

## Notice of Non-key Executive Decision

|                                                        |                                                                                                                                 |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| <b>Subject Heading:</b>                                | Minor Parking Schemes – Objection Report 21                                                                                     |
| <b>Decision Maker:</b>                                 | Imran Kazalbash Director of Environment                                                                                         |
| <b>Cabinet Member:</b>                                 | Cabinet Member for Highways,<br>Cllr Alex Sibley                                                                                |
| <b>ELT Lead:</b>                                       | Neil Stubbings<br>Strategic Director of Place                                                                                   |
| <b>Report Author and contact details:</b>              | Iain Hardy<br>Engineer<br><a href="mailto:iain.hardy@haverling.gov.uk">iain.hardy@haverling.gov.uk</a><br>01708 432440          |
| <b>Policy context:</b>                                 | None.                                                                                                                           |
| <b>Financial summary:</b>                              | Estimated cost of £0.005m to be funded from the Schemes revenue cost centre within Highways, Transport & Parking Service (HTP). |
| <b>Relevant Overview &amp; Scrutiny Sub Committee:</b> | Place                                                                                                                           |
| <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 - 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 the Officer's recommendations concerning the objections received as part of the statutory consultation as detailed in the Statement of Reasons and agree to the implementation of the proposed measures set out below and illustrated in the appended designs.

**a) Scheme – 14 Griffin Avenue**

Introduce a disabled parking bay on Griffin Avenue, in the layby, outside no.14, as shown on the drawing reference Griffin Avenue included in Appendix A of this report.

**b) Scheme – 12 Melksham Green**

Introduce a disabled parking bay on Melksham Green, at its south-eastern extremity, as shown on the drawing reference Melksham Green included in Appendix A of this report.

**c) Scheme – 44 Broseley Road**

Introduce a disabled parking bay on Broseley Road, centred on the common boundary of nos. 57 and 59, as shown on the drawing reference Broseley Road included in Appendix A of this report.

**d) Scheme – 39 Marlborough Road**

Introduce a disabled parking bay, outside no.39 Marlborough Road, as shown on the drawing reference Marlborough Road included in Appendix A of this report.

**e) Scheme – 1 Courtyard Mews, Ongar Way**

Introduce of a disabled bay, on Ongar Way, outside no.1 Courtyard Mews, as shown on the drawing reference Courtyard Mews included in Appendix A of this report.

**f) Scheme – 34 Dunstable Road**

Introduce a disabled parking bay, on Dartfields, adjacent to the footway leading to no.34 Dunstable Road and associated double yellow lines on the junction of Dunstable Road, as shown on the drawing reference Dunstable Road included in Appendix A of this report.

**g) Scheme – 1 Elizabeth House, Durham Avenue**

Introduce a dedicated disabled bay, on Durham Avenue, outside Elizabeth House, as shown on the drawing reference Durham Avenue included in Appendix A of this report.

**h) Scheme – 8 Firham Park Avenue**

Extend the length of a disabled parking bay on Firham Park Avenue, outside no.12, as shown on the drawing reference Firham Park Avenue included in Appendix A of this report.

**i) Scheme – 45 Camborne Avenue**

Change the existing disabled parking bay, outside no.45 Camborne Avenue, to a dedicated disabled bay, as shown on the drawing reference 45 Camborne Avenue included in Appendix A of this report.

**j) Scheme – Maybank Avenue Junctions**

Introduce double yellow lines on Maybank Avenue at its junctions with Southend Road, Lancaster Drive, Laburnum Walk, Elms Farm Road, and Rosebank Avenue, as well as at the apex of the bend opposite the electrical substation, as shown on the drawing reference Maybank Avenue included in Appendix A of this report.

**k) Scheme – Miramar Way**

Extend the existing double yellow lines on the northern side of Miramar Way at its junction with Suttons Lane; introduce double yellow lines along the full length of the southern side of Miramar Way; and introduce double yellow lines at the junction of Miramar Way and Chevington Way, as shown on the drawing reference Miramar Way included in Appendix A of this report.

**AUTHORITY UNDER WHICH DECISION IS MADE**

Council's Constitution Part 3.3.5 (1.5)

To authorise the issue, amendment or suspension of temporary traffic orders, experimental traffic orders, temporary traffic notices and temporary prohibitions of waiting and loading

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 – 14 Griffin Avenue – Cranham Ward**

A request has been received from Occupational Therapy to provide a disabled parking bay for the resident.

Officers have assessed the location and consider the best location for the disabled parking bay to be at the eastern end of the of the layby, fronting the property, at the closest point to where the resident accesses the property from Griffin Avenue.

Following the formal consultation, twenty-one responses and four emails with videos attached were received from one resident objecting to the proposals, with one other objection also being received. These responses are outlined in Appendix B;

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

Officers Response: Officers have reviewed the responses attached. Officers acknowledge that there is clearly parking pressure in this road and this is causing access issues for the disabled resident. Both respondents suggest that an area of grass verge should be removed and further parking spaces be provided for residents of the flats, but this would require considerable funding to achieve, which has not been identified. However, the resident that the disabled parking bay is intended for has been assessed by Occupational Therapy and they meet the criteria to have a disabled bay installed at this location. 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 recommend that the proposed disabled parking bay should be implemented as advertised.

#### **b) Scheme – 12 Melksham Green – Harold Wood Ward**

A request has been received from Occupational Therapy to provide a disabled parking bay for the resident.

Officers considered that the introduction of a disabled bay centrally in the turning area at the end of the road would be the best option for the resident.

Following the formal consultation, two responses were received, one respondent outlined their concerns over their driveway being obstructed, while the second respondent did not object to the proposals in principle, they instead requested the bay be moved slightly. These responses are outlined in Appendix B.

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

Officers Response: Officers have reviewed the responses attached. Officers acknowledge that there is clearly parking pressure in this road where some properties don't have road frontage, 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 at this location. 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 recommend that the proposed disabled parking bay should be implemented as advertised.

#### **c) Scheme – 44 Broseley Road – Gooshays Ward**

A request has been received from Occupational Therapy to provide a disabled parking bay for the resident.

Officers have assessed the location and consider the best location for the disabled parking bay to be is on the opposite side of the road to no,44, centralised across the common boundary of nos. 57 and 59, in an area where cars are historically parked and which avoids the apex of the bend on the even numbered side of the road and does not obstruct sight lines for vehicles exiting Woodlark Close.

Following the formal consultation, four objections were received, which outlined the loss of parking space, where parking space is limited and the effects the proposals will have on an elderly resident and their family. These responses are outlined in Appendix B.

All Ward Councillors were made aware of the responses received to the consultation, and following a site meeting with The Leader of the Council and all other options being considered, he confirmed that all three Ward Councillors were in favour of implementing the proposals as advertised.

**Officers Response:** Officers have reviewed the responses attached. Officers acknowledge that there is clearly parking pressure in this road 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 at this location. 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 recommend that the proposed disabled parking bay should be implemented as advertised.

**d) Scheme – 39 Marlborough Road – Mawneys Ward**

A request has been received from Occupational Therapy to provide a disabled parking bay for the resident.

Officers have assessed the location and consider the best location for the disabled parking bay to be fronting 39 Marlborough Road.

Following the formal consultation, one response was received, which outlined their concerns that the property is up for sale and the resident rents the property. The response is outlined in Appendix B.

All Ward Councillors were made aware of the responses received to the consultation, with one Councillor responding on behalf of all three Ward Councillors in favour of implementing the proposals as advertised.

**Officers Response:** Officers have reviewed the responses attached. Officers acknowledge that there is clearly parking pressure in this road 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 at this location. 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 recommend that the proposed disabled parking bay should be implemented as advertised.

**e) Scheme – 1 Courtyard Mews, Ongar Way – South Hornchurch Ward**

A request has been received from Occupational Therapy to provide a disabled parking bay for the resident.

Officers have assessed the location and consider the best location for the disabled parking bay to be next to the existing disabled bay, with this being moved slightly to accommodate the proposed bay outside no,1 with a 1 metre hatched area between the two bays to ensure easy access.

Following the formal consultation, four objections were received to the proposals. These responses are outlined in Appendix B.

Both Ward Councillors were made aware of the responses received to the consultation, with one Councillor asking for points to be clarified and then agreeing to implement the proposals as advertised. The remaining Councillor advised that they were going to carry

out a site visit and speak with residents, then revert to Officers with their final feedback as soon as possible, once they had the full context. This Ward Councillor was written to again, advising that Officers must have their comments by end of businesses on 13/07/2026, or it would be reported that they had not responded. By the end of business on 13/07/2026, this Ward Councillor had not responded.

Officers Response: Officers have reviewed the responses attached. Officers acknowledge that there is clearly parking pressure in this road and this is causing access issues for the disabled resident. Although the resident already has an allocated parking space with the property, the Occupational Therapy assessment recommends that a disabled parking bay be introduced closer to the front door of the property. The resident has been assessed by Occupational Therapy and meets the criteria to have a disabled bay installed at this location. 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 recommend that the proposed disabled parking bay should be implemented as advertised.

#### **f) Scheme – 34 Dunstable Road – Gooshays Ward**

A request has been received from Occupational Therapy to provide a disabled parking bay for the resident.

Officers have assessed the location and consider that the most suitable position for the disabled parking bay is at the end of the footway on Dunstable Road, at its junction with Dartfields. In addition, it is proposed to introduce double yellow lines at the junction of Dunstable Road and Dartfields as a complementary measure.

Following the formal consultation, one response was received which was from the resident that the disabled parking bay is intended for, which outlined that they wanted the bay located in Dunstable Road, fronting the verge adjacent to the property, which was considered by Occupational Therapy to not meet the resident needs. The response is outlined in **Error! Reference source not found.B.**

All Ward Councillors were made aware of the responses received to the formal consultation, with two responding in favour of implementing the double yellow lines and disabled parking bay. The third Ward Councillor was written to again, advising that Officers must have their comments by end of businesses on 13/07/2026, or it would be reported that they had not responded. By the end of business on 13/07/2026, this Ward Councillor had not responded.

Officers Response: Officers have reviewed the response attached. Officers acknowledge that it is difficult for the resident to access their vehicle, as the property is fronted by a wide grass verge and there are many properties in the road that don't have off-street parking facilities in their front gardens, resulting in more cars parking on the carriageway. Although the resident requests for the disabled parking bay to be installed in Dunstable Road, Occupational Therapy consider that a disabled parking bay would be better located in Dartfields, where the driver and the passenger can alight the car and have footway straight to the front of the property. The resident has been assessed by Occupational Therapy and meets the criteria to have a disabled bay installed at this location. 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 recommend that the proposed disabled parking bay and associated double yellow lines at the junction of Dunstable Road and Dartfields, be implemented as advertised.

#### **g) Scheme – 1 Elizabeth House, Durham Avenue – Squirrels Heath Ward**

A request has been received from Occupational Therapy to introduce a dedicated disabled bay as close as possible to where the resident resides.

Officers have assessed the location and consider the best location for the disabled parking bay to be at the end of the existing footway parking bay, at the end of the double yellow lines fronting Elizabeth House, at the closest point to where the resident accesses the property from Durham Avenue.

Following the consultation, two responses were received, one from the resident the dedicated disabled bay is intended for and one response from a resident who outlines that there is already limited parking space on the estate and two other dedicated disabled parking bays for residents. These responses are outlined in **Error! Reference source not found.B.**

All Ward Councillors were made aware of the responses received to the consultation, with all three responding in favour of the proposals being implemented as advertised.

Officers Response: Officers have reviewed the responses attached. Officers acknowledge that there is clearly parking pressure in the Durham and Elvet Estate 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 dedicated disabled bay installed at this location. Officers have considered the need to provide a dedicated disabled parking bay at this location, which is considered to outweigh the loss of general parking provision. As this is the case, Officers recommend that the proposed dedicated disabled parking bay should be implemented as advertised.

#### **h) Scheme – 8 Firham Park Avenue – Harold Wood Ward**

A request has been received from Occupational Therapy on behalf of the resident to extend the length of the existing disabled parking bay, as vehicles are parking close to the back of the vehicle and this is making it difficult for the resident to get their wheelchair into and out of the boot of the car.

Officers have assessed the location and consider that extending the length of the disabled bay by 1.5 metres should overcome the problems that the resident is experiencing.

Following the consultation, two objections were received, which outline possible obstruction to access, limited parking space for residents, traffic safety and that the bay does not need extending. These responses are outlined in **Error! Reference source not found.B.**

All Ward Councillors were made aware of the responses received to the consultation, with all three responding in favour of the proposals being implemented as advertised.

Officers Response: Officers have reviewed the responses attached. Officers acknowledge that the resident is clearly experiencing difficulties accessing the rear tail gate of the vehicle and that some residents do not consider the needs of this wheelchair using resident. Officers have considered the need to provide a longer disabled parking bay for this resident, which is considered to outweigh the loss of general parking provision. As this is the case, Officers recommend that the proposed extension of the disabled parking bay should be implemented as advertised.

#### **i) Scheme – 45 Camborne Avenue – Heaton Ward**

A request has been received from Occupational Therapy to change the existing disabled parking bay to a dedicated disabled bay.

Officers have assessed the location and consider the best option is to change the existing general use disabled parking bay, that fronts no. 45 Camborne Avenue, and was installed for this resident's use, into a dedicated disabled parking bay. Further adaptations have also been made to the highway to make this bay more accessible for the resident.

Following the consultation, one response was received, which questions what the change will mean. The response is outlined in **Error! Reference source not found.B**.

All Ward Councillors were made aware of the responses received to the consultation, with two responding in favour of implementing the proposals as advertised. The remaining Ward Councillors was written to again, advising that Officers must have their comments by end of businesses on 13/07/2026, or it would be reported that they had not responded. By the end of business on 13/07/2026, this Ward Councillor had not responded.

