

Notice of Non-key Executive Decision

Subject Heading:	Minor Parking Schemes – Objection Report 16
Decision Maker:	Imran Kazalbash Director of Environment
Cabinet Member:	Cabinet Member for Environment, Cllr Barry Mugglestone
ELT Lead:	Neil Stubbings Strategic Director of Place
Report Author and contact details:	Iain Hardy Engineer iain.hardy@havering.gov.uk 01708 432440
Policy context:	None.
Financial summary:	The estimated cost of implementing the scheme is £0.005m, which will be funded from existing Schemes revenue budget.
Relevant Overview & Scrutiny Sub Committee:	Place
Is this decision exempt from being called-in?	Yes – Non-Key

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

People - Things that matter for residents	X
Place - A great place to live, work and enjoy	X
Resources - A well run Council that delivers for People and Place	X

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 the implementation of the below measures as detailed in the designs appended to the body of this report:

a) Scheme – Loom Grove

Introduce no waiting at any time restrictions on Loom Grove, around the bend opposite no.4 (as shown on drawing reference Loom Grove attached to the report).

b) Scheme – Hyland Close

Introduce no waiting at any time restrictions on Hyland Close, around the bend fronting no.7 (as shown on drawing reference Hyland Close attached to the report).

c) Scheme – Nelmes Crescent

Introduce no waiting at any time restrictions on Nelmes Crescent, around the bend fronting no.24 (as shown on drawing reference Nelmes Crescent attached to the report).

d) Scheme – Purbeck Road, Norman Road, Cheviot Road and Globe Road

Introduce no waiting at any time restrictions on the junction of Purbeck Road and Norman Road, on the junction of Globe Road and Norman Road and on the junction of Cheviot Road and Norman Road (as shown on drawing reference Purbeck Road, Norman Road, Cheviot Road and Globe Road attached to the report).

e) Scheme – Vicarage Road

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

f) Scheme – Forest Road and Cross Road

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

g) Scheme – Grenfell Avenue opposite Wren Gardens

Introduce no waiting at any time restrictions on Grenfell Avenue opposite Wren Gardens (as shown on drawing reference Grenfell Avenue opposite Wren Gardens attached to the report).

h) Scheme – Grenfell Avenue opposite Edison Avenue

Introduce no waiting at any time restrictions on Grenfell Avenue opposite Edison Avenue and extend the no waiting at any time restrictions on Edison Avenue to the side of no.70 Grenfell Avenue (as shown on drawing reference Grenfell Avenue opposite Edison Avenue attached to the report).

i) Scheme – Upper Rainham Road, Shelly Avenue, Milton Avenue and Tennyson Way

Introduce no waiting at any time restrictions on Upper Rainham Road with the junctions with Shelley Avenue and Milton Avenue. (as shown on drawing reference Upper Rainham Road, Shelly Avenue, Milton Avenue and Tennyson Way attached to the report).

j) Scheme – Newbury Walk

Extension of the no waiting at any time restrictions on Newbury Walk, on the south-eastern side and its north-eastern extremity (as shown on drawing reference Newbury Walk attached to the report).

k) Scheme – Berther Road

Extension of the no waiting at any time restrictions on the northern side of Berther Road, extending up to the western boundary of no.5 and on the southern side of Berther Road, extending up to the free parking bay outside no.2a (as shown on drawing reference Berther Road 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 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 – Loom Grove – Heaton Ward

A request has been received from a Housing Officer and a Ward Councillor to introduce parking restrictions around the apex of the bend in Loom Grove, to improve access and sight lines for waste collection and all drivers.

Officers have assessed the location and determined that the introduction of waiting restrictions would improve road safety and sight lines, which will assist in reducing disruption to Council and emergency services.

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

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

Officers Response: Officers have reviewed the objection received. The proposed restrictions cover approximately 10 metres on both arms of the junction. The Highway Code states that you should not park within 10 metres of a junction. As this is the case, Officers recommend that the proposed waiting restrictions should be implemented as advertised.

b) Scheme – Hyland Close – Hylands and Harrow Lodge Ward

A request has been received from a Ward Councillor on behalf of residents to introduce double yellow line around the apex of the bend in Hyland Close, to improve sight lines and road safety for drivers negotiating the bend.

Officers have assessed the location and determined that the introduction of waiting restrictions would improve road safety and sight lines, which will assist in reducing disruption to Council and emergency services.

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

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

Officers Response: Officers have reviewed the objection received. The proposed restrictions cover 10 metres on one arm and 15 metres on the other arm of the blind apex of the bend fronting no.7, with the property having off-street parking for at least 3 vehicles. The Highway Code states that you should not park within 10 metres of a junction and there would be no benefit in reducing the length of the restrictions fronting no.7, as any vehicle parked at the end of the 10 metres would overhang the crossover of no. 7. As this is the case, Officers recommend that the proposed waiting restrictions should be implemented as advertised.

c) Scheme – Nelmes Crescent – Emerson Park Ward

A request has been received from a Ward councillor on behalf of a resident, to introduce double yellow lines around the apex of the bend fronting no. 24, to improve sight lines and road safety and reduce damage to the grass verge.

Officers have assessed the location and determined that the introduction of waiting restrictions around the apex of the bend would improve road safety and sight lines, which will assist in reducing disruption to Council and emergency services.

Following the consultation, four responses were received, one representation in favour of the proposals, while the other three responses all outline their concerns over traffic speed, which are outlined in Appendix B.

Both Ward Councillors were made aware of the responses received to the consultation, with both Councillors responding in favour of implementing the proposals as advertised.

Officers Response: Officers have reviewed the comments received. The proposed restrictions cover approximately 15 metres to the side of the property and 18 metres across

the whole frontage, the proposals will improve road safety and reduce verge damage in this area. Further to this, Nelmes Crescent forms part of a through route between Wingletye Lane and Ardleigh Green Road which are two main roads. As this is the case, Officers recommend that the proposed waiting restrictions should be implemented as advertised to improve road safety.

d) Scheme – Purbeck Road, Norman Road, Cheviot Road and Globe Road – Hylands and Harrow Lodge Ward

A request has been received from a Ward Councillor on behalf of a resident to introduce double yellow lines on the Norman Road junctions with Purbeck Road, Cheviot Road and Globe Road, to improve traffic movements and sight lines for drivers.

Officers have assessed the location and propose to introduce waiting restrictions on all three junctions, to improve road safety and sight lines, which will assist in reducing disruption to Council and emergency services.

Following the consultation, one response was received, against the proposals, which is outlined in Appendix B.

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

Officers Response: Officers have reviewed the objection received. These three junctions are the last un-restricted junctions in this area of the Ward and are located between the Hylands and St Mary's primary schools. The proposed restrictions cover approximately 10 metres on both arms of each junction, and The Highway Code states that drivers should not park within 10 metres of a junction. As this is the case, Officers recommend that the proposed waiting restrictions on all three junctions should be implemented as advertised.

e) Scheme – Vicarage Road – Hylands and Harrow Lodge Ward

A request has been received from a Ward Councillor on behalf of a resident, to introduce double yellow lines around the junction to improve sight lines and road safety.

Officers have assessed the location and propose to introduce waiting restrictions on all arms of the junction to improve road safety and sight lines, which will assist in reducing disruption to Council and emergency services.

Following the consultation, two responses were received, both objecting to the proposals and highlighting existing parking capacity issues and safety concerns on the road. The responses are outlined in Appendix B.

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

Officers Response: Officers have reviewed the objections received. The proposed restrictions cover approximately 10 metres on both arms of the junction and both respondents' properties will not be covered by the proposed restrictions that only reinforces the guidance in The Highway Code, which states that you should not park within 10 metres of a junction. If the disabled resident experiences a greater parking problem due to the introduction of the proposed restrictions, provisions can be made for them at a later date. As this is the case, Officers recommend that the proposed waiting restrictions should be implemented as advertised.

f) Scheme – Forest Road and Cross Road – Mawneys Ward

A request has been received from a Ward Councillor on behalf of a resident to install double yellow lines around this junction to prevent obstructive parking.

Officers have assessed the location and propose to introduce waiting restrictions to improve road safety and sight lines, which will assist in reducing disruption to Council and emergency services.

Following the consultation, one response was received against the proposals. The respondent highlighted concerns that the changes would reduce available parking spaces, which could ultimately lower property values. This response is detailed in Appendix B.

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 objection received. The proposed restrictions cover 10 metres on all arms of the junction. The Highway Code states that you should not park within 10 metres of a junction. As this is the case, Officers recommend that the proposed waiting restrictions should be implemented as advertised.

g) Scheme – Grenfell Avenue opposite Wren Gardens – Hylands and Harrow Lodge Ward

A request has been received from a Ward Councillor on behalf of a resident to introduce restrictions on the opposite side of the road to the junction of Wren Gardens, to improve access into Wren Gardens for waste collection vehicles.

Officers have assessed the location and propose to introduce waiting restrictions opposite the Wren Gardens junction to improve access for the Emergency Services and refuse collection.

Following the consultation, one response was received against the proposals. The respondent outlined their concerns that this is not a busy road with no pedestrians, and the proposals would remove 2 parking spaces. The response is detailed in Appendix B.

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

Officers Response: Officers have reviewed the objection received. These proposals were designed to improve access and egress into and out of Wren Gardens for the waste collection vehicles and emergency service. The proposals also fit into further proposals that have also been advertised to improve access for the waste collection vehicles and emergency service along the whole length of Grenfell Avenue, where there have been many missed waste collections. As this is the case, Officers recommend that the proposed waiting restrictions should be implemented as advertised.

h) Scheme – Grenfell Avenue opposite Edison Avenue – Hylands & Harrow Lodge Ward

A request has been received from a Ward Councillor on behalf of a resident to introduce restrictions on the opposite side of the road to the junction of Wren Gardens, to improve access into Wren Gardens for the waste collection vehicle.

Officers have assessed the location and decided to introduce waiting restrictions opposite the Edison Avenue junction to improve access for the Emergency Services and refuse collection. It is also proposed to include a small extension of the existing restrictions and extension of the existing footway parking bays in Edison Avenue to further improve traffic flow at this junction.

