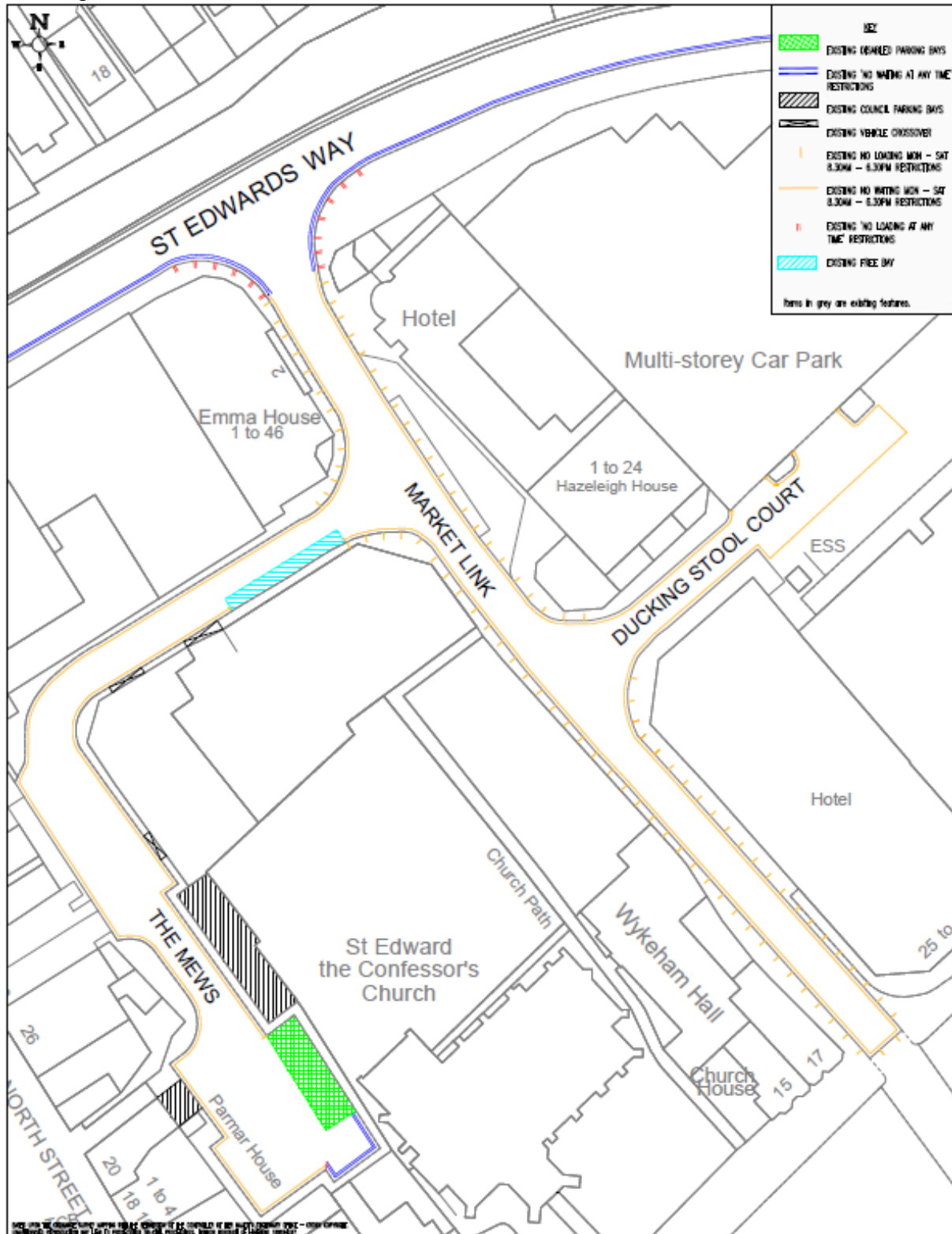
The current parking restrictions are:-

Market Link is currently covered by double yellow lines, at its junction with St Edwards Way with the remainder of the road being restricted by a single line operational Monday to Saturday 8:30am to 6:30pm and a loading ban operational Monday to Saturday 8:30am to 6:30am

Ducking Stool Court is currently covered by a single line operational Monday to Saturday 8:30am to 6:30pm with its junction with Market Link being restricted with a loading ban operational Monday to Saturday 8:30am to 6:30am

The Mews has a free parking bay as you enter the road, but for the most part is covered by a single yellow line operational, Monday to Saturday 8:30am to 6:30pm 5 disabled bays to its southern end and double yellow lined covering the rear service to the HSBC bank and a Loading ban operational Monday to Saturday 8:30am to 6:30pm at its junction with Market Link.