Officers Response: Officers have reviewed the responses above. Officers acknowledge that there is clearly parking pressure in this section of the road. This is likely due to a number of properties being set back from the highway, resulting in limited off-street parking provision. Due to the demand for on-street parking space in this area, this is causing access issues for the disabled resident. The resident has been assessed by Occupational Therapy and meets the criteria to have the disabled bay that was installed for their use changed to a dedicated disabled parking bay. Officers have considered the need to provide a dedicated disabled parking bay at this location, which is considered to outweigh the loss of general parking provision. As this is the case, Officers recommend that the proposed disabled parking bay should be implemented as advertised.

#### **j) Scheme – Maybank Avenue Junctions – Hacton Ward**

A request has been received from both Ward Councillors to introduce double yellow lines on Maybank Avenue at its junctions with Southend Road, Lancaster Drive, Laburnum Walk, Elms Farm Road, and Rosebank Avenue, as well as at the apex of the bend opposite the electrical substation and to make associated changes to the footway parking bays in Maybank Avenue and its side roads. This was requested to improve sight lines for pedestrians, traffic flow around the junctions and increase footway parking provisions where possible.

Officers considered that the introduction of double yellow lines at all the junctions of Maybank Avenue, which at peak school times can get busy, due to the rear entrance of Scotts Primary being in this road, will reinforce the Highway Code guidance in regard to not parking on junctions and bends, which should have a positive effect on the safety of the children attending Scotts School and the playgroup in Carries Hall.

Following the formal consultation, 37 responses were received, two responses outlined their support for the double yellow lines, but most responses objected to the proposed footway parking bays outside Carries Hall. These responses are outlined in Appendix B.

Both Ward Councillors were made aware of the responses received to the consultation, and both agreed that all the proposed double yellow lines and footway parking bays, except

for the proposed footway parking bay outside Carries Hall should be implemented as advertised.

Officers Response: Officers have reviewed the responses received and acknowledge that there is parking pressure within Maybank Avenue. It is also recognised that local residents are generally not supportive of the proposed footway parking provision adjacent to Carries Hall. Officers consider that the introduction of double yellow line restrictions at the junctions along Maybank Avenue, together with the restrictions around the apex of the bend, would provide a clear road safety benefit for both pedestrians and motorists. These measures would improve visibility, assist vehicle manoeuvrability, and help maintain safer access at key locations. It is considered that these benefits outweigh the associated reduction in on street parking capacity. As this is the case, officers recommend that the proposed double yellow line restrictions and footway parking bay amendments be implemented as advertised, with the exception of the proposed footway parking bay adjacent to Carries Hall, which is not recommended for implementation following the concerns raised.

#### **k) Scheme – Miramar Way – Hacton Ward**

A request has been received from both Ward Councillors to introduce double yellow lines in Miramar Way and at its junctions following the installation of the new pedestrian Island at the junction of Suttons Lane, resulting in vehicles parking in an obstructive manner and with some being displaced around the junction of Chevington Way.

Officers considered that the introduction of double yellow lines in Miramar Way and at its junctions with Chevington Way and Suttons Lane is essential to ensure free flow of traffic around the new pedestrian Island, maintain good sight lines at the junction with Chevington Way and prevent the long term non-residential parking that is being generated by staff of the new medical hub, located on the old St Georges site.

Following the formal consultation, two responses were received, both of which outline their concerns over the effects the restrictions will have on the visitors to the elderly residents in the area. These responses are outlined in Appendix B.

Both Ward Councillors were made aware of the responses received to the consultation, and both agreed that all the proposed double yellow lines should be implemented as advertised.

Officers Response: Officers have reviewed the responses attached. Officers acknowledge that there are clearly parking problems in this road, possibly caused by staff and visitors of the medical hub, on the old St Georges hospital site. This has had a significant impact on parking levels in Miramar Way, Chevington Way and its side roads. However, all the five properties in Miramar Way have off-street parking for at least one vehicle, so it is felt the impact on the residents of the proposed restrictions will be minimal. Officers have considered the need to provide the proposed double yellow lines, which is considered to outweigh the loss of general parking provision. As this is the case, Officers recommend that the proposed double yellow lines should be implemented as advertised.

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

The option not to progress these schemes was considered; however, for the reasons set out in the 'Statement of the Reasons for the Decision' section of this report, this option was rejected.

Officers consider that the need to maintain road safety, traffic flow, unobstructed access, and adequate sight lines on the public highway outweighs the loss of general on-street parking provision. The Council has statutory 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, while also having regard to the provision of suitable and adequate parking facilities both on and off the highway.

In the case of proposed disabled persons parking bays, Officers consider the need to provide dedicated parking space for qualifying disabled residents should take precedence over the loss of a small amount of general on street parking.

### **PRE-DECISION CONSULTATION**

The following proposals were publicly consulted as per the Council's legal obligations to publicise changes to the traffic orders for a period no less than 21 days commencing Friday 8<sup>th</sup> August 2025.

#### **a) Scheme – 14 Griffin Avenue – Cranham Ward**

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

#### **b) Scheme – 12 Melksham Green – Harold Wood Ward**

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

#### **c) Scheme – 44 Broseley Road – Gooshays Ward**

All Ward Councillors were made aware of the responses received to the consultation, and following a site meeting with The Leader of the Council, and all other options being considered, he confirmed that all three Ward Councillors were in favour of implementing the proposals as advertised.

#### **d) Scheme – 39 Marlborough Road – Mawneys Ward**

All Ward Councillors were made aware of the responses received to the consultation, with one Councillor responding on behalf of all three Ward Councillors in favour of implementing the proposals as advertised.

#### **e) Scheme – 1 Courtyard Mews, Ongar Way – South Hornchurch Ward**

Both Ward Councillors were made aware of the responses received to the consultation, with one Councillor asking for points to be clarified and then agreeing to implement the proposals as advertised. The remaining Councillor advised that they were going to carry out a site visit and speak with residents, then revert to Officers their final feedback as soon as possible, once they had the full context. At the time of writing this report, no further response was received. This Ward Councillor was written to again, advising that Officers must have their comments by end of businesses on 13/07/2026, or it would be reported that they had not responded. By the end of business on 13/07/2026, this Ward Councillor had not responded.

**f) Scheme – 34 Dunstable Road – Heaton Ward**

All Ward Councillors were made aware of the responses received to the formal consultation, with two responding in favour of implementing the double yellow lines and disabled parking bay. The third Ward Councillor was written to again, advising that Officers must have their comments by end of businesses on 13/07/2026, or it would be reported that they had not responded. By the end of business on 13/07/2026, this Ward Councillor had not responded.

**g) Scheme – 1 Elizabeth House, Durham Avenue – Squirrels Heath Ward**

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

**h) Scheme – 8 Firham Park Avenue – Harold Wood Ward**

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

**i) Scheme – 45 Camborne Avenue – Heaton Ward**

All Ward Councillors were made aware of the responses received to the consultation, with two responding in favour of implementing the proposals as advertised. The remaining Ward Councillors was written to again, advising that Officers must have their comments by end of businesses on 13/07/2026, or it would be reported that they had not responded. By the end of business on 13/07/2026, this Ward Councillor had not responded.

**j) Scheme – Maybank Avenue junctions – Hacton Ward**

Both Ward Councillors were made aware of the responses received to the consultation, and both agreed that all the proposed double yellow lines and changes to the footway parking bays, except for the proposed footway parking bays outside Carries Hall should be implemented as advertised.

**k) Scheme – Miramar Way – Hacton Ward**

Both Ward Councillors were made aware of the responses received to the consultation, and both agreed that the proposed double yellow lines should be implemented as advertised.

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

Name: Iain Hardy

Designation: Schemes Engineer

Signature:  15/07/2026

## **Part B - Assessment of implications and risks**

### **LEGAL IMPLICATIONS AND RISKS**

Here Officers seek approval for the implementation of disabled parking bays, the extension of a disabled bay and the change of disabled bays to dedicated disabled bays, the introduction of double yellow lines and amendments to footway parking bays.

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

This report is seeking approval to implement seven disabled parking bays, one dedicated disabled parking bay, an extension to an existing disabled parking bay, the conversion of an existing disabled parking bay to a dedicated disabled parking bay, together with double yellow line restrictions and footway parking amendments as part of the Minor Parking Schemes programme.

The total estimated cost of £0.005m (£5,400) includes all anticipated implementation and statutory advertising costs and will be funded from the 2026/27 Highways Schemes revenue budget, which currently has sufficient available provision. Expenditure is in line with the standard cost profile for this type of scheme and no material cost variations are anticipated.

There are no ongoing revenue implications beyond routine maintenance, which will continue to be managed within existing Highways, Transport & Parking budgets. Should any unforeseen cost increase arise, these would need to be contained within the wider Environment directorate budget.

A breakdown of costs by location is provided below.

| <b>Scheme</b>                    | <b>Estimated Cost (£)</b> |
|----------------------------------|---------------------------|
| 14 Griffin Avenue                | 500.00                    |
| 12 Melksham Green                | 300.00                    |
| 44 Broseley Road                 | 500.00                    |
| 39 Marlborough Road              | 500.00                    |
| 1 Courtyard Mews, Ongar Way      | 500.00                    |
| 34 Dunstable Road                | 600.00                    |
| 1 Elizabeth House, Durham Avenue | 500.00                    |
| 8 Firham Park Avenue             | 300.00                    |
| 45 Camborne Avenue               | 300.00                    |
| Maybank Avenue Junctions         | 800.00                    |
| Miramar Way                      | 600.00                    |
| <b>Total</b>                     | <b>5,400.00</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**

Haverling 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 Haverling residents in respect of socio-economics and health determinants.

These measures will provide disabled parking spaces for the residents of 14 Griffin Avenue, 12 Melksham Green, 44 Broseley Road, 39 Marlborough Road, 1 Courtyard Mews and 34 Dunstable Road, extend the length of the disabled bay for 8 Firham Park Avenue, provide a new dedicated disabled bay for the resident of 1 Elizabeth House, Durham Avenue, change the existing disabled bay to dedicated disabled bays for the resident of 45 Camborne Avenue, introduce double yellow lines at the Dunstable Road junction with Dartfields, in Miramar Way Chevington Way and Suttons Lane and on all of the Maybank Avenue junctions with associated changes to footway parking bays in Maybank Avenue and its side roads,

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 this location and therefore this may reduce emissions in line with the Climate Change Action Plan 2021.

## **BACKGROUND PAPERS**

None

## APPENDICIES

Appendix A – Plans of the proposals  
Appendix B – Responses to advertised proposals  
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.

Proposal agreed

The introduction of 'disabled parking bays at 14 Griffin Avenue, 12 Melksham Green, 44 Broseley Road, 39 Marlborough Road, 1 Courtyard Mews and 34 Dunstable Road

The introduction of the associated double yellow lines at the junction of Dunstable Road and Dartfields

The extension of the length of the disabled bay at 8 Firham Park Avenue

The introduction of a dedicated disabled bay at 1 Elizabeth House, Durham Avenue

The change of existing disabled parking bay to dedicated parking disabled bay at 45 Camborne Avenue.

The introduction of the double yellow lines in and at the junctions of Maybank Avenue and associated footway parking bays, except for the proposed footway parking bay outside Carries Hall.

The introduction of the double yellow lines in Miramar Way, Chevington Way and Sutton Lane

