

Notice of Non-key Executive Decision

Subject Heading:	Minor Parking Schemes – Objection Report 18
Decision Maker:	Imran Kazalbash Director of Environment
Cabinet Member:	Cllr Barry Mugglestone
SLT Lead:	Neil Stubbings Strategic Director of Place
Report Author and contact details:	Iain Hardy Engineer iain.hardy@havering.gov.uk 01708 432440
Policy context:	Havering Local Development Framework (2008)
Financial summary:	The estimated cost of £0.002m will be funded from the Schemes revenue budget (A26910).
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

People - Supporting our residents to stay safe and well - **X**

Place - A great place to live, work and enjoy - **X**

Resources - Enabling a resident-focused and resilient Council

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 in the designs appended to the body of this report:
 - a) **Scheme – Harlesden Close**
The extension of no waiting at any time restrictions on both sides of the narrowest section of the road (as shown on drawing reference Harlesden Close).
 - b) **Scheme – 197 Lyndhurst Drive**
The introduction of no waiting at any time restrictions between the two vehicle crossovers of no.197 (as shown on drawing reference Lyndhurst Drive).
 - c) **Scheme – Maybank Avenue/ Mallinson Close**
Introduction of no waiting at any time restrictions around the junction of Maybank Avenue and Mallison Close (as shown on drawing reference Mallison Close).
 - d) **Scheme – Kent Drive**
The extension of the Monday to Friday 10:30am to 11:30am waiting restrictions to cover the currently unrestricted area of the road (as shown on drawing reference Kent Drive).

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 – Harlesden Close – Gooshays Ward

A request was received from a Ward Councillor on behalf of a resident to extend existing double yellow lines further along the road, as residents were experiencing difficulties accessing their property and there were concerns over emergency access.

Officers have assessed the request to extend the double yellow lines and feel that they should be extended to cover the remainder of the narrowest part of the road.

These proposals have been designed by Officers to facilitate access for all vehicles but in particular emergency services and larger service vehicles.

Following a formal consultation, three objections were received, which is outlined in Appendix A.

All Ward Councillors were made aware of the responses received to the formal consultation and one Ward Councillor responded outlining that they were happy for the restrictions to be implemented, but implemented but felt that the extent of the restrictions should be reduced. The remaining two Ward Councillors did not respond.

Officers Response: Officers have reviewed the objections received. Officers advise that in 2014 the Council undertook a significant amount of work along the road by removing sections of the grass verge and converting into off carriageway parking bays. Given that significant work has already been undertaken in this road to provide parking space for residents and that problems are still being experienced, it is suggested that there is a need for the proposed restrictions. However, it is felt that reducing the extents of the proposed restrictions on the southern side of the road, fronting the telephone pole, may be beneficial to residents. Officers feel that the proposed extension of the double yellow lines should be implemented on the northern side of the road as advertised and on the southern side the advertised proposals should be reduced to only cover the vehicle crossover to outside of no.5.

b) Scheme – 197 Lyndhurst Drive – Hylands & Harrow Lodge

A request was received from a Ward Councillor to manage increasing levels of inconsiderate and obstructive parking that is taking place between two vehicle crossovers near to this property.

Officers have assessed the location and propose the introduction of a section of 'At any time' waiting restrictions to cover the raised kerb area between the two vehicle crossovers outside of no. 197, which should ensure that both these crossovers are not obstructed.

Following the consultation, five responses were received, which are outlined in Appendix A.

All Ward Councillors were made aware of the responses received to the consultation, with two Ward Councillors agreeing that the objections should be overruled and the proposals be implemented as advertised. The remaining Ward Councillor was supportive of the objections.

Officers Response: Officers have reviewed the objections received. Officers acknowledge that there is parking pressure in this area, not only related to the shop and

businesses opposite, but also at school peak times. While it is acknowledged the introduction of the double yellow lines in this area will reduce available parking for visitors to the shops and businesses, it is considered that the overall benefits of the proposals outweigh the loss of this one parking space for a small car. As this is the case, Officers feel that the proposed introduction of the no waiting restrictions should be implemented as advertised.

c) Scheme – Maybank Avenue/ Mallinson Close – Hacton Ward

A request has been received from a Ward Councillor to introduce double yellow lines at the junction of Maybank Avenue and Mallinson Close, to prevent inconsiderate and obstructive parking taking place mainly at peak school hours.

Officers have evaluated the junction at Maybank Avenue and Mallinson Close and recommend the installation of double yellow lines along Maybank Avenue for a distance of 10 meters on either side of the kerb lines of Mallinson Close. This extension will also encompass the raised kerb area and the side of property number 130 Maybank Avenue.

Following a formal consultation, fourteen responses were received to the proposals, which are outlined in Appendix A.

Both Ward Councillors were made aware of the responses received to the formal consultation and both responded in agreement that the objections should be overruled, and the proposals be implemented as advertised.

