

**WELWYN HATFIELD BOROUGH COUNCIL**

**THE BOROUGH OF WELWYN HATFIELD (PEPLINS WAY, PEPLINS CLOSE,  
BRADMORE WAY AND BRADMORE GREEN, BROOKMANS PARK, HATFIELD)  
(RESTRICTION OF WAITING AND PERMIT PARKING ZONE) ORDER 2014  
(AMENDMENT) ORDER 2016**

NOTICE IS HEREBY GIVEN that the Welwyn Hatfield Borough Council (pursuant to arrangement made with Hertfordshire County Council) proposes to make the above Order under the Road Traffic Regulation Act 1984 to introduce restrictions in **Peplins Way, Brookmans Park, Hatfield**, as specified in the Schedule(s) to this Notice.

Full details of the proposals are contained in the draft Order, the plans and the statement of reasons which may be inspected during normal office hours at the offices of Welwyn Hatfield Borough Council, The Campus, Welwyn Garden City or viewed at [www.welhat.gov.uk](http://www.welhat.gov.uk) from 18th May 2016.

General enquiries relating to the proposals should be referred to Mr. Jack Carson, Parking Services Technician, Council Offices, Welwyn Garden City, AL8 6AE (01707 357000); email [contact-whc@welhat.gov.uk](mailto:contact-whc@welhat.gov.uk)

Objections to the proposals should be made in writing to Pam Kettle, Council Offices, The Campus, Welwyn Garden City, Herts, AL8 6AE by 8th June 2016, stating the grounds on which they are made.

**SCHEDULE 1 - No waiting at any time restrictions – those sections of roads listed below as set out in the Order and accompanying plans**

Parts of Peplins Way.

**SCHEDULE 2 - Permit Parking Places Monday to Friday 10am – 11am, those sections of roads listed below as set out in the Order and accompanying plans**

Parts of Peplins Way.

Pam Kettle, Director of Finance and Operations,  
Council Offices, The Campus, Welwyn Garden City, Herts AL8 6AE  
18th May 2016.

**EQUALITY IMPACT ASSESSMENT SCREENING**

<b>Title</b>	Peplins Way, Brookmans Park, amendment to waiting restrictions.
<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?

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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 introduce and implement new limited waiting restrictions and a resident permit parking scheme. Thereafter to monitor the new restrictions and address any new issues that may arise.

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

The 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.

Following implementation, Parking Services monitored the new scheme for any new issues that may arise. Requests were made to extend an existing length of restriction to improve access into a cul-de-sac and also to provide a short length of restriction to ease access in and out of a property for an elderly resident. All affected properties were consulted. No letters of objection were received.

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 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 and egress from their properties. Residents in receipt of a state pension are eligible for a 50% discount when purchasing visitor vouchers. 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. Residents in possession of a valid blue badge are able to park on double yellow lines for up to three hours. 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.