Signed



Name: Imran Kazalbash  
Director of Environment

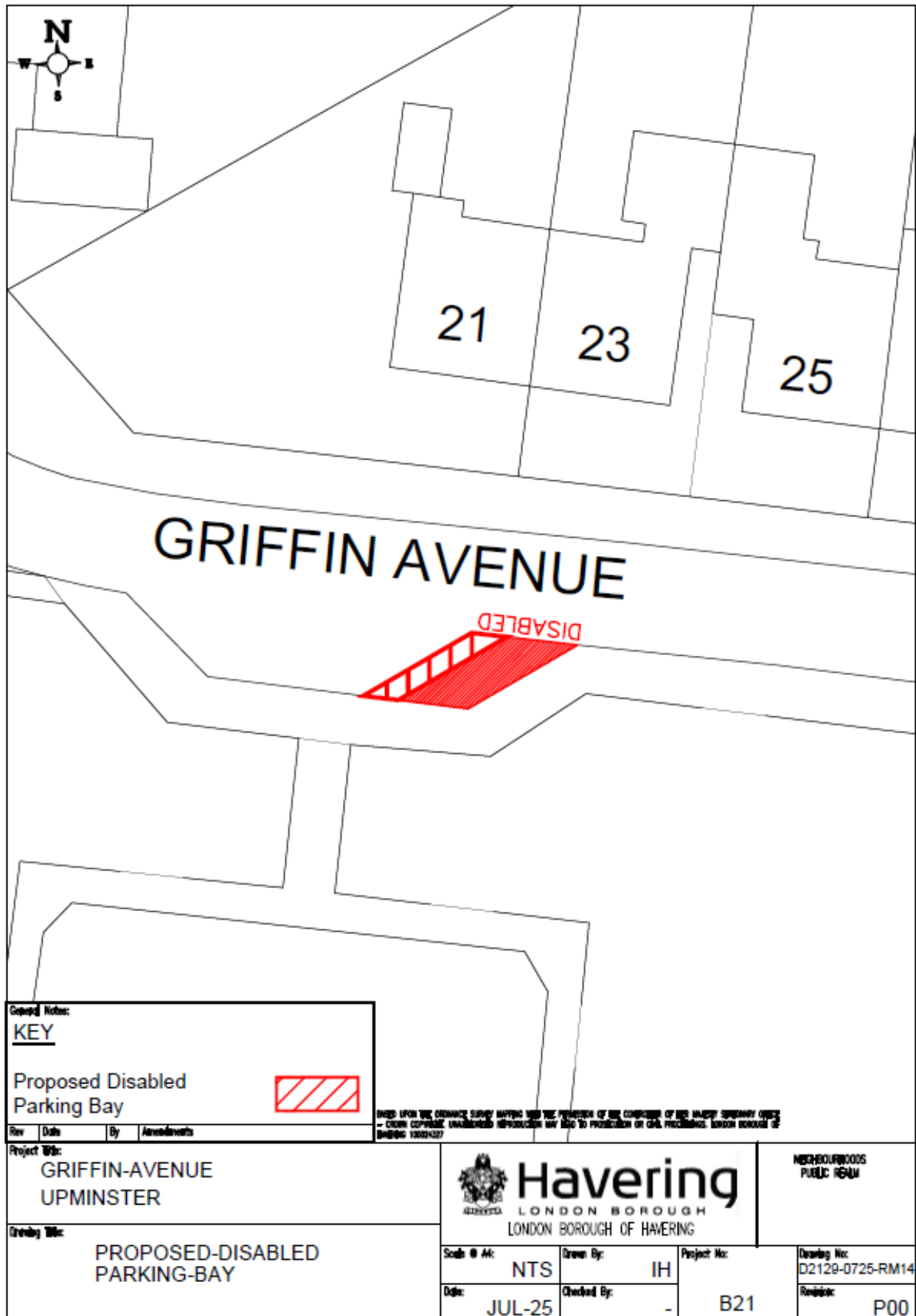
Date: 11/08/2026

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

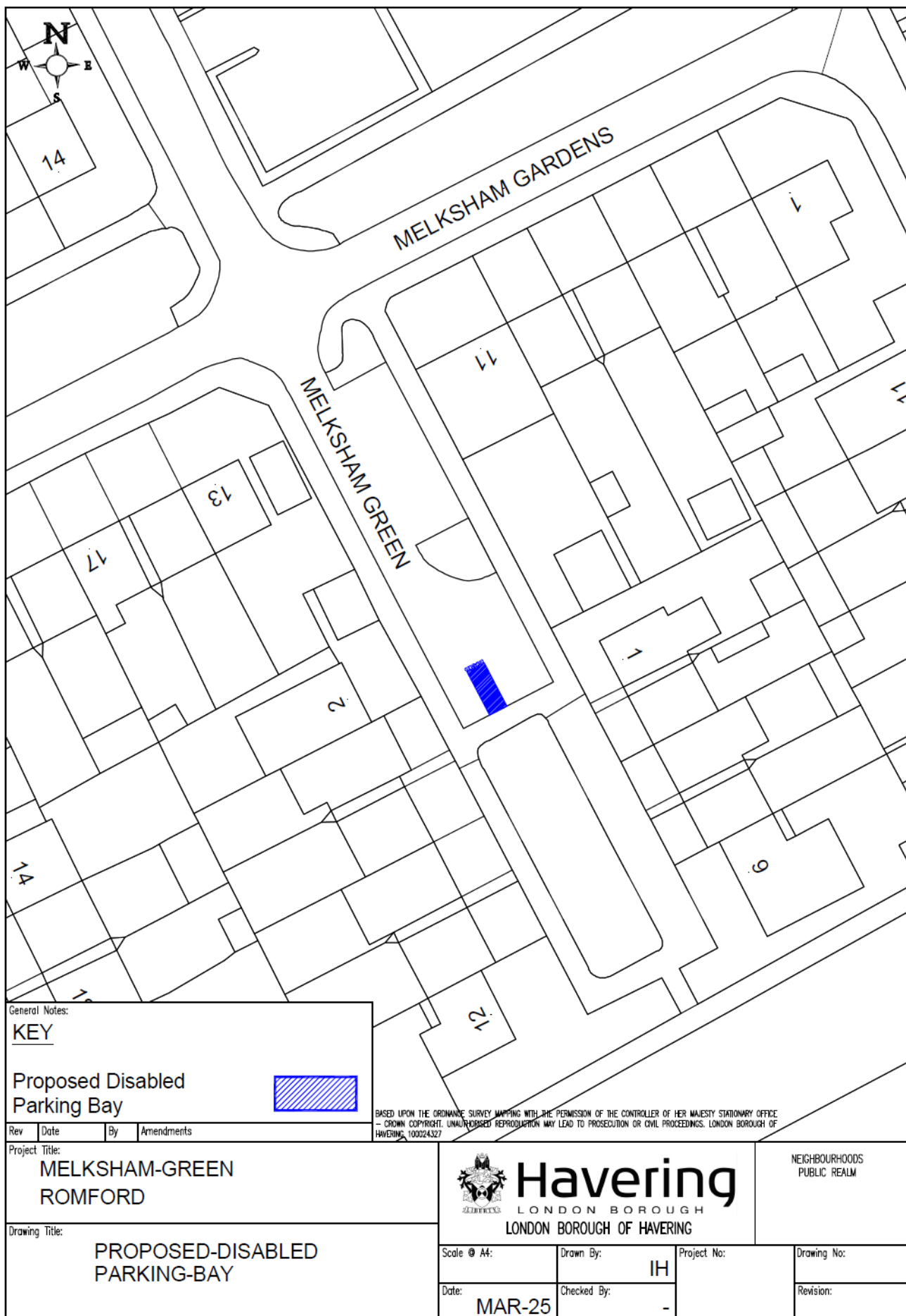
This notice was lodged with me on \_\_\_\_\_

