

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	<b>Minor Parking Schemes – Objection Report 17</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 cost of £0.005m will be funded from within the Schemes revenue cost
<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 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 – Locke Close**

Extend no waiting at any time restrictions on Locke Close on its western side (as shown on drawing reference Locke Close attached to the report).

**b) Scheme – Stapleton Crescent**

Introduce no waiting at any time restrictions on Stapleton Crescent at its junction with Deere Avenue, extending along the northern side of the road, and outside nos. 10, 12 and 14, 16 and 18 and 20 (as shown on drawing reference Stapleton Crescent attached to the report).

**c) Scheme – Mungo Park Road**

Extend no waiting at any time restrictions on the section of Mungo Park Road situated between nos. 84a and 86, fronting no. 86 and incorporating the section of existing Monday to Friday 8am to 5pm waiting restriction (as shown on drawing reference Mungo Park Road attached to the report).

**d) Scheme – Redden Court Road**

Introduce no waiting at any time restrictions at the junction of Redden Court Road and Coombe Road (as shown on drawing reference Redden Court Road attached to the report).

**e) Scheme – Riverside Close**

Introduce no waiting at any time restrictions on Riverside Close, for as much as is public highway and on the south western side of North Street, between the common boundary of nos. 141 and 143 to the bus stop outside no. 157 (as shown on drawing reference Riverside Close attached to the report).

**f) Scheme – Essex Road**

Extend no waiting at any time restrictions on Essex Road, both sides, to the side of 209 Mawney Road, to cover the area restricted by Monday to Friday 9am to 10am waiting restrictions (as shown on drawing reference Essex Road attached to the report).

**g) Scheme – Queens Gardens**

Extend no waiting at any time restrictions on Queens Gardens, from its junction with Roseberry Gardens, on both sides, to cover the grass verge areas fronting nos. 23 and 38 (as shown on drawing reference Queens Gardens attached to the report).

**h) Scheme – Parsonage Road**

Introduce no waiting at any time restrictions on Parsonage Road at its junction with Danyon Close, extending into Danyon Close to the side of no.77 Parsonage Road (as shown on drawing reference Parsonage Road attached to the report).

**i) Scheme – Plough Rise**

Introduce no waiting at any time restrictions on Plough Rise around the turning head (as shown on drawing reference Plough Rise attached to the report).

**j) Scheme – Cavenham Gardens**

Introduce no waiting at any time restrictions on Cavenham Gardens, to cover the raised kerb area between nos. 10 and 12 (as shown on drawing reference Cavenham Gardens attached to the report).

**k) Scheme – Acacia Avenue**

Introduce no waiting at any time restrictions on Acacia Avenue, to cover the raised kerb area fronting no. 26 (as shown on drawing reference Acacia Avenue attached to the report).

**l) Scheme – Appleby Drive**

Introduce a disabled persons parking bay on Appleby Drive opposite Appleby Green (as shown on drawing reference in Appleby Drive attached to the report).

**AUTHORITY UNDER WHICH DECISION IS MADE**

Council's Constitution Part 3.3.5 (1.1).

To exercise the Council's powers and duties arising under the Road Traffic Regulation Act 1984, New Roads and Street works 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 – Stapleton Crescent - Elm Park Ward**

A request has been received from a Ward Councillor on behalf of a resident, who is having difficulty accessing and egressing the vehicular access to their property.

Officers have assessed the location and decided to introduce 'At any time' waiting restrictions to at the junction of Deere Avenue, extending to cover the northern side of Stapleton Crescent and four raised kerb areas on the southern side of the road, adjacent to vehicle crossovers. This should improve residential access, road safety and sight lines, which will assist in reducing disruption to Council and emergency services.

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, with one Ward Councillor responding in favour of the proposals being implemented as advertised. The remaining two Councillors did not respond.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road. Further to this, there are concerns over parking being displaced further into the road if the proposed restrictions are implemented. As this is the case, Officers feel that the proposed 'At any time' waiting restriction should be implemented as advertised.

**b) Scheme – Mungo Park Road - Elm Park Ward**

A request has been received from a Ward Councillor on behalf of a resident, who is having difficulty accessing and egressing the vehicular access to their property.

Officers have assessed the location and decided that as this issue has been raised before, with those proposals not being progressed, that this issue is still ongoing and 'At any time' waiting restrictions need to be installed to ensure that this problem does not persist.

Following the consultation, one response was received objecting to the proposals, which is outlined in Appendix A.

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

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this area, mainly caused by three Mungo Park Road addresses and 10 Falcon Way addresses not having road frontage. As obstructed access in this area is considered to be an ongoing issue that has been looked at before, it is considered that the extra double yellow lines are needed. As this is the case, Officers feel that the proposed 'At any time' waiting restrictions should be implemented as advertised.

**c) Scheme – Redden Court Road/ Coombe Road - Harold Wood Ward**

A request has been received from a Ward Councillor to reduce inconsiderate and obstructive parking around this junction.

Officers have assessed the location and propose to introduce waiting restrictions at the junction and along the side of no.77 Redden Court Road in order to improve road safety and sight lines which will assist in reducing disruption to Council and emergency services.

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

All Ward Councillors were made aware of the responses received to the consultation, and all Councillors responded in favour of implementing the proposals as advertised.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road both Redden Court Road and Coombe Road, caused by the effects of the School Street scheme in part of Coombe Road, parents picking up and dropping off to both the local schools and parking related to Enterprise Hire. These proposals will certainly improve traffic flow and sight lines at this junction and with further consultation planned to extend the School Street scheme to cover the whole of Coombe Road and further residents parking bays being proposed for Redden Court Road, a combination of all these measures should improve parking and traffic flow in this area. As this is the case, Officers feel that the proposed waiting restrictions should be implemented as advertised.

**d) Scheme – Riverside Close - St Edwards Ward**

A request has been received from a Ward Councillor on behalf of a resident to restrict the extent of the public highway in this relatively new road, to prevent inconsiderate and obstructive parking.

Officers have assessed the location and decided that as this is a relatively narrow road, to introduce 'At any time' waiting restrictions to cover the extents of the adopted section of the road, extending these restrictions into North Street, to cover the start of the bus lane and the junction of Compass Way.

Following the consultation, eight responses were received, six in favour of the proposals, and two objections were received, which are outlined in Appendix A.

All Ward Councillors were made aware of the responses received to the consultation, with one Councillor advising that these proposals look near identical to earlier proposals, which Members could not support, as they put double yellows across the entrance to Compass Way. Councillors also requested the yellow lines to stop short of the Compass Way junction. The remaining two Councillors did not respond.

Officers Response: Officers have reviewed the responses above. Residents of Riverside Close and Compass Close can enter and alight private hire vehicles on double yellow lines and delivery vehicles are permitted to load and unload on double yellow lines. Further to this, the original properties on North Street where the proposed double yellow front, all have off-street parking, so there should be little or no effect on these properties, which are already covered by Monday to Saturday 7am to 7pm waiting and a Monday to Saturday 4pm to 7pm loading restriction. Both Riverside close and Compass Close are narrow roads and emergency and service vehicle access should be given priority over general parking provision. As this is the case, Officers feel that the proposed 'At any time Waiting restrictions should be implemented as advertised.

**e) Scheme – Essex Road - Mawneys Ward**

A request has been received from a Ward Councillor on behalf of a resident, to change the existing single yellow line on both sides of Essex Road, to a double yellow line. This is because residents along one stretch of Mawney Road that have rear access to garages located in Essex Road, have been increasingly choosing to park their vehicles in a way which blocks access to and from the garage block.

Officers have assessed the location and propose to change the existing Monday to Friday 9am to 10am waiting restrictions so they apply 'At any time,' which should ensure that the road to the garages is not obstructed.

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

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

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road and this is causing access issues for some residents accessing and egressing their garages. While Officers are concerned about potentially displacing an estimated six vehicles further into Essex Road, the proposed changes of the waiting restrictions may encourage more residents of the area to use their garages, as the access road will be easily accessible. As this is the case, Officers feel that the proposed change of the Monday to Friday 9am to 10am waiting restrictions so they apply 'At any time', should be implemented as advertised.

**f) Scheme – Queens Gardens - Cranham Ward**

A request has been received from a Ward Councillor and a Highways Officer, to extend the double yellow lines in Queens Gardens, from the junction with Roseberry Gardens, to cover the grass verges to the side of no.131 Roseberry Gardens and fronting nos.23 and 38. These proposals are designed to prevent further damage being caused to the verged area, particularly during inclement weather.

Officers have assessed the location and decided to extend the waiting restrictions to cover the grass verges to the side of no.131 Roseberry Gardens and fronting nos.23 and 38. This is to reduce maintenance costs of up keeping the verged areas and to ensure that buses do not have to mount the footway and verge to get passed parked vehicles.

Following the consultation, two responses were received, one response in favour of the proposals, and one objection were received, which are outlined in Appendix A.

All Ward Councillors were made aware of the responses received to the consultation, and all Councillors are in favour of implementing the proposals as advertised.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road area of the road, which is narrowing the carriageway and causing larger vehicles and buses to mount the footway and grass verge, which is causing damage to the highway. As there is only one property in this area that does not have off-street parking, although they have a rear garage, it is considered that ensuring free flow of traffic and preventing damage to the highway should be given priority over parking spaces. As this is the case, Officers feel that the proposed extension of the 'At any time' waiting restrictions should be implemented as advertised.

**g) Scheme – Parsonage Road - Rainham & Wennington Ward**

A request has been received from a Ward Councillor on behalf of a resident, to restrict the area outside their property, to prevent obstructive parking.

Officers have assessed the location and decided that as the property concerned is close to the junction of Parsonage Road and Danyon Close, restricting just outside the property would just displace parking closer to the junction. As this is the case, it was decided to introduce 'At any time' waiting restrictions around the junction, extending into Danyon Close to cover the side of no.77 Parsonage Road, to improve road safety, which will assist in reducing disruption to Council and emergency services.

Following the consultation, one response was received, which are outlined in Appendix A.

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

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is not a recorded accident problem at this junction, but as the respondent outlines that no one parks in the area that proposed restrictions are to cover, they should not inconvenience anyone if they are implemented. Further to this, it is expected that these proposals will improve sight lines for residents exiting their driveways, pedestrian crossing the junction and access for larger and waste vehicle into and out of Danyon Close. As this is the case, Officers feel that the proposed 'At any time' waiting restrictions should be implemented as advertised.

#### **h) Scheme – Plough Rise - Cranham Ward**

A request has been received from Ward Councillor on behalf of a resident that is complaining that larger vehicles cannot turn around at the end of the road due to parked vehicles in the turning head.

Officers have assessed the location and decided to extend introduce 'At any time' waiting restrictions around the turning head to ensure that large vehicle can turn around in this area.

