

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	<b>Minor Parking Schemes – Objection Report 11 (part 2)</b>
<b>Decision Maker:</b>	Imran Kazalbash Director of Environment
<b>Cabinet Member:</b>	Cllr Barry Mugglestone
<b>SLT Lead:</b>	Neil Stubbings Strategic Director of Place
<b>Report Author and contact details:</b>	Iain Hardy Engineer <a href="mailto:iain.hardy@havering.gov.uk">iain.hardy@havering.gov.uk</a> 01708 432440
<b>Policy context:</b>	Havering Local Development Framework (2008)
<b>Financial summary:</b>	The estimated cost of £0.003m will be funded from Schemes revenue budget (A26910).
<b>Relevant OSC:</b>	Places
<b>Is this decision exempt from being called-in?</b>	Yes – Non-Key

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

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 – Dunedin Road**

The introduction of no waiting at any time restrictions in Dunedin Road to front the New Green development and around the junction of Gisborne Gardens (as shown on drawing reference Dunedin Road).

**b) Scheme – A1306 Layby**

The removal of two free parking bays and the extension of no waiting and no loading 'At any time' restrictions (as shown on drawing reference New Road-A1306).

**c) Scheme – Park Lane Pedestrian Island**

The extension of the existing no waiting at any time restrictions in Park Lane, at its junction with Bush Elm Road and Maygreen Crescent, to cover the centre hatched markings of the pedestrian island, situated adjacent to the boundary of nos.119 and 121(as shown on drawing reference Park Lane Pedestrian Refuge Island).

**d) Scheme – Narvarre Gardens/ Charlotte Gardens**

The introduction of no waiting at any time restrictions around the junction (as shown on drawing reference Narvarre Gardens/ Charlotte Gardens).

**e) Scheme – 2 Honiton Road**

A small reduction of existing residents parking bay and extension of no waiting at any time restrictions (as shown on drawing reference Honiton Road).

### 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 Dunedin Road – Beam Park Ward**

A request has been received from a Homes & Housing Officer to install double yellow lines in front of the New Green development, to limit parking so emergency access can be maintained, ensure access can be maintained to the on-street waste facilities for the development and to limit inconsiderate and obstructive parking around the junction of Gisborne Gardens.

Officers considered that introducing double yellow line to cover the frontage of the New Green development would only displace parking around the junction of Gisborne Gardens, so double yellow lines would need to be taken forward at this junction too.

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

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

Officers Response: Officers have reviewed the responses received. Officers wish to point out that the New Green development does have off-street parking facilities and the residents would have been aware as to whether their flats came with parking facilities or not. It is the Council's responsibility to ensure that the waste from the development can be collected. However, there are concerns over parking being displaced around the junction of Gisborne Gardens and the impact that this may have on sight lines and road safety at this location. As this is the case, Officers feel that the proposed waiting restrictions should be implemented as advertised.

### **b) Scheme – A1306 Layby– Beam Park Ward**

A request has been received from a Homes & Housing Officer to remove two parking bays and extend the existing double yellow lines in the layby in front of the New Green development, ensure emergency access and access to the on-street waste facilities for the development.

Officers have assessed the request to remove two parking bays and extend the existing double yellow lines in the layby in front of the New Green development and feel that these proposals are essential to the servicing and safety of the residents of the development and that the proposals should be taken forward.

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

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

Officers Response: Officers have reviewed the objection and the response in favour of the proposals. Officers feel that as this layby is where one of the three locations around the New Green development where the on-street waste bins are grouped together, there is no alternative solution to ensure the waste can be collected at any time, other than to implement the proposals. As this is the case, Officers feel that the proposed removal of the two parking bays and extension of the existing double yellow lines and loading ban in the layby in front of the New Green development should be implemented as advertised.

**c) Scheme – Park Lane Pedestrian Island - Hylands & Harrow Lodge Ward**

A request was received from a Ward Councillor on behalf of a resident who was complaining about the long-term obstructive parking that is taking place around the pedestrian island on Park Lane, near the junction of Bush Elm Road and the need for further double yellow lines in this area.

Officers have assessed the request and consider that the existing double yellow lines should be extended from in front of no.119, up to the vehicle crossover of no.125, and the existing double yellow lines at the junction of Maygreen Crescent be extended to cover the centre hatched markings of the pedestrian island.

These proposals were designed to stop long term parking around the pedestrian island, which is obstructing sight lines for pedestrians and in some cases causing larger vehicles to pass the island on the wrong side of the road.

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

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

Officers Response: Officers have reviewed the responses received. Officers feel that introducing residents permits in Maygreen Crescent is feasible, but consideration should be given as to whether this should be looked at separately or if proposals to extend the Controlled Zone up to Hornchurch Road should be drafted. While any parking restrictions will displace vehicles further along the road, it is the improvement of pedestrian safety and the passage of larger vehicles along Park Lane that is considered to be a priority at this location. As this is the case, Officers feel that the proposed extensions of the double yellow lines in Park Lane should be implemented as advertised.

**d) Scheme – Narvarre Gardens/ Charlotte Gardens – Havering atte Bower Ward**

A request has been received from a Ward Councillor on behalf of a resident to prevent inconsiderate and obstructive parking taking place around the junction of Narvarre Gardens/ Charlotte Gardens.

Officers have assessed the junction of Narvarre Gardens and Charlotte Gardens and consider that introducing the proposed double yellow lines would have sight line and safety benefits.

Following the consultation, one objection was received, which is outlined in Appendix A.

All Ward Councillors were made aware of the responses received to the consultation and one Ward Councillor responded agreeing that the proposals should be implemented as advertised. The remaining Ward Councillors did not respond.