Signed \_\_\_\_\_

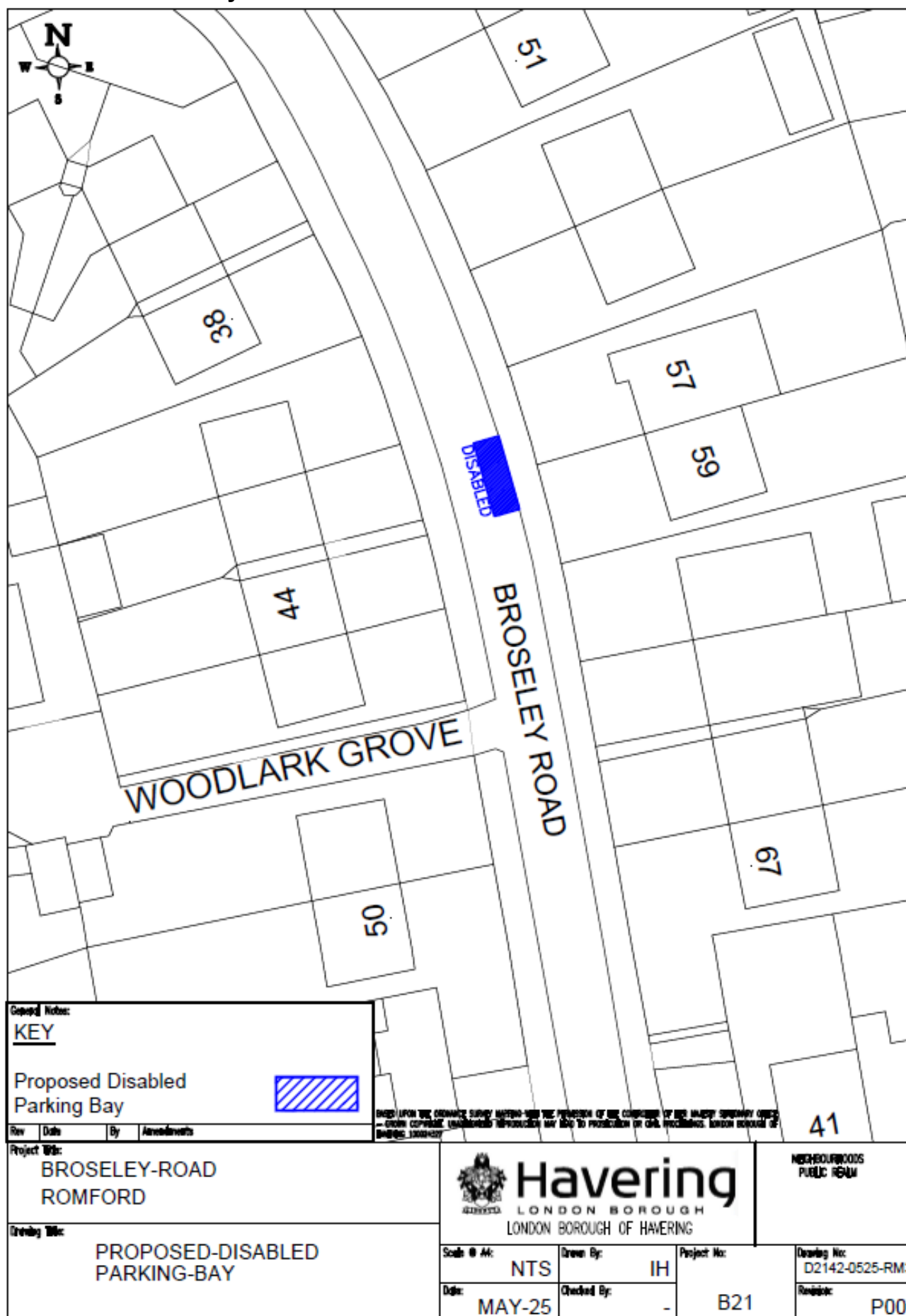
Appendix A  
Scheme – 14 Griffin Avenue



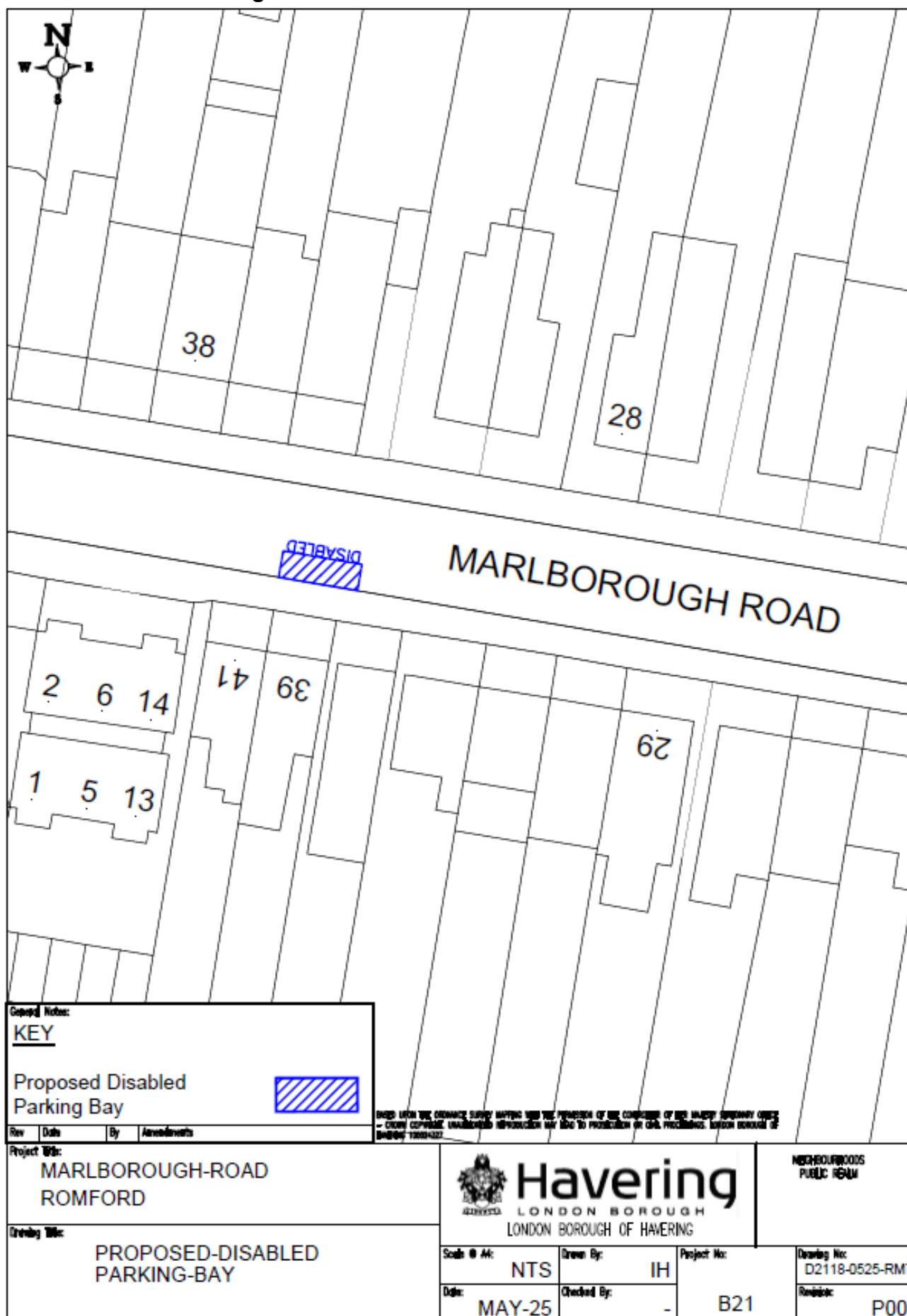
## Scheme – 12 Melksham Green



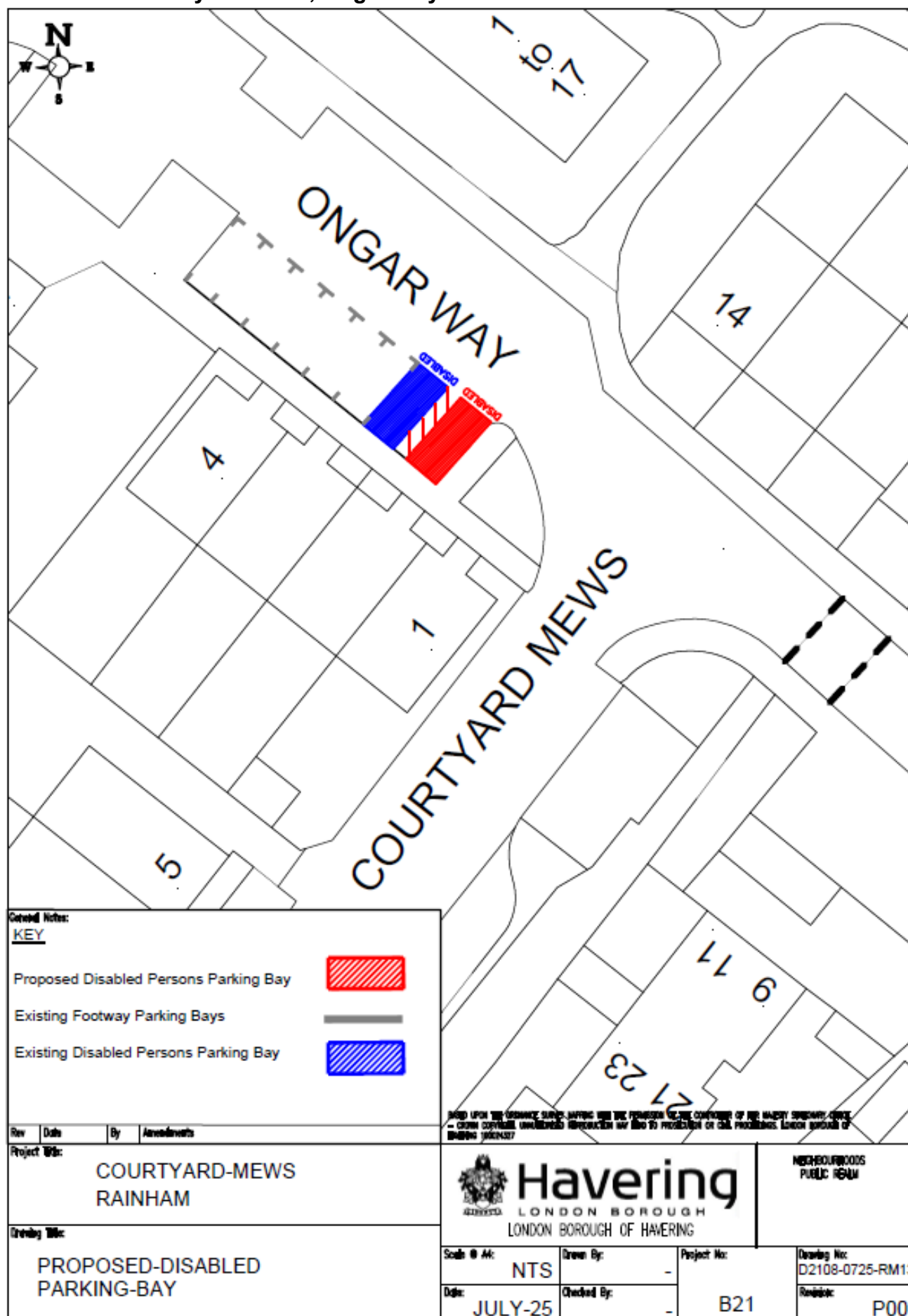
## Scheme – 44 Broseley Road



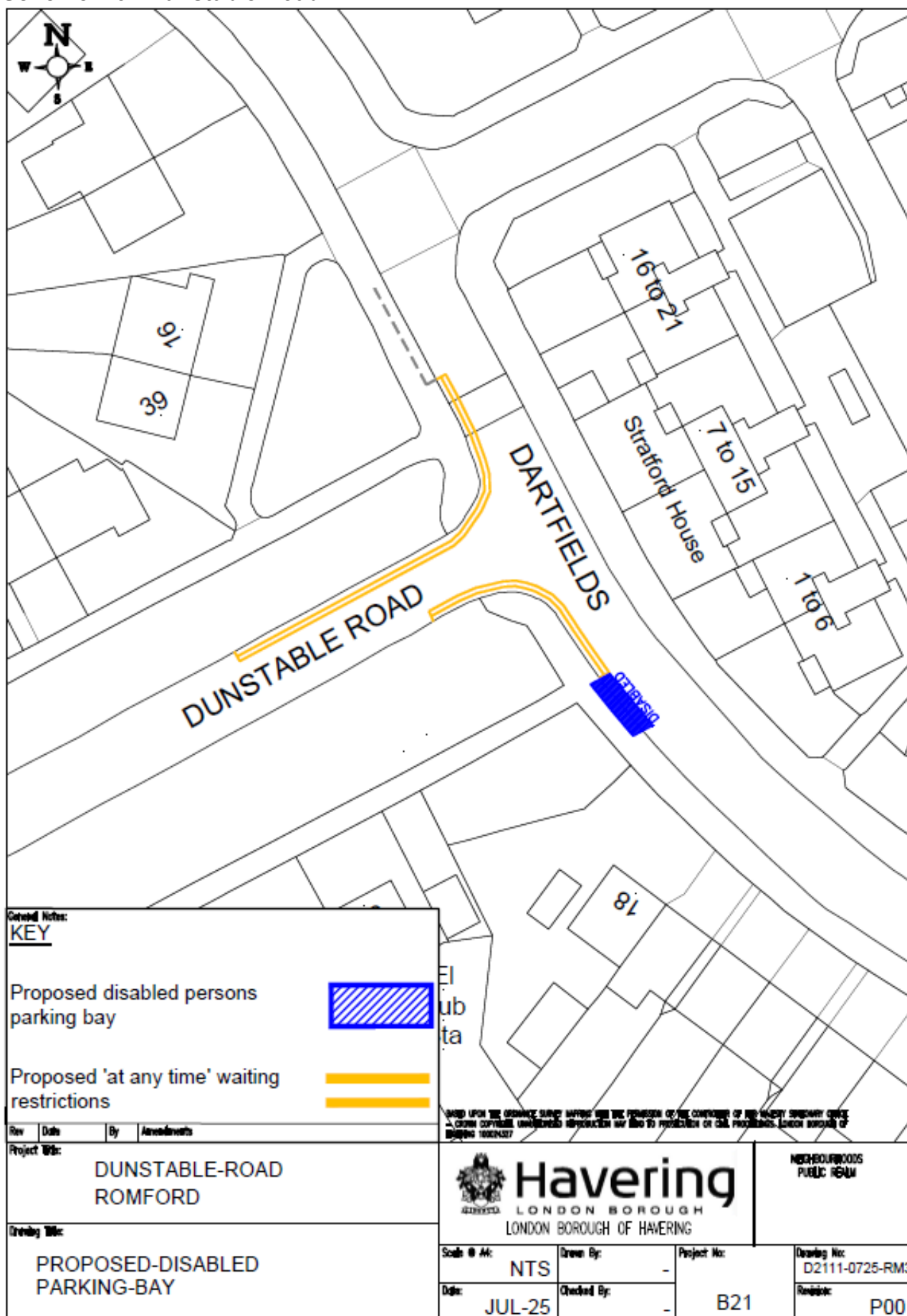
## Scheme – 39 Marlborough Road



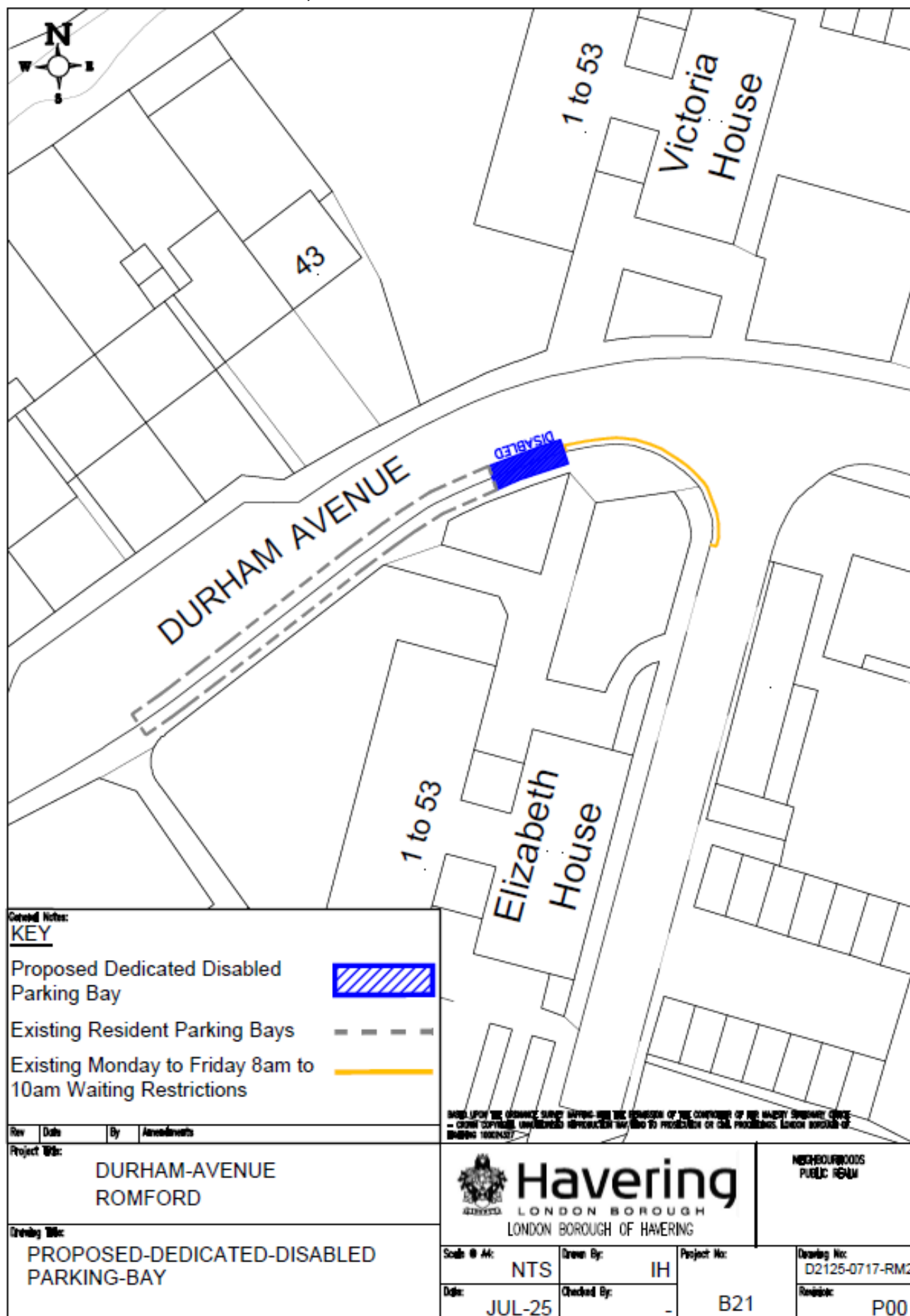
# Scheme – 1 Courtyard Mews, Ongar Way



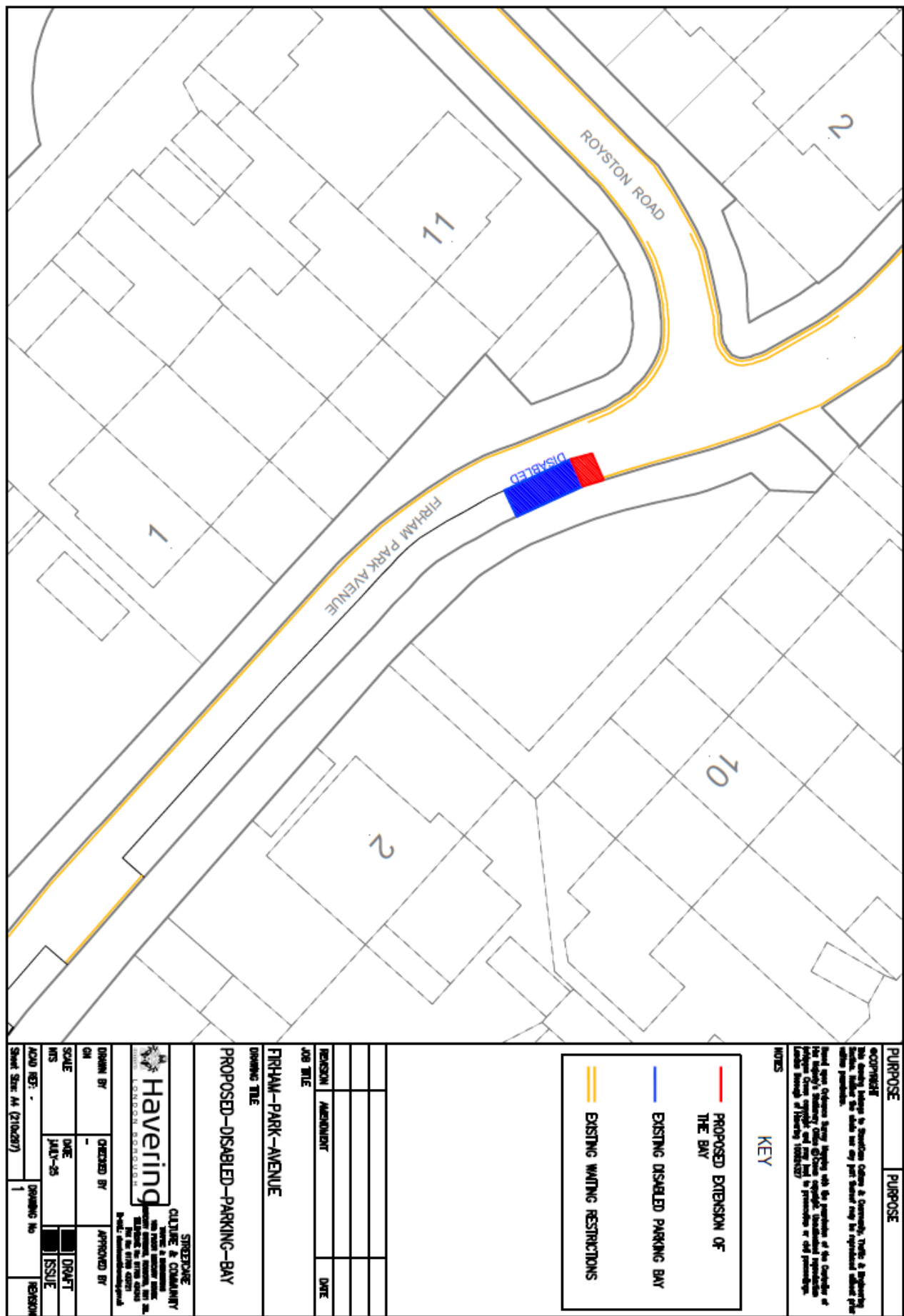
# Scheme – 34 Dunstable Road



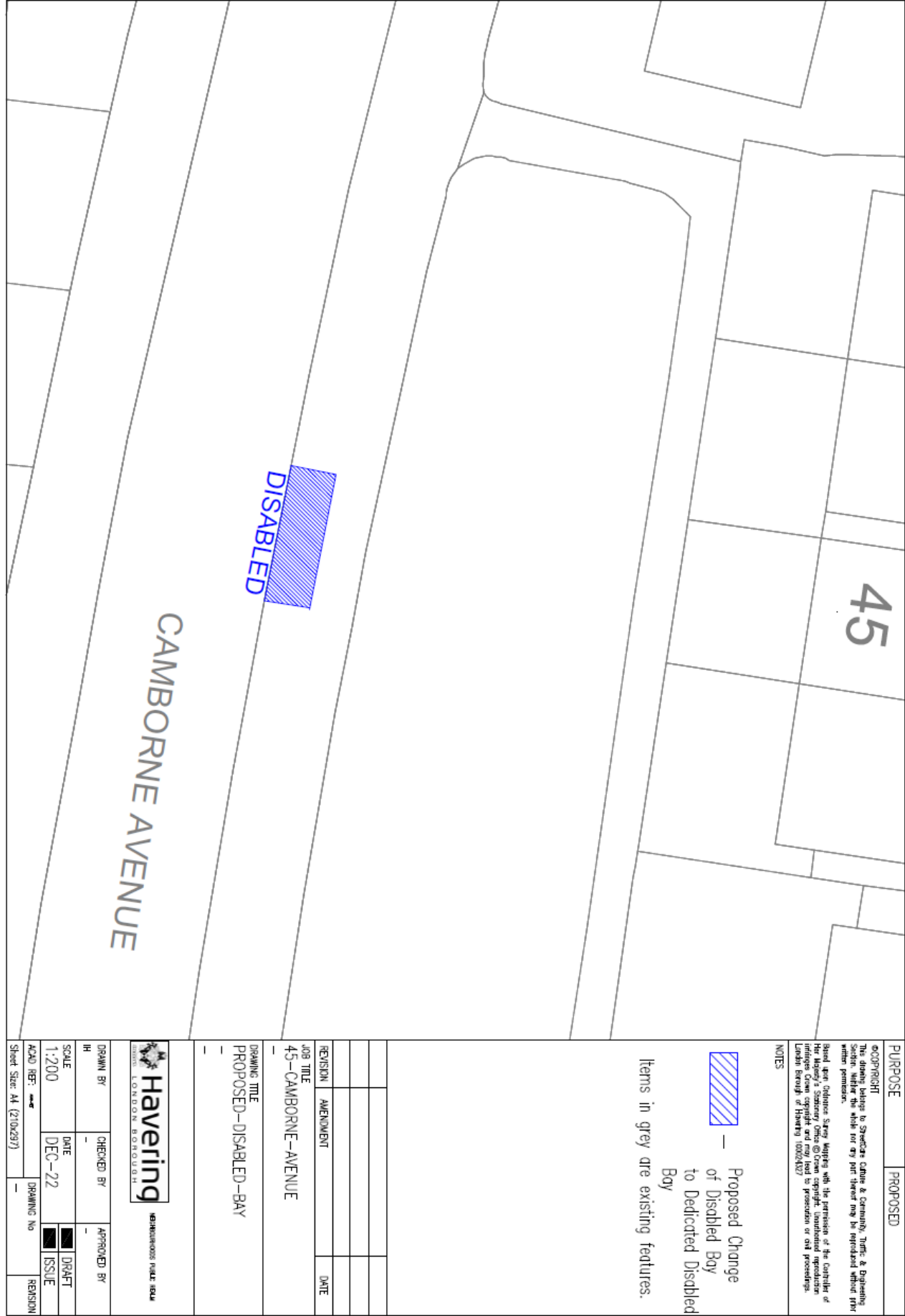
## Scheme – 1 Elizabeth House, Durham Avenue



Scheme – 8 Firham Park Avenue

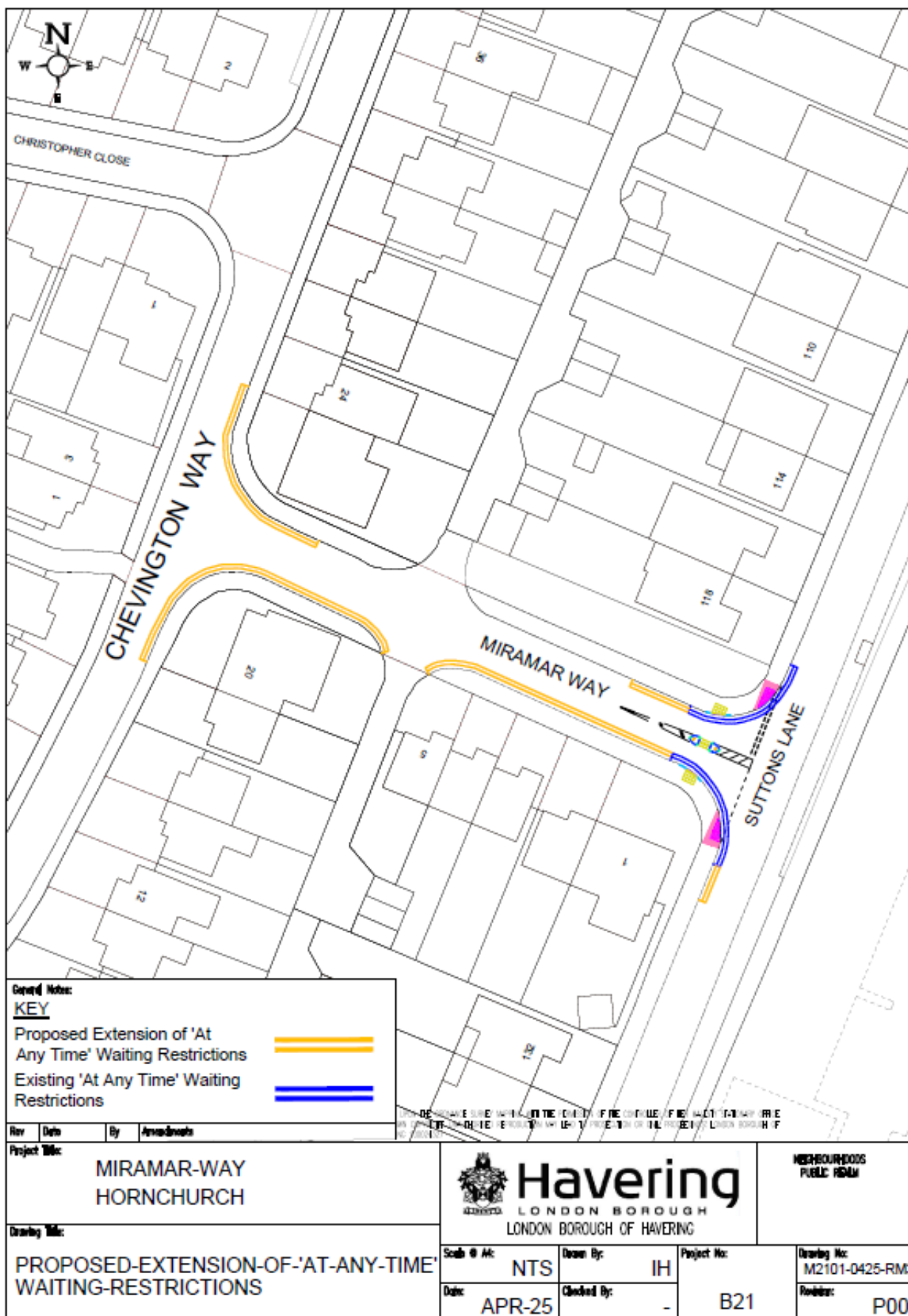


Scheme – 45 Camborne Avenue





## Scheme – Miramar Way



## Appendix B - Responses received

### Scheme – 14 Griffin Avenue

#### Response 1

I am a resident in Griffin Avenue Cranham and agree with the proposed Disabled Parking Bay I do however feel that this might be better placed, as in its proposed form this is restricting the amount of parking for the residents of the flats opposite numbers 21 to 25, There are 12 flats in the blocks opposite and only four parking spaces available to use, by restricting it by one space this makes it harder for those with motor vehicles to find a parking space. There is one answer I can see to this problem and that would be to make the green space between the paths leading to the entrances to the flats into one big permanent parking facility for use by the residents of the flats also at the same time enabling safe passage for Emergency Vehicles Fire Engines, Ambulances Police Vehicles and other large vehicle Refuse Collection Lorries etc to transit the road safely.

I have spoken to several residents of the flats and they are of the same thought as myself it would be a good idea. An idea for consideration I believe

#### Response 2

I am strongly against one uk resident requesting an disable access for a twelve block of residents from within the four bays the council reduced from five car bays without any consolidation a decade ago. I have been a leasehold for 25 years. This is not acceptable, and why are also putting away from no XX!

The council has not completed any maintenance to the damaged road in 25 years! Even though all roads that lead to Griffin Avenue have been maintained, more than once! And Griffin Avenue has still not had any contact to the reported states of the flats as per the Romfird recorder reply by your colleague, why not.!

Again this just show you not acting a a landlord should act! You need to replicate why you done down the road ! Cut into the unwanted grass verges, make traffic safe. Room from fire engines and ambulances!

And make parkin parking bays for all residents, or make a new bay outside no 23 end of the flats. Not at the other end. Block 16 to 24. What is the reason /thoughts for where you think you can just stop all long term residents from parking. I'm not aware of any other disable bays out side any cranham local flats. Espivally where LBH seem to be ignoring thier full responsibility Nothing done in 25 years!! I will now be talking to no 23. !