Following the consultation, two responses were received, one response was in favour of the proposals, and one response objected to the extension of the footway parking bays on one side of Edison Avenue, which are outlined in Appendix B.

All Ward Councillors were made aware of the responses received to the consultation, and all three Councillors responded in favour of implementing the proposals as advertised, except for the extension of the footway parking bay to the side of no.70 Grenfell Avenue.

Officers Response: Officers have reviewed the objection received. These proposals were designed to improve access and egress into and out of Edison Avenue for the waste collection vehicles and emergency service vehicles. The proposals also fit into further proposals that have also been advertised to improve access for the waste collection vehicles and emergency service vehicles along the whole length of Grenfell Avenue, where there have been many missed waste collections. As this is the case, Officers recommend that the proposed waiting restrictions should be implemented as advertised, except for the extension of the footway parking bay to the side of no.70 Grenfell Avenue.

i) Scheme – Upper Rainham Road, Shelly Avenue, Milton Avenue and Tennyson Way – Hylands & Harrow Lodge Ward

A request has been received from a Ward Councillor on behalf of a resident to introduce restrictions at the junctions around the Poets Estate, to ease access for larger vehicles and improve safety and sight line for both drivers and pedestrians.

Officers have assessed the location and propose to introduce waiting restrictions at all junctions, splitter islands and apexes of bend in the Poets Estate, to improve road safety, which will assist in reducing disruption to Council and emergency services.

Following the consultation, 12 responses were received, three responses were in favour of the proposals, and 9 objections were received, which are outlined in Appendix B.

All Ward Councillors were made aware of the responses received to the consultation, with all three Councillors being in favour of implementing the proposed restrictions around the two Upper Rainham Road junctions With Shelley Avenue and Milton Avenue and abandoning the proposals for around and opposite the Tennyson Avenue junctions with Shelley Avenue and Milton Avenue.

Officers Response: Officers have reviewed the objection received. As the proposed restrictions will be of benefit to all road users at the Upper Rainham Road junctions with Shelley Avenue and Milton Avenue, where traffic speed and pedestrian movements are greater than at the Tennyson Avenue junctions with Shelley Avenue and Milton Avenue. As this is the case, Officers recommend that the proposed waiting restrictions for the Upper Rainham Road junctions with Shelley Avenue and Milton Avenue should be implemented as advertised, and the proposals for the Tennyson Avenue junctions with Shelley Avenue and Milton Avenue should be abandoned.

j) Scheme – Newbury Walk – Heaton Ward

Requests have been received from a Ward Councillor on behalf of a resident and an Officer to restrict one side of Newbury Walk, to improve access for emergency services and larger vehicles.

Officers have assessed the location and propose to extend existing waiting restrictions on the south-eastern side of the road and at its north-eastern extremity, to improve road safety and sight lines, which will assist in reducing obstructive parking.

Following the consultation, one objection was received, highlighting concerns over where delivers and trades would park and that the proposed changes will lead to a further reduction in available parking, when there is already a capacity problem in the road. The response is outlined in Appendix B.

All Ward Councillors were made aware of the responses received to the consultation, with one Councillor sending an out of office and the remaining two Councillors did not respond.

Officers Response: Officers have reviewed the objection received. Officers feel that although there are clearly not enough parking spaces in the road to accommodate all the vehicle owned by the residents, deliveries can still park on the proposed restrictions to load and unload and waivers can be purchased for trades to park on the restrictions, should it be necessary. However, the main consideration must be to always ensure access for all vehicles. As this is the case, Officers recommend that the proposed waiting restrictions should be implemented as advertised.

k) Scheme – Berther Road – Emerson Park Ward

A request has been received from Ward Councillors on behalf of a resident to extend the existing double yellow lines in Berther Road, in the area fronting Shish Meze, to improve traffic flow and access to properties around the junction.

Officers have assessed the location and propose to extend the existing waiting restrictions to improve road safety and sight lines and access, which will assist in reducing disruption to loading and unloading for Shish Meze.

Following the consultation, one response was received, which outlined concerns that larger vehicles need to unload outside the restaurant or they would park further along the road, causing driveway to be blocked. The response also asks if the expenditure is worth it. The response is outlined in Appendix B.

Both Ward Councillors were made aware of the responses received to the consultation, with both Councillors responding in favour of implementation the proposals.

Officers Response: Officers have reviewed the objection received. Officers recommend that as the proposed restrictions are only waiting restrictions without a loading ban, that delivery vehicles will not be displaced in front of the residential properties and the proposed restrictions should help with traffic flow around the junction. As this is the case, Officers recommend that the proposed waiting restrictions should be implemented as advertised.

OTHER OPTIONS CONSIDERED AND REJECTED

The option not to progress these schemes was considered, but for the schemes for Loom Grove, Hyland Close, Nelmes Crescent, Purbeck Road, Norman Road, Cheviot Road and Globe Road, Vicarage road, Forest Road and Cross Road, Grenfell Avenue opposite Wren Gardens, Grenfell Avenue opposite Edison Avenue, Upper Rainham Road, Shelly Avenue and Milton Avenue, Newbury Walk, Berther Road, and it was rejected.

The option to implement the proposals for the Tennyson Way junctions with Shelley Avenue and Milton Avenue was considered, but due to the objections raised and the fact that there is no recorded personal injury accidents recorded around these junction and Ward Councillors wishes, and 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 publicly consulted on as per the Council's legal obligations to publicise changes to the traffic orders for a period no less than 21 days commencing Friday 29th March 2024.

a) Scheme – Loom Grove – St Albans Ward

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

b) Scheme – Hyland Close – Hylands and Harrow Lodge Ward

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

c) Scheme – Nelmes Crescent – Emerson Park Ward

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

d) Scheme – Purbeck Road, Norman Road, Cheviot Road and Globe Road – Hylands and Harrow Lodge Ward

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

e) Scheme – Vicarage Road – Hylands and Harrow Lodge Ward

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

f) Scheme – Forest Road and Cross Road – Mawneys Ward

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

h) Scheme – Grenfell Ave opposite Wren Gdns – Hylands and Harrow Lodge Ward

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

i) Scheme – Grenfell Ave opposite Edison Ave – Hylands and Harrow Lodge Ward

All Ward Councillors were made aware of the responses received to the consultation, and all three Councillors responded in favour of implementing the proposals as advertised, except for the extension of the footway parking bay to the side of no.70 Grenfell Avenue.

j) Scheme – Upper Rainham Road, Shelly Avenue, Milton Avenue and Tennyson Way – Hylands and Harrow Lodge Ward

All Ward Councillors were made aware of the responses received to the consultation, with all Councillors responding in favour of implementing the proposals for the Upper Rainham Road junctions Shelley Avenue and Milton Avenue, but to abandon the proposals around and opposite the Tennyson Avenue junctions with Shelley Avenue and Milton Avenue.

m) Scheme – Newbury Walk – Heaton Ward

All Ward Councillors were made aware of the responses received to the consultation, but none of the Councillors responded.

n) Scheme – Berther Road – Emerson Park Ward

All Ward Councillors were made aware of the responses received to the consultation, with both Councillors responding in favour of implementing the proposals as advertised.

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

Name: Iain Hardy

Designation: Schemes Engineer

Signature:



16/03/2026

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 Loom Grove, Hyland Close, Nelmes Crescent, Purbeck Road, Norman Road, Cheviot Road and Globe Road, Vicarage Road, Forest Road and Cross Road, Grenfell Avenue opposite Wren Gardens, Grenfell Avenue, in and opposite Edison Avenue and Upper Rainham Road, Shelly Avenue, Milton Avenue and Tennyson Way, the extension of the no waiting at any time restrictions on Newbury Walk and Berther Road,

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.

As this is a standard project for Schemes, 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 budget envelope, ensuring no adverse impact on other funded commitments.

A detailed breakdown of costs per site is provided below:

Location	Estimated Cost (£)
Loom Grove	400

Hyland Close	400
Nelmes Crescent	400
Purbeck Road, Norman Road, Cheviot Road & Globe Road	500
Vicarage Road	400
Forest Road and Cross Road	400
Grenfell Avenue opposite Wren Gardens	300
Grenfell Avenue opposite Edison Avenue	400
Upper Rainham Rd junctions with Shelly Ave, Milton Ave	500
Newbury Walk	300
Berther Road	300
Total	4,300

**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 demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

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, sight lines and road safety for the residents of Loom Grove, Hyland Close, Nelmes Crescent, Purbeck Road, Norman Road, Cheviot Road and Globe Road, Vicarage Road, Forest Road and Cross Road, Grenfell Avenue opposite Wren Gardens, Grenfell Avenue opposite Edison Avenue, Upper Rainham Road, Shelly Avenue, Milton Avenue, Newbury Walk, Berther Road,

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

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

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

BACKGROUND PAPERS

None.

APPENDICIES

Appendix A – Plans of proposals
Appendix B – Responses received
Appendix C - 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 and extension of the double yellow lines at Loom Grove, Hyland Close, Nelmes Crescent, Purbeck Road, Norman Road, Cheviot Road and Globe Road, Vicarage Road, Forest Road and Cross Road, Grenfell Avenue opposite Wren Gardens, Grenfell Avenue, in and opposite Edison Avenue and Upper Rainham Road, Shelly Avenue, Milton Avenue, Newbury Walk and Berther Road.
2. The proposals to introduce double yellow lines around and opposite the Tennyson Avenue junctions with Shelley Avenue and Milton Avenue be abandoned.
3. The proposed extension of the footway parking bay in Edison Avenue, to the side of no.70 Grenfell Avenue, be abandoned.

