

EQUALITY IMPACT ASSESSMENT SCREENING

Title	Various Roads, Welham Green Restriction of Waiting Order 2016
Lead Officer	Martin Donohoe
Service	Environment Services
Date Created	3 rd February 2016
Review Date	3 rd February 2016

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

The Borough of Welwyn Hatfield (Various Roads, Welham Green) (Restriction of Waiting) Order 2016

2. Is this a new or existing process?

New.

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

To prevent parking at junctions at to improve sight lines for drivers entering and exiting the area

4. What are the main activities of this process?

Enforcement of double yellow lines parking restrictions

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

Residents, local councilors are the main stakeholders. Statutory stakeholders will be consulted during draft traffic regulation order stage. They include the police, fire and ambulance services, Highways Service.

6. What outcomes are wanted from the process?

Drivers parking legally and considerately

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

A withdrawal of councillor support

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

Based on the response to the 2013 parking study, the 1st consultation proposed a basic junction protection scheme. Using the results of the 1st consultation the proposal was adjusted. A draft legal document was created and objections were invited. Objections will be considered by the Cabinet Housing and Planning Panel. At each stage of the process local councillors were consulted, the police and Highways Services were also consulted.

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

South Rural Parking Study May 2013

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

Neutral – there is no differential impact for the elderly, double yellow lines at junctions affect all age groups equally.

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 – parking restrictions located within this area have no differential impact on any persons' religion/belief

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

Positive – Blue badge holders are allowed to park on double yellow line for up to 3 hours.

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 – parking restrictions located within this area will have no differential impact on pregnancy or maternity.

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 groups would be put at risk or 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 with the stakeholders.