

EQUALITY IMPACT ASSESSMENT SCREENING

Title	Tolmer Gardens and Church Close – Resident Parking Permit Scheme
Lead Officer	Vikki Hatfield
Service	Parking Services
Date Created	03/02/2016
Review Date	03/02/2017

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

THE BOROUGH OF WELWYN HATFIELD (TOLMERS GARDENS AND CHURCH CLOSE, CUFFLEY) (WAITING RESTRICTIONS AND PERMIT PARKING ZONE) ORDER 2015

2. Is this a new or existing process?

New

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 a resident parking permit scheme and areas of junction protection in the form of double yellow lines

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?

To increase the amount of on-street parking for residents and reduce the amount of non-residential parking. To prevent parking in areas which reduce visibility to other roads users

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

The removal of commuter parking may encourage longer term worker parking. A withdrawal of councillor support could prevent these outcomes been achieved

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

Initial consultation took place with the residents to understand the nature of any ongoing problems.
Taking the comments an informal consultation commenced with proposals the address these issues. This provided residents to determine the days and times a restriction would operate.
As part of the formal consultation, the same parties together with additional statutory consultees were asked to comment on submitted proposals for a new traffic regulation order, creating a resident permit parking scheme.

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

A general parking study which was conducted in July 2013

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

Positive – Elderly residents may benefit from a less congested environment, with improved access to and egress from their properties.

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 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 – Disabled persons may feel encouraged to use their vehicles in a less congested environment and improve the safety on the road for vulnerable pedestrians

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 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 throughout the informal and formal consultation procedure. The TRO process also allows for a 6 month monitoring assessment to take place following implementation.