Existing Restrictions



Notes:

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No.	Date	By	Amendments

Project Title: Existing Restrictions

Drawing Title: Market Link
The Mews
Ducking Stool Court

Havering
LONDON BOROUGH OF HAVERING

Scale: 1:500
Date: Jan 24

Drawn By: RRN
Checked By:

Project No:
Drawing No: 15/011/Market Link
Revision:

RESERVED FOR PUBLIC USE

Existing planning conditions on developments in the area.

Below is a table that shows planning conditions that were imposed on the developments in the Market Link area, and this shows that all developments have planning conditions on parking or are car free developments.

Planning permission	Address	Development	Date of Permission	Notes
P0849.00	North side of the Market Place, and former Laurie Hall and at, junction of Market Link and, St Edwards Way	Erection of 5 retail units, medical premises, indoor shopping hall, restaurant/public house, 60 bedroom (5 storey) hotel, offices, 91 residential units, public conveniences, multi-storey (4 levels) and surface parking	15/03/2002	S106 does not include any obligations relating to parking. Decision Notice with parking condition attached
P0012.05	Land at junction of, Market Link and, Ducking Stool Court	Erection of seven storey, 80 bed hotel and 24 residential units	06/04/2005	This is the Travelodge. S106 does not include any obligations relating to parking. Decision Notice with parking condition attached.
P2310.05	2 Market Link	Construction of 46 affordable housing units with small retail outlet	22/03/2006	S106 includes car free obligation if CPZ implemented
P0498.19	22-44 North Street	Erection of four to six storey development with 46 residential units and 340sqm commercial unit at ground floor, including	12/08/2020	S106 includes £5k CPZ contribution, Highways Works on The Mews and car free obligations

		disabled parking		
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The above Planning Conditions on developments have advised that there is little to no parking proposed as part of the planning conditions and S106 contributions granted to address these and alleviate/ manage any off-street parking overspill.

Rationale for Proposed Measures:

Officers have reviewed the comments received and the comments from the Ward Councillors. There are concerns over the ability of the disabled resident to park near their property and to receive deliveries, even though they are living in a car free development. However, there are two proposed 24-hour disabled parking bays proposed within this parking scheme, one of which is very close to the resident's property and there is a proposed loading bay outside the development that should help with the resident's parking and loading requirements. The other main concern that was raised was about the safety of lone females walking home at night. The safety of lone females is certainly a consideration that needs to be taken into account. Romford town centre has good 24-hour CCTV coverage and the council is constantly working with our Police partners to reduce crime and keep residents safe in and around our town centres. Further to this there is parking available in the Ducking Stool Court multi story car park.

In respect of the effect these proposals may have on churchgoers, some churchgoers may be effected by the proposed parking scheme, and they may be forced into the car parks. However, the scheme will improve emergency access to the Market Place and to all of the residential developments in the Market Link area. Furthermore, these proposals will make accessing the available car parks in Ducking Stool Court and Market Place easier to get into and out of during the peak Sunday period.

In respect of how the proposals will effect carers, there are no provisions within these proposals for carers to park close to the flats that they are visiting. The only options for carers who visit this area is to pay for parking in the Ducking Stool Court car park or park outside the ring road after 6:30 pm and on Sundays.

In response to the residents that have objected to the proposals, most of the developments that they live in are car free developments or have agreed levels of parking provision, so the developments should have little or no impact on the public highway.

In respect of the planning conditions on the developments in the Market Link area, there was clearly the intention to restrict car use at these developments so they have little or no impact on the public highway. This has been done by making developments car free or building in parking facilities that must be retained for the future.

OTHER OPTIONS CONSIDERED AND REJECTED

The option not to progress this scheme was considered but it was felt that further waiting and loading restrictions were required for the safety of residents and all road users.

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 12th May 2023.

Scheme – Market Link, Ducking stool Court and The Mews

All Ward Councillors were made aware of the responses received to the consultation, and this is outlined in the **Ward Councillors responses to the consultation** section of this report.