I will await your direct contact.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX  
XXXX

This where no 23 is!

All residents agree ! Make a disabled bay in the garages.

You need to make more bays for the flats. Come into this century  
, not remove one from 4 for 12 flats!

Like you have at the traffic lights grass area , for x 4 houses only! 12 flats!

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Please confirm you understand where flat 23 is. !

It must have disabled bay from the garage entrance area. Not in another nloddy road.  
Where is this any assistance for a disable person.

And why have Havering still not contact griffin Avenue as per all the message over the last decade.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

5 days. Are you for real. Do your job. !

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Why are you hidden the facts !

All leaseholders, residents require a full explanation into this thoughts, before any action is taking.

So it not for flat 23 or house 23.

Then why are you even thinking this is acceptable

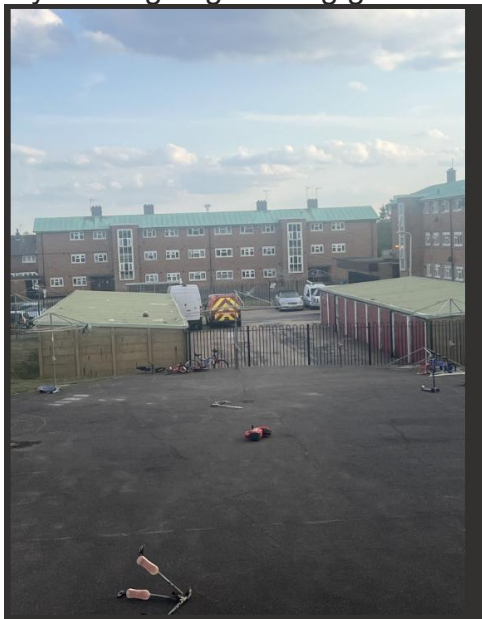
It because you don't live here !

Or have ever visited the area! In 2.5 decades !

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

You have all these spaces to make a disabled bay.

If you not going to bring griffin Avenue into this century!



Please confirm you understand what you have done to the grass verge by the light for x4 house residence only.

You need replicate/ do this in all roads linking road to the flats.

Not just remove a space we been parking in for decades !

You already removed one space from us for the bin men's easy of job !

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

And for what reason are you now believing a disabled space from only the 4 spaces you made it into is required.

Is this because a resident has ask.

Due to NO AVAILABLE SPACES!

Exactly why you must make more bays.

As you have only for four household down the road. !!

Not just make others suffer but not being able to park at their own home , when we have all this under used space in the surrounding area. To bring into this century!

And Do the same actions plans for the very poor road where buses go down. Help the children ! Who play in the park ! Stop making all cars reverse due to a blocked road by a bus. Parked cars.

It is not rocket science, if you actually spoke to a long term resident from the area , as this clearly shows you are uneducated to the area ! this clearly shows all

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Again LBH is decreasing the value of my property !

**This is not acceptable**

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

BH are now seriously effecting my mental health.

I had enough of being totally ignore by a so called landlord. LBH do mes not act as a landlord. You act as a council !