Details of decision maker

Signed



Name: Imran Kazalbash
Director of Environment

Date: 24/03/2026

Lodging this notice

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

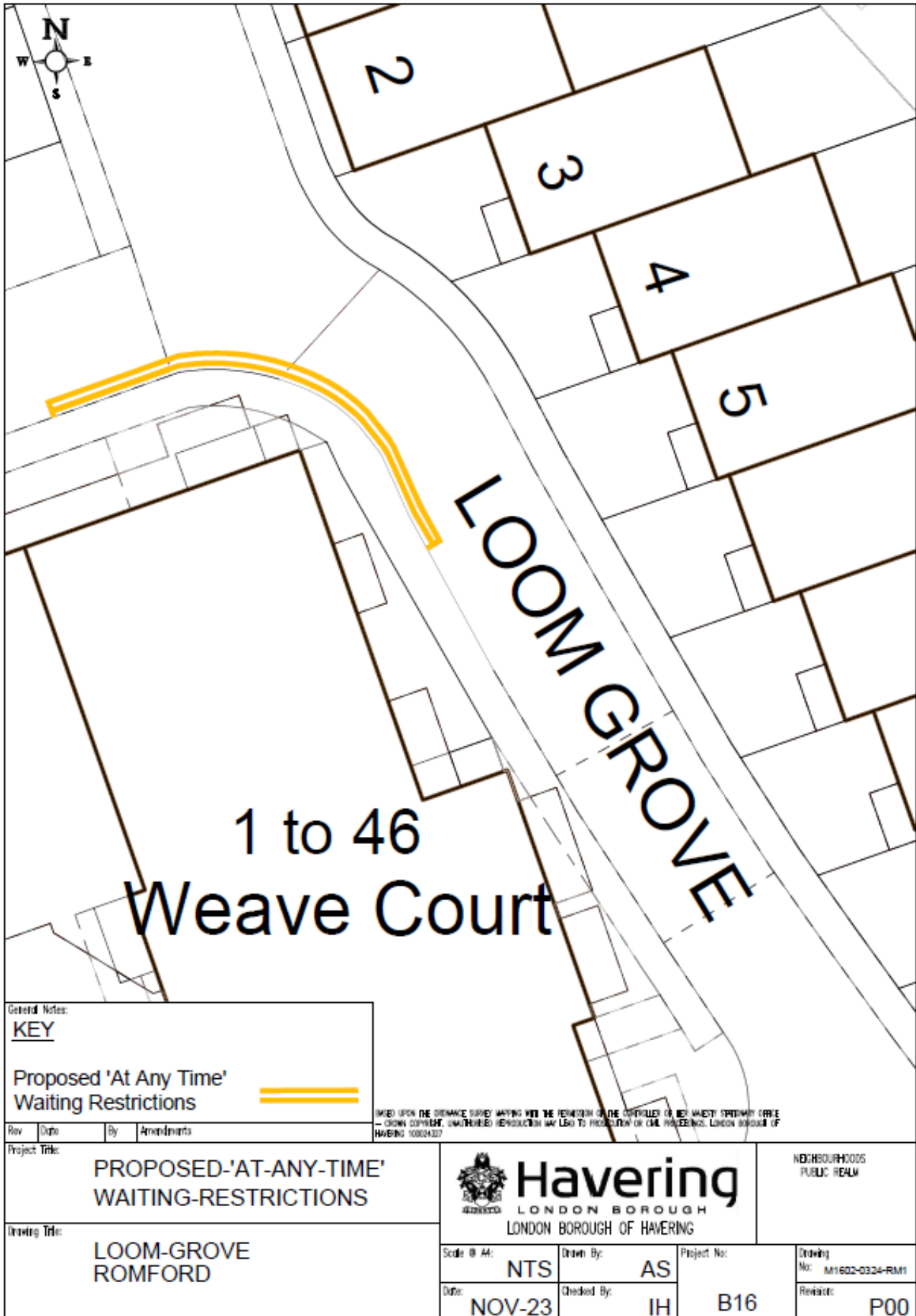
For use by Committee Administration

This notice was lodged with me on _____

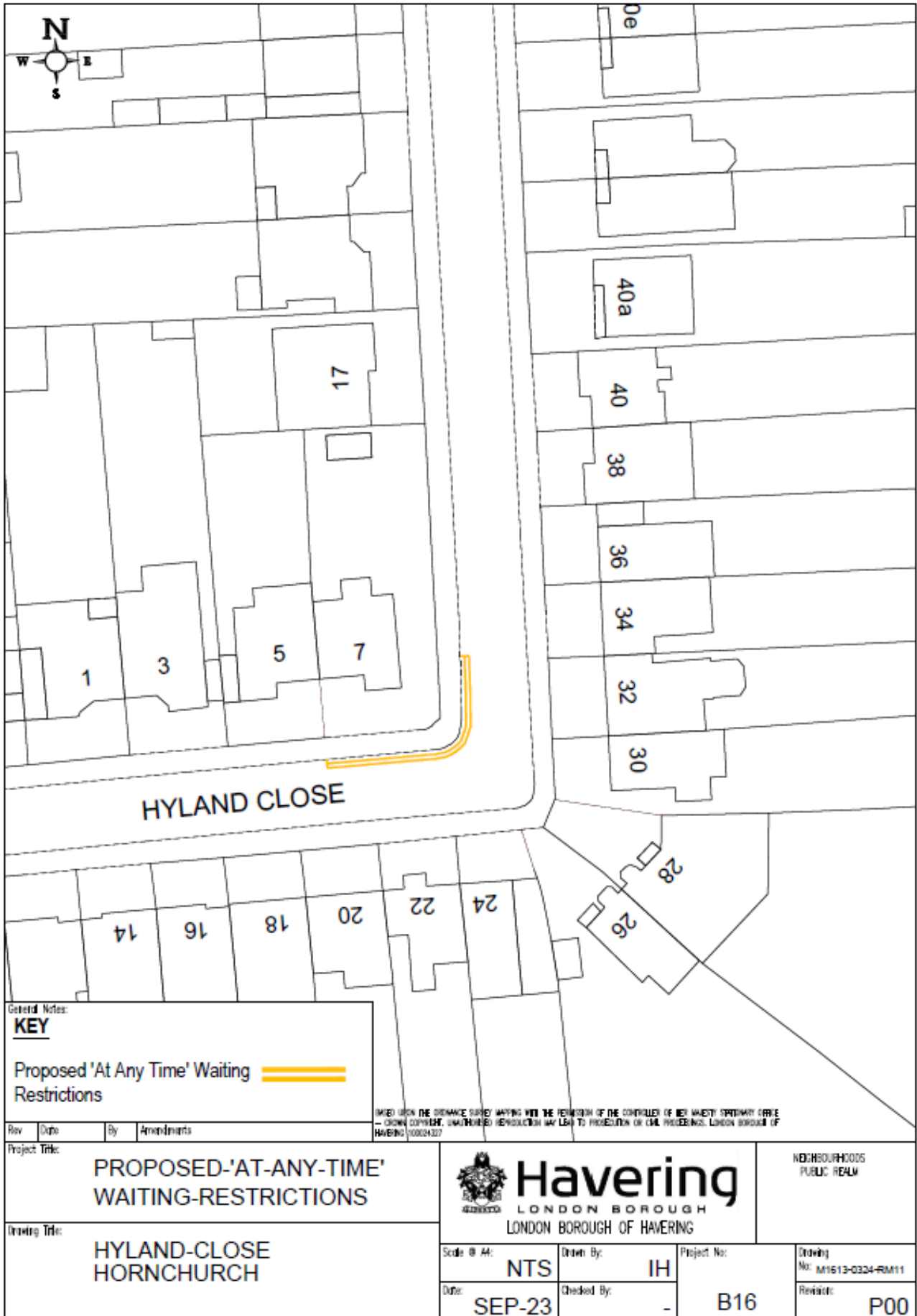
Signed _____

Appendix A

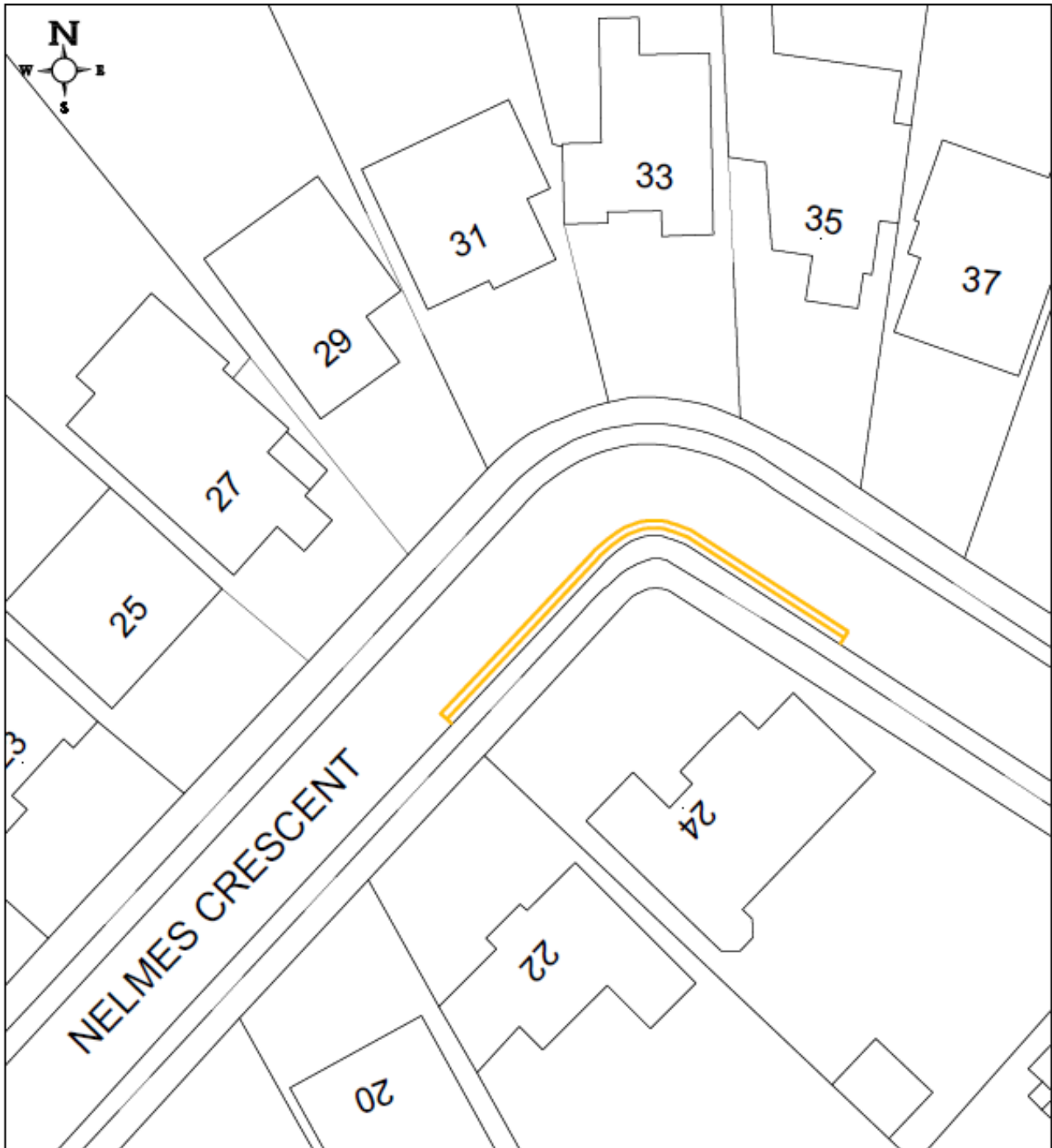
Loom Grove – Introduction of no waiting at any time restrictions