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

All Ward Councillors were made aware of the responses received to the consultation, and all Councillors are in favour of implementing the proposals as advertised.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this road and this is causing access issues with the waste collection and concerns over emergency access. However, there are also concerns over parking being displaced into adjoining roads if these proposals are implemented and some residents advise that they sometime need to park in this area. Given that emergency access and access for the waste vehicles must take priority over general parking provision, there would certainly seem to be a need for further parking restrictions in this road. As this is the case, Officers feel that the proposed 'At any time' waiting restrictions should be implemented as advertised.

#### **i) Scheme – Cavenham Gardens - Squirrels Heath Ward**

A request has been received from a Ward Councillor on behalf of a resident to introduce double yellow lines fronting the raised kerb area between nos. 10 and 12 Cavenham Gardens, to prevent vehicles overhanging residents vehicle crossovers and obstructing access and egress.

Officers have assessed the location propose to introduce double yellow lines fronting the raised kerb area between nos. 10 and 12 Cavenham Gardens,

Following the consultation, one response was received, which are outlined in Appendix A.

All Ward Councillors were made aware of the response received to the consultation, and all Ward Councillors responded in favour of implementing the proposals as advertised.

Officers Response: Officers have reviewed the response above. Officers acknowledge that there is clearly parking pressure in this road and parking against this raised kerb area is, which is not big enough for a car to park, is causing partial obstruction to two vehicle crossovers. As this is the case, Officers feel that the proposed 'At any time' waiting restrictions should be implemented as advertised.

**j) Scheme – Acacia Avenue - Hylands & Harrow Lodge Ward**

A request has been received from a Councillor on behalf of a resident to restrict the raised kerb area nos. 26 and 28 Acacia Avenue, to prevent vehicles overhanging residents' vehicle crossovers and obstructing access and egress.

Officers have assessed the location and decided to introduce double yellow lines fronting the raised kerb area between nos. 26 and 28 Acacia Avenue.

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

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

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there are increasing reports of vehicles being parked against raised kerb areas that are not big enough to accommodate a vehicle and that these vehicles are partially obstructing one or two vehicular accesses. As this is the case, Officers feel that the proposed 'At any time' waiting restrictions should be implemented as advertised.

**k) Scheme – Appleby Drive - Heaton Ward**

A request has been received from Occupational Therapy to provide a disabled parking bay for as resident of Appleby Green.

Officers have assessed the location and decided that as the property the resident lives in does not have road frontage, the only option is to provide a disabled persons parking bay on Appleby Drive, as close to the property as possible.



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

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

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

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

The option not to progress these schemes was considered, but for the schemes for Stapleton Crescent, Mungo Park Road, Redden Court Road, Riverside Close, Essex Road, Queens Gardens, Parsonage Road, Plough Rise, Cavenham Gardens, Acacia Avenue and Appleby Drive it was 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 publically consulted as per the Council's legal obligations to publicise changes to the traffic orders for a period no less than 21 days commencing Friday 7<sup>th</sup> June 2024.

#### **a) Scheme - Stapleton Crescent - Elm Park Ward**

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

#### **b) Scheme - Mungo Park Road - Elm Park Ward**

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

#### **c) Scheme - Redden Court Road - Harold Wood Ward**

All Ward Councillors were made aware of the responses received to the consultation, and all Councillors responded in favour of implementing the proposals as advertised.

**d) Scheme - Riverside Close - St Edwards Ward**

All Ward Councillors were made aware of the responses received to the consultation, with one Councillor advising that these proposals look near identical to earlier proposals, which Members could not support, as they put double yellows across the entrance to Compass Way. They also ask if there are options for the yellow lines to stop short of the Compass Way junction. The remaining two Councillors did not respond.

**e) Scheme - Essex Road - Mawneys Ward**

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

**f) Scheme - Queens Gardens - Cranham Ward**

All Ward Councillors were made aware of the responses received to the consultation, and all Councillors are in favour of implementing the proposals as advertised.

**g) Scheme - Parsonage Road - Rainham & Wennington Ward**

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

**h) Scheme - Plough Rise - Cranham Ward**

All Ward Councillors were made aware of the responses received to the consultation, and all Councillors are in favour of implementing the proposals as advertised.

**i) Scheme - Cavenham Gardens - Squirrels Heath Ward**

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

**j) Scheme - Acacia Avenue - Hylands & Harrow Lodge Ward**

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

**k) Scheme - Appleby Drive - Heaton Ward**

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

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

Name: Iain Hardy

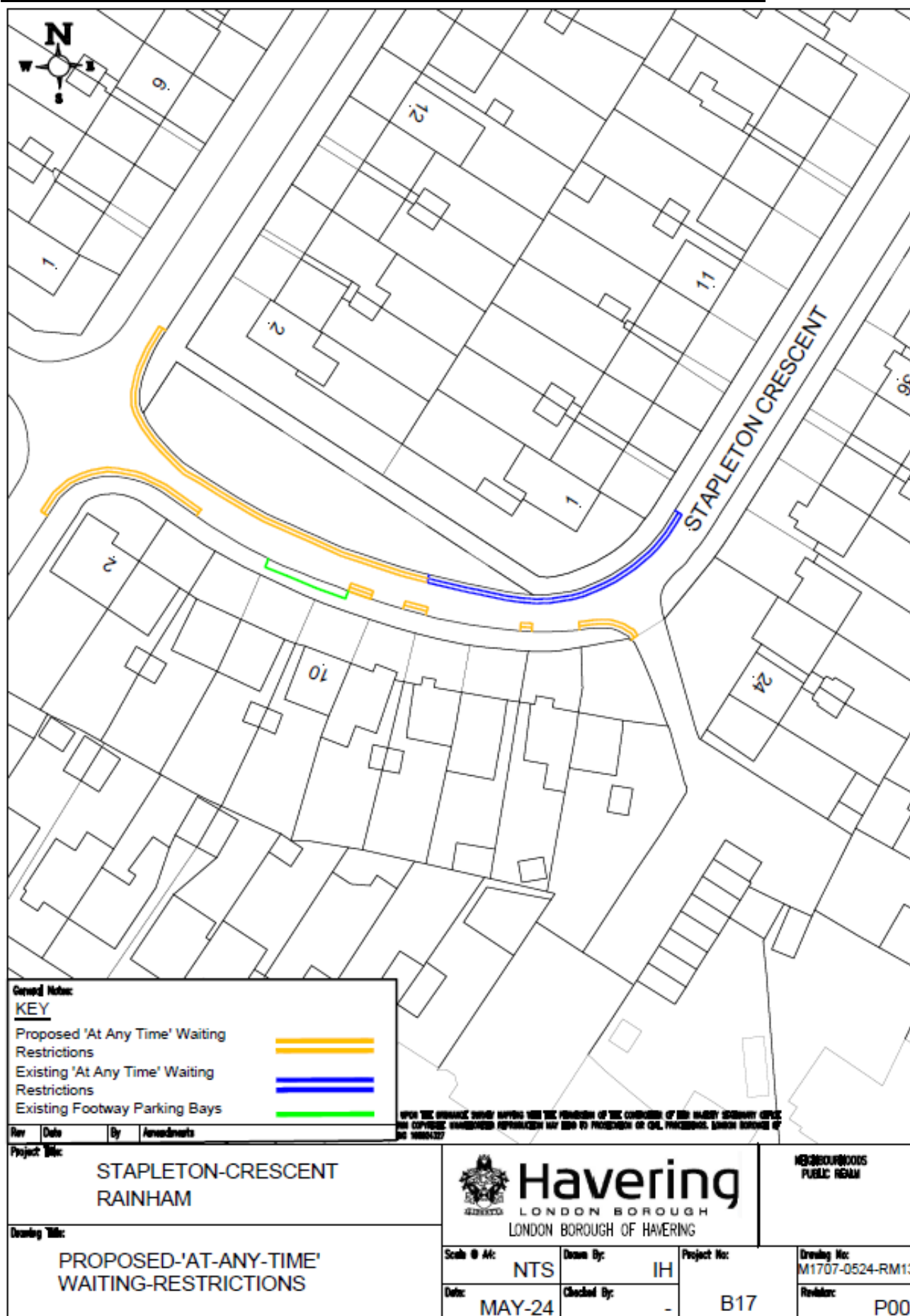
Designation: Schemes Engineer

Signature:

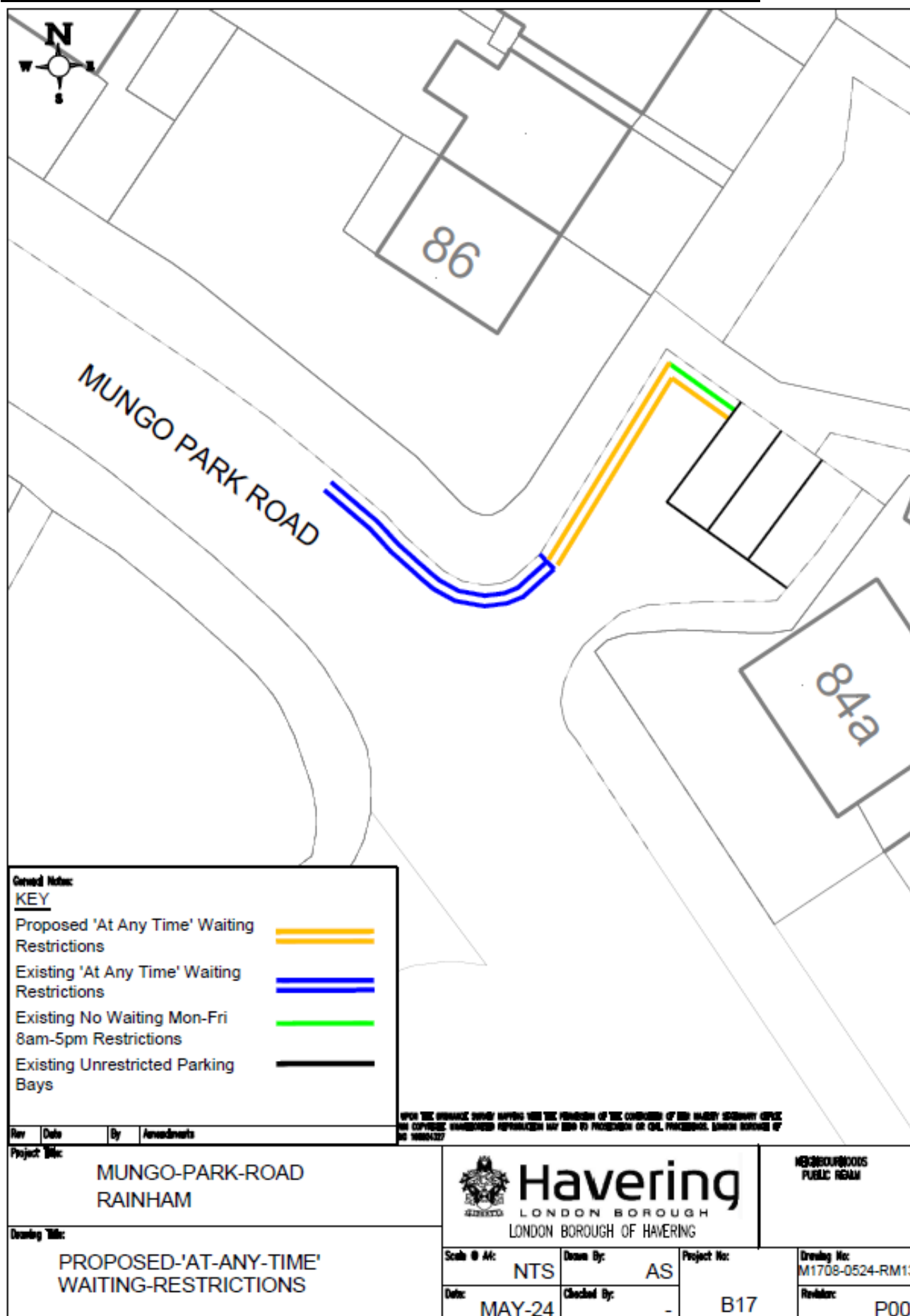


03/06/2025

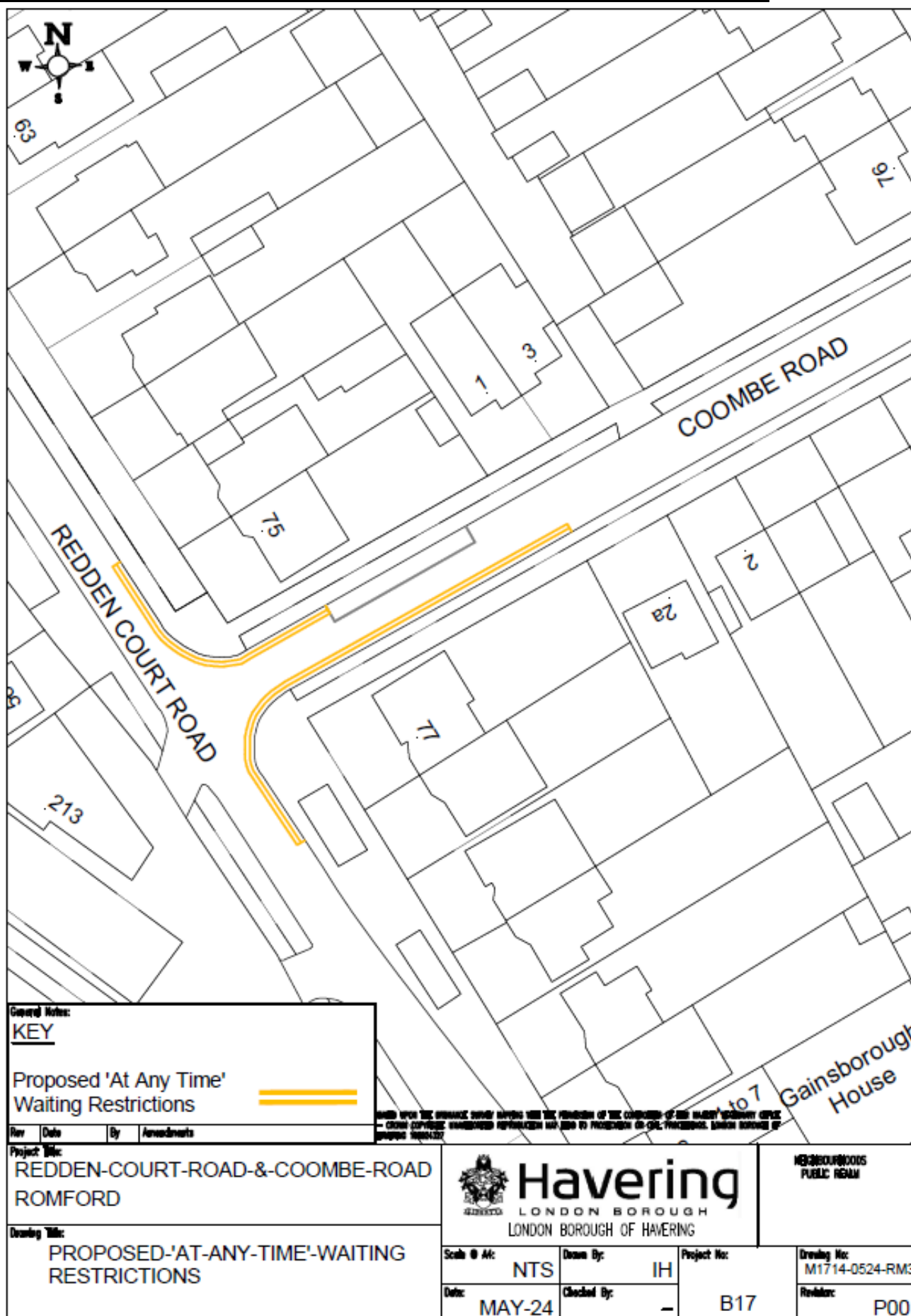
## Stapleton Crescent – Introduction of no waiting at any time restrictions