I will no seek legal advise due to all the lies and lack of actions ! My mental health can not take any more years of this never ending ignorance to our street , area.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

WHY HAVE YOU STILL NOT FIXED THE GATE LOCK!

I had enough of having to inform all how to open it

Having to have two hand free to open a bloody lock.

Fix it now! Without fail

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Again nothing actioned all year. !

You are not fit to be classed as a landlord.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Please do provide council public records , to all residents of griffin Avenue of when LBH relaid tarmac to the public road taxed road of Griffin Avenue.

That I can assist you with as to when this last was.

It will be before the year 2002. Last century.

Confirming when the council plan to stop ignoring Griffin Avenue.

Maintenance to a public road in full.

New parking bays. Unused historical grass verges.

248 Bus route. Parked resident street.

Other council areas and surrounding have had many actions taken.

LBH can also provide the adjoining road records.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

I am unsure if the scheme member will provide a full historical report to you regarding; Griffin Avenue.

For a colleague(s) initial thoughts to only take on board restricting non disable historical home owners another parking bay space. for all local residents and visiting family members.

A 25% reduction.

The 20% bay space restriction that had already been made by LBH (dropped kurb) a decade ago without any director of environment /affected residents consultation made.

Hence, hopefully a full built proof report of all provided within all the residents initial replies to this scheme colleague / this mentally damaging action made by an a un-residing colleague to Griffin Avenue believes they are making a correct action/individual thought process taken.

Without any initial residential contact made. Assistance. Checks.

I will now help all non local residents within thier and your organisation. Aware, make video / photo evidence of the surrounding roads and traffic for your assistance to this unacceptable request.

A Decision to act for the greater good.

This request made by a public member for this century disable help. should be not acted upon as a cheap option. Removal.

As this / a reduction to the historical planned made Environment is moving the environment backwards

The initial decision for 5 bays was made /built upon the Initial time period vehicle capacity. Future volume presumptions.

Reducing the environment further is unthinkable in the first instance by educated public experienced society's members. Life long area members.

The diable request made due to the outdated current environment should be added as another **important** element to bring the area into the 2025 for safety and the increased elements we all now live under.

Griffin Avenue and the bus route to the adjoining road need to be made safer for all public users and children.

Increase the road by assisting the parking with the current time we live in/needs.

by mirroring the new bay added by the traffic lights houses.

The pathway set back within part of the over large historical costly maintenance green verge.

Which is now very un maintained due to public cuts.

A Future saving to public sending needs. !

This action residents are wasting all here to. A fix to the surrounding public environment , with updated additional bays and dare we say it electrical points for council flat residential areas. the action taken will increase safety **tenfold** for the buses, traffic and public, not to mention the families visiting the park area.

For the record.

I am unsure why the council would locate a partial new disable family into a flat that has such a long pathway from the highway and lack of parking space in the first instance.

And why tenant accepted due to known difficulties.

Again shows lack of contact , any local knowledge.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Dear Iain , your stated link does not work.

Maybe LBH could request with IT to make this much more user friendly for all respondents. Length.

Please forward a digital link to all residents to which you have access to this within the council.

Provided/Recorded in the records.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Please do advise if you feel you are fell unclear in the many grounds that is provided for my/our rejection to this individually made thought process.

Back asap with the further photograph evidence.

ZXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Please do ensure ambulances and fire engines are grounds why further lack of environment parking / parked vehicle should not be further restricted in our curved road. Pushed out. Access restricted.

The damage to vehicles in historical award of due to over parking. Non residents vehicle parked.

And not to mention the known increase in vehicle sizes, and the bin lorry. ! Coaches!

I've lost count in the last two decades of the amount of times all have to reverse back out due to not being able to take the bend.  
Anything being trailed has no chance!

An overview is longer overdue.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Another grounds.

The only method provided, of your paper diagram volume / space to scale clearly shows you are not aware on the decade made old existing restriction of a dropped curb. That LBH corrected to the planned environment parking space for 12 occupancies who pay full council tax per annum and this diagram also shows all do not have local knowledge how to correctly park at that end of these bay(s)

Residents park backwards at each end. So to not have conflicting parking , so a drivers door opens to the pathway. Un damaged. Have a Volume of clear easy accessible space.  
And also hence, (disable) drivers are not to be restricted with vechile access by larger parked vechiles.

And by Poor non resident parking.

And due to the vechile manufacturing of increased sizes nowadays, which are now becoming increasing popular. As known. That the Automotive Records show all. The Facts.

For any future planning local needs or dare we save it, further reducing.

The out of date parking length to should also now be taken into consideration now LBH has this individual disable request for a placed council tenant.

Which shows that element of road access due all above has not been revisited taken into any consideration in many decades.

DUE the restricted width, the dropped kurb now within the existing bays.

How can an SUV etc. now fit with this suppose gap you are displaying with additional disable zigzagged space.

Without effecting the weekly bin access./emergency access.

Or are you **now** also unclearly advising to all Griffin Avenue flat leaseholders that due to a newly placed tenants request that you are removing **two** car spaces for this one cheap action for a 2025 received resident tenant request.

I herewith **make an official request** dated 16.08.25 for the director of the environment/ scheme to action additional bays within Groffin avenues large unused high cost unmanaged green environment as per all data provided and the photographic area evidence that is to follow in the near future.

The same process / action taken in a local street at the other end of these block of flats.

Opposite The Traffic lights , the green verge.

Outside 4 to 5 council Household residents. To assist thier way of living and the road safety, accessibility due due double parked cars. The Minimal historical road width made. Outdated.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Dear Sirs , please ensure all are made aware how many leaseholders are within the Griffin Avenue flats.

Who have the sane rights as all council members.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Another note that must be advised to all making this home life effecting decision.  
I do believe this new unheard of local residents request comes from a newly family tenant placed in Groffin Avenue that are the proud owners of two motor vechiles for the restricted out of date parking bays from the other x11 occupants.  
So just everything on a plate, free for the wanting, needy and no constructive plans are taken aboard on the first instance for all locally.  
As these action can be very well proven are well overdue.

Back asap with the further video local assistance.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Or please do explain in full why you believe a disable bay in griifin avenue will be used, occupied?

And why only in griffin avenue.

Limited space, a curved road. Emergency Access if over parked in the short road. Unused green

Where are other new disable residential bays planned for in Havering ? All questions must be addressed.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

**4 emails have also been sent with videos attached.**

## **Scheme – 12 Melksham Green**

### **Response 1**

We the residents of X Melksham Green have received your letter regarding the introduction of a disabled parking bay. The proposed bay would be adjacent to our house which has a dropped kerb giving us access to our private parking space.

Our neighbour at No X often parks his van in front of his house between the two drop kerbs (see pictures). We've tried to speak with him so many times but his answer is always the same: he's not breaking the law, he can park legally there and so he is doing it. When our driveway has been blocked he blames others while others have blamed him. Our driveway often gets blocked from the left and from the front and we've reported some of these instances, however it's not only an inconvenience but also exhausting. If the parking bay is introduced and in use and our neighbour parks legally in front of his house between the two dropped kerbs then we'll have no access to our driveway and we wouldn't be able to drive out either.

We suggest that you introduce the disabled parking bay 4 meters away from our driveway and introduce double yellow lines from the disabled parking bay until our neighbour's dropped kerb (see picture) to protect our driveway.

We hope this response will be taken into serious consideration given we're very likely to be impacted by the proposal.

### **Response 2**

I am writing in response to the consultation regarding the proposed introduction of a disabled parking bay on Melksham Green.

I would like to confirm that I have no objection in principle to the introduction of this bay. However, I would respectfully request that consideration be given to moving the bay approximately 1.5 metres eastwards. This adjustment would prevent other vehicles from parking in the small gap that would otherwise remain between the edge of the disabled bay and our dropped kerb access to the driveway of number 9 Melksham Green.

Such a change would help to maintain clear access to our property and reduce the likelihood of obstruction caused by inappropriate parking in this narrow space.

Thank you for your attention to this matter, and I trust that this request will be taken into consideration when finalising the proposal.

## **Scheme – 44 Broseley Road**

### **Response 1**

I am writing to object to the disabled parking outside 57 & 59 Broseley Road parking on this street is very limited and the space outside 57&59 can fit two cars putting in a disabled bay well make parking even worse there is single spaces down the street that the disabled bay could be located

### **Response 2**

I've attached a photo of where the disabled bay is proposed.

By putting it here we will be losing another parking space in a road with very restricted parking already.

### **Responses 3**

I'm writing to share my objection to a disabled bay outside 57 Broseley Road RM39BD.

I live at XX Broseley road with my family and we live with my mother in law who has dementia. We are in the process of having her formally diagnosed and have already had a visit from a lady from the dementia clinic. My mother in law has had several falls which has led to her having seizures and several times I have had to take her to Queens where she has had to stay for a period of time. Her mobility is extremely limited and her eyesight is failing and we need our cars available at our property for an such occasion.

Once we have the official diagnosis we will be applying to have our dropped kerb extended along the front of our house or our own disabled bay. There's plenty of other places along this road that a disabled bay could be sited and putting it outside our house will severely impact my mother in laws already diminishing quality of life. Severely

### **Response 4**

To whom it may concern, I'm writing this email to object the proposed disabled bay directly outside my home, XX Broseley Road RM3 9BD.

I live with my nan who has dementia. We're in the process of getting an official diagnosis but have already had a home assessment with a dementia clinic and we're awaiting the next steps. My nan suffers from seizures and has had several falls over the last year, countless hospital stays, her mobility, vision and hearing are deteriorating and we need our cars as close as they can be to our home when we're transporting her around. Once we have an official diagnosis we plan to apply for our own disable bay outside our house. There are other places down our street where this proposed disabled bay can be placed, please consider using them as directly Infront of our home would be incredibly disruptive.

## **Scheme – 39 Marlborough Road**

### **Response 1**

Dear sir My concern relating to this proposal is as follows;1. I understand the property is for sale through Bairstow Eves 2. The owner rents out the property

## **Scheme – 1 Courtyard Mews, Ongar Way**

### **Response 1**

I very strongly oppose this, as there is already a disabled bay there. Also courtyard mews have already got their own allocated parking bays at the side of their houses.

We have just lost 4/5 parking spaces due to electric points being installed, so for all of the flats in the area, there are not enough car park spaces already for all of the residents.

That are not privileged to have there own personal bays like courtyard mews have.

### **Response 2**

I am writing in response to the letter received regarding the proposed disabled bay outside no.2 Courtyard Mews. This is the most ridiculous idea I have ever heard, with already one disabled bay and now 4 electric parking bays the already overcrowded parking will only become worse. I can only assume this request has come from the resident of No.2 who already has their own designated parking bay in which no one else is able to park, this being the same resident who regularly deliberately vandalises other vehicles should they dare to park anywhere near her house. I myself have had my vehicle damaged by these residents which has been reported to the police, had my vehicle blocked in preventing me being able to go to work and been verbally abused.

### **Response 3**

By reducing the parking in the area I can only foresee that the hostility will become heightened leaving the many other residents without any safe place to leave their vehicles. I would sincerely urge you to reconsider this proposal.

### **Response 4**

I have a serious objection to you putting yet another disabled bay outside number 2 courtyard news in Ongar way. We have already had a 4 space bay turned into electric charging bays with a time limit attached so those who park there will now have to find alternative spaces of which there isnt any.

Then there is already a disabled bay outside number 3 courtyard mews in ongarc way which was installed for the lady in number 3 , she has since passed away. which makes 5 spaces removed from residents, putting another bay in would be 6 spaces removed from residents and will more than likely cause parking feuds not to mention be a complete waste of money. The resident in number 1 ongarc way which is I presume who the bay is for actually has her own off-street parking bay allotted to her not 10 meters from her front door, as I understand it if you have off-street parking you cant have a blue badge bay.

You can see that it would be a waste of tax payer money to put another bay in.

## **Scheme – 34 Dunstable Road**

### **Response1**

Hello is this possible please I did try and find a contact number to call but not had any luck Sent from my iPhone

> On 18 Aug 2025, at 12:10, Stacie Howard <staciелouisehow@outlook.com> wrote:

> Hi I've received letter this morning regarding my disabled bay what's going on dartsfield road but I did ask Sam if we could go with the original parking space outside my house

## **Scheme – 1 Elizabeth House, Durham Avenue**

### **Response1**

In regards to the above planning consultation I am in need of a dedicated disabled parking space.

I am a mobility scheme member but most time I am unable to park. There are 2 disabled bays already in the street however, these are dedicated to specific disabled badges which means I cannot use them.

On my bad days I am unable to walk very far so need to be able to park close to my home

### **Response 2**

I am responding to the proposed dedicated disabled parking bay in Durham ave, outside Elizabeth house. The proposed site is on the corner of the service road which is always busy. There is limited parking on the estate at present and I feel that this is detrimental to other residents living nearby, there are already 2 disabled bays on Durham Avenue that can be accessed.

## **Scheme – 8 Firham Park Avenue**

### **Response1**

I'm resident at XX Firham Park Avenue . I'm writing you to advise you and inform that I'm against this action regarding the extension of the disabled parking bay by 1.5 metre . The reason is that I have a dropped kerb and due to the nature of the angle of the road I will not be able to exit and turn left , this will restrict my access and regress into the driveway on my property.

I suggest been a resident you should take off from the resident parking and relocate more residents parking on the other parts of the road where parking is not permitted which can be turned into residents parking bays. This will allow the residents to have visitors parking bays as I believe the current number of the residence bays is insufficient to the ones required.

Not only that, but this will restrict the car traffic in both ways in the junction between Firham park Avenue and Royston Road and will put at risk the traffic participants causing risk of collisions between cars as there I'll be no more refugee for traffic coming from Church Road. Accidents in the past happened before , with more than 3 vehicles and the vehicle parked in the same spot got damaged . So, there are risks of Safety by damaging vehicles and causing potential mental or physical injuries to drivers , passengers and or pedestrians.