Officers Response: Officers have reviewed the objection received. Officers acknowledge that there is not a recorded personal injury accident problem at this junction. However, there are clearly vehicles being parked close to the junction, which effects sight lines for drivers and pedestrians. As this is the case, Officers feel that the proposed no waiting restrictions should be implemented as advertised.

#### **e) Scheme – 2 Honiton Road – Rush Green & Crowlands Ward**

A request has been received from a Ward Councillor to reduce the existing residents parking bay fronting the property and to extend the existing double yellow lines to cover the extent of the vehicle access. This request was made as the result of a garage being built on the site after the residents' parking scheme was implemented.

Officers have assessed the existing parking restrictions outside no.2 Honiton Road and propose to reduce the existing residents parking bay by 3.9 meters and to extend the existing double yellow lines to cover this area. This should improve the resident's access.

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

All Ward Councillors were made aware of the responses received to the consultation and two Ward Councillors responded in favour implementing proposals. The remaining Ward Councillor did not respond.

Officers Response: Officers have reviewed the responses received. Whilst there were requests for changes to the proposals Officers feel that the proposals should be implemented. Officers note that whilst on street parking is at a premium in this location the existing permit scheme does allow the residents to park on both Cotleigh and Stockland Road. As this is the case, Officers feel that the proposed reduction of the residents parking bay and the extension of the double yellow line 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 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 publicly consulted as per the Council's legal obligations to publicise changes to the traffic orders for a period no less than 21 days commencing Friday 28<sup>th</sup> July 2023.

**a) Scheme - Dunedin Road – Beam Park Ward**

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

**b) Scheme – A1306 Layby– Beam Park Ward**

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

**c) Scheme – Park Lane Pedestrian Island – Hylands and Harrow Lodge Ward**

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

**d) Scheme – Narvarr Gardens/ Charlott Gardens – Havering atte Bower Ward**

All Ward Councillors were made aware of the responses received to the consultation and one Ward Councillor responded agreeing that the proposals should be implemented as advertised. The remaining Ward Councillors did not respond.

**e) Scheme – 2 Honiton Road – Rush Green & Crowlands Ward**

All Ward Councillors were made aware of the responses received to the consultation and two Ward Councillors responded in favour implementing proposals. The remaining Ward Councillor did not respond.

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

Name: Iain Hardy

Designation: Schemes Engineer





Signature:




30/05/2025

### Dunedin Road – proposed 'At any time' waiting restrictions



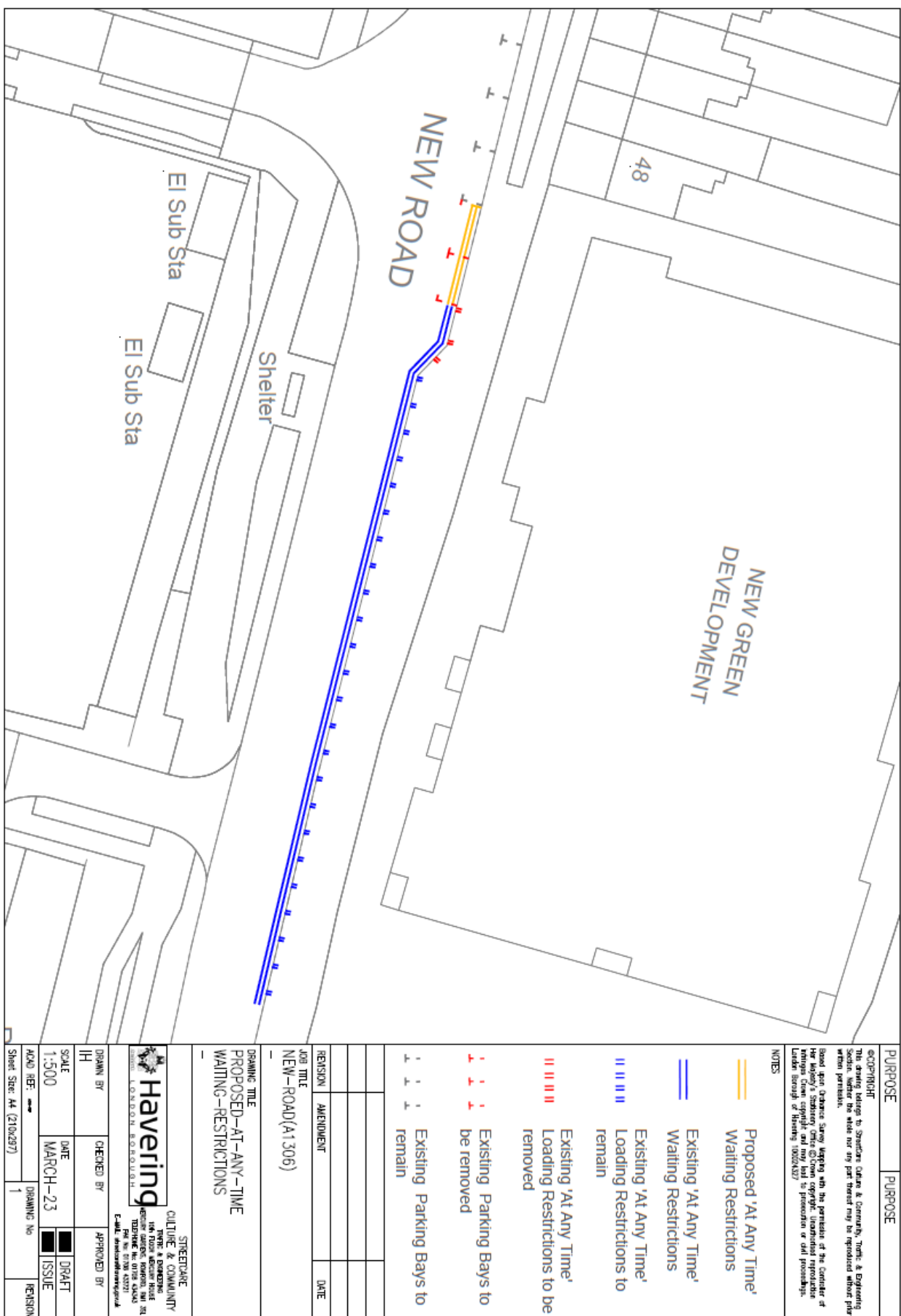
PURPOSE		PROPOSED	
<p><b>SCOPE/RIGHT</b></p> <p>The drawing belongs to <b>Strategic Culture &amp; Community Traffic &amp; Engineering Section</b>, within the whole set of drawings may be reproduced without prior written permission.</p> <p>Based upon <b>Ordnance Survey Mapping</b> with the permission of the Controller of Her Majesty's Stationery Office. All Crown Copyright. Unauthorised reproduction of this document is prohibited and may be a criminal offence under the Copyright, Designs and Patents Act 1988.</p> <p><b>London Borough of Havering 100024027</b></p>			
KEY			
		PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS	
		EXISTING FOOTWAY PARKING BAYS	
		VEHICLE CROSSOVER	
JOB TITLE		DUNEDIN-ROAD	
DRAWING TITLE		PROPOSED-AT-ANY-TIME WAITING-RESTRICTIONS	
REVISION		AMENDMENT DATE	
DRAWN BY		CHECKED BY	
IH			
SCALE		DATE	
NTS		FEB-23	
ACAD REF: 		DRAWING No	
Sheet Size: A4 (210x297)			
		REVISION	