Hyland Close – Introduction of no waiting at any time restrictions



Nelmes Crescent – Introduction of no waiting at any time restrictions



General Notes:
KEY
 Proposed 'At Any Time' Waiting Restrictions 

BASED UPON THE DRAINAGE SURVEY MAPSING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
 - CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LONDON BOROUGH OF
 HAVERING 100024327

Rev	Date	By	Amendments

Project Title:
**NELMES-CRESCENT
 HORNCHURCH**



Havering
 LONDON BOROUGH
 LONDON BOROUGH OF HAVERING

NEIGHBOURHOODS
 PUBLIC REALM

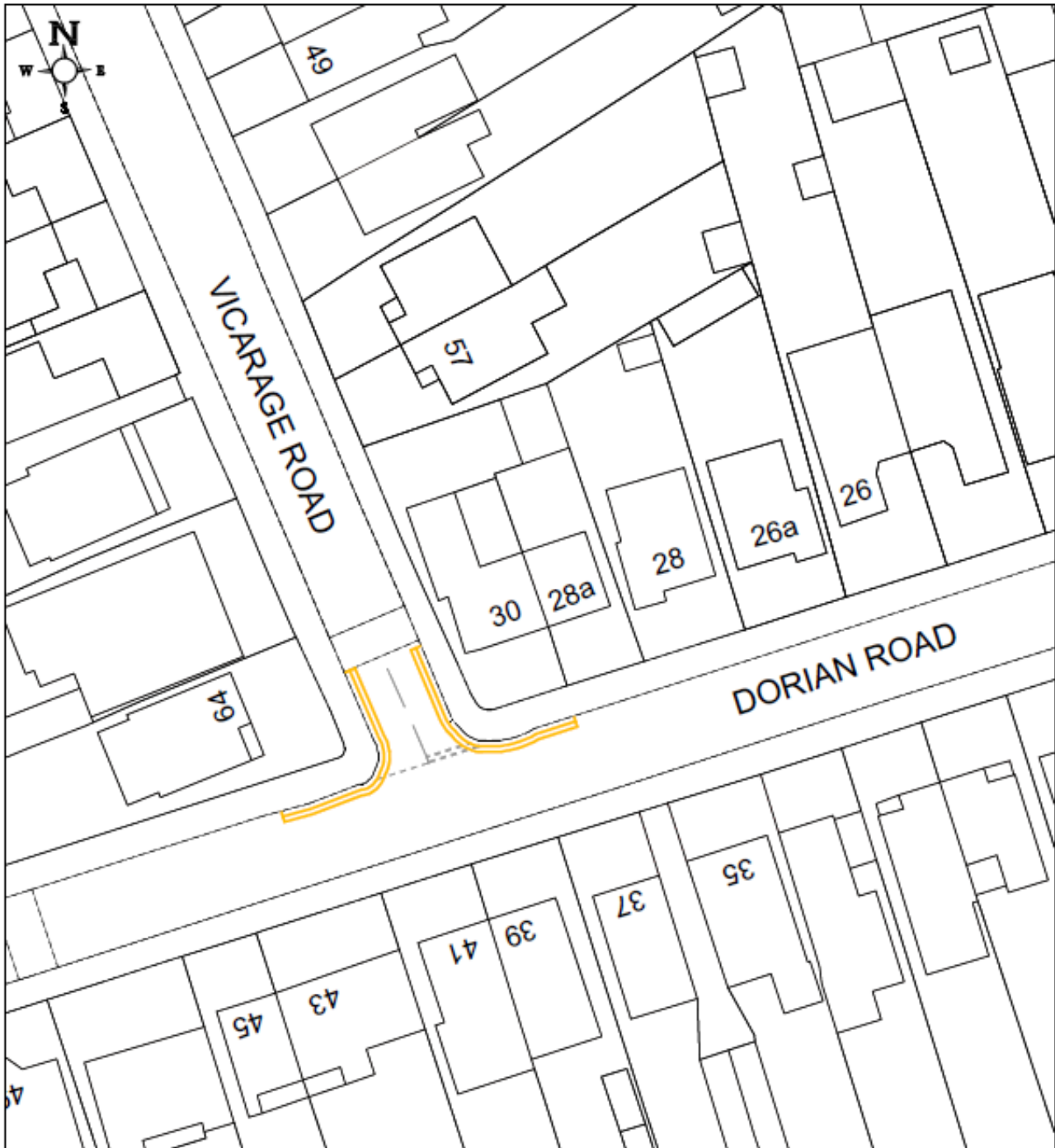
Drawing Title:
**PROPOSED 'AT-ANY-TIME'-WAITING
 RESTRICTIONS**



Scale @ A4: NTS	Drawn By: IH	Project No: B16	Drawing No: M1630-0224-RM11
Date: FEB-24	Checked By: -		Revision: P00

Purbeck Road, Norman Road, Cheviot Road and Globe Road – Introduction of no waiting at any time restrictions



Vicarage Road – Introduction of no waiting at any time restrictions



General Notes:
KEY
 Proposed 'At Any Time' Waiting Restrictions 
 Existing Give Way Lines 

BASED UPON THE SURVANCE SURVEY MAPS AND THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE - CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LONDON BOROUGH OF HAVERING 100024327

Rev	Date	By	Amendments

Project Title:
**PROPOSED-'AT-ANY-TIME'
 WAITING-RESTRICTIONS**

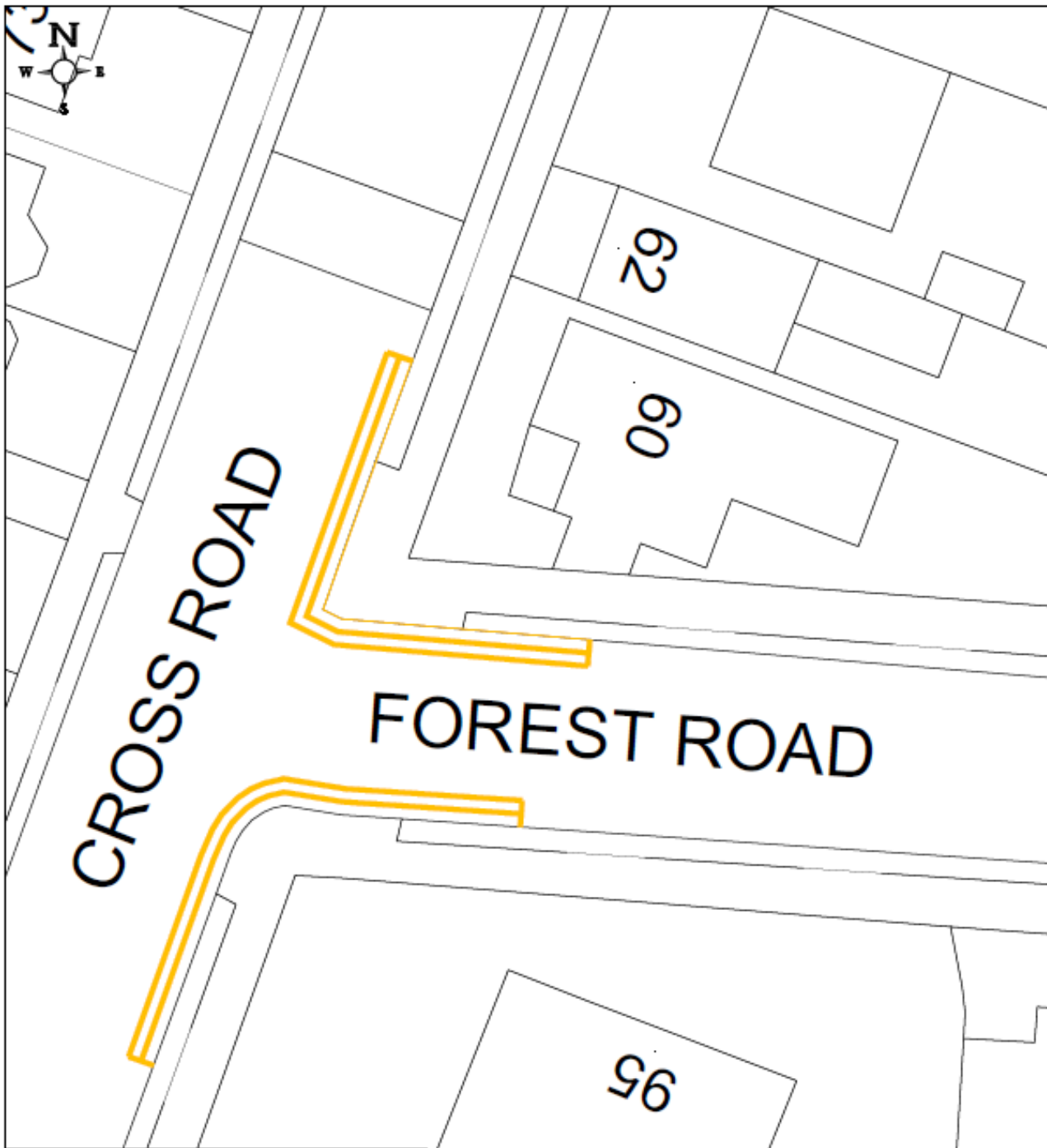
Drawing Title:
**VICARAGE-ROAD-JUNCTION
 WITH-DORIAN-ROAD
 HORNCHURCH**