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

Name: Iain Hardy

Designation: Schemes Engineer

Signature:  08/11/2024

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for the implementation of the amended waiting and loading restrictions for Market Link, Ducking Stool Court and The Mews, along with loading bays in Ducking Stool Court and The Mews and disabled parking bays in The Mews.

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 decision seeks to amend the parking restrictions to those shown in the 'Proposed amendments to advertised scheme' plan within this document. The estimated costs of £0.006m, which include advertising costs and implementing the proposal 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. Therefore, no financial risk is attached to this proposal.

Amended parking proposals,	Estimated Cost £m
Lining Cost	£0.001
Signing cost	£0.004
TMO costs	£0.001
Total	£0.006

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**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 access for larger vehicles and prevent obstructive parking in Market Link, Ducking Stool Court and The Mews, while providing loading bays in Ducking Stool Court and The Mews, and providing two new disabled parking bays in The Mews.

The EQHIA form is attached as Appendix D 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.

APPENDICES

Appendix A – responses to consultation
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 introduction of the amended parking scheme, as shown on the plan included in this report as plan of the revised proposed restrictions.

Details of decision maker

Signed



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

CMT Member title: Assistant Director, Environment

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

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

Date: 08/11/2024

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 _____

Appendix A – responses to consultation

- I fully support the new parking scheme it is something we desperately need. The parking in and around Market Link has always been a major issue for us. Not only do we get vehicles parked for the day we regularly get parking on the opposite side of the road effectively blocking access. This restricts emergency vehicles and rent paying Market traders.
Despite the best efforts of the Parking Enforcement team, a PCN once issued, doesn't remove the vehicle. Our staff are often called from the market to assist with access issues.
I raised the question about a Red Route so any change to the affected area would be visible. Market Link is a very busy road, during Non-Market days it still gets clogged up so this would support the basis for this parking scheme improvement.
I know the Market Traders are happy with the improvements as they get very frustrated when their movements are blocked when entering and exiting the market. Any improvements to the current parking would be a benefit to the operation of Romford Market.
I'm sure that residents as well as local businesses will see the benefits of a clearer road.
I hope this helps. If you need any other info from the Market perspective, just let me know.
- I am writing with regards to the new proposed parking restrictions that Havering Council would like to implement on Market Link, The Mews and Ducking Stool Court. Currently there are yellow lines which prevent people parking between 08.30 and 18.30 Monday to Saturday.
It has been proposed that these times are scrapped and the entire area becomes a 'no waiting'. As a single, female resident of said area, I am extremely concerned about these new proposals as it means that there is nowhere free of charge for me to safely park my car overnight and if I arrive home late it means having to park it elsewhere and having to walk home, alone, back to my flat. I do not always feel as safe in Romford as I should, let alone after dark.
I am not the only resident in my block of flats who is concerned about such a big change. Especially as it could seriously impact my personal safety. I don't feel that the residents of the area have been taken into consideration at all, especially as there seems to be an influx of new flats being built around us. I do not understand how all options for parking are removed, yet offer no alternative, that does not involve a charge.
I am happy to discuss this further with you.
Thank you in advance for your time.
- I am pleased to hear that the parking restrictions on market link and surrounding area are to be completed.
This will make access to the market place much better for all the traders and delivery vehicles that need to get to Ducking Stall court.
- My name is XXXXXXXXXX and reside at Market Link, within the St Edwards Ward of Romford.
I returned home last night to signs attached to lamp posts to inform residents/visitors to the area of potential changes to the parking around the area of Market Link, The Mews and Ducking Stool Court.

Currently there are yellow lines which prevent people parking between 08.30 and 18.30 Monday to Saturday.

It has been proposed that these times are scrapped and the whole area becomes 'no waiting'.

As a single, female resident of said area, I am extremely concerned about these new proposals as it means that there is nowhere free of charge for me to safely park my car locally, overnight and if I arrive home late it means having to park it elsewhere and having to walk home, alone, back to my flat. I do not always feel as safe in Romford as I should, let alone after dark.

I am also an NHS community staff nurse meaning it is essential I have a car to perform my job. This also means carrying heavy equipment with me during my visits and at the end of the day bringing said equipment out of the car as, for obvious reasons, it cannot be left in it.