# Mungo Park Road– Extension of the no waiting at any time restrictions

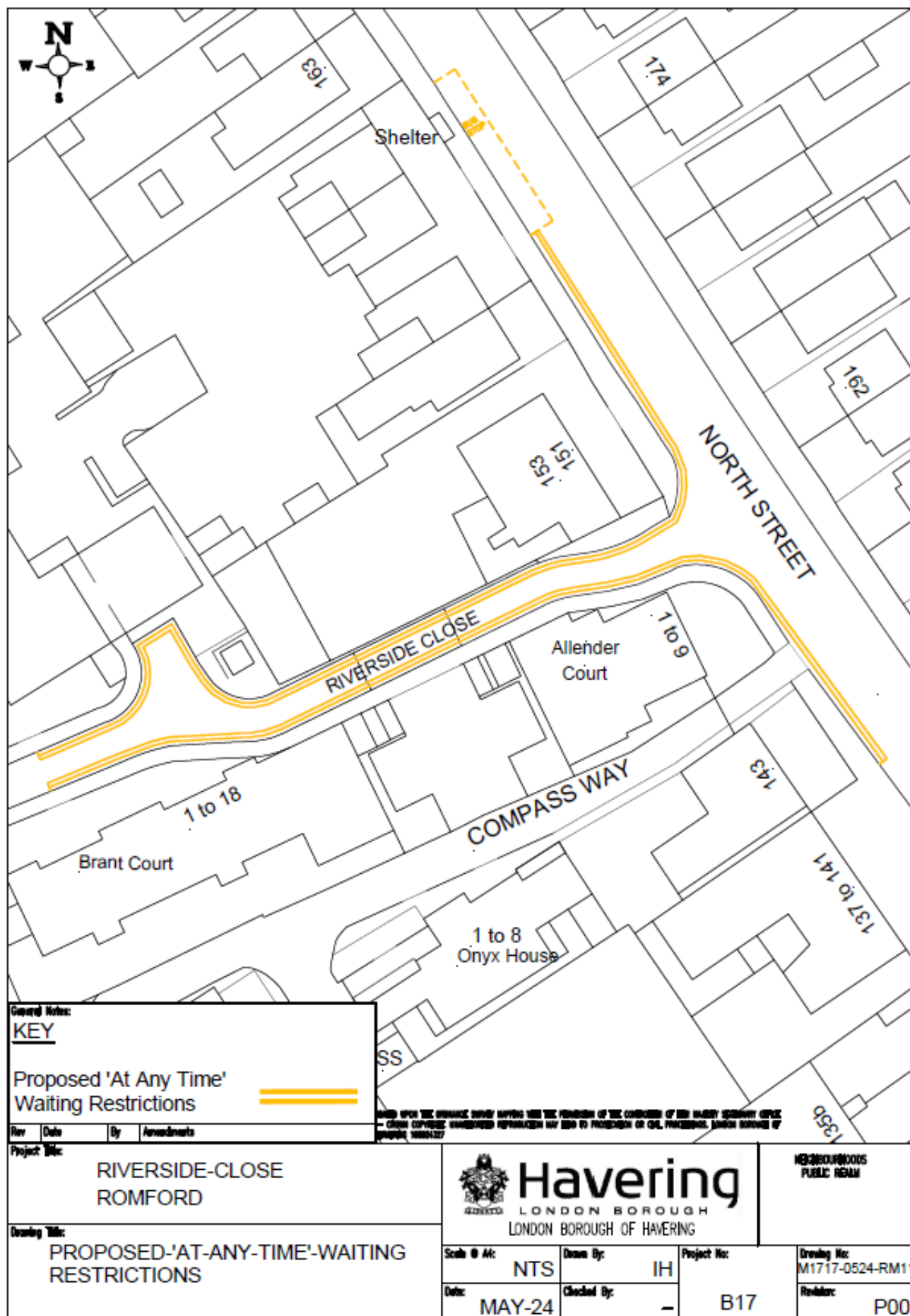


## Redden Court Road – Introduction of no waiting at any time restrictions

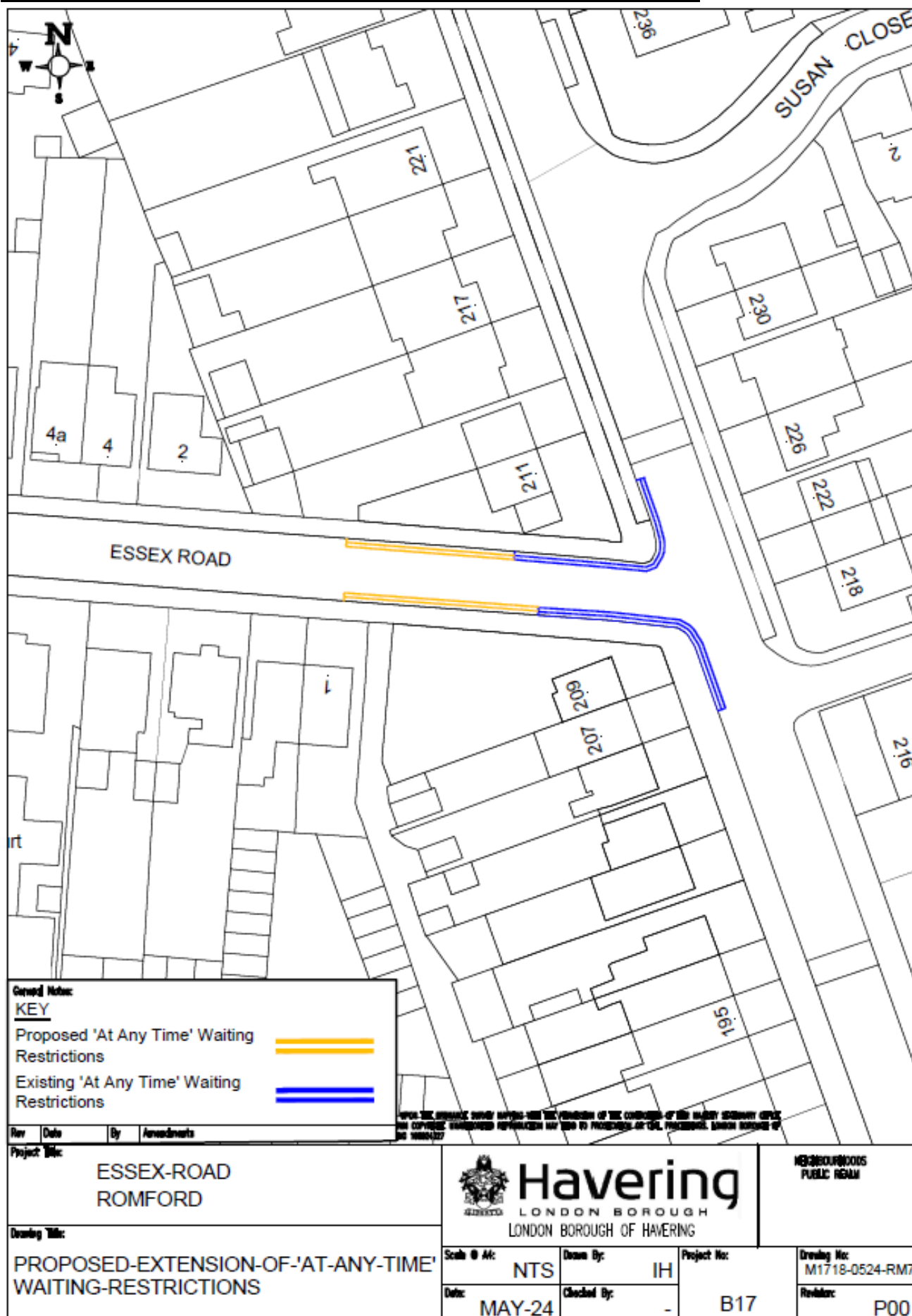




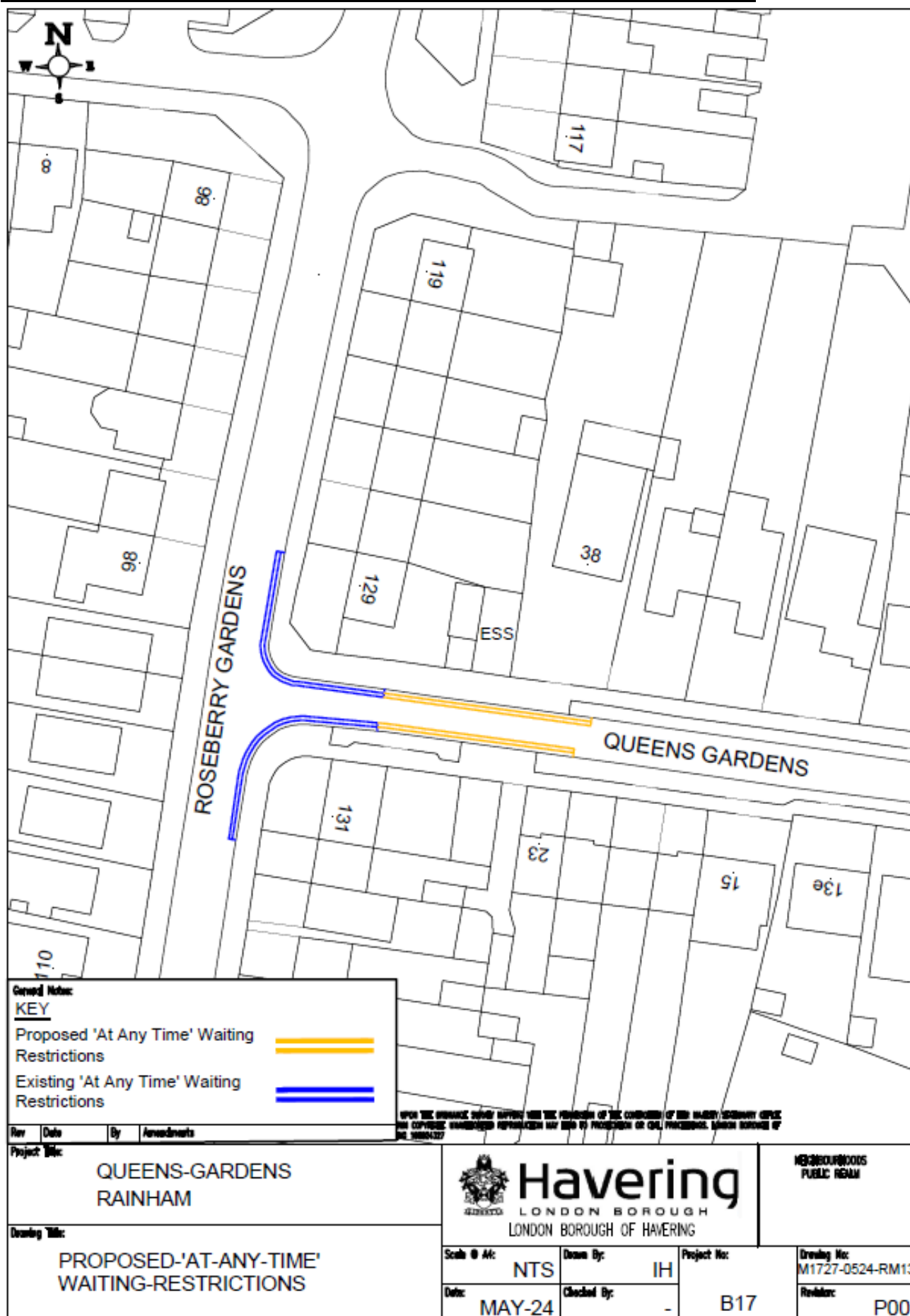
## Riverside Close – Introduction of no waiting at any time restrictions