NEIGHBOURHOODS
 PUBLIC REALM

Scale @ A4: 1:200	Drawn By: AS	Project No: B16	Drawing No: M1616-0324-RM12
Date: SEP-23	Checked By: IH	Revision: P00	

Forest Road and Cross Road – Introduction of no waiting at any time restrictions



General Notes:
KEY

Proposed 'At Any Time' Waiting Restrictions 

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HAVERING 100024327

Rev	Date	By	Amendments

Project Title:
**CROSS-ROAD-&-FOREST-ROAD
ROMFORD**



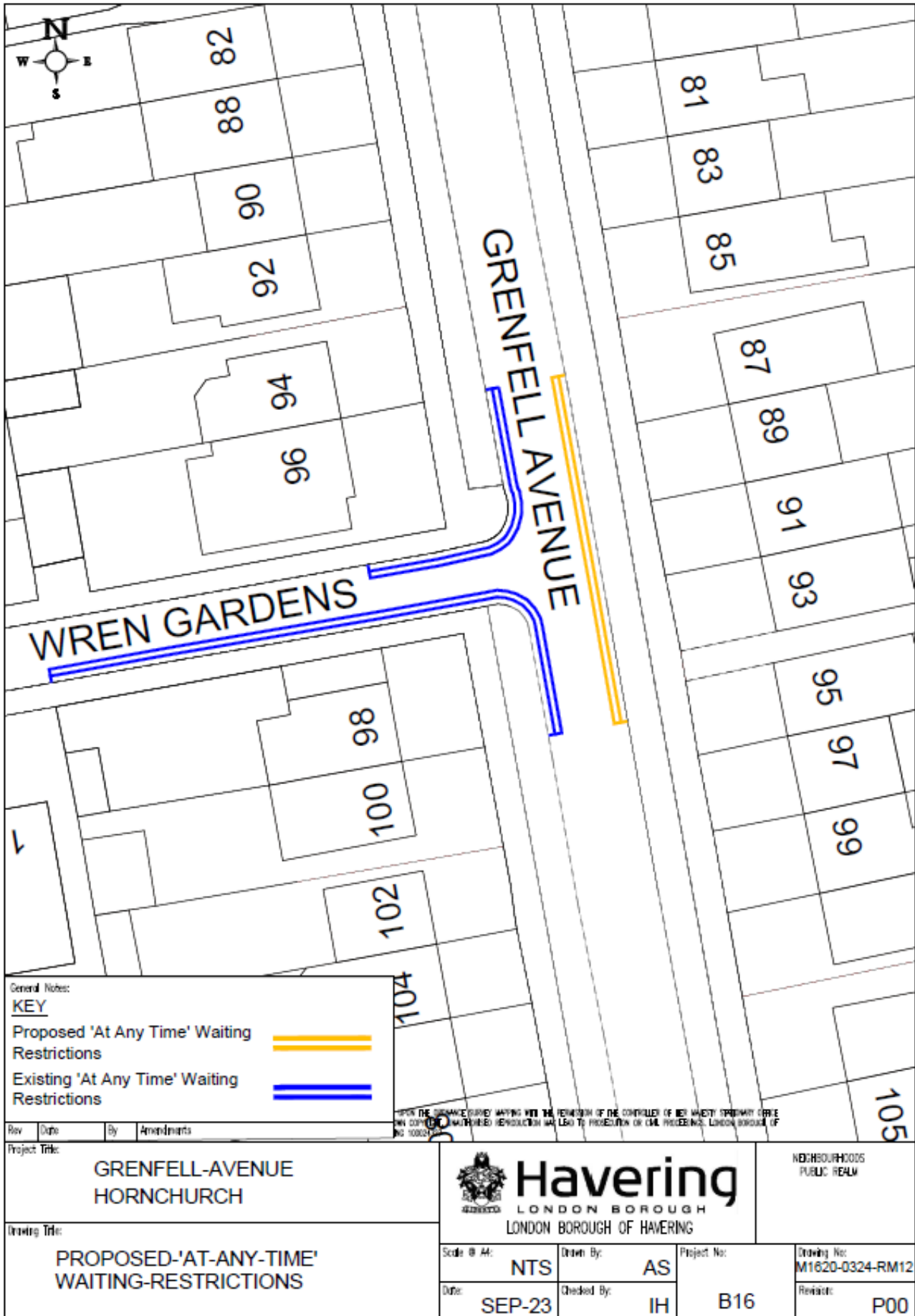
NEIGHBOURHOODS
PUBLIC REALM

Drawing Title:
**PROPOSED-'AT-ANY-TIME'-WAITING
RESTRICTIONS**

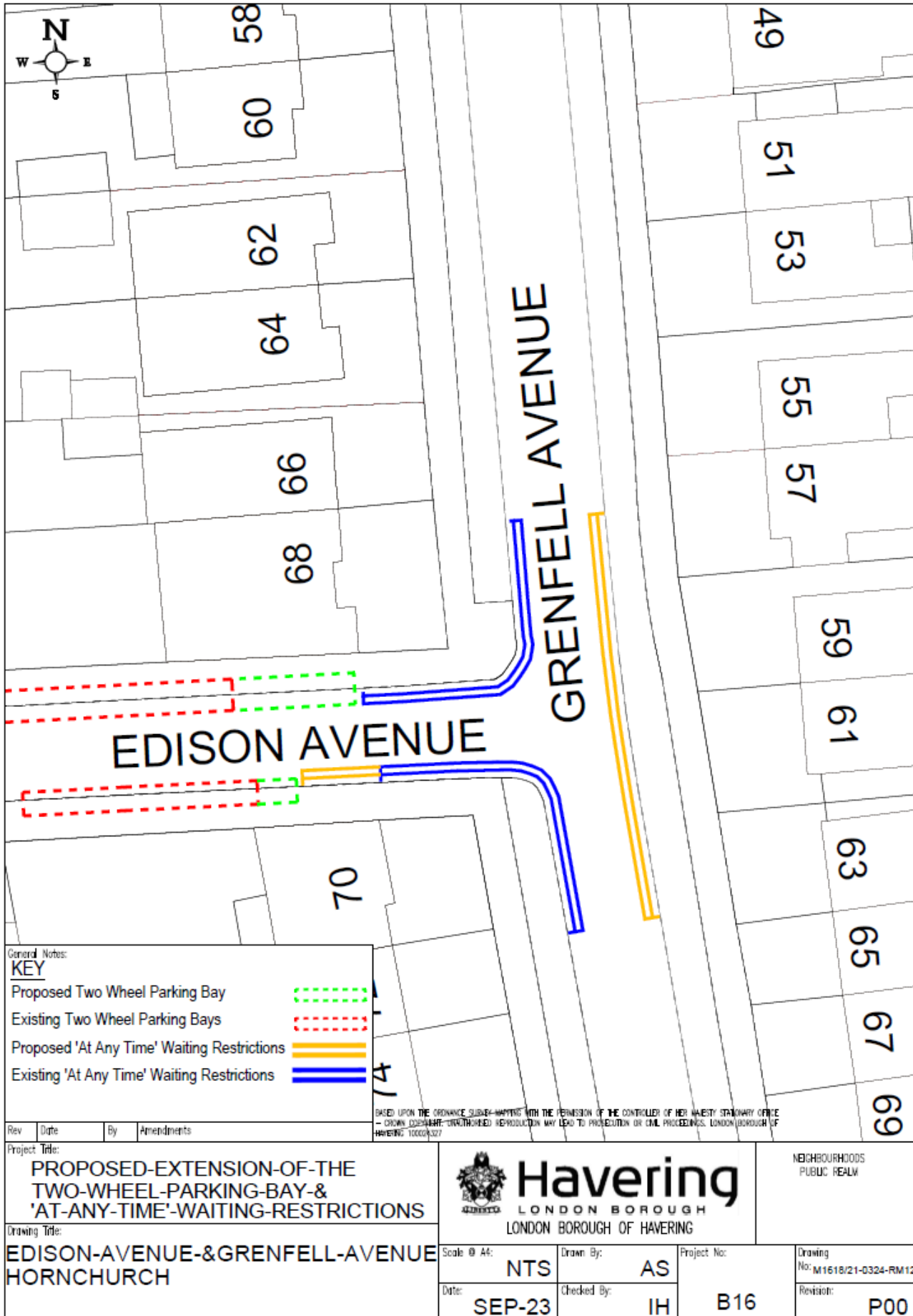
Scale: 1:1	Drawn By: IH	Project No:
Date: MAR-24	Checked By: -	B16

Drawing No: M1628-0324-RM7
Revision: P00

Grenfell Avenue opposite Wren Gardens – Introduction of no waiting at any time restrictions



Grenfell Avenue opposite Edison Avenue – Introduction of no waiting at any time restrictions



Upper Rainham Road, Shelly Avenue, Milton Avenue and Tennyson Way – Introduction of no waiting at any time restrictions



