

## **EQUALITY IMPACT ASSESSMENT SCREENING**

<b>Title</b>	Bradmore Green, Brookmans Park. Revocation of Parking Places Order 2014. Implementation of new Parking Places Order 2016
<b>Lead Officer</b>	Jack Carson
<b>Service</b>	Client Environment Services
<b>Date Created</b>	6th June 2016.
<b>Review Date</b>	6th June 2017.

1. What is the title of policy, strategy, function, procedure or project?

**THE BOROUGH OF WELWYN HATFIELD (BRADMORE GREEN, BROOKMANS PARK, HATFIELD) (PARKING PLACES) ORDER 2016**

2. Is this a new or existing process?

Existing

3. What is the aim and key objectives of this process?

The purpose of the proposed traffic regulation order is to provide suitable and adequate parking facilities, for the purpose of relieving or preventing congestion of traffic.

4. What are the main activities of this process?

To revoke the existing Order ; to be replaced by a new Parking Places Order.

5. Who are the main stakeholders of this process (e.g. councillors, employees, residents, Housing Trust / other housing providers, police, health, etc.)?

Businesses and residents.

6. What outcomes are wanted from the process?

Engage with our communities and provide value for money. To deliver effective parking services.

7. Are there any factors that might prevent the outcomes being achieved (e.g. funding, staffing, political, economic change)?

A withdrawal of councillor support could prevent these outcomes being achieved.

8. Describe what consultation has been undertaken on this process, who was involved and the main outcomes.

Several businesses citing loss of trade have requested that some sections of the existing 2hr waiting parking places revert to 1hr waiting only. It is proposed that two separate areas revert to the 1hr waiting period, thus providing spaces for those businesses requiring a longer period for their customers; and also for those businesses wishing for a higher vehicle turn around.

9. Has any other data been used to help with the process development or review? Please outline what and how.

General Parking Surveys – May to August 2014, letters from business owners post 2015.

10. Do you consider the process could have a negative, positive or neutral / no impact on age? Why is this?

Positive – Elderly residents will benefit from a less congested environment, with improved access to the local shopping area. There are no significant differential impacts.

11. Do you consider the process could have a negative, positive or neutral / no impact on gender? Why is this?

Neutral – parking restrictions have no differential impact on gender.

12. Do you consider the process could have a negative, positive or neutral / no impact on sexual orientation? Why is this?

Neutral – parking restrictions have no differential impact on sexual orientation

13. Do you consider the process could have a negative, positive or neutral / no impact on race? Why is this?

Neutral – parking restrictions have no differential impact on race

14. Do you consider the process could have a negative, positive or neutral / no impact on religion / belief? Why is this?

Neutral – there are no places of worship or congregation located within the consultation area.

15. Do you consider the process could have a negative, positive or neutral / no impact on disability? Why is this?

Positive – Disabled persons may feel more encouraged to use their vehicles in a less congested environment. There are no significant differential impacts.

16. Do you consider the process could have a negative, positive or neutral / no impact on gender reassignment? Why is this?

Neutral – All persons whether or not they have been, or are in the process of gender reassignment, will be affected equally by these proposals.

17. Do you consider the process could have a negative, positive or neutral / no impact on marriage / civil partnership? Why is this?

Neutral – all persons whether or not they are married or in a civil partnership will be affected equally by these proposals.

18. Do you consider the process could have a negative, positive or neutral / no impact on pregnancy and maternity? Why is this?

Neutral – all women whether pregnant or not, will be affected equally by these proposals.

19. Please outline from the questions 10 -18 whether the proposed process either disadvantages or puts any group(s) at risk.

There is no evidence to show that any of the afore-mentioned groups would be put at any significant risk or be disadvantaged by this process.

20. If, in your judgment, the proposed process has a negative impact, can this impact be justified?

n/a

21. If the impact cannot be justified, what can be done to improve access / take up of the process or remove the risk?

n/a

22. If there is no evidence to show the process promotes equality, equal opportunity or improved relations, can it be adapted so it does?

No, the process cannot be adapted.

23. Does this process need to go on to a full assessment?

No, as part of the Traffic Regulation Order (TRO) process, full consultation took place throughout the informal and formal consultation procedure. The TRO process also allows for a 6 month monitoring assessment to take place following implementation. This has been adhered to and acted upon.