Officers Response: Officers have reviewed the objections received. Officers believe that since similar proposals have been previously advertised, and were ultimately withdrawn, the same concerns are likely to arise again. Given the proximity of the school and the potential hindrance to residents' access, the proposed restrictions are deemed necessary and will enhance pedestrian safety. As this is the case, Officers feel that the proposed 'At any time' waiting restrictions should be implemented as advertised.

d) Scheme – Kent Drive – Hacton Ward

A request has been received from a Ward Councillor on behalf of a resident to prevent longer term non-residential and school related parking in the currently unrestricted part of the road.

Officers have assessed the site and would suggest that there would be little benefit in extending the existing restrictions along the road, unless the whole of the remaining unrestricted section was converted to Monday to Friday 10:30am to 11:30am waiting restrictions.

Following a formal consultation, four responses were received to the proposals, which is outlined in Appendix A.

Both Ward Councillors were made aware of the response received to the formal consultation and both responded in agreement that the objections should be overruled, and the proposals be implemented as advertised.

Officers Response: Officers have reviewed the objections received. Officers feel that as the proposed restrictions cover only one hour of the day between Monday to Friday, and the vast majority of properties have off-street parking for at least one vehicle, that the proposed extension of the restrictions will have little impact on all but a few residents.

As this is the case, Officers feel that the proposed extension of Monday to Friday 10:30am to 11:30am 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 parking restrictions that would improve road safety, traffic flow, sight lines and access around these locations, 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 30th August 2024.

a) Scheme – Harlesden Close – Gooshays Ward

All Ward Councillors were made aware of the response received to the consultation and one Ward Councillor responded outlining that they were happy for the restrictions to be implemented but felt that we should reduce the extent of the restrictions in front of the telephone post, as one respondent suggested. The remaining two Ward Councillors did not respond.

b) Scheme – 197 Lyndhurst Drive – Hylands & Harrow Lodge Ward

All Ward Councillors were made aware of the responses received to the consultation, with two Ward Councillors agreeing that the objections should be overruled and the proposals be implemented as advertised. The remaining Ward Councillor was supportive of the objections.

c) Scheme – Maybank Avenue/ Mallinson Close – Hacton Ward

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

d) Scheme – Kent Drive – Hacton Ward

Both Ward Councillors were made aware of the responses received to the consultation and both 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