# Essex Road – Extension of the no waiting at any time restrictions

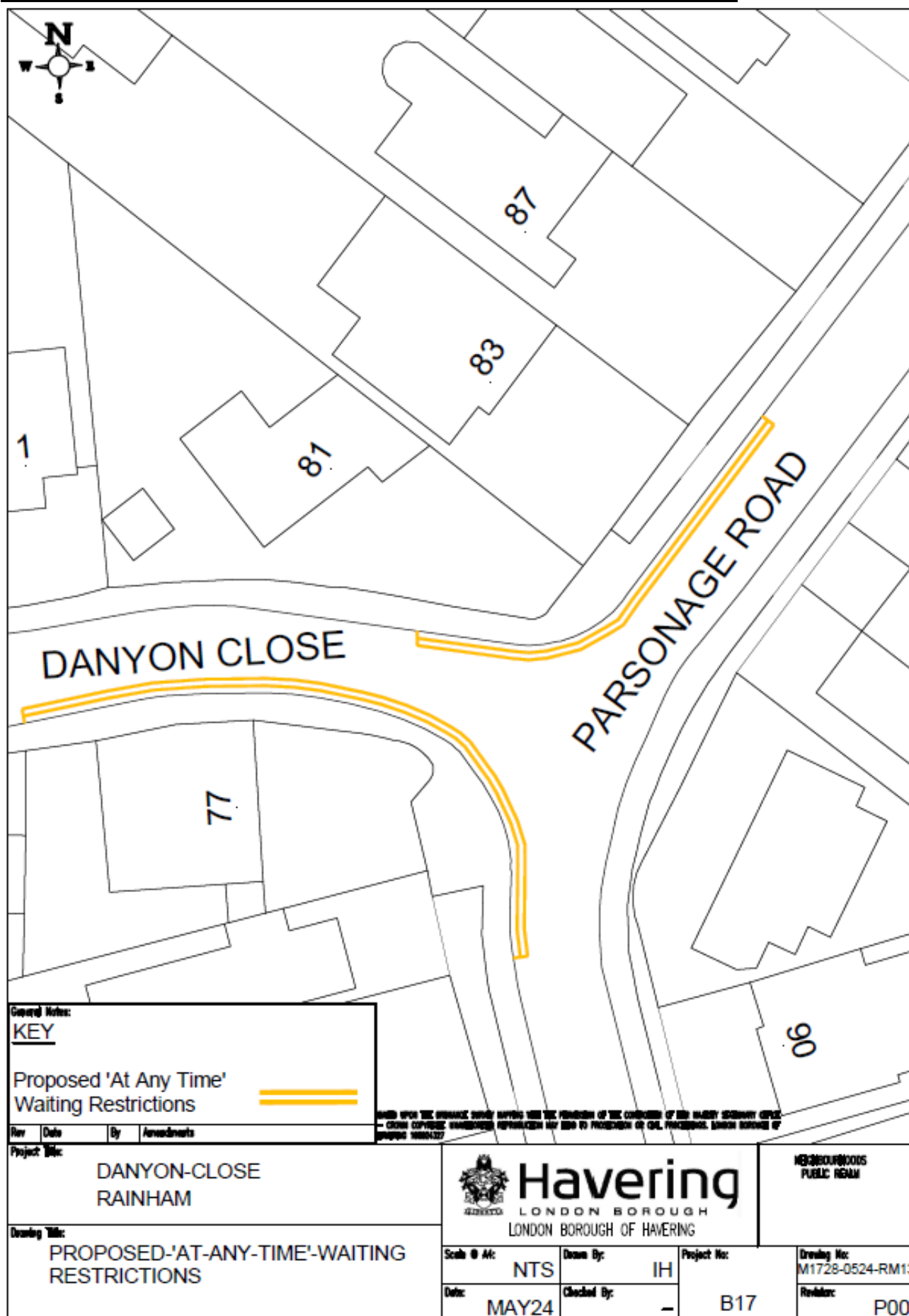


### Queens Gardens – Extension of the no waiting at any time restrictions

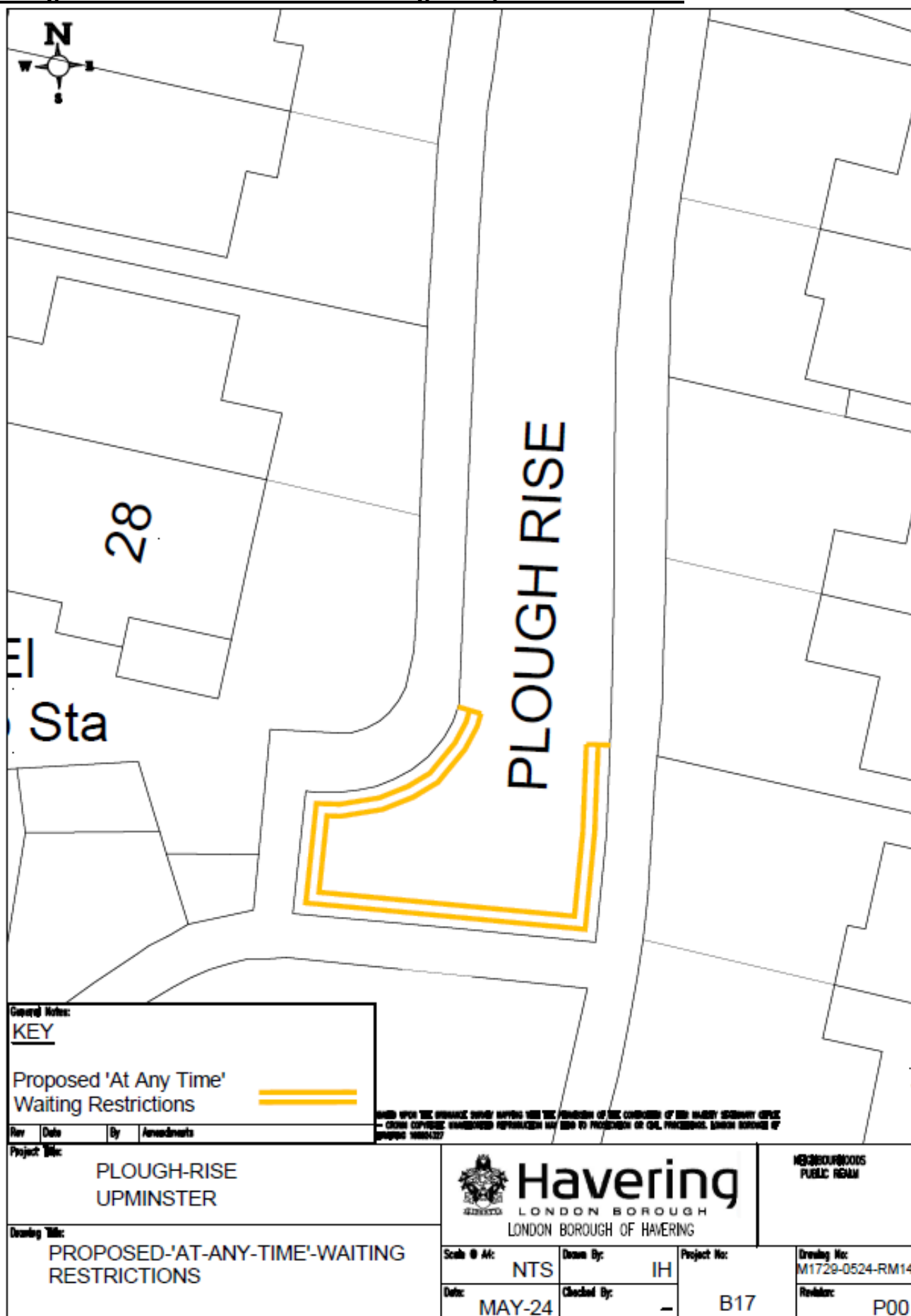




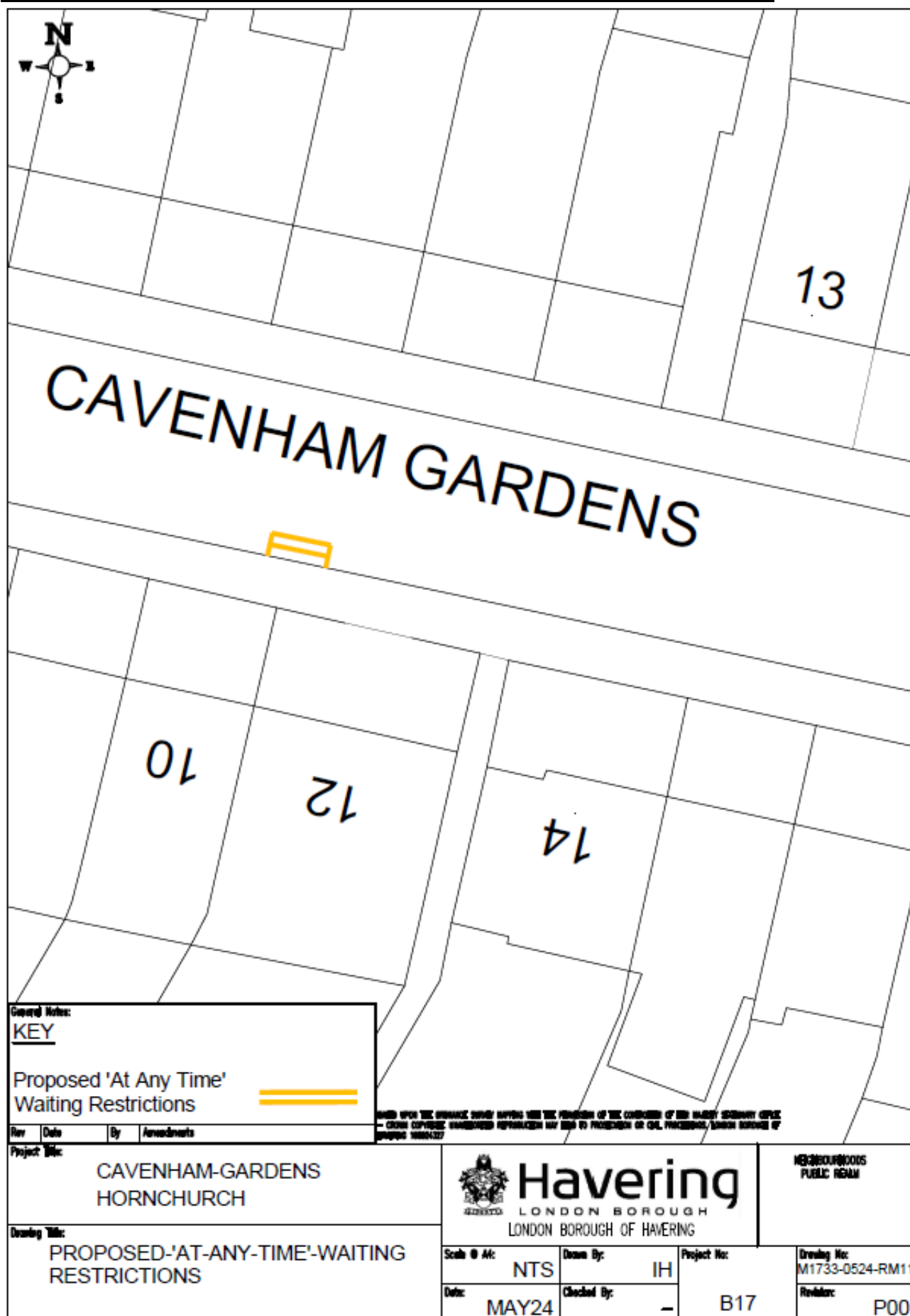
# **Parsonage Road – Introduction of no waiting at any time restrictions**



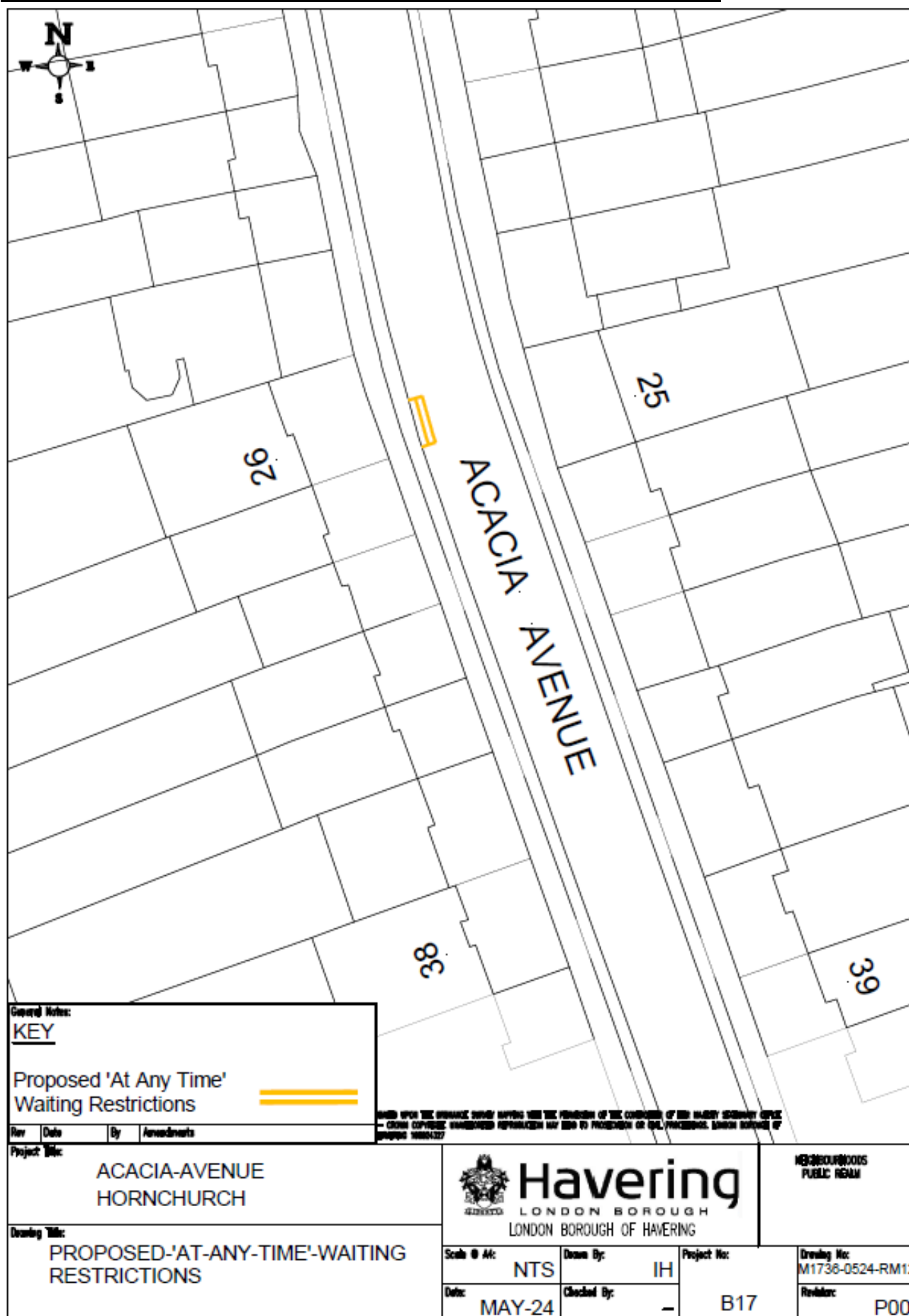
# **Plough Rise – Introduction of no waiting at any time restrictions**