		STREETSCAPE	
Havering		CULTURE & COMMUNITY	
LONDON BOROUGH		10th FLOOR, REDFERN HOUSE	
		REDFERN GARDENS, DUNFORD, S.W. 15L	
		TELEPHONE: 01709 414545	
		FAX: 01709 415791	
E-MAIL: <a href="mailto:information@havering.gov.uk">information@havering.gov.uk</a>			



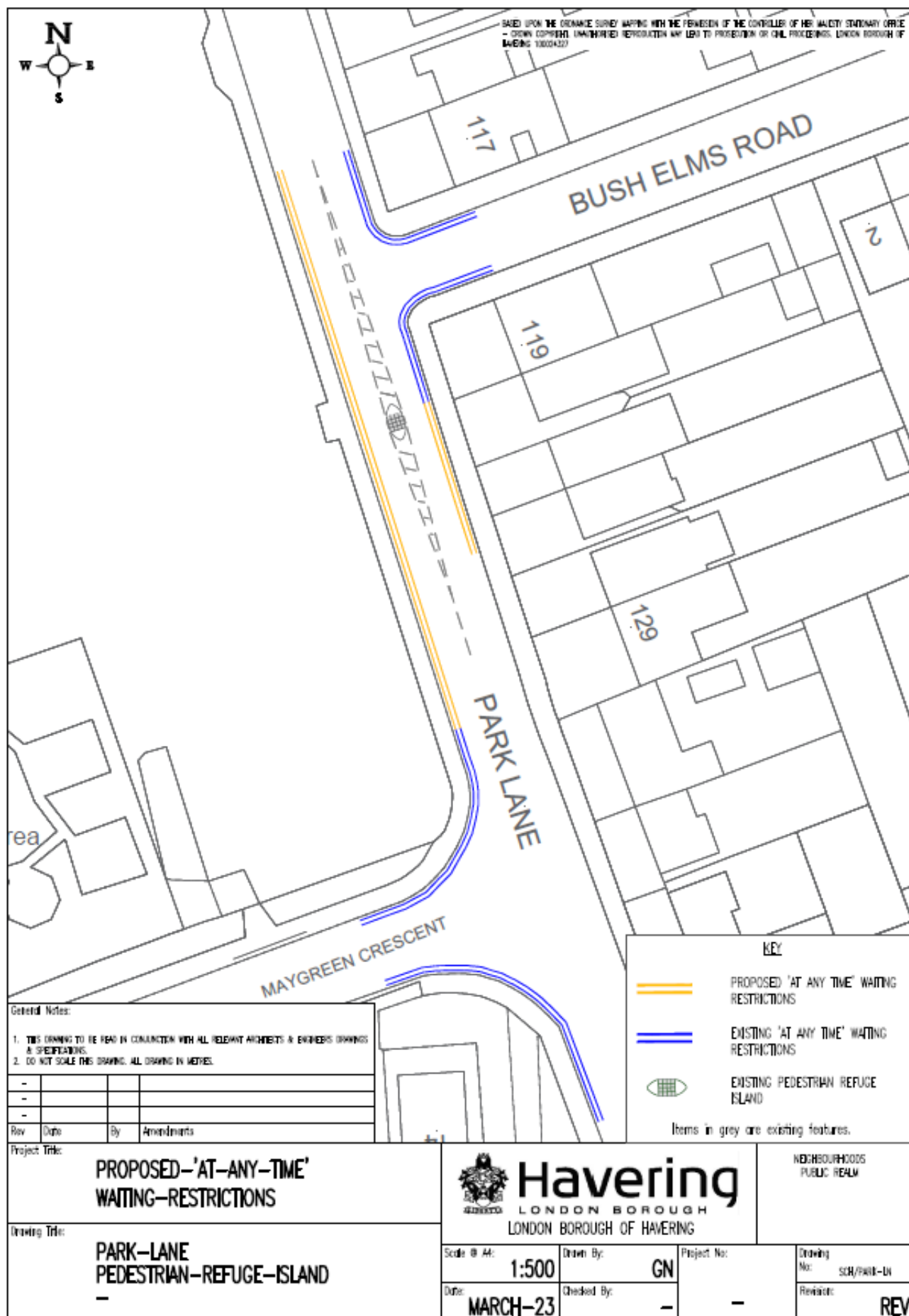
**Havering**  
COUNCIL & COMMUNITY  
TRAFFIC & ENGINEERING  
SECTION  
LONDON BOROUGH OF HAVERING  
PO BOX 9708, REDBURN, RM11 3SL  
TEL: 0208 3100 4000  
E-MAIL: [transport@havering.gov.uk](mailto:transport@havering.gov.uk)