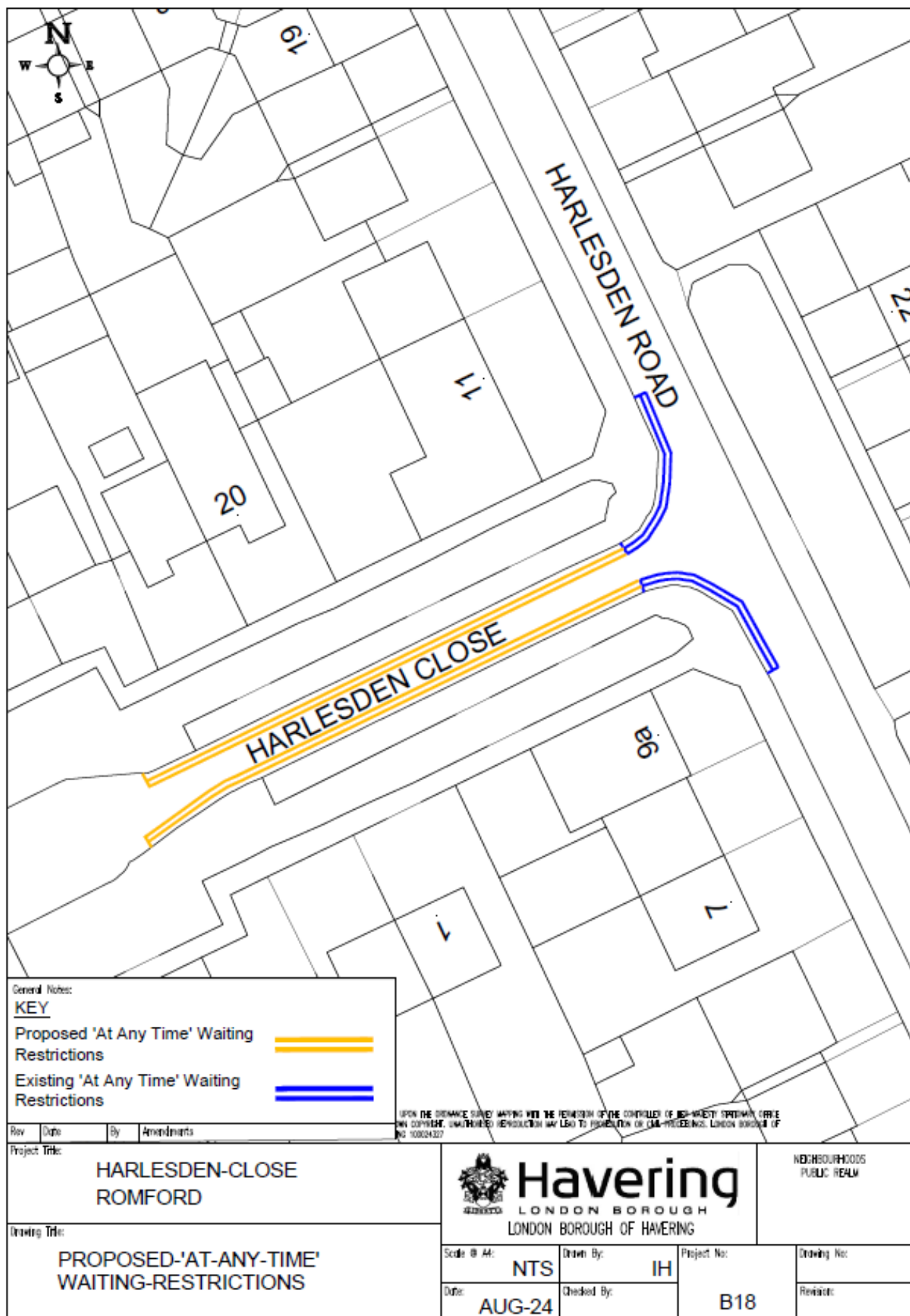
Designation: Schemes Engineer

Signature:

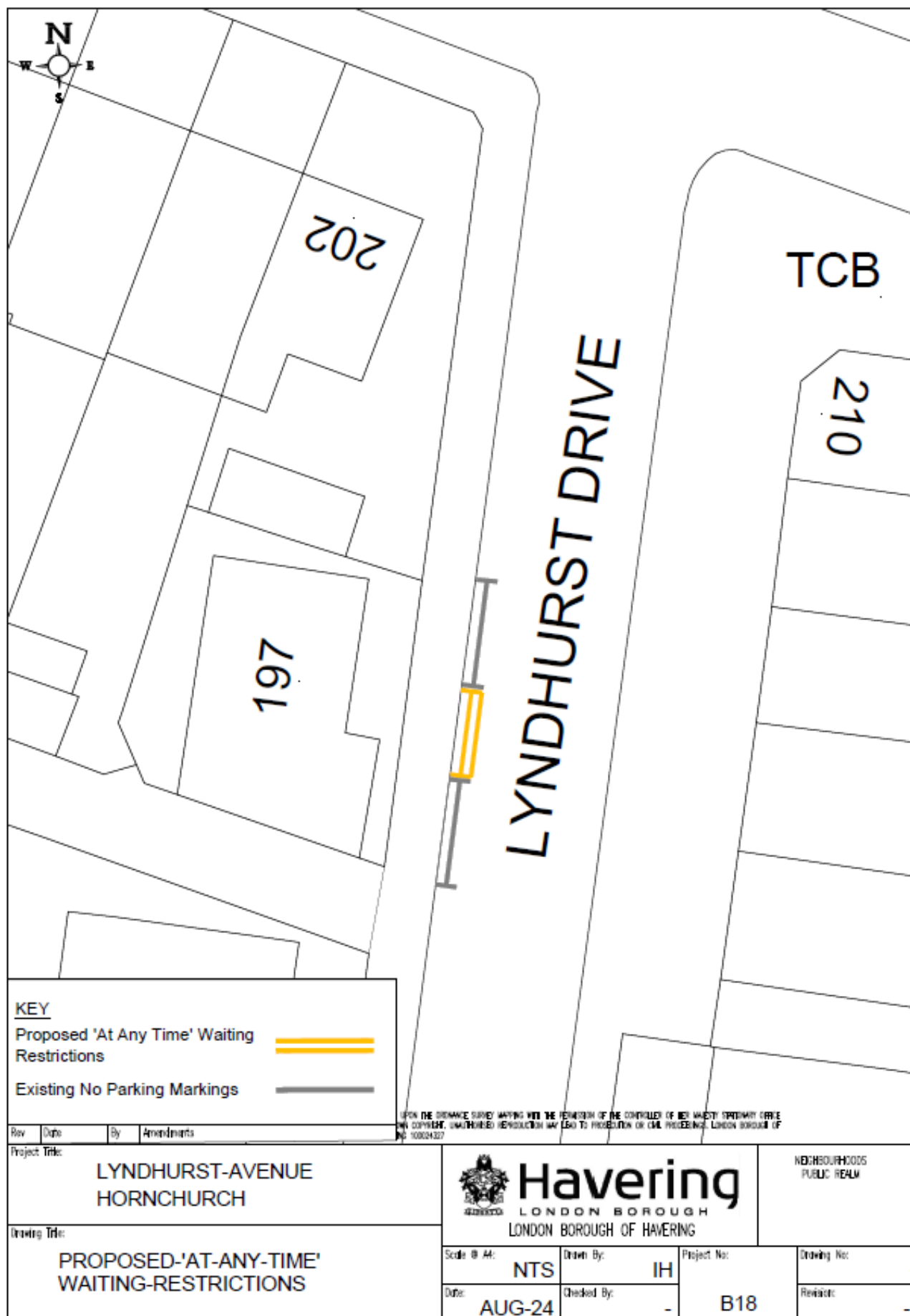
A handwritten signature in black ink, appearing to read 'Kunshan', written in a cursive style.