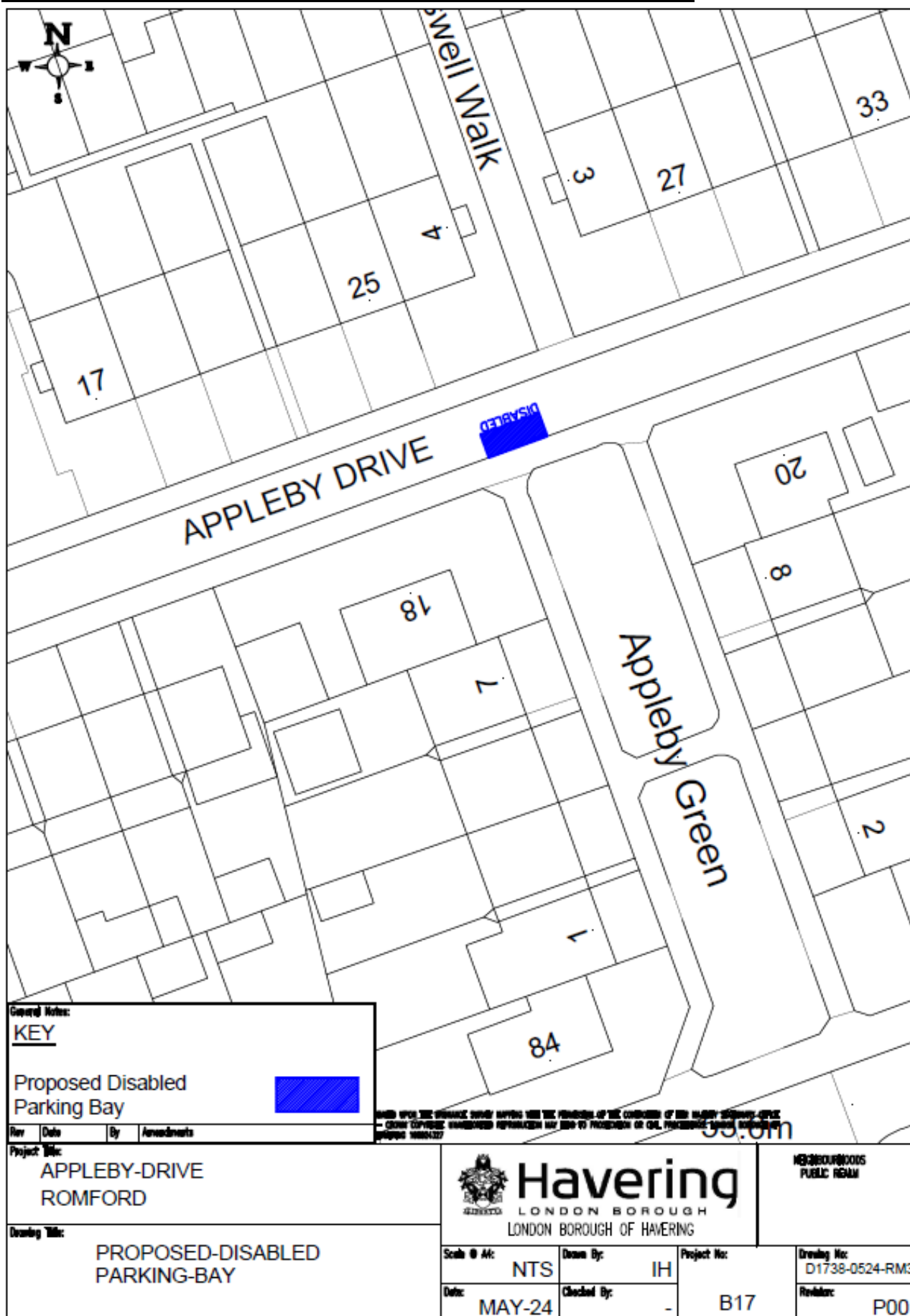
## Cavenham Gardens – Introduction of no waiting at any time restrictions



# **Acacia Avenue – Introduction of no waiting at any time restrictions**



# **Appleby Drive – Introduction of a disabled persons parking bay**



## Part B - Assessment of implications and risks

### LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval for the introduction of no waiting at any time restrictions on Redden Court Road, Parsonage Road, Plough Rise, Riverside Close, Cavenham Gardens, Acacia Avenue and Stapleton Crescent, the extension of the no waiting at any time restrictions on Queens Gardens, Essex Road and Mungo Park Road and to introduce a disabled persons parking bay on the Appleby Drive opposite Appleby Green.

The Council's power to make an order regulating or controlling vehicular traffic on roads is set out in Part I of the Road Traffic Regulation Act 1984 ("RTRA 1984") with the power to designate parking places set out under part IV of the RTRA 1984.

Before an Order is made, the Council should ensure that the statutory procedures set out in the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

In considering any responses received during consultation, the Council must ensure that full consideration of all representations is given including those which do not accord with the officer's recommendation. The Council must be satisfied that any objections to the proposals were taken into account.

In considering any consultation responses, the Council must balance the concerns of any objectors with the statutory duty under section 122 RTRA 1984.

### FINANCIAL IMPLICATIONS AND RISKS

The total estimated costs of £0.005m for advertising detailed design, and implementation will be funded from within existing Schemes revenue budgets.

At the time of reporting, sufficient budget is confirmed within the revenue allocation to fully support this expenditure.

This initiative falls within the standard scope of delivery for Schemes. Current assessments indicate that the project can be delivered within the proposed budget. As this is a standard project, 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 commitments. .

A detailed breakdown of costs is provided below:

Introduction of no waiting at any time restrictions and a disabled parking bay	Estimated Cost £
--	------------------

Stapleton Crescent	£500.00
Mungo Park Road	£300.00
Redden Court Road	£500.00
Riverside Close	£500.00
Essex Road	£700.00
Queens Gardens	£400.00
Parsonage Road	£500.00
Plough Rise	£400.00
Cavenham Gardens	£300.00
Acacia Avenue	£300.00
Appleby Drive	£500.00
<b>Total</b>	<b>£4,900.00</b>

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

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

**EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS**

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

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

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

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

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

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

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

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

These measures will provide one disabled parking space for the residents of Appleby Green.

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 B - EQHIA

## **Part C – Record of decision**

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

### **Decision**

Proposal agreed

1. The introduction of 'At any time' waiting restrictions on Stapleton Crescent, with a further review of the parking situation in Stapleton Crescent to be undertaken.
2. The introduction of 'At any time' waiting time restrictions on, Redden Court Road, Parsonage Road, Plough Rise, Riverside Close, Cavenham Gardens and Acacia Avenue.
3. The extension of 'At any time' waiting time restrictions on Queens Gardens, Essex Road and Mungo Park Road.
4. The introduction of a disabled persons parking bay on the Appleby Drive opposite Appleby Green.

### **Details of decision maker**

Signed





Signed ED -Minor Parking Schemes – Objection Report 18 waiting restrictions  
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: 14/07/2025

### **Lodging this notice**

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

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

## Appendix A

### Responses received

#### a) Scheme – Stapleton Crescent - Elm Park Ward

##### Response 1

While I don't object to the introduction of "at any time waiting" restrictions, I do object to these being only outside numbers 2-20. I think that adding double yellow lines in only one area will cause too many issues for everyone else. My suggestion would be that the whole road be reviewed.

My concerns are that:

1. The new yellow lines could force those that are currently parking outside numbers 2-20 further down the road where there are no/fewer restrictions and it's already overcrowded.
2. The road is extremely narrow and can be difficult driving around cars that have parked fully in the road (completely off the pavement) when there are no bays left. More cars parking further down the road especially fully in the road, will not help this. Getting on and off driveways can also be difficult for the same reason.
3. People are driving along the pavement to get down the road - this includes the refuse collection. I am not confident a fire engine could get down the road at all.
4. There have been occasions where cars are legally parked across neighbours houses on both sides of the road and I am not able to, or struggle to get off my driveway. I think this must happen to lots of people.

I would welcome a reviewed proposal for the entire road. Many thanks.

##### Response 2

I live at ■ Stapleton crescent and was one of the tenants that write a letter in. I agree with the parking restrictions. But what I don't get is why you have agreed only part of the street especially when most of the parking problems is the whole street. A man parks he's car on the bend and larger vehicles have to mount the kerb which is wrong and an accident waiting to happen. Also lots of cars block peoples drives and park on the pavement out of the white boxes. And the house opposite me are a couple in their 80s and a van most nights parks over there drive and when he's asked to move he verbally abuses them. So I think everywhere other than white parking boxes there should be double yellow lines. I know some neighbours that have contacted the parking enforcement number but no one comes out If you want to contact me my number is 07957948480

##### Response 3

I'm a tenant at ■ Stapleton crescent and I agree with the yellow lines being installed But my reason for contacting you is Myself and a number of tenants in the rest of street write in to get yellow lines outside the rest of the street so I'm confused why only half the street are getting the lines. I live just after the bend and a car parks on the road which courses lots of larger vehicles to have to go on kerb to get around the bend. My husband has had few arguments with them because my drive is there and my grandchildren play on my drive. And some of them are inches away from my drive when mounting the kerb. Also lots park down street out of white parking boxes and it's not fair if people can't get on & off there drives So please can you reconsider the whole street having double yellow lines Think it's really wrong only half street being done when most of the problem is all the street Someone from council

was supposed to come before to talk to tenants and they didn't come and I wanted to explain to them the problem Please could you email me back to let me know Regards

#### Response 4

In response to your letter dated Friday 7th June 2024, I wholeheartedly back the proposals you provide.

Parking has become increasingly difficult in Stapleton Crescent over the past few years. Double parking, parking on pavements and blocking driveways, has resulting in more hazardous experiences for pedestrians and road-users and I believe that the proposed scheme will result in removing many of these dangers once completed.

There are many older and disabled residents living within the street. When parking on pavements and double parking within the road take place, it often forced them to walk along the road - which could result in injury or fatality. Furthermore, blocked driveways result in missed medical appointments and delays to ambulances and emergency services attending incident within the street.

Many children walk along the street when attending Scargill and Brittons schools. Again, stopping irresponsible and illegal parking with assist with their safe journeys to and from school.

I hope that neighbours see sense and agree to the scheme being implemented as soon as possible.

#### **b) Scheme – Mungo Park Road - Elm Park Ward**

##### Response 1

*To Whom it may concern, as resident of [REDACTED] Mungo Park Road, we oppose the proposed extension of no waiting at any time restrictions between No.84a & 86 stating the below reasons.*

- *This will be a huge inconvenience in day-to-day care of our disabled child.*
- *His school bus will no longer be able to collect him from outside his house.*
- *Will cause further issues to the residents where parking is already limited.*

#### **c) Scheme – Redden Court Road/ Coombe Road - Harold Wood Ward**

##### Response 1

I just read that you want to put double yellow lines on the junction that's is a waste of time and money for some reason a tiny part of coombe road was left out the school zone just this morning there was a Tesco delivery driver on the grass the picture I've added was in March people double park along here and it's too tight its dangerous people from council need to come out at 8.40 to 9.05 or 2.45 to 3.20 its dangerous no emergency vehicles would ever Get through every day there is cars on grass this needs yellow lines to stop people should be all way down coombe up to where the no entry starts thank you



## Response 2

I am a resident at [REDACTED] Coombe Road and am writing to respond to the recently issued parking consultation regarding the proposed no waiting at any time restrictions on Redden Court Road at its junction with Coombe Road. I work from home approximately 2-3 days a week with a front facing office view and can provide an honest assessment of the current parking considerations at this intersection.