- **A1306 Layby - proposed removal of 2 free bays and extension of 'At Any Time' waiting and loading restrictions**



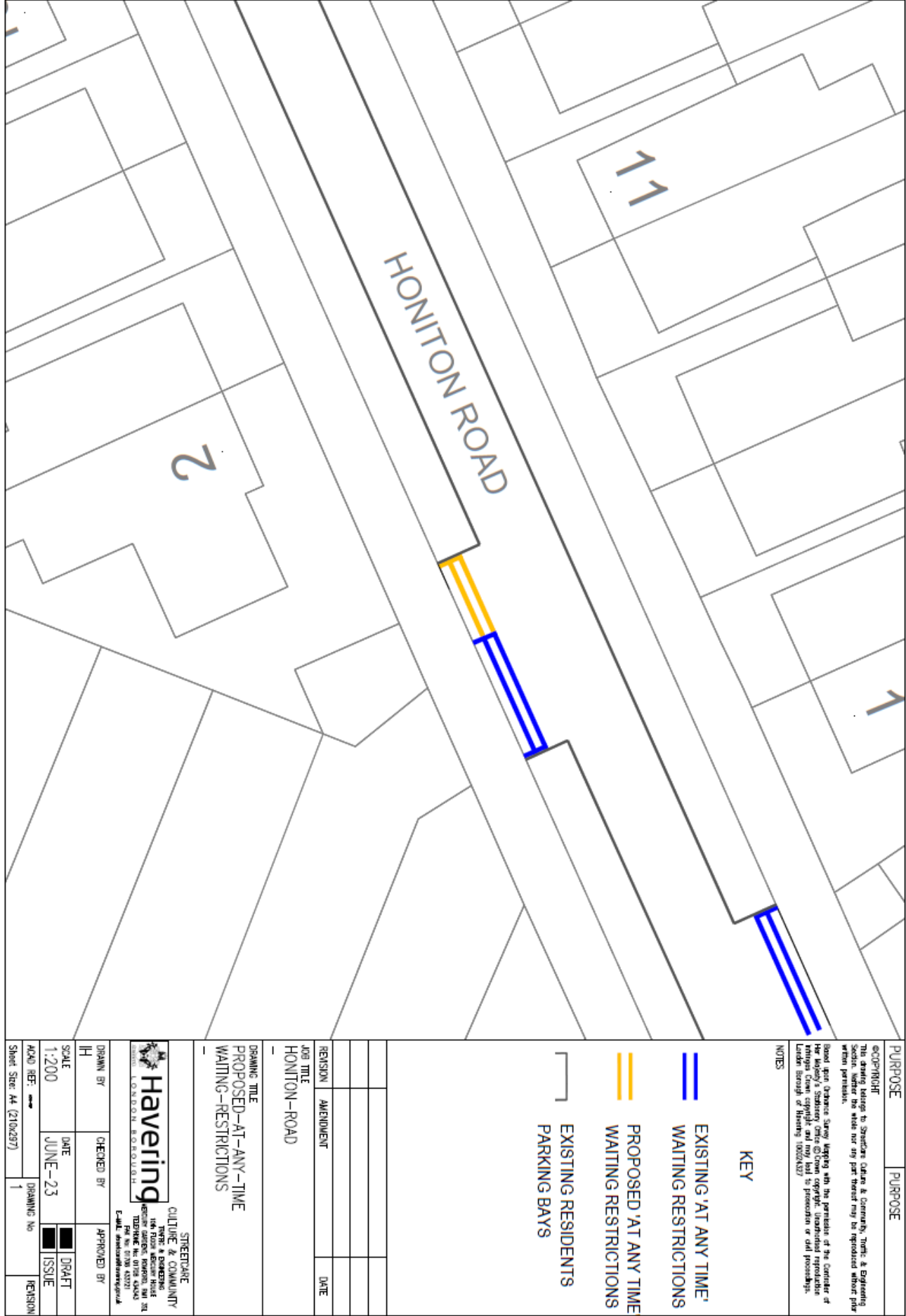


## Park Lane – proposed extension of ‘At any time’ waiting restrictions



PURPOSE		PURPOSE	
©COPYRIGHT		The drawing belongs to Streetscape Culture & Community, Town & Engineering Society. Neither the whole nor any part thereof may be reproduced without prior written permission.	
Based upon Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction in any form is prohibited and may lead to prosecution or civil proceedings. London Borough of Havering 100024237		NOTES	
KEY		<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 2px; background-color: yellow; margin-right: 5px;"></div> <div>PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS</div> </div>	
STREETNAME		DRAWING TITLE	
CULTURE & COMMUNITY		PROPOSED-AT-ANY-TIME WAITING-RESTRICTIONS	
TOWN & ENGINEERING		JOB TITLE	
NAVARRA GARDENS & CHARLOTTE GARDENS		REVISION	
LONDON BOROUGH		REVISION	
FAX No: 01708 432023		DATE	
E-MAIL: streetscape@havering.gov.uk		DRAWING No	
DRAWN BY		1	
CHECKED BY		REVISION	
APPROVED BY		DATE	
SCALE		DRAFT	
1:200		ISSUE	
APRIL-23		DRAWING No	
Havering		1	
LONDON BOROUGH		REVISION	
FAX No: 01708 432023		DATE	
E-MAIL: streetscape@havering.gov.uk		DRAWING No	
DRAWN BY		1	
CHECKED BY		REVISION	
APPROVED BY		DATE	
SCALE		DRAFT	
1:200		ISSUE	
APRIL-23		DRAWING No	
Havering		1	
LONDON BOROUGH		REVISION	
FAX No: 01708 432023		DATE	
E-MAIL: streetscape@havering.gov.uk		DRAWING No	
DRAWN BY		1	
CHECKED BY		REVISION	
APPROVED BY		DATE	
SCALE		DRAFT	
1:200		ISSUE	
APRIL-23		DRAWING No	
Havering		1	
LONDON BOROUGH		REVISION	
FAX No: 01708 432023		DATE	
E-MAIL: streetscape@havering.gov.uk		DRAWING No	
DRAWN BY		1	
CHECKED BY		REVISION	
APPROVED BY		DATE	
SCALE		DRAFT	
1:200		ISSUE	
APRIL-23		DRAWING No	
Havering		1	
LONDON BOROUGH		REVISION	
FAX No: 01708 432023		DATE	
E-MAIL: streetscape@havering.gov.uk		DRAWING No	
DRAWN BY		1	
CHECKED BY		REVISION	
APPROVED BY		DATE	
SCALE		DRAFT	
1:200		ISSUE	
APRIL-23		DRAWING No	
Havering		1	
LONDON BOROUGH		REVISION	
FAX No: 01708 432023		DATE	
E-MAIL: streetscape@havering.gov.uk		DRAWING No	
DRAWN BY		1	
CHECKED BY		REVISION	
APPROVED BY			

Scheme – 2 Honiton Road – extension of ‘At any time’ waiting restrictions



## Part B - Assessment of implications and risks

### LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for the implementation of 'At any time' waiting and 'At any time' loading 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 is seeking approval to implement a series of minor parking and traffic management measures across five locations as detailed in the appended designs.

. The total estimated cost of delivering the schemes is £0.003m. This includes costs associated with advertising, detailed design and implementation. The expenditure will be funded from the existing Schemes revenue budget.