21/03/2025

Harlesden Close – proposed extension of 'At any time' waiting restrictions



197 Lyndhurst Drive – proposed 'At any time' waiting restrictions



Kent Drive – proposed extension of Monday to Friday 10:30am to 11:30am waiting restrictions



Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for the implementation of 'At any time' and Monday to Friday 10:30am to 11:30am waiting restrictions.

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 considered.

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

This report seeks approval for a decision to amend the parking restrictions as outlined in the 'Proposed Amendments' plan within this document.

The total estimated cost of £0.002m which includes advertising, detailed design and implementation, will be funded from within existing Schemes revenue budgets. ,

This initiative falls within the standard scope for Schemes, and current assessments indicate that the project can be delivered within the proposed budget and there is no expectation that the works will exceed the estimated cost. .

In the unlikely event of a budget overrun, any additional expenditure will be managed within the overall Environment Directorate's budget envelope ensuring no adverse impact on other funded commitment.

A detailed breakdown of costs is provided below:

No waiting at any time restrictions and Monday to Friday 10:30am to 11:30am restrictions.	Estimated Cost £
Harlesden Close	£ 500.00
197 Lyndhurst Drive	£300.00

Maybank Avenue/ Mallinson Close	£500.00
Kent Drive	£500.00
Total	£1,800.00

**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 and sight lines for the residents of Harlesden Close, 197 Lyndhurst Drive and Mallinson Close, and prevent longer term non-residential parking in Kent Drive.

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

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

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

BACKGROUND PAPERS

None.

APPENDICIES

Appendix A – 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 'At any time' waiting restrictions in Harlesden Close, on its northern side as advertised and on the southern side to cover the vehicle crossover to no.5.
2. The introduction of 'At any time' waiting restrictions in Lyndhurst Drive, outside no.197.
5. The introduction of 'At any time' waiting restrictions at the junction of Maybank Avenue and Mallinson Close.
6. The introduction of Monday to Friday 10:30 am to 11:30am waiting restrictions in Kent Drive.

Details of decision maker

Signed



Name: Imran Kazalbash, Director of Environment

CMT Member title: Director of Environment

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

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

Date: 10/07/2025

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 _____

a) Scheme – Harlesden Close – Gooshays Ward

Following the consultation, three objections were received, which is outlined below;

- **Dead-End Road:** Harlesden Close is a dead-end road, which means traffic flow is naturally limited. Implementing a “no waiting” restriction seems unnecessary as it would not benefit anyone.
Recent Restrictions: Recently, the entrance to our road has already been restricted due to the nearby school. Adding another restriction feels excessive and unwarranted, especially since there have been no complaints or issues from residents regarding parking.
- I am writing to express my concerns regarding the proposed “no waiting at any time” restriction on Harlesden Close. As a resident of this street, I believe this restriction would not benefit our community for the following reasons:
 1. **Dead-End Road:** Harlesden Close is a dead-end road, which means traffic flow is naturally limited. Implementing a “no waiting” restriction seems unnecessary as it would not significantly improve traffic conditions.
 2. **Impact on Residents:** Many residents rely on the ability to park in front of their homes, especially in a dead-end street where alternative parking options are limited. This restriction would cause inconvenience and potential hardship for those who need to park close to their homes.
 3. **Recent Restrictions:** Recently, the entrance to our road has already been restricted due to the nearby school. Adding another restriction feels excessive and unwarranted, especially since there have been no complaints or issues from residents regarding parking.
 4. **Community Needs:** The current parking situation does not pose any significant issues for the community. The proposed restriction could create unnecessary tension and inconvenience among residents without providing any clear benefits.
 5. **Alternative Solutions:** If there are specific concerns that prompted this proposal, I believe there are more suitable solutions that could be explored. For example, implementing a residents’ parking scheme or time-limited parking during peak hours might address any issues without imposing a blanket restriction.

I urge you to reconsider this proposal and engage with the residents of Harlesden Close to find a more balanced solution that addresses any concerns without causing undue inconvenience.

- I would like to make a few notes on your proposed double yellow line.
This street is limited of parking already - mainly due to dumped cars, unauthorised repairs, Harlesden 20 dealing with the car sales and keeping them in the street until they sold.
I attached how residents parking the cars - on the grass strips, therefore as per my attached notes on proposal that by doing yellow line on both sides at the widest part - one of the car spots will be lost. In my opinion, we can not afford that. I am happy for a double yellow in the street as some park the cars halfway in the road, **but the**

spot by the electricity post needs to be considered and not lots by double yellow line.

We have so many cars dumped and not used. I even reported one which was dumped for more than 2 months in the front of the flats with half empty tyres but Highway Team did not find anything wrong with it. So, your restrictions, which reduce parking by 1 spot plus dumped cars leave us with limited spaces for cars in use.

If you seek help - not one is helping. Car repair which is dangerously parked without tyres - by the time you report and someone looks into it will take ages plus you receive an e-mail that is nothing wrong with it and leaves you feel like an idiot.