General Notes:
KEY

Proposed 'At Any Time' Waiting Restrictions 

Rev	Date	By	Amendments

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HAVERING-40824327

Project Title:
**MILTON-AVENUE-SHELLEY-AVENUE
&-TENNYSON-WAY-HORNCHURCH**



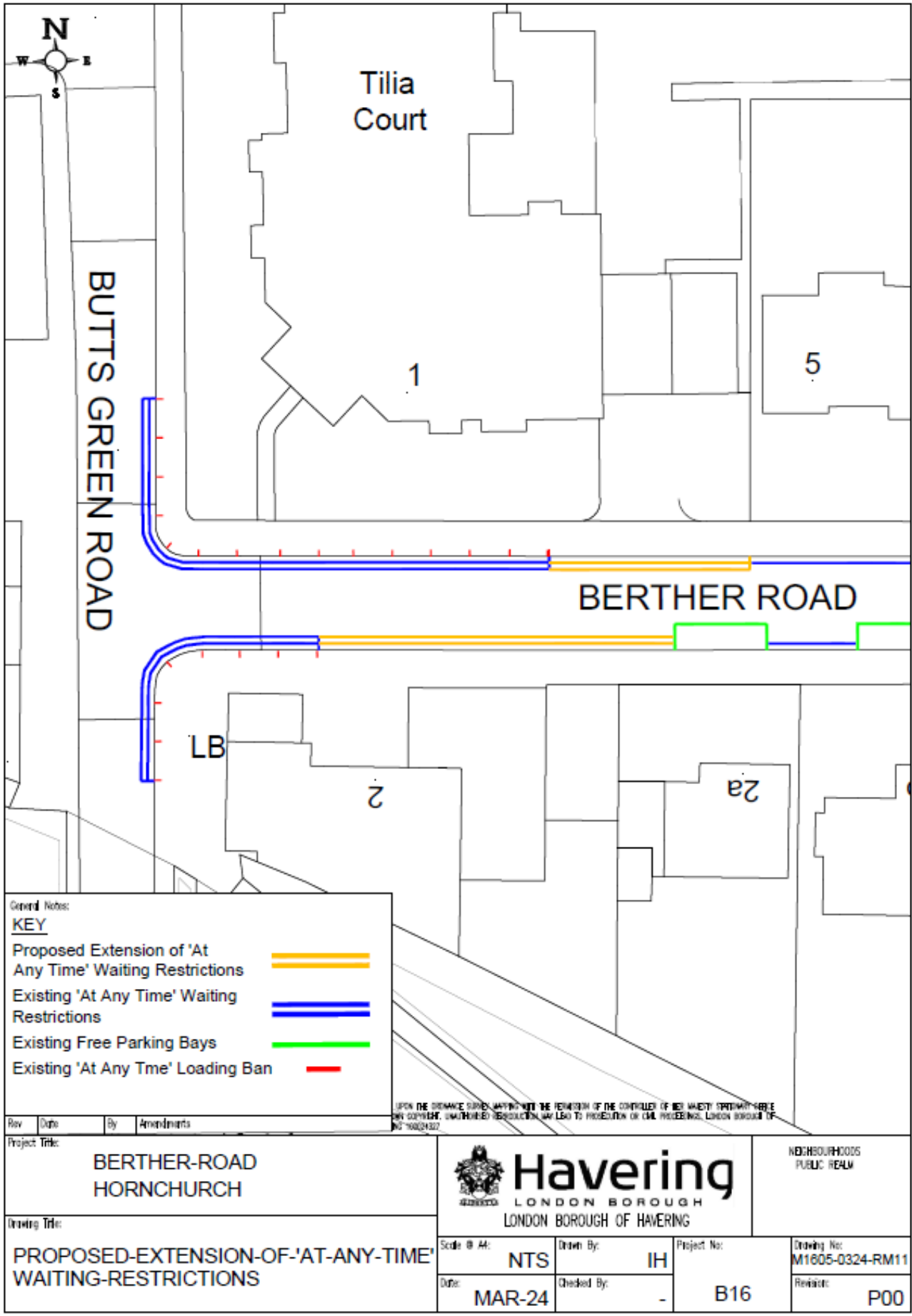
NEIGHBOURHOODS
PUBLIC REALM

Drawing Title:
**PROPOSED-'AT-ANY-TIME'-WAITING
RESTRICTIONS**

Scale @ A1: NTS	Drawn By: IH	Project No: B16
Date: MAR-24	Checked By: -	

Drawing No: M1607-0224-RM12
Revision: P00

Berther Road – Extension of the no waiting at any time restrictions




General Notes:
KEY
 Proposed Extension of 'At Any Time' Waiting Restrictions ====
 Existing 'At Any Time' Waiting Restrictions ====
 Existing Free Parking Bays ====
 Existing 'At Any Time' Loading Ban ---

Rev	Date	By	Amendments

Project Title:
**BERTHER-ROAD
 HORNCHURCH**

Drawing Title:
**PROPOSED-EXTENSION-OF-'AT-ANY-TIME'
 WAITING-RESTRICTIONS**

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 Havering LONDON BOROUGH LONDON BOROUGH OF HAVERING		NEIGHBOURHOODS PUBLIC REALM
Scale @ A1: NTS	Drawn By: IH	Project No: B16
Date: MAR-24	Checked By: -	Drawing No: M1805-0324-RM11
		Revision: P00

Scheme – Loom Grove

Response1

I live at the end of Loom Grove and this corner is always being parked on, despite there being adequate parking spaces further up the road. I've had many close calls with cars speeding out of the road as I'm coming home due to parking and poor vision. Additionally, we have had missed rubbish collection days due to the large vehicles being unable to navigate down the road due to poor parking on this corner. I welcome this change.

Response 2

In response to your letter to all residents of Loom Grove dated 29th March proposing no waiting at any time I would like to comment as follows: I totally understand the need for more controlled parking but I live in Weave Court and only have 1 parking space for our household the same as everyone else. My daughter and son in law both have vehicles a car and a van and they rely on visitors spaces which aren't always free. So where are they supposed to park without risking getting a ticket? I requested some time ago for a permit to park on Rushdon Close where very few people park, but apparently there is some legal reason why we are not permitted to park. I think if we were allowed to purchase permits this would help solve this problem, I know a number of people wanted to do this.

Scheme – Hyland Close

Response 1

I am writing to appeal the decision to have no waiting anytime outside my property.

I care for my disabled grandparents and often require cars to be able to park directly outside my property. With this proposal, that will no longer be possible. I understand you are proposing for the yellow lines to be drawn right across my driveway. Whilst I understand what you are trying to achieve I request that the lines are on the bend only and slightly across my property allowing the dropped kerb to be free.

Scheme – Nelmes Crescent

Response1

Vehicles use this road as a cut through and regularly use excessive speed up to and around the bend. Speed management needs to be implemented on this road as the speeds reached by some of these vehicles is dangerous and has resulted in collisions on the bend, in addition the speeding poses a serious risk to the families/young children living on this road.

Response 2

We live on the opposite side of the street. We believe that there are wider considerations that should be taken into account. Since lowering the fence after retrospective planning permission was refused at house #24, visibility for cars approaching the bend from either direction has improved significantly. Unfortunately, we have since observed an increase in speed of cars approaching the bend. Cars being parked intermittently in front of #24 actually serve to curb the speed on this tight bend

Response 3

I write in regard to the abovementioned proposal, having found that the space for comment on the traffweb site was very limited.

We live at house XX Nelmes, directly across the street from #24, where the restrictions are proposed.

We note that the fence at #24 has been lowered since retrospective planning permission was approved and that this has significantly improved visibility for drivers approaching the bend from each direction. This has inadvertently led to increasing speed from drivers, which we have observed directly. This naturally increases risk to other drivers and pavement users - the poor state of the verges shows just how often cars drive up on them and they are now deep, muddy bogs.

There has been a raft of building work in the immediate area and often work vans are parked on the street, including in the proposed restriction area. The presence of vehicles parked in the proposed restriction zone has caused drivers to be more cautious and slower on approach to the bend. While sometimes inconvenient for exiting our own driveway, we overall appreciate the slowing-impact that cars parking outside #24 have on general traffic. We have not observed any accidents on the bend in recent times. However the likely increase in driving speeds, resulting from the combination of improved visibility from the lowered fence and the proposed parking restrictions increases the risk of speed and thus accidents.

Coupled with an overall increase in traffic in Nelmes Crescent, some resulting from the extending railway bridge work on A127 in recent years, we believe that a wider approach to measures should be considered for surrounding streets - particularly Great Nelmes Chase to reduce the overall flow of traffic into Nelmes Crescent, mostly at peak and school day hours, when parents and children on-foot are at increased risk.

I would be happy to discuss these observations further by phone if helpful.

Response 4

Very supportive of proposal. This should have been implemented a long time ago.

Scheme – Purbeck Road, Norman Road, Cheviot Road and Globe Road

Response 1

We are against these restrictions being placed on Globe & Cheviot junctions. We have lived here XX years and never had a problem. I live at XX Norman and only see a bit of parking around school times. This does not impact on residents at all, and these junctions are not accident hotspots. I am also unsure why you would yellow lines in front of people's homes. The Gable ends are no problem.

I would be very concerned that school parking would then move to blocking residents driveways. We as residents have no way of giving parking tickets and stopping this.

There are parking issues in the borough, but not at these junctions, it doesn't make sense?

Vicarage Road/ Dorian Road

Response 1

I am writing to object to the proposals for a no waiting at any time restriction to be placed at the end of my road - Vicarage Road.

I object to this proposal on the grounds that it will have a negative impact on houses further down the street such as myself. I live at number XX and have a disability. I already find that people are constantly parking across my driveway, because there are too many car owners on the street who utilize all the available on-street parking spots and then there are people wanting to stop for a short time to take children to the nearby schools and nurseries (of which there are several) and the gym at one end of the road.

There is no reason to make this a 'no waiting at any time' restriction. The local businesses are closed by 6pm. Why cut back on the available parking on my street when there is already a shortage of parking places? It seems like you are trying to make a bad situation worse. In addition, this end of the road is not directly outside any residential houses, so it should not be a problem if somebody did park their car there for awhile. If you are granting planning permission for people to convert houses to nurseries, then you cannot prevent cars from stopping outside them, because this will have a detrimental 'knock-on' effect on the other residences further along the street.

If you do go ahead with this plan, then I will require a disabled parking bay to be installed outside of my property to ensure that I have access to my residence at all times.