Can you please reply by return that you have acknowledged my email and confirm the action taken .

### **Response 2**

We are writing to object to the extension of this parking bay. The parking bay has recently been instigated and is large enough for the car which parks there.

We use the remaining space from time to time to park a small car, outside of the yellow line restrictions.

We think that this extension will further restrict parking in the road for residents.

If this situation has arisen due to the drive over the grass for number 14, then we would like to point out that this drive was installed with out the knowledge of local residents contrary to Havering own guidelines on drop curb installations

## **Scheme – 45 Cambourne Avenue**

### **Response1**

I would like further information on the letter that I have received regarding – Change the existing disabled parking bay to a dedicated disabled parking bay on the Camborne Avenue – can I please ask what this change actually means in regards to the bay itself and the residents surrounding the bay.

### **Scheme – Maybank Avenue Junctions**

#### **Response 1**

This will result in trees being knocked, these trees have a great significance to the community down as a vigil is held here every year for the veterans that fought the war, this would heavily disrupt the community and wooden bollards that have recently been invested into. The proposed parking here will also upset the community and neighborhood and we also create more traffic along the road and there will be obstacles(cars) to avoid.

#### **Response 2**

The residents of Maybank Avenue do not need or want extra parking here, this will result in extra traffic flow into the avenue and will also be more obstructions for cars driving to avoid also creating traffic jams. This will also disrupt the community heavily and disturb the annual vigil that is held at the current erection of trees for the veterans in the war.

#### **Response 3**

This area of parking will create more traffic flow and chaos into the avenue. This needs to be avoided at all costs. The residents of Maybank avenue have spoken and they do not want this here, this will create a massive divide in the community and possibly uproad and more confrontation

#### **Response 4**

I think double yellow lines should be continuous all the way from Lancaster drive to Southend Road with no breaks especially outside no 15 as it's not used properly and car is just parked on the road continuous and not in said box - also I think a parking bay in front of the the hall should not be installed - will cause chaos and not very safe especially for those getting off their drives opposite! If you are going to double yellow line do it where the problems are and the hall is one

#### **Response 5**

This will cause chaos. We already have issues with the parking on the opposite side leading up to an already extremely busy and dangerous junction, now you're going to make it ten times worse! Kids use this as a place to cross - you'll blind their vision even more to cars that come screaming round off the Southend round. You'll cause a traffic build ups and therefore add to pollution. There's already a car park for the park and the centre, you shouldn't need off road parking as well.

#### **Response 6**

This will cause chaos. We already have issues with the parking on the opposite side leading up to an already extremely busy and dangerous junction, now you're going to make it ten times worse! Kids use this as a place to cross - you'll blind their vision even more to cars that come screaming round off the Southend round. You'll cause a traffic build ups and therefore add to pollution. There's already a car park for the park and the centre, you shouldn't need off road parking as well.

### **Response 7**

Introducing double yellow lines on this side of the road may seem like a solution, but it will only push the problem elsewhere—onto the already overcrowded opposite side. That area is constantly filled with cars parked by people who don't even live nearby, leaving residents and their visitors with nowhere to go. Families are forced to walk long distances with children and shopping, elderly visitors struggle to find safe access, and the sense of community is eroded when neighbours can't even welcome guests. This change risks turning a manageable issue into a daily frustration for those who call this area home.

### **Response 8**

I have serious concerns about the proposed parking changes for several important reasons—each of which directly affects traffic safety, community wellbeing, and personal privacy. Firstly, the proposed area lies directly within the usual queue of traffic waiting to turn onto Southend Road. Introducing additional parking here will only intensify congestion in an already busy and sensitive junction, increasing delays and the risk of accidents. Secondly, there is a lack of clarity around whether this new parking area will be subject to time restrictions. Without clear enforcement, it is highly likely that the space will be misused—not for short-term drop-offs or pick-ups as intended, but as a permanent parking spot for individuals who do not live on the road, and potentially for station patrons. This undermines the purpose of the proposal and disadvantages local residents. Most importantly, I have repeatedly raised concerns with the hall regarding invasions of privacy. Visitors often sit in their vehicles with headlights shining directly into my home, lighting up my entire downstairs area. Despite promises made over 18 months ago to build a privacy fence, no action has been taken. Now, with the proposed removal of several trees in the area, my upstairs windows are also exposed, leaving me feeling completely vulnerable in my own home. This proposal not only threatens traffic flow and fairness in parking—it also erodes the dignity and privacy of residents. I urge decision-makers to reconsider this plan and engage with the community to find a solution that respects both public needs and personal boundaries.

### **Response 9**

As a resident that will live opposite this I am very worried about this as this will cause obstruction so close to the junction of the road, it is already a problem with cars flying around the corner and this will be very dangerous and an accident waiting to happen. This will also create a build up of traffic flow in the avenue and at the junction. I have also spoken to many residents within the area who are also concerned and do not understand why this has been proposed as this is very unnecessary, dangerous, hazardous and ludicrous to even suggest this to be here. I am also concerned about the trees that are erected within the proposal. If they are actioned to be destroyed this is very worrying indeed as they block out the noise pollution from the main road (Southend road) and from carries hall. So if these were to go then the pollution would majorly increase and this would be very worrying indeed. I also believe that the proposed parking spots would be abused and not regulated therefore

affecting the community and residents of Maybank Avenue. This is not a good decision to have this and I strongly object to this.

#### **Response 10**

We don't want the parking here, there is already too many cars blocking the road which is causing problems for residents. Adding more parking is just going to further worsen the problem. On many days of the week the road becomes awfully congested as Maybank Avenue is a small road it does not have the capacity for this many cars to be in the area at one time. The problem is even worse because this happens multiple times a day- it's not just once in a week etc.. it occurs many times during the day. The residents are really unhappy with the congestion and traffic that is building up every day.

#### **Response 11**

I object to this 2 wheel parking here, this is a very dangerous place to have this. As this is so close to the junction of Maybank Avenue this will cause extra obstructions for cars coming in and out of the road, this will in turn constrict the road with cars on opposite side of the road and create chaos and more road traffic and congestion coming into the junction of Maybank Avenue and also in turn create noise pollution and cars beeping at each other which the residents of Maybank Avenue do not need. Please do consider the needs of the residents in the proposal as this is not what they want or need

#### **Response 12**

There are several trees there which are home to a variety of birds and other wildlife. Additional parking spaces will encourage more cars and traffic, air and noise pollution to the area.

#### **Response 13**

I strongly object to this. Putting a 2 wheel parking here is putting the residents and the community in danger. This will cause more obstructions, more traffic into the road and will narrow the road when driving down. This could also become a hazard for residents who live opposite trying to enter and exit from their drive. This is not a good idea at all and should be revoked or scrapped.

#### **Response 14**

Strongly object to the two wheel parking at this location. This will obstruct and restrict people from coming in and out freely of the Avenue and people who live opposite wanting to enter or exit their driveway freely. This will also increase traffic flow and I fear it could cause animosity and arguments within the community. This proposed idea is certainly not viable in its current location and I do hope that this is seriously considered.

#### **Response 15**

Should be no reason to create more parking bays when there is already a sufficient car park

#### **Response 16**

Should be no reason for this and I fail to understand the reasons for being this restriction in! Full reasons should be provided not just a lazy letter with no justification why and how it's going to be monitored. Do a proper consultation with residence and maybe we'll consider it on its merit!

#### **Response 17**

I object to this 2 wheel parking and I know many other residents have too, this is not a good idea this will cause more problems along this road including the exit and entrance of the junction, it will also cause more obstructions for car coming down the road. Please do not go ahead with this

#### **Response 18**

I object to this proposal, very bad idea having extra obstructions in the road especially right next to the junction. Very unsafe for residents and community

#### **Response 19**

I object to this, this will cause more obstructions in the road which will be more dangerous for residents including myself. This will also create more traffic flow going into the road which residents do not need. Given the nature of how bad the junction is already (many accidents already happen here) I fear that this could be very dangerous and disastrous for all involved.

#### **Response 20**

I object to this 2 wheel parking being put here, cars already find it hard down this road as it as there is not enough space and I fear that this will close the road gap even more. This will create more obstructions for myself and fellow residents when driving past and also it is so close to an already dangerous junction that this will create more danger and more accidents. This will also limit services such as ambulances and bin men from getting down the road and doing their job. So therefore please revoke this decision.

#### **Response 21**

I strongly object to this 2 wheel proposal. This will create more traffic flow coming into the avenue as there will be more obstructions for cars to avoid. The road is already at capacity with traffic and obstructions and the residents do not need more. This will also create chaos with residents living directly opposite as this will also be a dangerous hazard for the. Exiting their drive. There is already a lot of traffic flow at the junction of Maybank avenue and we do no need to create more for the community

#### **Response 22**

I obejct to this as this will cause extra problems for residents who do not need this. This is not needed and unwelcomed and is very dangerous to be put here. Please revoke

#### **Response 23**

I object to this proposed 2 wheel parking in this position this will very dangerous for residents And cause more obstructions the. Be of help to the road and residents alike.

#### **Response 24**

I object to this. This will be terrible for the community and it will cause all sorts of obstructions and danger for residents and users of Darul Ummah Hornchurch, this will cause major problems for all and be a danger hazard which will cause accidents here. Please revoke this

#### **Response 25**

I object to this proposal of 2 wheel parking here. This would massively impact the residents, the community and the users of Darul Ummah Hornchurch in a negative way. This would cause more obstructions to cars coming in and out of the junction and would be a very dangerous hazard at an already busy avenue. Please consider the community and residents

#### **Response 26**

We would like to stand with our brothers and sisters of the community and residents and reject this 2 wheel parking proposal. This will affect us massively in a negative way at Darul Ummah Hornchurch - House of the Community (formerly Carries Hall) We Would like to raise concerns about the position of the two-wheel parking. This will put our users and residents in danger as this is a major hazard being so close to the junction of mabank Avenue which comes off of a very busy road. We fear for the cause that may be parked in this proposed bays because they could be damaged with cars driving alongside it as there are already obstructions within this road already and this will create more obstructions for cars trying to get down the road. This is also concerning with cars being directly outside of the hall. This will create more noise pollution and could disturb the uses of this Hall and could create a negative atmosphere for the community. There is no positive outcome for the proposed parking bays that we can see only negative. We cannot see the reasoning behind the proposed parking bays and feel like this will cause chaos and mayhem not only to the residents of Maybank Avenue but outside our Hall as well to our users. This is not what the community of residents want or need. Please revoke

#### **Response 27**

There are several trees, home to a variety of birds. Additional parking spaces will encourage more cars and traffic, air and noise pollution to the area

#### **Response 28**

I object to the yellow lines if they prevent parking outside nos. 1 to 5 or even further along Maybank Avenue as these are currently available for visitors and would be less likely with an opposite lay-by

#### **Response 29**

I object to the lay-by because it will create unsafe conditions with drivers attempting to leave the lay-by and join the flow of traffic at the crossroads but also because it will remove the grass verge and trees traditionally part of this garden estate, thereby spoiling the environment.

#### **Response 30**

I support the implementation of double yellow lines at the dangerous junction, as long as they do not encroach on the driveway or essential visitor parking for Number 1. This junction is not just inconvenient—it's dangerous. There has already been a tragic fatality here, and

the area continues to be a hotspot for traffic blockages and aggressive driving. Drivers frequently obstruct flow-through access, leading to complete standstills that stretch several houses down the road. Road rage incidents are common, with heated arguments erupting outside my home as vehicles become trapped in gridlock. To improve safety and traffic flow, I strongly recommend that the two potential parking spaces in front of Numbers 1 and 3 be converted into white boxes, requiring cars to park partially on the kerb. This should also have a time limit i.e. no more than 8 hours for example to stop people using these spaces like a car park. There is a van for example that dangerously blocks the junction entrance from Southend Road to Maybank Avenue and this is not a resident of this road that parks here. This simple adjustment would allow vehicles to pass more easily, reduce tension, and prevent the daily chaos that currently disrupts the lives of residents. This is not just about traffic—it's about protecting lives, restoring peace, and ensuring that our neighbourhood remains a safe and welcoming place to live. To improve safety and traffic flow, I strongly recommend that the two potential parking spaces in front of Numbers 1 and 3 be converted into white boxes, requiring cars to park partially on the kerb. This simple adjustment would allow vehicles to pass more easily, reduce tension, and prevent the daily chaos that currently disrupts the lives of residents. This is not just about traffic—it's about protecting lives, restoring peace, and ensuring that our neighbourhood remains a safe and welcoming place to live.

I agree that adding the double yellow lines will help with the existing congestion, traffic, and current lack of adherence to parking regulations in the area

### **Response 31**

I am a resident in Maybank Avenue and appreciate that the council are attempting to improve parking in Maybank Avenue. I would question why, as a first initiative, they did not patrol regularly and issue fines to those illegally parked in and around Maybank Avenue. In my opinion, the extra 2 wheel parking bays will not alleviate the situation. There are properties in this street which do not have dropped kerbs and facilities for parking on the property; family members who visit will have difficulties finding a parking spot; there are already drivers from other roads and further along Maybank Avenue who use existing 2 wheel parking bays where the new bays will be introduced

There is a discrepancy between the map on your website and the map sent to residents 8/8/ 25. On the website 2 wheeled bays are shown on the length of Maybank Avenue between nos 1 and 19. The letter shows no 2 wheeled bays on this area. In fact there is only 1 bay in existence because the other bay was removed to accommodate a dropped kerb. Please confirm if the bay at no 15 is to remain after the double yellow lines are installed or if it is to be removed.

### **Response 32**

I am writing regarding the proposed changes to parking and waiting restrictions around Maybank Avenue.