Therefore, someone needs to look into it by wider issue in the street. Some of the residents received fines for a bit of tyre parked in the streets but repairs as per below is allowed and not fined or removed.

b) Scheme – 197 Lyndhurst Drive – Hylands & Harrow Lodge Ward

Following the consultation, five responses were received, which are outlined below;

- I would like to register my disapproval at the proposed yellow lines in Lyndhurst drive. I cannot understand the need for yellow lines in this small road. As a small business we are already struggling with amount of parking space therefore we need all the parking space available.
- Firstly, I am not very happy that only the houses the lines will be directly in front of we given a letter. They will affect everyone on the road not just those.
Secondly having yellow lines will cause a massive problem for the residents.
The parking situation at the moment is terrible enough as it as there is not enough space for the residents cars. Lines will only reduce that space, making it impossible for everyone to park. Lines will cause difficulties for visitor, due to ill health, if have to park elsewhere due to proposed lines.
The parked cars on the road are not a danger to anyone, particularly as the rest of the road is full of cars anyway!
Also I would like to stress about the property which wanted this restriction has 2 vans and 3 or 4 cars and they take all the parking spots around the area(you may check with DVLA How many vehicles are there) but they do not want anyone to park in front of their property. This is not fair.
- I am writing to formally request the approval of application for yellow lines to be installed outside XXX XXXX at 197 Lyndhurst Drive, Hornchurch, RM11 1JN. This request is made in light of ongoing issues caused by vehicles parking in the limited space between XXXX garage access and driveway.

The daily challenges we face include:

- Vehicles obstructing the view of oncoming traffic when exiting our driveway.
- Vehicles overhanging and partially blocking access to our driveway.
- Increased difficulty in safely exiting XX driveway, particularly when another vehicle is parked on the opposite side of the road. On several occasions, we have been unable to exit XX driveway until the offending vehicle is moved.
- Instances of verbal abuse from drivers when politely asked to relocate their vehicles.

These issues not only pose a significant inconvenience but also raise safety concerns for both residents and other road users. We believe that the installation of yellow lines

in this area would improve these problems and the overall safety and accessibility of the road.

- I object.
feel they want all the spaces down the road I run the business at XXXX yndhurst drive there is absolutely no need for this there is no space for my XXXX to park as it is they have 3 cars already and a van they knew they was buying a house in a street with shops they want to take over the whole street! It's going to make the parking situation down the street 100x worse the lines that are outside their property I believe they put there themselves, it would be beneficial if someone from your office could come and look at the property, this is highly unacceptable and they are just being totally unreasonable they just being selfish and want the hole road.
- Hello, I own the shop XXXX Lynnhurst Dr. and you're proposing a no waiting time at 197 right opposite the shops And it's not about people parking there. Why should they have no waiting? They these shops as well. Before that house was built, they knew what they was getting up to, they knew what they was putting up with. They can park on their drive. They've put something illegal outside their house like a line. Why should they have no waiting? You're going to open a can of worms when you do that. Now are completely This is XXXX Lynnhurst Dr. It's called XXXXXXXXXX. Absolutely ridiculous. Everyone could go and do that. No waiting time. Why are they special at the end of the day? No, I'm completely against it. Thank you.

c) Scheme – Maybank Avenue/ Mallinson Close – Hacton Ward

Following the consultation, fourteen responses were received to the proposals, which are outlined below;

- Please consider extending the area around Maybank Lodge residential block, as gates are often blocked and dangerous turns are made outside the school.
- I object given no action has been paid to the objections when this was originally submitted/rejected in March 2023 (PTO1197-BOM). If the Aim of the Scheme is to prevent access issues to Mallinson Close why is the waiting restriction extended o/s 130 Maybank Ave when it does not foul the bend. Why a 24/7/365 restriction when anyone who has reviewed the parking situation knows that the issue only arises during school drop-off time, just extend. No lines opposite the junction to make a clear turn.
- I refer to the Notification Notices relating to Order 202 displayed on local lamp posts detailing proposed no waiting at any time parking restrictions to be installed at the junction of Maybank Avenue and Mallinson Close and I would like to lodge my strong **OBJECTION** to this proposal on the following grounds.
Firstly, the proposed any time parking restriction on this junction is completely unnecessary as the street is mainly clear of vehicles for the majority of each day. Parking issues are only apparent for approximately 20 minutes at the start and end of the school day when parents are dropping off or collecting their children who are pupils at Scots Primary School nearby.
A 24 hour a day, seven day a week scheme is not appropriate or proportionate as a solution to a minor problem that's apparent for two twenty-minute windows on school days only. This is surely a sledgehammer solution to crack a small virtually non-

existent nut! As such, it is disproportionate to the problem and will cause more inconvenience to the effected residents.

At a time of economic crisis when the Council is having to make budgetary savings to maintain vital services, the cost of installing and enforcing such an unnecessary scheme could be spent in other more deserving areas which would produce more significant and cost-effective results.

