

EQUALITY IMPACT ASSESSMENT SCREENING

Title	Various roads, Little Heath, new waiting restrictions.
Lead Officer	Jack Carson
Service	Client Environment Services
Date Created	24th February 2016.
Review Date	24th February 2017.

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

THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, LITTLE HEATH, POTTERS BAR) (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?

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 waiting restrictions, by preventing parking on junctions thereby improving road safety and enabling unhindered access.

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

The residents, Hertfordshire Fire and Rescue Service

6. What outcomes are wanted from the process?

A reduction in unnecessary obstruction, particularly around junctions.

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.

Initial consultation took place with the residents to determine the nature of any ongoing problems.
Informal consultation was thereafter commenced with proposals to address these difficulties.
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 no waiting at any time parking restrictions.

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 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 – the parking proposals were mitigated to allow additional spaces for worshippers in acknowledgement of the proximity to a local church.

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.

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.

Appendix D