While I encourage the Council's efforts and do not fundamentally have any concerns with the proposed new restrictions, I would raise significant doubt that it will remediate the issues currently presented to the residents and the flow of the traffic.

### Redden Court School / Harold Wood Primary

Since the prohibition on motor vehicles was introduced, during the restricted hours, parents both wait and/or park and leave their cars on both sides of Coombe Road between Beltinge Road and Redden Court Road, including in front of dropped curbs. I have, on multiple occasions, had to address such issues with parents if I needed to access my driveway during these times. Accordingly, I question whether a no waiting any time restriction would deter these parents. I would, instead, propose the prohibition on motor vehicles was extended to include all of Coombe Road. It is also worth noting that the current restriction causes an awkward dead end, causing cars to regularly U-turn on a (now busy) residential street. Extending the restrictions to capture the entirety of Coombe Road would alleviate all of these issues.

### Enterprise Garage

The proposed restrictions on Redden Court Road should expand to both sides of the street. Currently, the Enterprise garage uses Redden Court Road daily for its personal and commercial use. The Enterprise garage causes significant traffic related issues at this intersection. Therefore, Redden Court Road at its junction with Coombe Road is nearly always difficult to turn and would be impossible for a car to park or stop on the other side of the street without entirely blocking traffic (the side the consultation is proposing restricting). Thus, the new restrictions will have no bearing on the issues. Instead, the Council should propose no waiting at any time restrictions on both sides of Redden Court Road at its junction with Coombe Road, specifically adjacent to the Enterprise garage.

I would be happy to discuss further should you have any questions or provide photographic evidence of the issues presented.

### Response 3

I'm writing in regards the parking restriction that will affect Redden court Road and Coombe Road in Harold wood.

While the designated lines in their present position will help, the lines need to be extended to the corners of the road that gives access to the A127.

At present Enterprise will park on every area/space they can, sometimes blocking the view from the small access road looking down Redden court road.

The cars and vans are left at numerous times through the day including weekends

It's an accident waiting to happen as cars will still speed past the access road to go through to Prospect road.

I live at Number [REDACTED] Redden Court road, so I have seen it first-hand that cars and vans left either for pick-up or drop off are left in very dangerous positions.

There are now also the school cameras that stop parking at designated times so with that and the enterprise cars sometimes we have cars parking over driveways and on the grass verges.

I think extra lines would be a great idea as well as the ones proposed.

### **d) Scheme – Riverside Close - St Edwards Ward**

#### Response 1

I received notification of your proposal of making part of Riverside Close double yellow no waiting road.

I am vehemently opposed to this.

I live at Brant Court on Riverside Close and these plans will significantly affect me and those living here.

For example, the lines would fall at my front door where I live.

So this would cause problems to enter or exit a car if/when I need it.

I often get a supermarket home delivery as I work nights but this would make the van impossible to unload at my door or close by as they would need to 'park'.

I don't understand why you are looking to implement this and in the letter you have sent why no reasons were given to make me understand your thoughts on this matter.

What improvements will it make? it will only affect the residents that live here, this is a Close with little traffic and used only by people who live here.

I struggle to find any reason why this should be implemented, I and many others believe that you should cancel this as there will only be a cost to us residents with no notable gains.

#### Response 2

I am contacting you, to object to the proposed parking restrictions for Riverside Close.

As a resident, since the Estate was built, I believe that these Restrictions are not appropriate because they would mean:

1. Residents will not be able to receive ANY, Deliveries-Asda, Tesco etc. for food. Argos, Homebase, John Lewis etc. for Furniture/White Goods. Amazon. The list goes on.
2. Residents will not be able to unload, on the occasions when they have collected shopping and, heavy items like Flat Packed Furniture etc. , or having to load up their Vehicles ( whilst not parked in the provided bays, bearing in mind that not every Resident has access to an off street parking bay.) Also , consider when Disabled and elderly parents take a long while to enter and exit a Vehicle. For them to have to get from the Vehicle in a bay they are in , to visit Family or Friends. There isn't enough of a gap between Vehicles when they are in a bay...
3. Furthermore, some of the Residents own their parking bay, like my household. The private company that controls the parking, have stipulated in their terms and conditions, that any Vehicle not in their allocated bay will receive a £50 fine. So, if a non-resident parks in a bay, and a Resident blocks them in the bay or parks in somebody else's allocated bay, both Vehicles will receive a £50 Fine. This scenario has already happened to my household.

However, there is an issue of cars parked on The Public Footway at the entrance to the Estate ,and Parking on the road at the entrance. (Up to the door entrance of Allender Court ,which obstructs all Vehicles coming and going.) So Prams are then Forced onto the Road.

I would say, that if anything, the Restrictions would be better suited from the North street Proposed Restriction Lines, up to the entrance door to the Allender Court Property

### Response 3

We are happy that you are going ahead with the Riverside close restrictions but wonder why you are NOT including Calder court

If you don't include Calder Court it will simply mean people will be parking there abs we will not be able to get to our parking bays etc

### Response 4

I wish to share my views on the proposed parking restrictions for Riverside Close. I think this is an excellent idea due to the recurring problem with vehicles parked along the road leading into Riverside Close and further along the pavement within the estate.

This continuous parking obstructs access for residents and, on certain occasions, has even impeded the timely arrival of emergency services. Implementing double yellow lines along this stretch of road would alleviate these issues significantly and stop forcing residents to walk into the road due to restricted access on the pavement.

I have shared these plans on the residents group chat and those that responded were also fully supportive.

### Response 5

*I write to express my support for the proposed parking restriction proposals on Riverside Close and North Street, albeit with suggested amendments. Vehicles regularly park along the proposed area blocking sight lines for other vehicles and pedestrians and so this proposal is generally welcome.*

*I would like to suggest the below amendments are made to improve this proposal:*

- *The double yellow lines, that extend from Riverside close to the right/south of North Street, should curl round and join onto the existing yellow lines present on Compass Way. As a resident of Compass Way, we frequently miss deliveries as drivers cannot find the entrance. I feel that these proposals, that currently include yellow lines across the entrance, would make locating the entrance of Compass Way more difficult as drivers would not expect a road's entrance to be behind double yellow lines.*
- *Perhaps the double yellow lines could extend down further to the Matalan exit? with the sainsburys directly next, many customers frequently park on the pavement when no bays are available, blocking pedestrian access. There would be a big benefit to local residents by extending these lines and keeping the pavement open for pedestrian use.*

### Response 6, 7 & 8

*Please see, below, 3 responses in support of the Riverside Close proposals. These were submitted to me, by the residents.*

Date	Question 1: Do you support the proposals are laid out by Havering Council	Question 2: If yes, but with changes, what changes would you make?
24/06/2024 20:10	Yes	
25/06/2024 14:07	Yes	
26/06/2024 13:23	Yes	

### **e) Scheme – Essex Road - Mawneys Ward**

#### Response 1

As a resident of Mawney road and with side access along Essex road I am very upset about the new intended restrictions. Clearly many other residents in the surrounding area have issues parking due to restrictions in many of the smaller side roads and because there are yellow lines the length of Mawney road, as it is regularly too busy for me to park myself along Essex road. For this reason we put in a side access to park in our back garden, (obviously we are lucky to have the option to do this. However with the kind of restrictions you are proposing it will be practically impossible for me to pull up anywhere while I go through to unlock and open the gates. Any possibility of a space to pull over anywhere will be gone as the rest of Essex road, which is always chock full, will now be struggling even more. I don't know where these other residents are expected to put their cars!! I understand the issue of vehicle overcrowding being a problem, but you are basically just making this issue worse if you take away the little parking area we have left.

There has never been an issue with traffic entering Essex road except when people have pulled up or parked on the existing double yellow lines at the top of the road, and I can see exactly why this is dangerous and a problem. But these are the very people who clearly aren't following the law and will continue to pull up there when the extended restrictions are put in place. So of course, go ahead and continue to put tickets on the offending cars, but

please don't punish the rest of the law abiding car owners by leaving us nowhere to park. You do not even give us the option of paying to park anywhere!!

### Response 2

It is my understanding that you intend to introduce double yellow lines in the road I live in. It is hard enough parking outside my own property. There are cars constantly parked in Essex Road the occupants of which reside in Mawney Road. If you decide to go ahead with the double yellow lines this action will make it even more difficult to park outside our own property. Consideration of this action would cause the residents in Essex Road no amount of stress.

Another option would be to have permits for those residents in Essex Road and in turn stop the cars parking from Morney Road.

Your consideration to my complaint be noted.  
I look forward to a favourable reply.

### Response 3

I'm writing to oppose the above restrictions in Essex Road RM7 8BE.

The parking situation in Essex Road for the residents between 1 - 10 are very diabolical with residents having to park in Epping Close majority of the time due to the amount of vehicles owned by residents of Mawney Road parking here and leaving their vehicles between 2 weeks until 8 months. If the above restrictions are put in place this would push further vehicles into Essex Road causing more distress and disruption to the residents.

The vehicles that park in the restricted area at the moment are commercial vehicles that when they leave there is untold amount of rubbish and construction waste in the kerb and this would be pushed further on to the residents of Essex Road. If this proposed restriction was asked for by 209 Mawney Road for them to gain access to their side gate may I mention that they have no drop kerb to be crossing over the pavement to gain access to their gated drive.

## **f) Scheme – Queens Gardens - Cranham Ward**

### Response 1

This does not seem to be a good use of resources, what is it meant to achieve.

Specifically for myself at number ■■■, I find it unfair that I lose the option for myself or friends to park outside, while the rest of my block is unaffected. If this does go ahead, I ask that it should cover no further than my driveway limit

### Response 2

This email refers to the proposed extension of No Waiting At Any time Restrictions- Queens Gardens following a letter sent to my address at ■■■ Queens Gardens, by the local council.

First, the Project title refers to Queens Gardens Rainham. This road is NOT in Rainham or anywhere near it. It is in Cranham, Upminster.



Second I entirely agree with the proposal as it will allow the buses to pass by without going up on to the grass verges which have been really spoilt over the winter due to inconsiderate parking near the junction with Roseberry Gardens.