The unequal extension of the double yellow lines on the east side only of Mallinson Close around XX property coupled with the existing school parking restrictions will completely surround XX property preventing XX parking anywhere adjacent to XX property. This will stop me parking a vehicle at the edge of my driveway/verge whilst moving a car from my garage. In effect this will increase on-street parking as the car would have to be moved to an unrestricted space elsewhere on the road.

My wife and I are both pensioners in our seventies and being prevented from unloading heavy shopping close to our XXXXX door because of the any-time parking restrictions would be an inconvenience and a problem to us as well as a loss of amenity. This would also cause a similar problem for any visitors, contractors or deliveries we may have in the future.

As both Maybank Avenue and Mallinson Close are both cul-de-sacs with no through traffic, I would like to see evidence of any traffic study or site inspection used to support and justify this proposal especially as the road is generally clear for the majority of the day and during the thirty plus years of residing at this address, I have no knowledge or recollection of any serious accident or traffic incident taking place on this junction. I also believe this course of action would actually create more of a parking issue by driving car parking further into the Mallinson Close cul-de-sac.

I believe this proposal is driven by a petition received from some residents of Mallinson Close which, to my knowledge, resulted from an incident where a builder's lorry which had delivered to one of the Close's residents coincided with the parents drop off time and caused a short-term problem. Normally, the road is generally traffic-free outside of the school drop off and pick up times and therefore such incidents are extremely infrequent.

I therefore believe this proposal is an unnecessary and costly scheme attempting to solve a very minor and transitory issue. Therefore, I would be obliged if you would kindly consider my objections and ask you to conclude that this proposal be rejected.

- we would like to strongly object to the proposal as detailed below.
Anytime parking restrictions on this junction would mean 130 Maybank Avenue would have no parking available outside the perimeter of their house and would make getting shopping and deliveries to their house extremely hard.
We have not seen any parking problems on this junction but are aware there was an incident where an inconsiderate driver parked on the junction causing residents in Mallinson Close to have an issue for about an hour with a lorry that had delivered to a resident there. A 24/7 parking restriction scheme is not appropriate here.
The proposed parking restrictions are unnecessary. If you are going to instate these regulations, they are only any use if they are to be patrolled. We have the school zig zag no parking outside XXX, our house at XXX and XXX Maybank Avenue and we have never seen any parking wardens or car patrols here at school drop off or pick up times. Parents dropping off children to school could still "chance it" and park at the junction of Mallison Close and Maybank Avenue at the school drop off times but the residents would have the restrictions all the time affecting their use of road parking,

132 and our house at 134 have the school zig zag parking restrictions so the only parking space we have on our side of the road for deliveries etc is outside 130 so this would be a loss too.

If these parking restrictions were to go ahead it would put school parking further into Mallinson Close so you would need parking restrictions in the whole of Mallinson Close!

Has there been a traffic study and site inspection to support the parking proposals?

The junction/road is clear most of the time except school drop off and pick up time.

Has there been consultation/consideration to the amenity for number 130 that would be lost if the parking restrictions went ahead?

A loss of a parking space outside the back entrance of Tesco will also have a knock-on effect to surrounding roads.

Maybe a time-based parking restriction would be better for this junction or at least do not include the yellow lines in front of 130 Maybank Avenue. Another idea would be to have 24/7 restriction on parking on Tesco's side of Mallinson close but leave the other side unrestricted so as not to incur problems for 130 Maybank Avenue.

We hope you will take the time to fully consider all of the above as it really needs more thought for the benefit of all residents in Mallinson Close and the residents at 130 Maybank Avenue etc.

- I received your notification on the above-mentioned which I entirely agree with. It is ridiculous and dangerous that emergency services are unable to enter Close due to people parking for the school.

- I fully support this proposal as presented.
The Parent car parking for Scotts Primary School is causing safety issues entering/leaving Mallinson close for both pedestrians and drivers.

- Hi, I support the proposal for double yellow lines on Mallinson Close and Maybank Avenue.

The double yellow lines should be extended down Maybank in front of Tesco.

The previous proposal for restricting access to Maybank avenue in the morning and afternoon should be reinstated for consultation. It took several years to get to the stage to have something done only for it to be quashed due to residence not reiterating the concerns again. Ridiculous.

The current situation is dangerous to children and parents trying to walk their children to school. People speed down the road and park on the zigzags. It is a matter of time before a child is hit by a car or worse killed for which the council would be to blame. Drivers have been abusive and treated violence when challenged about their parking and driving.

Something needs to rapidly change as a danger to all residence and children.

- Hi, I support the proposal for double yellow lines on Mallinson Close and Maybank Avenue.

The double yellow lines should be extended down Maybank in front of Tesco.

The previous proposal for restricting access to Maybank avenue in the morning and afternoon should be reinstated for consultation. It took several years to get to the stage to have something done only for it to be quashed due to residence not reiterating the concerns again. Ridiculous.

The current situation is dangerous to children and parents trying to walk their children to school. People speed down the road and park on the zigzags. It is a matter of time before a child is hit by a car or worse killed for which the council would be to blame. Drivers have been abusive and treated violence when challenged about their parking and driving.