I have sent my concerns to the email address on the signs which have appeared in the street. But I wanted to express my concerns to you, my councillors, in the hope that they are listened to. I am not the only resident in my block of flats who is concerned about such a big change. Especially as it could seriously impact my personal safety. I don't feel that the residents of the area have been taken into consideration at all, especially when there are even more flats being built around the area. I do not understand how all options for parking are removed, yet offer no alternative, that does not involve a charge.

I am happy to discuss this further with you.

Thank you in advance for your time.

- I am writing to you as Havering Council have put up a notice in Market Link prohibiting and parking/waiting/loading/unloading at any time.

I am a Disabled Resident of Emma House and rely on deliveries from supermarkets for my food and delivery companies for anything else I may need. Although the order from Havering Council states that are putting a loading bay in place, this will be extremely busy especially because of all the new flats they are building along The Mews. It's difficult enough at the moment to get deliveries etc. it's nearly impossible to get companies to come to do repairs/service boilers etc at the moment as they won't park in the multi storey as they have to pay and carry tools etc. This No parking order will make it impossible. We already live in a block with the cladding that we are waiting to have removed/replaced due to the new laws bought in because of the tragedy of Grenfell. The housing association say they cannot start the work needed as the office block next door won't let them put the scaffolding they need on their land. Combine that with unserviced boilers etc it's a disaster waiting to happen.

Many residents need their cars for work, we are currently allowed to park from 6 30pm to 8 30 am, that's difficult enough to get a parking space. What are we supposed to do. We cannot afford to pay the £100 per month to park in the multi storey, our rent/service charge has just gone up by £100 per month, how are we supposed to manage.

We are trapped in an awful situation, in my case in a flat that's no longer fit for purpose due to my disabilities, in flats we cannot sell due to the cladding, and now the council is going to take away the very limited parking we do have.

Thank you for taking the time to read this.

- Good morning

Many thanks for your letter of 12th May informing us of your proposals.

On a general note, I feel this is good news.

However, at some point in the near future we will be having our car park re-surfaced.

Also, the car park wall appears to have been hit by something and will need to be repaired.

Please advise our options on delivery lorries and contractors etc stopping/parking in the road, which they will have to do.

Will we need to inform you? will we need permits to stop there?

Any advice would be appreciated.

- To whom it may concern
Upon receiving your letter this morning
I have to ask the question have you considered the impact on the residents of Nayland court which has an entrance from Ducking stool Court?
This entrance is used by elderly, infirm, vulnerable and hard working people.
For grocery and other goods deliveries Taxi pick up for hospital appointments etc.
Pick up and deliveries via family members. Moving in and out of the flats. How is any of this going to happen??
The market is on 4 days a week so access to this is denied from the evening before.
After living here for 14 years I fully understand the need for traffic flow but this is mainly caused by shoppers coming into the area,
There needs to be a resident delivery and pick up point. We cannot just be annexed in this way. We are human and have some rights
- I am strongly in favour of this proposal, the access routes to Ducking stool court and the market lane are grid locked by people getting free parking, parking thoughtlessly and people waiting to collect or drop off people who have no regard for the disruption caused.
Many times I come along the road to get to work and see delivery vehicles jammed as cars are parking wherever they like.
The local parking enforcement team don't patrol the area enough to make any difference.
It is important the restrictions apply to the whole of Ducking stool court as shown on your plans otherwise people will park in the non-restricted areas as they are doing now, causing lots of issues getting in/out of the Britannia car park and restricting access to the service vehicles in the private service yard
- As a resident of Nayland court I am in favour of the restrictions as detailed in your plan.
It isn't fair that some people get free parking when others, me included have to pay for parking in the local car park
Getting access to the car park is a nightmare sometimes with all the cars parked outside the entrance and cars queuing to get on to ducking stool court
I'm in favour of your plan
- Many thanks for sending a parking consultation letter in regards to the above to me through the post. I am as a resident who lives in the block where right next to Ducking Stool Court, I will object to this new proposed parking restrictions, the reason of it is being that we are the residents, most of us have our relatives or friends are frequently visiting us in the weekend, e.g. Sunday or evening during the week, some of the visitors are elderly people or kids, so we need a parking space for them to park their car while they are visiting us for free and close to where we live, this really gives them more convenience to access to the block where we live, since our block doesn't attach any resident parking permit areas by the local council.