#### **g) Scheme – Parsonage Road - Rainham & Wennington Ward**

##### Response 1

Hi I live at [REDACTED] parsonage Road where you propose to put lines, I think this is a waste of tax payers' money, my reasons are

1. On the side of 77 it's a sweeping bend and all the years living at XX I have never seen anyone park there, and I'm sure the occupiers could confirm this.
2. At Dayon close at proposed point of lines no one ever parks there as the road would be blocked, there has never been a problem
3. On the side 81, it's a bend and there is a dropped curb for crossing the road so no one ever parks there as you will get a parking ticket, there has never been a problem
4. I have a dropped curb for my drive at XX and I have never had an issue with cars blocking me in etc. There has never been a problem
5. I pay my council tax and I feel this will be better spent elsewhere on a real issue in the Borough and would be a waste of tax payers' money being spent on a problem that does not exist and feel very opposed and disappointed if this goes ahead, this is not what I pay my council tax for
6. How does the council propose to enforce this restriction?
7. I don't believe this will stop a taxi dropping off or picking up their customers or deliveries for customer which is not a problem with most people as this is the society we all live in now.

I will be following this up via the public inspection and Assistant Director for Public Realm

#### **h) Scheme – Plough Rise - Cranham Ward**

##### Response 1

I wanted to give my feedback regarding the above proposals.

I currently live in Plough Rise, and although people park in the area where the proposals are, this will only benefit one person in the road where people sometimes pull on to their driveway to turn. This happens on all roads.

Parking restrictions would be beneficial during the day when the refuse collectors need to turn in the road but at all times, I believe, is unnecessary.

I have had to use that area to park on occasion when we have had a problem with our drive and have had to park late at night/overnight and there is never any issue.

Maybe making this a 'working hours' restriction would be of more use.

## Response 2

In response to your letter of the 7th June I would like to record our objections to the proposed parking restrictions in Plough Rise.

We already currently have occasional issues with additional parking in Chipperfield Close caused by residents in Plough Rise who have been unable to park there.

At the moment this is usually temporarily while work is going on or visitors are using spaces.

If you permanently disallow parking in the areas shown in your proposal people will be forced to come and park in Chipperfield Close which will only worsen our already unsatisfactory situation.

In Chipperfield we already suffer from the shops, the railway workers and other alien parking like the dumped Mercedes which has already been reported( your label says under investigation).

To avoid worsening conditions in Chipperfield and causing daily aggravation we would like to request that this proposal does not proceed!

## Response 3

I would like to raise an objection to the proposal of “no waiting at any time” at the end of Plough Rise for the following reason:

-The parking in the road is difficult at the best of times and taking away 2 potential parking spaces in the road would make this even more difficult (note: we frequently have missed bin collections due to the way cars park up the road)

Even with cars parked in the current spot, there is more than ample room to turn around most sized vehicles.

## Response 4

Thank you for your parking consultation letter dated 7th June 2024.

The proposed any time waiting restrictions are most welcomed; however, I would request that the proposed design is updated to remove the double yellow lines alongside the dropped curb directly adjacent the driveways of number 45 and 47 Plough Rise. I do not believe that these are needed as no one ever parks here in any event.

## Response 5

May I ask that double yellow lines be extended right along one side of Plough Rise?

Parking in Plough Rise is very poor leading to access difficulties, especially for larger vehicles such as fire engines and ambulances. Keeping one side of the road entirely clear would help maintain safety for residents.

## Response 6

With regards to the above Waiting/ Parking Restrictions

I am delighted with the decision to impose these restrictions, after all,  
It is meant to be a turning head not a car park  
Would you please then complete the project by painting the yellow lines in said area.  
And not rely on drivers reading a note which is tied to the lamp post

**i) Scheme – Cavenham Gardens - Squirrels Heath Ward**

Response 1

How much time and money are you wasting on this scheme.

The bit of kerb between no10 and no12 is about four foot, if someone wants to try and park there and overhang onto these houses drives just give them a parking ticket, simple, bet they won't park there again.

To send out letters to all residents and pin notices on lampposts and to go through this process must cost money?

No wonder the council has gone bust if you are wasting money on trivial things like this.

**j) Scheme – Acacia Avenue - Hylands & Harrow Lodge Ward**

Response 1

I am responding to your consultation in regard to the above proposal to which I object for the following reasons:

- The remaining raised kerb outside number 26 does not provide enough space for a vehicle to wait/park outside the property. Should a vehicle do so it would be overhanging the existing dropped kerb outside number 26 and number 28, which would be in contravention of existing dropped kerb regulations.
- I also believe that should this proposal be approved it may encourage other residents in the street to apply for the same restrictions outside their property. The majority of properties in Acacia Avenue have given over their front gardens for parking thereby reducing available street parking space. With the increasing number of properties that have more than 2 cars, parking is becoming an issue.

I feel that the parking situation will only deteriorate if other residents apply for parking restrictions outside their property if this request is successful. I therefore oppose this request.

**k) Scheme – Appleby Drive - Heaton Ward**

Response 1

As per your notification sent by post regarding adding a disable bay. I don't agree this would be necessary as there is no one living in the area that is disabled. This would then be left empty. When the space could be used by a normal car. There are disable bays in Hailsham Road which are being used by non-disable people. Adding this will cause further parking issues as the road is already has parking difficulties with too many cars as people have more than one car per household and the road is over crowded. The money would be better spent on resurfacing the road which is down to the concrete.

## Response 2

Hi I am strongly against for disabled parking bay, there is a disabled on Hailsham Road which is connected to Appleby Green. Furthermore, there is a very limited parking spaces for the residents, introducing a disabled parking will cause further congestion.

Here I would like to highlight condition of Appleby Drive which is in a very bad condition, I raised this matter several times and resurfacing has not been done yet, there are many potholes on this road, I request Havering management to personally inspect this road, you will then realise how bad this road is at the moment and condition is getting worse, it needs urgent repair and resurfacing

Furthermore, parking spaces needs to be widened.

Please address these issues first.



## 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 17
<b>Lead officer:</b>	Iain Hardy
<b>Approved by:</b>	James O'Regan
<b>Version Number</b>	V0.1
<b>Date and Key Changes Made</b>	
<b>Scheduled date for next review:</b>	Ongoing from the date of implementation

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

Please note that EHIAs are **public** documents and unless they contain confidential or sensitive commercial information must be made available on the Council's i.

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

# 1. Equality Health Impact Assessment Checklist

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

## About your activity

1	Title of activity	Minor Parking Schemes – Objection Report 17		
2	Type of activity	Minor Parking schemes		
3	Scope of activity	The installation of various parking restrictions		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes / No	If the answer to <u>either</u> of these questions is 'YES', please continue to question 5.  If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6.	
4b	Does this activity have the potential to impact (either positively or negatively) upon people from different backgrounds?	Yes / No		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes / No		
			Please use the <a href="#">Screening tool</a> before you answer this question.	If you answer 'YES', please continue to question 5.
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:	06/06/2025

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

### Background/context:

The schemes for Redden Court Road, Parsonage Road, Plough Rise, Riverside Close, Cavenham Gardens, Acacia Avenue, Stapleton Crescent to introduce no waiting 'At any time' waiting restrictions.

The schemes for Queens Gardens, Essex Road, and Mungo Park Road to extend the existing no waiting 'At any time' waiting restrictions.

The scheme for Appleby Drive to introduce a disabled persons parking bay.

*\*Expand box as required*

### Who will be affected by the activity?

#### **Redden Court 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.

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

#### **Parsonage 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.

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

#### **Plough Rise**

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

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

#### **Riverside 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.

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

#### **Cavenham Gardens**

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



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

#### **Acacia 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.

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

#### **Stapleton Crescent**

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

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

#### **Queens Gardens**

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

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

#### **Essex 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.

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

#### **Mungo Park 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.

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

#### **Appleby Drive**

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

All disabled badge holders will be able to use this bay

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

*\*Expand box as required*

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

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:		<b>Overall impact:</b>  Disabled blue badge holders can park in disabled parking bays without a time limit.  Blue badge holders can park on the no waiting at any time restrictions for up to three hours when displaying their blue badge and clock, so long as they are not parked in an obstructive manner.  <i>*Expand box as required</i>
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<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 – Sex / gender:</b> Consider both men and women		
Please tick (✓) the relevant box:		<b>Overall impact:</b>  Parking restrictions are applied irrespective of sex/gender
<b>Positive</b>		<i>*Expand box as required</i>
<b>Neutral</b>	✓	
<b>Negative</b>		
<b>Evidence:</b>		
<i>*Expand box as required</i>		
<b>Sources used:</b>		
<i>*Expand box as required</i>		

<b>Protected Characteristic – Ethnicity / race / nationalities:</b> Consider the impact on different minority ethnic groups and nationalities		
Please tick (✓) the relevant box:		<b>Overall impact:</b>  Parking restrictions are applied irrespective of Ethnicity/race
<b>Positive</b>		<i>*Expand box as required</i>
<b>Neutral</b>	✓	
<b>Negative</b>		
<b>Evidence:</b>		
<i>*Expand box as required</i>		

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

<b>Protected Characteristic – Religion / faith:</b> Consider people from different religions or beliefs, including those with no religion or belief		
Please tick (✓) the relevant box:		<b>Overall impact:</b>
<b>Positive</b>		Parking restrictions are applied irrespective of Religion/faith
<b>Neutral</b>	✓	
<b>Negative</b>		
<b>Evidence:</b>		
<b>Sources used:</b>		
<i>*Expand box as required</i>		

<b>Protected Characteristic - Sexual orientation:</b> Consider people who are heterosexual, lesbian, gay or bisexual		
Please tick (✓) the relevant box:		<b>Overall impact:</b>
<b>Positive</b>		Parking restrictions are applied irrespective of sexual orientation
<b>Neutral</b>	✓	
<b>Negative</b>		
<b>Evidence:</b>		
<i>*Expand box as required</i>		

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

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

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

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

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

<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?	
Please tick (✓) all the relevant boxes that apply:	<b>Overall impact:</b>
<b>Positive</b>	The proposals for the introduction or extension of no waiting at any time waiting restrictions and new disabled parking bays will impact on the amount of available parking space for able bodied residents and their visitors.
<b>Neutral</b>	✓
<b>Negative</b>	<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 that the disabled bays are intended for will be positively impacted, as they should be able to park closer to their homes and therefore have a reduced distance they have to walk.</p> <p><b>Do you consider that a more in-depth HIA is required as a result of this brief assessment?</b> Please tick (✓) the relevant box</p> <p style="text-align: right;">           Yes <input type="checkbox"/>      No <input checked="" type="checkbox"/> </p>
<b>Evidence:</b>	
<b>Sources used:</b>	

### 3. Health & Wellbeing Screening Tool

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

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

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



## 4. Outcome of the Assessment

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

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

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

## 5. Action Plan

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

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

### Add further rows as necessary

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

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

## 6. Review

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

**Review:**

Ongoing from the date of implementation

**Scheduled date of review:**

**Lead Officer conducting the review:**

Iain Hardy

*\*Expand box as required*

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