Something needs to rapidly change as a danger to all residence and children.

- I would like to register my support for this proposal.
As a resident of Mallinson Close I have often had problems accessing the Close or leaving it because of the parking on these corners.
- I live at No.XX Mallinson Close and fully support the above restrictions.
I think the area covered by the restrictions should extend further into Mallinson Close as at school entrance and leaving times our estate becomes full of parked cars. There was a proposal some time ago for restricted parking in most of Mallinson Close covering school entrance and leaving times. If this were implemented it would stop parents using our estate as a private car park.
Mallinson close only has a narrow road and with no pavements, all vehicles entering it cause a risk to pedestrians. Also any car that enters Mallinson Close has the reverse to turn round to leave the estate, this also is a risk to pedestrians.
Going further there was also a proposal to make Maybank Avenue from the junction with Rosebank Avenue to the School entrance a School Streets Scheme area. This would stop the pandemonium which occurs in the area every morning and afternoon. It is now so bad that I find it impossible to leave or return to my house at school times.
- I am in total agreement with the proposals put forward. These restrictions are much needed to improve the safety of road users and pedestrians. Vehicles parking on the corner cause obstructions and obscure the view of drivers entering and exiting Mallinson Close, making it very difficult to turn out of the road. It is dangerous at school times with children getting in and out of cars and milling around by the junction.
- I very much agree with the proposals put forward for the above. It is sometimes very difficult to get in and out of Mallinson Close, particularly at school times where cars are parked on the corner.
- We support the above proposal for restricted parking as indicated. Parking congestion at times of school runs or other activities have been a problem for many years and any improvement in the current situation would be welcomed.
- I live in Maybank Lodge Maybank Avenue Flat XX, I will suggest please apply double yellow line restrictions on both sides of Maybank Avenue because school time its very uncomfortable in Maybank Avenue.

d) Scheme – Kent Drive – Hacton Ward

Following the consultation, four responses were received to the proposals, which is outlined below;

- I agree to the proposed waiting restrictions to the rest of Kent Drive. I live at the start of the road but, see many commuters early morning park and, leave their car parked

all day and go to the station. This is unfair on my neighbours that live at that end of our road.

- This is email is regarding proposed extension of waiting restrictions to Kent Drive we are against this proposal as a resident due to us having a single drive for one car, we also own a van which my husband drives but does not go out every day so there for it is parked outside our address 26 Kent drive when the one hour restriction comes affect between 10 - 11.30 am we move the van a few yards along to where the zone ends for 1 hour then move it back to our address at 26 Kent Drive so that the vehicle is in view of our cameras as in the past the van has been broken into many times and has had all tools stolen. If this plan goes ahead there is nowhere local to park during this one hour slot not knowing the van is secure. If this proposal goes ahead is there a possibility that we can have resident parking permits to be able to park out side out properties in Kent Drive as other boroughs already use this system can you please consider this for us property owners.
- In reply to your proposed extension of the parking restrictions in our turning, I would like to point out to you that there are quote a number of people needing the service of carers , this can take from 30minutes to over an hour, for the carers to carry out what needs to be done for the client, and for most of them more that once a day, also there are the school children that have to be brought to school as they are not living in the walking distance and are not living on a bus route.
I have no dough that this proposals will lead to a permanent no parking and having to pay for parking permits, not everyone has a driveway.
I feel that we are having too many parking restrictions forced on us, such as having to pay for parking in parks, leisure centres and hospitals, the cost is not inexpensive and makes attending places a lot people with children have to think twice before indulging to what I as a child could take for granted but the increasing cost of living does not allow for these extras
- I have received a letter re: the extension of waiting restrictions in Kent Drive.
I assume this is to deter commuters parking in the road.
I've lived in Kent Drive for nearly four years and I've not noticed that commuter parking is a problem here.
The biggest problem is parents dropping school children off in cars using Kent Drive for parking in the mornings and mid afternoon.

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:	Minor Parking Schemes – Objection Report 18 – parking restrictions
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? Please note that the Corporate Policy & Diversity and Public Health teams require at least 5 working days to provide advice on EqHIAs.	Yes
Did you seek advice from the Public Health team?	No
Does the EqHIA contain any confidential or exempt information that would prevent you publishing it on the Council's website? See Publishing Checklist.	Yes

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 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	Minor Parking Schemes – Objection Report 18 – waiting restrictions		
2	Type of activity	Minor Parking schemes		
3	Scope of activity	The installation of 'At any time' and Monday to Friday 10:30 am to 11:30am waiting restrictions.		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes	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		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes		
5	If you answered YES:	Please complete the EHIA in Section 2 of this document. Please see Appendix 1 for Guidance.		
6	If you answered NO:			

Completed by:	Iain Hardy
Date:	21/03/2025

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

Background/context:

The schemes for Harlesden Close is a proposed extensions to 'At any time' waiting restrictions in the narrowest section of the road.