Also, for our local community & their business, the shops, bars open to us during the week end and evening, will need the more convenience for us to easily access to them e.g. local free parking space close to where their business premises, and the Romford Market place parking as a whole is taken by the Sunday open market business, there is no one allowed to drive through into the market place parking areas, the only above road left for us to easily access to the shops and even the Sunday open market, this brings us more convenience and good for their business as well.

So, I reject the above proposed parking restrictions.

- Iceland Romford market who regularly use this route to get to the back yard would like to see these restrictions in place asap, it causes us constant problems when getting delivery vehicles try to get in to the yard to deliver
If you would like any other details or comments please don't hesitate to contact me
- As a resident of Nayland Court, Market Place for 2 years, I have to express my concern to the letter I received and reading the proposed plans that significantly impact the parking and waiting areas surrounding my home.

The difficulty I already have in receiving parcels to my front door would only add to the lost parcels and angry delivery drivers I deal with who struggle to leave their vehicles resulting in my parcels either being placed outside of the building in a public space or in the lobby area. That is if they even attempt to make a delivery. Surely as a resident and paying for delivery, this should not be something I am faced with, asking for my parcel to be delivered to my front door? As an individual with a back injury, I rely on my food shopping being delivered, however, on the 4 occasions I arranged this, I received verbal abuse from drivers regarding the parking. I had one driver refusing to leave the vehicle which resulted in my shopping being left downstairs once again in a public space. I had to call my partner home and injure myself whilst attempting to carry my shopping upstairs due to my worry it would be stolen. Surely this is not a struggle I should be facing? The loading bay proposed may support in some cases, however, how I can guess when a shop delivery will be due and arrange my life around the bay being available?

This is without the difficulty in people visiting my home due to the existing parking restrictions. My family members or I pay for their parking in order for them to come and visit my home. They do rely, when visiting at night for the availability of the space along Market Link where they can park for free after 6:30pm. The night I moved into my home with my partner, I realised the difficulty we would continue to face after my family members received parking tickets for simply trying to help us move into our new home. On top of this, there were deliveries for the shops which blocked our access by Ducking Stool Court. It fills me with dread the thought of moving out of my home because of the parking situation. Are we expected to carry our belongings to a suitable place outside of the No waiting zone to load up a van?

I do have to also express my concern that Aku Plaza and the venue has only added to the stresses of parking, traffic/congestion, and people being inconsiderate with their vehicles. There have been many occasions where I have witnessed near accidents outside of my premises. Adding to this, I have been unable to be even collected from my family members in cars due to people queuing to get into the car park adjacent to my building and the traffic continuing onto St Edwards Way. With the pre-existing market and parking restrictions in place, surely Aku Plaza's planning

permission shouldn't have been granted with the pressures already faced surrounding this small area.

I wanted to write this email to simply inform you of some of the issues I already face living in this area. There are many residents who face these difficulties in every day life and we simply should not have to. Romford continues to be a busy town with this continuing with different projects and new flats being built. However, I must stress the existing pressures that are already here without extensions of parking and restrictions being put into place.

- I am writing with concerns about the signs I have seen on the market link about changes to the parking restrictions.

I am an informal carer for my family who live in the flats on Market Link and attend to them of an evening. I am worried that there will be no where for me to park my car if the timings of the parking changes. I do not know where I could park without having to walk through the town centre and I don't want to pay for parking each night as in the current times, I can't afford to.

Equality & Health Impact Assessment (EHIA)

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

Title of activity:	Market Link Parking Scheme
Lead officer:	Iain Hardy
Approved by:	James O'Regan
Version Number	V0.1
Date and Key Changes Made	
Scheduled date for next review:	Ongoing from the date of implementation

Did you seek advice from the Corporate Policy & Diversity team? <i>Please note that the Corporate Policy & Diversity and Public Health teams require at least 5 working days to provide advice on EqHIAs.</i>	Yes / No
Did you seek advice from the Public Health team?	Yes / No
Does the EqHIA contain any confidential or exempt information that would prevent you publishing it on the Council's website? See Publishing Checklist.	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 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 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	Market Link Parking Scheme		
2	Type of activity	Minor Parking schemes		
3	Scope of activity	The installation of a parking scheme in Market Link, Ducking Stool court and The Mews consisting of waiting and loading restrictions along with new loading facilities and disabled parking bays.		
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 Screening tool 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 Market Link, Ducking Stool Court and The Mews is designed to improve access for larger vehicles, emergency services, improve access and egress for Market Traders entering and exiting the Market Place, improve access and egress to the Market Place while it is being used as a car park, while providing two new loading bays and two new disabled parking bays to mitigate the effects of the proposed waiting and loading restrictions. It is expected that the proposed restrictions will deal with the majority of inconsiderate and obstructive parking in these roads which should ease traffic flow over the Christmas and negate the need for temporary restrictions to deal with events taking place in the Market Place.