I fully support the introduction of “no waiting at any time” restrictions at the junctions. These are sensible and will improve visibility, safety, and traffic flow.

However, I must object to the proposal to introduce new parking bays at the end of the road outside the community centre, because:

1. Restricted Access – This is already a narrow section with cars parked along one side. Adding bays directly at the junction will make it extremely difficult for vehicles, including emergency services, refuse trucks, and delivery vehicles, to pass safely.

It's difficult enough now when trying to drive out of the road at that goes on south end road. Drivers do not stop at the top of junction to give way, they just come down the road, even when it's the others right of way. Adding more parking will make this even worse.

2. Safety Risks – The community centre is very busy, Parking right at the junction reduces visibility and increases the risk of accidents, the centre has it's own car park already.
3. Counterproductive to the Aim – While yellow lines would improve flow and safety, introducing bays at this specific location undoes those benefits and creates new hazards.

I would therefore ask that the double yellow lines be implemented, but that the proposed parking bays outside the community centre be reconsidered or placed in a safer location.

### **Response 33**

I am writing to raise my strong objection to the proposed footway parking bays outside Carrie's Hall on Maybank Avenue. As a resident of No. 11 Maybank Avenue, I am very concerned about the impact this will have on traffic flow, safety, and parking for local residents.

Currently, cars are often parked outside houses No. 1 to No. 7, whether by the residents themselves or by their visitors. If new parking bays are installed outside Carrie's Hall, they would line up parallel to these existing parked cars. This would leave very little room for vehicles to get through, causing serious congestion and creating a hazard for drivers.

The informal spaces outside No. 1 to No. 7 already work well for residents and their guests, without any need for additional marked bays. Adding bays in front of Carrie's Hall would only disrupt this balance and create unnecessary conflict.

More importantly, what this area urgently requires is not extra parking, but a mini roundabout at the junction of Maybank Avenue and Southend Road. This is a dangerous point in the neighbourhood where many accidents have only been avoided by the narrowest of margins. Addressing this junction would improve safety far more than adding parking bays, which will only make matters worse on an already narrow road.

It's also important to note that Carrie's Hall already benefits from its own allocated parking. Since the building became a community place of worship, parking problems on Maybank Avenue have increased significantly. Introducing footway bays at this location will only add to the congestion and risk.

For these reasons, I strongly urge the Council to reject this proposal and instead prioritise essential road safety improvements at the junction.

### **Response 34**

I am writing to strongly oppose the proposal to introduce additional footway parking bays in front of Carrie's Hall on Maybank Avenue. I reside at No. 11 Maybank Avenue and have serious concerns about the impact this proposal will have on traffic flow and parking in our area.

At present, vehicles frequently park outside houses No. 1 to No. 7, either belonging to residents or their guests. If footway parking bays are created in front of Carrie's Hall, these would sit parallel to the existing parked cars. This would leave insufficient space for through

traffic, effectively narrowing the road and creating a bottleneck. Cars parked on both sides would make it extremely difficult for vehicles to pass safely.

The unmarked parking spaces outside houses No. 1 to No. 7 are already being used responsibly by residents without issue. Introducing marked bays parallel to these cars will only lead to congestion, frustration, and potential disputes among residents.

Furthermore, Carrie's Hall already has more than adequate parking allocated adjacent to the building. Since its conversion into a place of worship, we have already experienced increased parking pressure on Maybank Avenue. Adding footway parking bays at this location would only worsen the situation on a road that simply isn't wide enough to accommodate parked cars on both sides.

For these reasons, I strongly object to this proposal and urge the Council to reconsider.

### **Response 35**

I am objecting against the proposed consultation of PTO1253 - Batch 21 on south of Maybank Avenue, the particular objection is against the 2 Wheel Parking S1 on the grass verge outside carries hall and opposite 3 & 5 Maybank Avenue. I have already contacted several counsellors in the area and i am getting no where with this and several residents are also very concerned. This 2 Wheel parking should no take place this will be a big obstruction to cars coming in and out of the junction (which is already a very busy junction) This would cause Chaos along the street, it will narrow the road meaning cars will find it very hard to get down, could cause more accidents and will restrict number 3&5 Maybank avenue from entering and exiting their driveways. This will also cause a lot more traffic flow in and out of the junction and this could result in being a very dangerous hazard for the residents here. It is also a concerned that these parking bays will be abused by the wrong people, people who don't live in the road and people who may take it as an opportunity to park there to go to the station. I pray that you look in to this and do the right thing as residents are becoming very concerned.

### **Response 36**

I am writing today about the proposed plans for the road in Maybank Ave RM12 5SA.

It appears they are planning to put double yellow lines along the street, this is very clear. But what I do not understand is the red boxes, in particular the red box on the verge outside the hall.

Are they planning to put parking there? If so I am totally against this, due to the fact, that if this is to go ahead, they would have to cut the established trees down. They create habitat for rare birds, help oxygenate the area and prevent noise from the busy South End road and also from the hall. Our green spaces are diminishing at a rapid pace, so anything I could save would be a bonus.

Also are you aware, there have been several bad accidents at that junction, two I believe fatal. As I said, this is an extremely busy road. To create yet more traffic, would be madness !!!

### **Response 37**

I am a resident of Maybank Avenue.

I have seen this map showing the proposed yellow lines for Maybank Avenue and surrounding roads, which we had to track down ourselves.

As a local resident, I and others, need some explanation as to what it all means.

Particularly the red boxes which seem to show that they have been revoked.

I understand that means it's been officially withdrawn.

However, exactly what does that mean?

Should that go ahead it means removal of established trees. These trees provide pollution barriers, environmental protection from noise pollution where rare birds have been spotted. The only information that the local residents have been given, is via a poster attached to the lamppost.

The posters have been erected so high that they almost impossible to read and the details on the back are completely inaccessible!

I wonder if any thought has been given to the proposed site, potentially revoked, outside the hall.

Is there any chance that the local residents could hold a meeting with Someone from the council who could explain it all clearly.

I and the local residents feel that once again we are being kept in the dark about our relevant immediate local issues.

I look forward to hearing from you soon.

## **Scheme – Miramar Way**

### **Response 1**

I note the content of your recent letter dated 8th August 2025 and would like to strongly object to this proposal.

This proposal would create difficulty for all 5 houses in this tiny road by not allowing anyone to stop at all at any time. Most of the residents are elderly, advancing in years and some have mobility issues. To impose a no waiting at any time restriction is not only unnecessary but something that would impose difficulties for each of the residents.

We have not asked for these restrictions and do not welcome them.

There are already double yellow lines in the appropriate hazard areas of the corner entrance to the road at each end. Extending double yellow lines is not necessary.

This will also cause direct discrimination towards those residents who have a disability and with advancing years, for others who are likely to incur reduced mobility as home deliveries would be problematic and care support staff would find it difficult to visit to provide care when required.

A further issue is that this will limit my family from coming to visit as they will have nowhere to park, thereby forcing upon me, isolation, which is not conducive to my health needs.

I would urge you to reconsider this proposal and abandon this in favour of a measure that will not adversely impact upon the residents who live in this street.

I would be grateful for a direct response to the concerns I have raised and an opportunity to make representation in person as I feel very strongly about this unnecessary proposal.

## Response 2

Thanks for sending the proposal through.

My mother lives on this road at XX and I visit frequently. I often park on the road to visit her, as her driveway is insufficient for 2 cars.

My mother is nearing retirement age. I am concerned that restricting the parking on this road in this manner will make it quite difficult to assist her in her later years. These concerns relate to both my own ability to help her, but also those of health and social care - whom I am aware experience significant struggles already with restricted parking throughout the borough and beyond.

The proposed parking area is far too small to be of any real use, particularly with the recent installation of the island at the entrance to Miramar Way reducing the available parking.

I would be grateful to know if the council has made efforts to understand how much parking is required by the residents and how it will ensure this need is met.

Presently, I must object to the plan as it is quite inadequate.

## 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 21 |
| <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><br><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><br><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@haverling.gov.uk](mailto:READI@haverling.gov.uk) for advice from either the Corporate Diversity or Public Health teams. Please refer to [this Guidance](#) on how to complete this form.

## About your activity

|    |                                                                                                                                                  |                                                                                             |                                                                                                                                                                                                |                                                     |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| 1  | Title of activity                                                                                                                                | Minor Parking Schemes – Objection Report 21                                                 |                                                                                                                                                                                                |                                                     |
| 2  | Type of activity                                                                                                                                 | Minor Parking schemes                                                                       |                                                                                                                                                                                                |                                                     |
| 3  | Scope of activity                                                                                                                                | The installation of disabled parking bays, double yellow lines and footway parking bays     |                                                                                                                                                                                                |                                                     |
| 4a | Are you changing, introducing a new, or removing a service, policy, strategy or function?                                                        | Yes / No                                                                                    | If the answer to <u>either</u> of these questions is 'YES', please continue to question 5.<br><br>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 <a href="#">Screening tool</a> 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:         | 15/07/2026 |

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

### Background/context:

The schemes for nos.14 Griffin Avenue, 12 Melksham Green, 44 Broseley Road, 39 Marlborough Road, 1 Courtyard Mews and 34 Dunstable Road, are designed to install new disabled parking bays.

The scheme for no.8 Firham Park Avenue, is designed to extend the length of the existing disabled parking bay, so it is more accessible for the resident.

The scheme for no.1 Elizabeth House, Durham Avenue is to provide a new dedicated disabled bay.

The scheme for no.45 Camborne Avenue is to change the existing disabled parking bays to dedicated disabled parking bays.

\*

### Who will be affected by the activity?

#### 14 Griffin 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.

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.

#### 12 Melksham Green

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.

#### 44 Broseley Road

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

All disabled badge holders will be able to 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.

### **39 Marlborough Road**

Residents and their visitors will be affected by the relocation of the existing disabled bay, as there will be reduced parking space in the immediate vicinity of the property 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.

### **1 Courtyard Mews, Ongar 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.

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.

### **34 Dunstable Road**

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

All disabled badge holders will be able to 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

### **1 Elizabeth House, Durham Avenue**

Only the resident that the dedicated disabled parking bay has been allocated for will be able to park within the bay.

Other blue badge holders will not be able to park in this dedicated disabled parking bay.

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.

### **8 Firham Park Avenue**

These proposals will make it easier for the resident to access and egress their car.

As this is a small extension of the existing disabled parking bay, which is to be extended on a currently yellow lined area, it is expected to have little or no impact on highway users.

### **45 Camborne Avenue**

Only the resident that the dedicated disabled parking bay has been allocated for will be able to park within the bay.

Other blue badge holders will not be able to park in this dedicated disabled parking bay.

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.

### **Maybank Avenue Junctions**

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.

### **Miramar 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.

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

*Please tick (✓)  
the relevant box:*

**Positive**

☐

**Neutral**

☒

**Negative**

☐

### **Overall impact:**

Parking restrictions are applied irrespective of age

### **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> |   | <b>Overall impact:</b><br>Disabled blue badge holders can park in disabled parking bays without a time limit.<br><br>Only the disabled blue badge holder that holds the relevant permit for a dedicated disabled parking bay can park within it. Other blue badge holders are not permitted to park in dedicated disabled bays<br><br>Blue badge holders can park on the no waiting at any time restrictions for up to three hours when displaying their blue badge and clock, so long as they are not parked in an obstructive manner. |
| <b>Positive</b>                          |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Neutral</b>                           | ✓ |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Negative</b>                          |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Evidence:</b>                         |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Sources used:</b>                     |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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

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

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

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

|                                                                                                                                                                                                                                  |                                     |                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|----------------------------------------------------------------------------------------------------|
| <b>Protected Characteristic - Gender reassignment:</b> Consider people who are seeking, undergoing or have received gender reassignment surgery, as well as people whose gender identity is different from their gender at birth |                                     |                                                                                                    |
| <i>Please tick (✓) the relevant box:</i>                                                                                                                                                                                         |                                     | <b>Overall impact:</b><br><br>Parking restrictions are applied irrespective of gender reassignment |
| <b>Positive</b>                                                                                                                                                                                                                  | <input type="checkbox"/>            |                                                                                                    |
| <b>Neutral</b>                                                                                                                                                                                                                   | <input checked="" type="checkbox"/> |                                                                                                    |
| <b>Negative</b>                                                                                                                                                                                                                  | <input type="checkbox"/>            |                                                                                                    |
| <b>Evidence:</b>                                                                                                                                                                                                                 |                                     |                                                                                                    |
| <b>Sources used:</b>                                                                                                                                                                                                             |                                     |                                                                                                    |

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

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

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

**Health & Wellbeing Impact:** Please use the Health and Wellbeing Impact Tool on the next page to help you answer this question.

Consider both short and long-term impacts of the activity on a person's physical and mental health, particularly for disadvantaged, vulnerable or at-risk groups. Can health and wellbeing be positively promoted through this activity?

Please tick (✓) all the relevant boxes that apply:

**Positive**

**Neutral**

**Negative**

**Overall impact:**

The proposals for new disabled parking bays will impact on the amount of available parking space for able bodied residents and their visitors.

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.

The residents that the dedicated disabled bays are intended for will be positively impacted, as they will always have a parking place near their home.

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.

The proposals for the introduction or extension of no waiting at any time waiting restrictions will impact on the amount of available parking space for able bodied residents and their visitors.

**Do you consider that a more in-depth HIA is required as a result of this brief assessment?** Please tick (✓) the relevant box

Yes

☐

No

☐

✓

**Evidence:**

**Sources used:**

### 3. Health & Wellbeing Screening Tool

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

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

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

## 4. Outcome of the Assessment

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

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

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

## 5. Action Plan

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

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

### Add further rows as necessary

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

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

## 6. Review

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

**Review:**

Ongoing from the date of implementation

**Scheduled date of review:**

**Lead Officer conducting the review:**

Iain Hardy

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