Response 2

Further to your letter of the 29/3/24 regarding "waiting at any time restrictions on the junction of Vicarage Road/Dorian Road". I live at XX Dorian Road and I am totally confused why double yellow lines are being considered at the junction with Vicarage Road. The most dangerous section of Dorian Road is where it curves (not turns) round in to Candover Road. Vehicles park in that area making it extremely difficult for the drivers to see what is approaching down Candover Road. Also, when vehicles are parked on the other side of the road, drivers have to cut across the curve into the oncoming traffic. You have to be very cautious in this particular area. A big accident is waiting to happen!!!! That's where double yellow lines should be installed, not Vicarage Road.

On the subject of Dorian Road. I have lived here for X years, and during that period of time the volume of traffic has got bigger and bigger. Coaches/large vehicles (they vibrate the property). They use the road as a cut through. Consequently, the condition of the surface of the road has deteriorated. To the point the pot holes are repaired shabbily on a regular basis. The road surface needs a complete overhaul. I did enquire about width restriction barriers to be installed. I was told "accidents have to happen and to be logged before the Council would entertain installing width restrictions barriers". Found that comment strange. The person I asked actually owned up to using Dorian Road as a cut through!!!! He is involved with the council.

Fully appreciate your department isn't responsible for the disgusting state of Romford Market/arcade, and surrounding area. The whole area has deteriorated big time. Why has it got loads, and loads of tramps living in doorways? I feel most uncomfortable walking round the area. The old Debenhams building, has at least four tramps camping in the doorways. Walking up to the bus stop at the library. Two tramps are asleep in the tunnels. The other day I witnessed a tramp, who had obviously been taken ill. Four security guards and a paramedic were dealing with him. He looked dead. This is 2024. Personally, I don't want to visit the area. I've spoken to family and friends and they are all boycotting the area. The shops are all disappearing. If this is allowed to continue, it's goodbye to Romford market/arcade. One large jewellery shop in the arcade has gone and I have heard Samuel's is also going. All that will be left is coffee shops and tramps. I would be obliged if my complaint could be referred to the appropriate department.

Scheme – Forest Road and Cross Road

Response 1

Further to your letter dated 29th March 2024 I wish to object to the above. This is on the basis that it will take away parking space from the side of my house (60 Cross Road) and therefore decrease its value.

Scheme – Grenfell Avenue opposite Wren Gardens

Response 1

I hope this email finds you well. I am writing to state that I am completely opposed to having a no waiting at any time restriction on Grenfell Avenue opposite Wren Gardens. This is because:

1. There is no pedestrian crossing here
2. It is not a busy road and a very quiet and clear road
3. Implementing a line here would mean that 2 parking spaces would be lost

Scheme – Grenfell Avenue opposite Edison Avenue

Response 1

As the homeowner of XX Grenfell Avenue I opposed to one of the three proposed changes. I disagree extending the bay parking along the side on 70 Grenfell Avenue as in doing so you will block access to my side gate. Gate is in constant use. I agree to the extension of the double yellow lines, and to the extension of the bay parking outside number 68 but not the one that will block my side entrance. Please take this into consideration and this is the entrance my elderly mum uses on her mobility scooter to avoid the steps at the front. The extension of the bay will mean she will not be able to manoeuvre her scooter to access the property.

Response 2

Hello I have just received your letter about the proposed no waiting restrictions at anytime in Edison Ave, as a resident of Edison Avenue I think this kind of restriction is long over due and is a great idea, there is one concern that I have about putting these restrictions in place and that is that residents are finding it increasingly difficult to park their own cars in and around Edison Avenue because of non residents (most of whom are parking for Queens Hospital) parking in an uncontrolled area, would it be possible to propose that Edison Avenue, Grenfell Avenue and Gordon Avenue have a CPZ put in place in the hope that residents of these avenues can park their own vehicles near their own properties.

Scheme – Upper Rainham Rd, Shelly Avenue, Milton Avenue and Tennyson Way

Response 1

As a resident of Milton Avenue I strongly object to your proposal to introduce parking restrictions on and around Milton Avenue, Tennyson Way and Shelly Avenue. It is in fact the highway that could be considered an obstruction as the current layout of the small traffic islands in Milton Avenue and Tennyson Way and Shelley Avenue and Upper Rainham Road are a poor use of space. By removing these 2 islands the junctions are opened up and easier access for all.

Response 2

Milton Ave and Shelley junctions are long overdue. The only roads on the Upper Rainham Rd that do not have a double yellow line. The internal bends are also good. The external bends have mostly drop kerbs and are not essential.

Response 3

I am a resident in this area and I strongly oppose this proposal.

The areas marked on the proposal are the only areas where there is parking due to everyone having dropped curbs. By imposing these restrictions you are taking away the liberty to park our cars and our visitors cars on the roads we live down for which we pay. There are already driving restrictions down the surrounding roads (which a lot the residents did not want – I know a lot of people that live in these roads and not one person agrees with this) and with the ULEZ expanded to this area this is another imposing restriction on residents.

I can see no reason for these restrictions. There is not a safety issue (I've lived in the area 40 yeas and never an issue), car blocking issue or any other issue.

Response 4

Further to my email of yesterday pls see picture below taken at 9 am this morning which covers a lot of the area on the Shelley/Tennyson side where the proposal for double yellow lines are.

As you can see there is one car parked in the area and it is causing no obstruction or safety issues which is why I disagree with the proposal. What are painting yellow lines here going to achieve apart from an eyesore to a pretty looking close which is not congested.



Response 5

I am emailing regarding the proposed restrictions for the above roads. On the whole I think the proposal is a good idea and will have a positive impact as I have witnessed many near misses on the junctions of the main road (Upper Rainham) and also at the end of Tennyson where it meets with Shelley Ave. However, I think there is not a necessity to place the restriction on either side of the island - ie outside 37-41 Tennyson and also before the white lines in Milton Ave (opposite the island). These areas are not on a bend and don't pose an issue regarding visibility when cars are parked there.

I hope you will take the above comments into consideration.

Response 6

I live at XX Milton Avenue and would reject these pending plans. The cars on the bends are a nuisance but if you took those spaces away it would cause more congestion down our road. People park over our dropped kerb and our concern is taking this extra parking away would cause this to happen even more. Permit parking would be far more effective.

Response 7

I wish to raise objections to parts of the above proposal.

Whilst I agree the need for restriction to Milton Avenue Upper Rainham Road junction I believe that extending into Upper Rainham Road is a waste of tax money and time. No one has ever parked on the main road to my knowledge in the past 40 years. This would also apply to the Shelley Avenue junction/ Upper Rainham Road. A short area around the island and into Shelley would allow access safely both for residents and emergency vehicles or bin lorry.

The area on corner of Milton And Tennyson would only need to be outside number 60, around island and a short way each side opposite island in Milton . Any expansion both restricts parking available and by opening up corner allows vehicles faster speeds and more collision risk. The junction of Shelley and Tennyson only needs the corner restricted and I dont believe the eastern side of Shelley would be at all necessary if the other areas are done. As the council has allowed large driveways to be constructed recently with resurfacing works parking is limited along the roads and this will just make matters more difficult. In outline my objection is to the extent of the restrictions and waste in areas not required.

Response 8

Re: XX Tennyson Way, Hornchurch RM12 XXXX

I am the owner and resident of the above mentioned address. As you would be aware, I would be most affected by your proposal.

Before I formally object, may I have disclosure of any inquiries made or surveys done in order to implement these proposals.

I must say, last time Havering did any work here, they ruined the local area, by uprooting all the pavement, which left the exterior walls to my property wobbly and weak, planted topsoil without any plants and now there is a messy overgrowth of weeds, and overall poorly finished their project. I also requested a quote of a lowered kerb, and a highly excessive quote was given, including telling me I could not lower the kerb on the junction. Bizarrely, the corner on the other side of Tennyson has the exact lowering of the kerb on the junction. The workers told me that it would have actually cost them less to lower the kerb than currently put the kerb on, so it felt like the council was just embarking on a money making exercise.

I would therefore like to know what inquiries or surveys were done, before I give my grounds in this matter.

Response 9

I am writing as a resident of Milton Avenue in relation to the proposed no waiting time restrictions on the roads named above. Our household do not agree with implementing these parking restrictions. I cannot see what will be achieved apart from the borough making money through funds if cars are parked there.

If it is due to access on the roads, you could take away the triangle structures in between these roads opening up the space which will allow better access. These seem to be the obstructions, take them away.

I can see by not allowing parking on the roads leading out to Upper Rainham Road, cars will park further down Upper Rainham Road, and cause more congestion on this main road.

Due to these roads being cul_de_sac,'s traffic is for residents or their families mostly.

There are quite a lot of older people in this area who have nurses visit.

Response 10

From: Resident Milton Avenue Hornchurch

Objection: The planned proposal to restrict parking at any time along various sections of the Poets Estate is impractical and unworkable since it will make parking and disabled access for residents, which is already very difficult, even worse.

It is accepted that parking near to a junction with a main road is not allowed for reasons of safety.

However banning parking at either end of Tennyson Avenue as it becomes Shelley Avenue and Milton Avenue respectively, would seriously impact the already problematic parking issues. It will reduce the availability for parking in the area by approximately 20 spaces.

There is already very limited parking in the area due to the high density of the properties, most of which have two or more vehicles. The large number of residents' driveways limits the number of parking spaces available along the road. Some properties only have space for a single driveway and consequently use the road for an additional parking space. In addition there are many properties with no driveway and those residents can *only* park on the road.

Reducing the number of parking spaces in the area will cause major problems, not just for the residents at the ends of Tennyson, but for all residents of the Poets estate.

There are also many elderly, disabled and blue badge holders who need ease of access to their vehicles. Driveways are often not suitable for the elderly/handicapped as they are too narrow and therefore safe access needs to be available on the road close to their property. A no-waiting restriction 'at any time' would therefore be a health and safety hazard to some residents.