**Expand box as required*

Who will be affected by the activity?

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.

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.

Vehicles delivering goods will have to park in the proposed loading bays or load and unload outside the restricted loading ban times.

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

The installation of the waiting and loading restrictions will help market traders with access and egress to the market place while helping with the transit of the stalls to and from their storage in The Mews.

Disabled blue badge holders can only park on 'At any time' waiting restrictions for up to three hours, while displaying their badge and clock and as long as they are not considered to be causing an obstruction.

Disabled blue badge holders cannot park on 'At any time' loading restrictions or in 24 hour loading bays

Disabled blue badge holders can park on 'At any time' waiting restrictions with a 7am to 7pm loading restrictions outside the restricted loading ban times, for a period for up to 3

hours while displaying their badge and clock and as long as they are not considered to be causing an obstruction.

Disabled blue badge holders can park in the proposed disabled bay for an unrestricted period

**Expand box as required*

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

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

**Expand box as required*

Evidence:

**Expand box as required*

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>		Overall impact: Physical Disability: Blue badge holders cannot park on a no loading 'At any time' restrictions. Blue badge holders cannot park on a 7am to 7pm throughout the week loading restrictions within the restricted period. Blue badge holders cannot park in a 24 hour loading bay at any time. 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.
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	

		Blue badge holders are permitted to park in the two proposed disabled parking bay for an unrestricted period, while displaying their blue badge.
<i>*Expand box as required</i>		
Evidence:		
<i>*Expand box as required</i>		
Sources used:		
<i>*Expand box as required</i>		

Protected Characteristic – Sex / gender: Consider both men and women		
<i>Please tick (✓) the relevant box:</i>		Overall impact:
Positive	<input type="checkbox"/>	Parking restrictions are applied irrespective of sex/gender
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
<i>*Expand box as required</i>		
Evidence:		
<i>*Expand box as required</i>		
Sources used:		
<i>*Expand box as required</i>		

Protected Characteristic – Ethnicity / race / nationalities: Consider the impact on different minority ethnic groups and nationalities	
<i>Please tick (✓) the relevant box:</i>	Overall impact:

Positive		Parking restrictions are applied irrespective of Ethnicity/race
Neutral	✓	
Negative		
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>		Overall impact:
Positive		Parking restrictions are applied irrespective of Religion/faith
Neutral	✓	
Negative		
*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>	Overall impact:

Positive	<input type="checkbox"/>	Parking restrictions are applied irrespective of sexual orientation
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
<i>*Expand box as required</i>		
Evidence:		
<i>*Expand box as required</i>		
Sources used:		
<i>*Expand box as required</i>		

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>		Overall impact: Parking restrictions are applied irrespective of gender reassignment
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
<i>*Expand box as required</i>		
Evidence:		
<i>*Expand box as required</i>		
Sources used:		
<i>*Expand box as required</i>		

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

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

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>		Overall impact: Parking restrictions are applied irrespective of pregnancy, maternity and paternity. <i>*Expand box as required</i>
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence:		
<i>*Expand box as required</i>		
Sources used:		
<i>*Expand box as required</i>		

Socio-economic status: Consider those who are from low income or financially excluded backgrounds
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<i>Please tick (✓) the relevant box:</i>		Overall impact: Residents, visitors and careers will have to pay for parking in the car parks. <i>*Expand box as required</i>
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence:		<i>*Expand box as required</i>
Sources used:		<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>		Overall impact: 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. 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. 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. Improved access for Service and Emergency service vehicles, which may reduce anxiety for residents concerned about access for these vehicles. Improved traffic flow and road safety in all three roads.
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	

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.

**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>	→	Proceed with implementation of your activity
	3. The EHIA identified some <u>negative impact</u> which still needs <u>to be addressed</u>	→	COMPLETE SECTION 5: Complete action plan 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	→	Stop and remove the activity or revise the activity thoroughly. Complete an EqHIA on the revised proposal.

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 re*

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