The schemes for 197 Lyndhurst Drive is a proposed introduction of 'At any time' waiting restrictions between the two crossovers to the property.

The schemes for Mallinson Close and Maybank Avenue and 197 Lyndhurst Drive are the introduction of new 'At any time' waiting restrictions.

The schemes for Kent Drive is to cover the currently unrestricted section of the road with Monday to Friday 10:30 am to 11:30am waiting restrictions.

Who will be affected by the activity?

Harlesden Close

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

Residents, Emergency Services and service vehicles will have improved access in to and out of the road.

All disabled badge holders will be able to park on the new double yellow lines for up to 3 hours when displaying their blue badge and clock.

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

Drivers are permitted to alight and deliver on double yellow lines.

197 Lyndhurst Drive

Shop keepers and their customers 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 there will be reduced parking space and therefore they may be displaced into other areas.

All disabled badge holders will be able to park on the new double yellow lines for up to 3 hours when displaying their blue badge and clock.

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

Drivers are permitted to alight and deliver on double yellow lines.

Maybank Avenue/ Mallison Close

Parents of those children attending Scott's School will not be able to park on the proposed double yellow lines, but they are permitted to alight their children on this restriction.

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 residents of no.130 Maybank Avenue will not be able to park outside their property, but this will improve sight lines for drivers and pedestrians at this junction.

Disabled badge holders will be able to park on the double yellow lines for up to three hours, while displaying their blue badge and clock.

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

Drivers are permitted to alight and deliver on double yellow lines.

Kent Drive

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

Disabled badge holders will be able to park on the proposed waiting restrictions, while displaying their blue badge and clock.

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

Drivers are permitted to alight and deliver on the proposed restrictions while they are in operation.

Commuters will be affected by the proposals, as they will not be able to park all day in this road.

Protected Characteristic - Age: Consider the full range of age groups		
Please tick (✓) the relevant box:		Overall impact: Parking restrictions are applied irrespective of age
Positive		
Neutral	✓	
Negative		
Evidence: 		
Sources used: 		

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.		
Please tick (✓) the relevant box:		Overall impact: 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		
Neutral	✓	
Negative		
Evidence: 		
Sources used: 		

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

Protected Characteristic – Ethnicity / race / nationalities: Consider the impact on different minority ethnic groups and nationalities		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of Ethnicity/race
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence: 		
Sources used: 		

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: Parking restrictions are applied irrespective of Religion/faith
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence:		
Sources used:		

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

<p>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</p>

Please tick (✓)
the relevant box:

Overall impact:

Positive

Parking restrictions are applied irrespective of gender reassignment

Neutral

✓

Negative

				Evidence:
				*Expand box as required

**Expand box as required*

Sources used:

**Expand box as required*

**Expand box as required*

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

Please tick (✓)
the relevant box:

Overall impact:

Positive

Parking restrictions are applied irrespective of marriage/civil

Neutral

✓

Negative

Evidence:	
------------------	--

Sources used:

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:						
<table border="1"> <tr> <td>Positive</td> <td></td> </tr> <tr> <td>Neutral</td> <td>✓</td> </tr> <tr> <td>Negative</td> <td></td> </tr> </table>	Positive		Neutral	✓	Negative		Parking restrictions are applied irrespective of pregnancy, maternity and paternity.
Positive							
Neutral	✓						
Negative							

Evidence:

Sources used:

Socio-economic status: Consider those who are from low income or financially excluded backgrounds
--

<i>Please tick (✓) the relevant box:</i>	Overall impact:						
<table border="1"> <tr> <td>Positive</td> <td></td> </tr> <tr> <td>Neutral</td> <td>✓</td> </tr> <tr> <td>Negative</td> <td></td> </tr> </table>	Positive		Neutral	✓	Negative		The parking restriction proposals are not expected to have any socio-economic impact
Positive							
Neutral	✓						
Negative							

Evidence:

Sources used:

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?

Please tick (✓) all the relevant boxes that apply:		Overall impact: 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. Commuters will not be able to park all day in the road, which may cause them more concern finding available parking space and they may have to walk further. Do you consider that a more in-depth HIA is required as a result of this brief assessment? Please tick (✓) the relevant box <div> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> </div>
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	

Evidence:

Sources used:

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 checked="" type="checkbox"/> NO <input 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 checked="" type="checkbox"/> to Shops (to supply basic needs) <input checked="" type="checkbox"/> to Community facilities <input type="checkbox"/> to Public transport <input checked="" 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 checked="" 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:

✓)	<p>1. The initial screening exercise showed a strong indication that there will be no impacts on people and need to carry out an EHIA.</p> <p>2. The EHIA identified <u>no significant concerns</u> OR the identified <u>negative concerns</u> have already been <u>addressed</u></p>		Proceed with implementation of your activity
	<p>3. The EHIA identified some <u>negative impact</u> which still needs <u>to be addressed</u></p>		COMPLETE SECTION 5: Complete action plan with measures to mitigate the and finalise the EqHIA
	<p>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</p>		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

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