These works fall within the standard scope for Schemes delivery programme and are expected to be delivered within the proposed budget. In the unlikely event of a budget overrun, any additional costs will be managed within the overall Environment Directorate's budget envelope, ensuring no adverse impact on other funded priorities. .

Scheme Location	Description of Works	Estimated Cost (£)
Dunedin Road	No waiting at any time restrictions	£700.00
A1306 Layby	Removal of two free parking bays and extension of no waiting/no loading restrictions	£500.00
Park Lane	Extension of no waiting at any time restrictions around pedestrian island	£500.00

Narvarre Gardens/Charlotte Gardens	Introduction of no waiting at any time restrictions around the junction	£500.00
2 Honiton Road	Reduction of residents' bay and extension of no waiting at any time restrictions	£500.00
<b>Total</b>		<b>£2,700.00</b>

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

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

#### **EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS**

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

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

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

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

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

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

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

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

These measures will improve access to the bin sites in Dunedin Road and the A1306 layby while improving safety and sight lines at the junction of Dunedin Road and Gisborne Gardens, improving traffic flow through the pedestrian island on Park Lane,

improve safety and sight lines at the junction of Navarre Gardens and Charlotte Gardens and improving access to the off-street parking for the resident of no.2 Honiton Road.

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

#### **ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

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

#### **BACKGROUND PAPERS**

None.

#### **APPENDICIES**

Appendix A - EQHIA

### **Part C – Record of decision**

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

#### **Decision**

Proposal agreed

1. The introduction of double yellow lines in front of the New Green development and around the junction of Gisborne Gardens.
2. The reduction in two parking spaces and the extension of the 'At any time' waiting and loading restrictions in the Layby, on the A1306, fronting the New Green development.
3. The extension of the 'At any time waiting restrictions in Park Lane, to cover the pedestrian island.
4. The introduction of 'At any time' waiting restrictions at the junction of Navarre Gardens and Charlotte Gardens.
5. The reduction of the residents parking bay and extension of the 'At any' time' waiting restrictions outside no.2 Honiton Road.