Your proposal will exacerbate an already limited parking provision since the owners of vehicles who have been displaced from their parking spaces near their own properties will then be competing with all the other residents for parking on a daily basis. There are already insufficient spaces for the current parking requirements and this proposal provides no viable alternative provision for the additional 'displaced' vehicles.

This has always been a friendly estate, daily competition for parking spaces will inevitably damage community relations.

A more practical solution to improve safety and traffic flow would be:

1. To remove the island at the junction of Tennyson and Milton Avenue
2. Make the roads through the estate one way so people enter via Milton Avenue and exit via Shelley Avenue (note that the reverse direction with exit via Milton, turning right, would be potentially dangerous).

A one-way system will improve safety particularly for large vehicles. The above proposals would facilitate better access for council refuse vehicles and the emergency services. They would also retain the number of parking spaces whilst improving traffic flow and safety for all.

Response 11

Further to your notice dated 29th March 2024, I would like consideration with regard to my property at XX Milton Avenue.

During the recent pavement refurbishment under taken by the council, I negotiated to obtain a wider access area outside my front gate and paid for the additional costs.

This was to ensure better wheelchair access to get me to medical appointments by car and, increasingly by ambulance.

I am in fact very supportive of restrictions to long term parking being applied as per this latest proposal as several times it has been a struggle to be loaded and unloaded for transport when an unknown vehicle has parked for an extended period of time or overnight and blocked access from my front path.

If the proposal were to be modified to EXPLICITLY have signage allowing 30 minutes (at any time) for loading and unloading with no return within an hour, I, and my supporting carers and family, would have no objections to the proposals.

Response 12

Further to my email of 05 April, I have not heard from you, regarding any consultation or any disclosure.

It is exceptionally difficult to make any sense of any decision, when residents are kept in the dark.

Given the disastrous last intervention by the council, you can see why I would ask for any due diligence carried out. Council tax is at its highest and more and more people are protesting by not paying it.

I look forward to hearing from you urgently.

Scheme – Newbury Walk

Response 1

With regards to the above proposal I would very much like you to consider my points why this is not feasible.

My argument is where would the supermarket delivery drivers park up as they normally use the spaces outside no's 14 & 15 and the space that faces opposite no. 8, where the proposed yellow lines are going, the same goes for all couriers, the postmen/ Parcel Force, telephone engineers, workmen etc basically any profession that requires a space to do their job. Those spaces are needed as there is never a free space for them to park at Newbury Walk or the surrounding roads. It is like a lottery who gets a space and that is why the parking in those recesses are necessary for the duration of the time it takes them to do what they have to do.

Newbury Walk consists of 16 Houses out of those 16 9 of them have either driveways/dropped kerbs that leaves the other 7 houses to fight for the 3 remaining parking spaces either side of the dropped kerbs/driveways, most of those who have the driveways have between 2 and 4 vehicles each and at times they also use all the 3 spaces even when they have room to park on their driveways. We used to have 4 spaces but 1 was taken away when the yellow lines appeared (at a neighbours request (No.XX) no consultation with the rest of us, at all, it was very unfair and unnecessary for them to apply for that as there was never a problem having those spaces at the end of each turning, the husband and wife have a driveway for their cars so it didn't matter to them) so in theory we actually lost 4 spaces within the area of Newbury Walk, Road and Close when that happened and due to that we get the cars from those roads taking one or more of our spaces if they haven't already been taken by those who park there when they go and do their shopping at Hilldene, it is those without a driveway that suffers all the time.

My neighbours, our families and myself have often have had to park either somewhere in Hilldene Avenue not even close to our houses or Chippenham Road again not close to our houses, which is not right we should be able to park down our own turning especially if you have a disability.

Obviously no one parks on the proposed extension part of the road opposite the actual spaces as no one would be able to get in or out of the turning but you do get the odd idiot or 2 (sorry but I don't know what else to call them) who do park there with no thought that a Fire engine or Ambulance may need to gain access. The whole parking scenario in Newbury Walk is not feasible at all, what we really need is part of the green to be taken away to make more spaces for those who do not have or cannot have a driveway/dropped kerb, we need more spaces not yellow lines.

Scheme – Berther Road

Response 1

Re: Proposed Extension of the No Waiting At Any Time Restrictions – Berther Road.

Our concern would be that if the deliveries are unable to unload outside the Restaurant it will mean that the vehicles will have to park further down into Berther Road.

Most of their deliveries are with very large vehicles which will inevitable block our driveways and as parking spaces are just suitable for one car, if this happens where are they going to park to unload?

With the financial state the council are in, do you think this expenditure is worth it!

Equality & Health Impact Assessment (EHIA)

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

Title of activity:	Minor Parking Schemes – Objection Report –16
Lead officer:	Iain Hardy
Approved by:	James O'Regan
Version Number	V0.1
Date and Key Changes Made	
Scheduled date for next review:	Ongoing from the date of implementation

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

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

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

1. Equality Health Impact Assessment Checklist

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

About your activity

1	Title of activity	Minor Parking Schemes – Objection Report 16		
2	Type of activity	Minor Parking schemes		
3	Scope of activity	Introduction and extension of double yellow lines.		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes / No	If the answer to <u>either</u> of these questions is 'YES', please continue to question 5.	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6.
4b	Does this activity have the potential to impact (either positively or negatively) upon people from different backgrounds?	Yes / No		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes / No	<i>Please use the Screening tool before you answer this question.</i>	
			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:	16/03/2026

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

Background/context:

The schemes for Loom Grove, Hyland Close, Nelmes Crescent, Purbeck Road, Norman Road, Cheviot Road and Globe Road, Vicarage Road, Forest Road and Cross Road, Grenfell Avenue opposite Wren Gardens, Grenfell Avenue opposite Edison Avenue, Upper Rainham Road, Shelly Avenue, Milton Avenue, Newbury Walk, Berther Road are to introduce no waiting 'At any time' waiting restrictions.

Who will be affected by the activity?

Loom Grove

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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

Hyland 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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

Nelmes 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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

Purbeck Road, Norman Road, Cheviot Road and Globe 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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

Vicarage 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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

Forest Road and Cross 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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

Grenfell Avenue opposite Wren 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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

Grenfell Avenue opposite Edison Avenue – Hylands and Harrow Lodge Ward

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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

Upper Rainham Road, Shelly Avenue, Milton Avenue and Tennyson Way

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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

Newbury Walk

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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

Berther 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 introduction of double yellow lines at junctions and around the apex of a bend, will improve sight lines for drivers and pedestrians, which will improve road safety.

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

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

Protected Characteristic - Disability: Consider the full range of disabilities; including physical, mental, sensory, progressive conditions and learning difficulties. Also consider neurodivergent conditions e.g. dyslexia and autism.		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Disabled blue badge holders can park on double yellow lines for up to three hours while displaying their blue badge and clock, so long as they are not parked in an obstructive manner. Disabled blue badge holders can park in residents parking bays or on waiting restrictions, while displaying their blue badge and clock,
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	

Evidence:		
*		
Sources used:		

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

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

Protected Characteristic – Religion / faith: Consider people from different religions or beliefs, including those with no religion or belief		
<i>Please tick (✓) the relevant box:</i>		Overall impact: Parking restrictions are applied irrespective of Religion/faith
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
Evidence:		

Sources used:

Protected Characteristic - Sexual orientation: Consider people who are heterosexual, lesbian, gay or bisexual

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

Protected Characteristic - Gender reassignment: Consider people who are seeking, undergoing or have received gender reassignment surgery, as well as people whose gender identity is different from their gender at birth

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

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

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

Protected Characteristic - Pregnancy, maternity and paternity: Consider those who are pregnant and those who are taking maternity or paternity leave	
<i>Please tick (✓) the relevant box:</i>	
Positive	<input type="checkbox"/>
Neutral	<input checked="" type="checkbox"/>
Negative	<input type="checkbox"/>
Overall impact: Parking restrictions are applied irrespective of pregnancy, maternity and paternity.	
Evidence:	
Sources used:	

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

Health & Wellbeing Impact: Please use the Health and Wellbeing Impact Tool on the next page to help you answer this question.	
Consider both short and long-term impacts of the activity on a person's physical and mental health, particularly for disadvantaged, vulnerable or at-risk groups. Can health and wellbeing be positively promoted through this activity?	
<i>Please tick (✓) all the relevant boxes that apply:</i>	
Positive	<input type="checkbox"/>
Neutral	<input checked="" type="checkbox"/>
Negative	<input type="checkbox"/>
Overall impact: The proposals for the introduction or extension of waiting restrictions will impact on the amount of available parking space for able bodied residents and their visitors, during the restricted periods. 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>Disabled badge holders will be able to park for up to three hours on the double yellow lines as long as they are displaying their badge and clock and are seen as to not be causing an obstruction.</p> <p>Better access along the roads for larger vehicles.</p> <p>Improved sight lines and road safety at the junctions.</p> <p>Do you consider that a more in-depth HIA is required as a result of this brief assessment? Please tick (✓) the relevant box</p> <p style="text-align: right;">Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>
<p>Evidence:</p>	
<p>Sources used:</p>	

3. Health & Wellbeing Screening Tool

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

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

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

4. Outcome of the Assessment

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

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

✓)	1. The initial screening exercise showed a strong indication that there will be no impacts on people and need to carry out an EHIA. 2. The EHIA identified <u>no significant concerns</u> OR the identified <u>negative concerns</u> have already been <u>addressed</u>	➔	Proceed with implementation of your activity
	3. The EHIA identified some <u>negative impact</u> which still needs <u>to be addressed</u>	➔	COMPLETE SECTION 5: Complete action plan with measures to mitigate the and finalise the EqHIA
	4. The EHIA identified some <u>major concerns</u> and showed that it is <u>impossible to diminish negative impacts</u> from the activity to an acceptable or even lawful level	➔	Stop and remove the activity or revise the activity thoroughly. Complete an EqHIA on the revised proposal.

5. Action Plan

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

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

Add further rows as necessary

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

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

Review

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

Review:

Ongoing from the date of implementation

Scheduled date of review:

Lead Officer conducting the review:

Iain Hardy

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