#### **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 \_\_\_\_\_

## Appendix A

### a) Scheme Dunedin Road– Beam Park Ward

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

- I am in total agreement with the parking restrictions being made permanent. The road in Dunedin Road is dangerous without the double yellow lines as per the photos. I also strongly agree with the proposed double yellow linage in the junction of Gisborne gardens and Dunedin Road due to the constant parking in the junction mouth, making it dangerous to road users and pedestrians. Without the double yellow linage in place the refuse collection of new green in impossible due to parking in front of the waste bins outside New Green development.
- I am writing to raise my concerns about the proposed permanent parking restrictions in Dunedin Road and the A1306 layby. It appears that the double yellow lines were introduced overnight, without any consultation, in order to facilitate the emptying of the refuse bins currently being emptied once a week. The emptying of the bins requires a haulage company to implement this, it is a very slow process which needs precision to remove the bins and then to empty and replace them back into the ground. Both refuse and recycling are put into the same flat bed lorry and not segregated in any way. I have watched this being done every week and am horrified by the procedure that is required to empty the bins and am surprised that the Council did not consider the health and safety and inconvenience implications to general members of the public and then somehow decide this was a good idea. I am unable to see the reason for the placement of the bins on the pavement. They should have been sited somewhere where they could safely be emptied upon the footprint of the new building complex. I am therefore raising my objection to this proposal. Double yellow lines should not be put in place because bins that are already not fit for purpose are currently being emptied once a week. *I am also objecting to this on the grounds of the health and safety implications to pedestrians and cyclists which are not adequate.* By emptying the bins the council is restricting people using the footpath, cycle lane and parking. Also the double yellow lines is well exceeding the area required just to empty bins.
- I live at Levin court Dunedin rd... I am against the double yellow lines to be done, already it's difficult to park, when my daughters come to bring my shopping & take me to my appointments they have difficulty parking... there is hardy anywhere to park as it is.
- I am a resident of Dunedin Road. I am writing to express my concerns about the proposed permanent parking restrictions in our area. Due to the recent construction of new housing, parking has become extremely limited in front of my house and the surrounding area. As a disabled individual holding a blue badge, finding accessible parking spaces has become a significant challenge. Implementing further restrictions, especially near the junction of Dunedin Road and Gisborne Gardens, will worsen the parking situation for me and my neighbors. Many residents in our area have already complained about the lack of parking.



I kindly request that you reconsider this proposal and explore alternative solutions that address our parking needs, particularly for disabled individuals like myself. Perhaps designated disabled parking bays or time-restricted parking zones could be considered as more suitable options.

Thank you for considering my input, and I hope you will take our concerns into account during the decision-making process.

- With reference to the permanent parking restriction in Dunedin road and A1306 lay-by.

I fully agree these restrictions should be made permanent.

On the basis of road user safety and pedestrians that use the footpaths.

Without the restrictions the parking is exceptionally dangerous due to double parking and dangerous parking.

Please see the attached images the first and second image is double parking on the whole road outside of New green development, which had parking parked bumper to bumper.

Which impacted the refuse collection being able to take place.

The third image is how the mouth of the junction of Gisborne gardens is obstructed to both road and pedestrian users.

Which will result in an accident.

#### **b) Scheme – A1306 Layby– Beam Park Ward**

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

- I am writing to raise my concerns about the proposed permanent parking restrictions in Dunedin Road and the A1306 layby.

It appears that the double yellow lines were introduced overnight, without any consultation, in order to facilitate the emptying of the refuse bins currently being emptied once a week. The emptying of the bins requires a haulage company to implement this, it is a very slow process which needs precision to remove the bins and then to empty and replace them back into the ground. Both refuse and recycling are put into the same flat bed lorry and not segregated in any way. I have watched this being done every week and am horrified by the procedure that is required to empty the bins and am surprised that the Council did not consider the health and safety and inconvenience implications to general members of the public and then somehow decide this was a good idea.

I am unable to see the reason for the placement of the bins on the pavement. They should have been sited somewhere where they could safely be emptied upon the footprint of the new building complex. I am therefore raising my objection to this proposal. Double yellow lines should not be put in place because bins that are already not fit for purpose are currently being emptied once a week. I am also objecting to this on the grounds of the health and safety implications to pedestrians and cyclists which are not adequate. By emptying the bins the council is restricting people using the footpath, cycle lane and parking. Also the double yellow lines is well exceeding the area required just to empty bins.

- With reference to the permanent parking restriction in Dunedin road and A1306 lay-by.

I fully agree these restrictions should be made permanent.

On the basis of road user safety and pedestrians that use the footpaths.

Without the restrictions the parking is exceptionally dangerous due to double parking and dangerous parking.

Please see the attached images the first and second image is double parking on the whole road outside of New green development, which had parking parked bumper to bumper.

Which impacted the refuse collection being able to take place.

The third image is how the mouth of the junction of Gisborne gardens is obstructed to both road and pedestrian users.

Which will result in an accident.

#### **c) Scheme – Park Lane Pedestrian Island – Hylands and Harrow Lodge Ward**

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

- I live at Park Lane and have no problem with your proposed at any time waiting restrictions, but only one, in that it will mean that those who use the road as their private yard to park their vans over night and during the day. Will just move further up the road towards Hornchurch Road. I would prefer that the lines continue up to Hornchurch road on the odd number side of the street. I am sure my close residents would not object to this, as when the restrictions where increased some years back, that is what happened. It just seems to move the problem along. Maybe not having the restrictions in front of the park in Park Lane would be a better idea, and just restrict that to two hours parking, so the people who use the park for the football on Saturday and Sundays could sill park for that time. Also people who just pop in to the residents for short times, dropping children off to minders, home help staff popping in and care workers. Would have some place to park. Just a few thoughts.
- In response to your recent communication regarding the above, my comments are as follows:  
I think it is a sensible and safe suggestion to make the outlined area's No waiting "At any time", (I have seen cars and vans going round the wrong side of the island indicated).  
However, at the moment, residents of Maygreen Crescent flats have the benefit of free parking. Sometimes, it is difficult to park near my flat, No. XX, as non residents choose to park here, especially weekends when there is football matches in the park, (all for that, sport, exercise and fresh air), so could residents of the flats be issued with free parking permits and the area be designated "Resident parking only"?

#### **d) Scheme – Narvarre Gardens/ Charlott Gardens – Havering atte Bower Ward**

Following the consultation, one objections was received, which is outlined below;

- Having lived opposite navarre gardens for XX years there has never been any problems at this junction from vehicles parking or waiting and is totally unnecessary and a complete waste of money that could be used more appropriately, and on more urgent road improvements, like removing the parking bays placed on both sides on blind bends in turpin avenue. which are dangerous, and large potholes throughout the borough.

#### **e) Scheme – 2 Honiton Road – Rush Green & Crowlands Ward**

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

- I am writing to you regarding the proposed waiting restrictions in 2, Honiton Road, Romford RM7 9AJ. Please find attached the notice regarding that.

The council is proposing to remove a small section of residents parking bay and extend the double yellow lines fronting Number 2 Honiton Road (mainly in front of garage).

I am the landlord of the property at ■ Honiton Road. I am hereby requesting to extend the double lines 10.0m instead of 3.9m covering both garage and front car parking, the reason being the property is a semi detached house with 8 bedrooms, HMO licensed by council for 12+ occupants.

Due to the fact that the garden is adjacent to the garage, I am intending to provide parking space for 3+ cars in front of the house and garden due to the number of occupants. Because the street is fully 24/7 restricted parking.

Please find attached the requested proposal plan for your consideration. Please let me know how I can take this forward. Looking forward to hearing from you.
- I have received a letter regarding the extension of double yellow lines on Honiton Road. I am writing from ■ Honiton Road, Romford, RM7 9AJ. I sent a request on 24-03-2022 in regards to extending the yellow lines next to our house but unfortunately, I did not receive a response. Please see below:

"I would like to request for the yellow lines to be extended to cover our dropped curb, please. We have been informed by a Parking Enforcement Officer that cars are illegally parking on the dropped curb and if we reported them, they would get a fine. Of course, we don't want to cause tension within our neighborhood so we would like to just sort out the parking/yellow lines instead. The drivers are unaware that they shouldn't be parking there because the parking lines are covering the dropped curb. It also makes it really difficult for us to access our driveway, especially when the parked car is longer. We would really appreciate your help with this small request, please".

Reference: ENQ-F-410643007.

Could you please have a look at extending our double yellow lines too please? Especially since there will be work done on our road anyway. I am also attaching photos of the parking situation and a sketch of where the yellow lines would be extended. It only needs to be extended by about 3 meters or less, just to easily access the dropped curb.
- Re your letter dated 28th July 2023 to take away part of parking bay to put yellow lines in outside number 2. Yes I agree with that so he has full access to his garage, however the yellow line that is already there is no longer needed as the new owners there have put a fence back up and built a shed at the back of the garden so is no longer used as a dropped drive for parking, can this not be taken away and a residents bay put there to make up for the loss of parking in front of number 2.

There has also been so many arguments between the old owner and his tenants about parking in front of the other drop drive (outside the front door of number 2) because there is a parking bay across it other residents park across it and then the tenants get cross and put threatening letters on your car. We have lived here XX years and we are sure that a previous owner of the property dropped this kerb himself (before there was permit parking) therefore not paying the council for a dropped drive. If this is the case can the kerb not be put back so there are no more arguments about parking over it.
- Thank you for your letter relating to the above.

I would like to state my objection to the extension of the of the double yellow lines fronting No 2 Honiton Road.

It is difficult enough to get my car parked outside of my own home, as is many other of my neighbours due to the properties in Honiton Road being allowed excessive permits. That small section you refer to, 3,9 meters, can accommodate another two cars in an already congested area.

So no I am not happy with this proposal and strongly condemn this initiative.

## Equality & Health Impact Assessment (EHIA)

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

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

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

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

# 1. Equality Health Impact Assessment Checklist

Please complete the following checklist to determine whether or not you will need to complete an EHIA and ensure you keep this section for your audit trail. If you have any questions, please contact [READI@haverling.gov.uk](mailto:READI@haverling.gov.uk) for advice from either the Corporate Diversity or Public Health teams. Please refer to [this Guidance](#) on how to complete this form.

## About your activity

1	Title of activity	Minor Parking Schemes – Objection Report 11 – waiting restrictions		
2	Type of activity	Minor Parking schemes		
3	Scope of activity	The installation of 'At any time' waiting restrictions and changes of free parking bays to residents parking bays		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes	If the answer to either 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:	25/03/2025

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

### Background/context:

The schemes for Park Lane and Honiton Road/It Road, Rosslyn Avenue, Rosewood Avenue & Wood Lane are proposed extensions to 'At any time;' waiting restrictions at junctions.

The schemes for The Drive and The Ridgeway are proposed changes of Free parking bays to Residents parking bays.

The schemes for Fontayne Avenue & Castle Avenue and Crossways are the introduction of new 'At any time;' waiting restrictions.

### Who will be affected by the activity?

#### Holt Road

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

All disabled badge holders will be able to 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.

#### The Drive

Residents and their visitors will be able to park in the proposed residents parking bay while displaying a valid residents or visitors permit.

Commuters will be affected by the proposals, as they will not be able to park in the proposed residents parking bay and therefore they may be displaced into other areas.

All disabled badge holders will be able to park in the proposed residents parking bay for an unlimited period, while displaying their blue badge.

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

### **The Ridgeway**

Residents and their visitors will be able to park in the proposed residents parking bay while displaying a valid residents or visitors permit.

Commuters will be affected by the proposals, as they will not be able to park in the proposed residents parking bay and therefore they may be displaced into other areas.

All disabled badge holders will be able to park in the proposed residents parking bay for an unlimited period, while displaying their blue badge.

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

### **Rosslyn Avenue**

Residents and their visitors will be affected by the extension of the double yellow lines, as there will be reduced parking space in the immediate vicinity of some properties and therefore they may be displaced into other areas.

Staff and visitors related to the elderly person's home will not be able to park on the double yellow lines and therefore they may be displaced into other areas.

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.

Traffic flow will be improved in this area, particularly at school peak times.

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

### **Rosewood Avenue/ Wood Lane**

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.

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.

All disabled badge holders will be able to use the new disabled parking bays that were implemented as a result of the comments received to these advertised proposals.

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

### **Fontayne Avenue/ Castle Avenue**

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



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.

Drivers will experience improved sight lines when manoeuvring around the junction.

Larger vehicles will have improved access around the apex of the bend at the junction of Castle Avenue and Fontayne Avenue.

#### **64 Crossways**

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 nos.62 and 64 will have improved sight lines when exiting their driveways.

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.

There will be improved sight lines for drivers to see pedestrians exiting the alley way on to Crossways.

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

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

<b>Sources used:</b>     
------------------------------------------

<b>Protected Characteristic - Disability:</b> Consider the full range of disabilities; including physical, mental, sensory, progressive conditions and learning difficulties. Also consider neurodivergent conditions e.g. dyslexia and autism.	
Please tick (✓) the relevant box:	<b>Overall impact:</b>  
<b>Positive</b>	Disabled blue badge holders can park in disabled parking bays without a time limit.
<b>Neutral</b>	✓ Disabled blue badge holders can park in residents parking bays without a time limit , while displaying their blue badge.
<b>Negative</b>	Blue badge holders can park on the no waiting at any time restrictions for up to three hours when displaying their blue badge and clock, so long as they are not parked in an obstructive manner.
<b>Evidence:</b>     	
<b>Sources used:</b>     	

<b>Protected Characteristic – Sex / gender:</b> Consider both men and women	
Please tick (✓) the relevant box:	<b>Overall impact:</b>  
<b>Positive</b>	Parking restrictions are applied irrespective of sex/gender
<b>Neutral</b>	✓
<b>Negative</b>	

<b>Evidence:</b>
<b>Sources used:</b>

<b>Protected Characteristic – Ethnicity / race / nationalities:</b> Consider the impact on different minority ethnic groups and nationalities		
<i>Please tick (✓) the relevant box:</i>	<b>Overall impact:</b>	
<b>Positive</b>	<input type="checkbox"/>	<div style="background-color: #00ff00; padding: 2px;">Parking restrictions are applied irrespective of Ethnicity/race</div>
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	
<b>Evidence:</b>		
<b>Sources used:</b>		

<b>Protected Characteristic – Religion / faith:</b> Consider people from different religions or beliefs, including those with no religion or belief		
<i>Please tick (✓) the relevant box:</i>	<b>Overall impact:</b>	
<b>Positive</b>	<input type="checkbox"/>	<div style="background-color: #00ff00; padding: 2px;">Parking restrictions are applied irrespective of Religion/faith</div>
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	

<b>Evidence:</b>
<b>Sources used:</b>

<b>Protected Characteristic - Sexual orientation:</b> Consider people who are heterosexual, lesbian, gay or bisexual		
<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>
<b>Positive</b>	<input type="checkbox"/>	<div style="background-color: #28a745; color: black; padding: 5px;">           Parking restrictions are applied irrespective of sexual orientation         </div>
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	
<b>Evidence:</b>		
<b>Sources used:</b>		

<b>Protected Characteristic - Gender reassignment:</b> Consider people who are seeking, undergoing or have received gender reassignment surgery, as well as people whose gender identity is different from their gender at birth		
<i>Please tick (✓) the relevant box:</i>		<b>Overall impact:</b>
<b>Positive</b>	<input type="checkbox"/>	<div style="background-color: #28a745; color: black; padding: 5px;">           Parking restrictions are applied irrespective of gender reassignment         </div>
<b>Neutral</b>	<input checked="" type="checkbox"/>	
<b>Negative</b>	<input type="checkbox"/>	

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

<b>Protected Characteristic – Marriage / civil partnership:</b> Consider people in a marriage or civil partnership		
Please tick (✓) the relevant box:		<b>Overall impact:</b>
<b>Positive</b>		Parking restrictions are applied irrespective of marriage/civil partnership
<b>Neutral</b>	✓	
<b>Negative</b>		
<b>Evidence:</b>		
<b>Sources used:</b>		

<b>Protected Characteristic - Pregnancy, maternity and paternity:</b> Consider those who are pregnant and those who are taking maternity or paternity leave		
Please tick (✓) the relevant box:		<b>Overall impact:</b>
<b>Positive</b>		Parking restrictions are applied irrespective of pregnancy, maternity and paternity.
<b>Neutral</b>	✓	
<b>Negative</b>		

<b>Evidence:</b>		
<b>Sources used:</b>		

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

<b>Health &amp; Wellbeing Impact:</b> Please use the Health and Wellbeing Impact Tool on the next page to help you answer this question.	
Consider both short and long-term impacts of the activity on a person's physical and mental health, particularly for disadvantaged, vulnerable or at-risk groups. Can health and wellbeing be positively promoted through this activity?	
<i>Please tick (✓) all the relevant</i>	<b>Overall impact:</b>

<i>boxes that apply:</i>		<p>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.</p> <p>The residents in the vicinity of the proposed resident's bays will be positively impacted, as they should be able to park closer to their homes and therefore have a reduced distance they have to walk.</p> <p>Commuters will not be able to park in residents parking bay, which may cause them more concern finding available parking space and they may have to walk further.</p> <p><b>Do you consider that a more in-depth HIA is required as a result of this brief assessment?</b> Please tick (✓) the relevant box</p> <p style="text-align: right;">Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>
<b>Positive</b>		
<b>Neutral</b>	✓	
<b>Negative</b>		
<b>Evidence:</b>		
<b>Sources used:</b>		

### 3. Health & Wellbeing Screening Tool

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

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




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



## 4. Outcome of the Assessment

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

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

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

## 5. Action Plan

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

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

### Add further rows as necessary

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

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

## 6. Review

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

**Review:**

Ongoing from the date of implementation

**Scheduled date of review:**

**Lead Officer conducting the review:**

Iain Hardy

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