

COMMUNITY AND EQUALITY IMPACT ASSESSMENT FOR PARKING SCHEMES AND IMPLEMENTATION OF TRAFFIC REGULATION ORDERS

Name of service or policy	Parking Services, Community Services
Lead Officer Contact Details	Redacted
Scheme Name	Traffic Regulation Order and Parking Places Order for Marshalswick South Ward, including Battlefield road and Charmouth Road 2021/2
Additional Information	Appendix A of Final Scheme report
Date of report completion	15 th November 2021 (report considered throughout process)

1. Purpose of This Assessment and Scheme Background

Why is this Community and Equality Impact Assessment required?

This assessment is intended to identify possible impacts on different sections of our community including any significant displacement of vehicles to other nearby roads. This assessment will aim to identify any impact and provide details of how the Council may minimise and/or mitigate displacement or impact thereof on different groups.

This Assessment shall be in support of the final scheme report and included as Appendix B of that report

Background

The parking issues in Marshalswick South were first raised in July 2017 from residents in Battlefield Road and Lancaster Road who complained that commuter parking was excessive and caused significant access and road safety concerns. The request was supported by the, then Ward Councillors. The area was added to the Councils pending work programme for future review.

In January 2019 the Council introduced a new residents parking scheme in the Clarence Ward of St Albans. This included roads on the north side of Hatfield Road between Clarence Road and Woodstock Road and northward to Sandpit Lane. This followed an extensive consultation from 2017 to the end of 2018. Not all roads were finally included as the consultation identified some roads as not being supported. This scheme was labelled at the time as 'The Ladder Roads Scheme' due to its geographical layout resembling the shape of a Ladder.

Following the implementation of the scheme in early 2019, the Council started to receive complaints from Charmouth Road residents who complained about excessive parking from what they believed to be commuters. The Councils parking team investigated the parking issues and confirmed that some of the parking appeared to be commuters and parking from a local school. It was agreed that the additional parking was likely due to the new implemented 'Ladder Roads Parking Scheme'

As a result of the complaints, it was agreed that a review of the Ladder Roads scheme scheduled for 12 months, was to be brought forward to 6 months and include the Marshalswick South area. The review consultation did not provide a clear resolution to the parking issues being raised. It was apparent through the process that a vast number of residents in the newly affected area, desired the Ladder Roads scheme to be reversed / removed either entirely or partly. Officers had to look at both areas more objectively to

provide a proposal that ensured traffic flow and road safety was the focus but at the same time ensuring that residents maintained available kerb space for parking by residents and their visitors.

Following several informal consultations, it was agreed to split the two areas, Marshalswick South and Clarence Wards back in to single consultation areas. This would allow us to make decisions based on the differing needs of the locations and avoid delays in implementing any restrictions that affect the safety and flow of road users.

Once the schemes were identified separately, we were able to make a final proposal for both which have now been advertised separately with The Clarence Ward Scheme being agreed and implemented in September 2021 with a go live date of 1st November 2021.

For this scheme 'Marshalswick South' which this report covers, it is recommended to monitor and review the scheme for a period of 18 months following implementation, with the proviso that any areas requiring amendments will be considered within that 18-month period without the need for the requested amendments being added to the Councils work programme.

Changes from the previously consulted informal proposals include.

- proposal to introduce pay by phone parking to allow some parking from non-residents has been removed. It is recommended to make order/s for residents only parking as detailed in the orders.

Benefits of the Proposals

The underlying benefit of the introduction of these restrictions is improved traffic flow and improved safety for all road users including pedestrians. In addition, the provision of resident permit parking will remove the nuisance of inconsiderate commuter parking. Environmental benefits are also expected as vehicle volumes and congestion will be reduced.

Consultations in the area have been carried out and are highlighted in section 4, 'Conclusion' of this report.

2. Community impact and or Displacement Factors

The Equality Act places a specific duty on local authorities in relation to people with protected characteristics. The table below details these groups and provides information on the impact level and the consideration given on these groups where appropriate.

General Impact and or Displacement;

Below is an overview of the general impacts and possible displacements by community groups and the environment

3. Community Groups

Potential impacts	Positive	Neutral	Negativ	What are the impacts?	How will benefits be enhanced and negative impacts minimised or eliminated?
Local Community in general	X			Possible displacement of parked vehicles. It is likely vehicles will be dispersed on a wider scale.	Improved road safety at junctions and key locations. Improved parking availability for residents and those with disabilities.
Age	X			Improved parking options for those with disabilities of all ages	Improved road safety at junctions and key locations for all traffic including pedestrians and Improved parking availability for residents of all ages
Disability	X			Improved parking options for those with disabilities of all ages	Improved road safety at junctions and key locations for all traffic including pedestrians and Improved parking availability for residents and those with disabilities.
Gender reassignment		X		N/A	No impact identified.
Marriage and civil partnership		X		N/A	No impact identified,
Pregnancy and maternity	x			No negative impact identified	Improved road safety at junctions and key locations for all traffic including pedestrians. Improved parking options close to residential homes that need them
Race (including Gypsies, Roma and Travellers)		X		N/A	No impact identified.
Religion or belief			X	Some impact during specific times as those attending religious buildings will require alternative parking	Parking available at local car parks. Also encouraged to use sustainable travel such as buses which frequently serve the area.

Potential impacts	Positive	Neutral	Negativ	What are the impacts?	How will benefits be enhanced and negative impacts minimised or eliminated?
Sex		X		N/A	No impact identified.
Sex orientation		X		N/A	No impact identified.
Any community issues identified for this location?		X	X	<p>Possible displacement of vehicles and some members of the community</p> <p>Charmouth Court Risk: Residents Parking further away from their property.</p>	<p>Displacement of parking is likely but, in most locations, minimal. Sustainable travel is promoted, and car parks are available for most users.</p> <p>The scheme will prioritise kerb space for residents and remove long term parking from non-residents. Whilst there is a risk that residents would have to park away from their property and within the wider zone, this risk is minimised under these proposals. Disabled parking bay options are also available to those residents who hold a disabled blue badge.</p>
Displacement Area			X	Some identified, also see above	Displacement of parking is likely but, in most locations, minimal. In addition, an 18-month review period will monitor any displacement
Emergency Services and other key stakeholders	X			No Impact Identified	Improved road safety at junctions and key locations for all traffic including emergency vehicles and refuse collections.
Environmental Impacts	X			Improved environmental impacts	Improved congestion including less vehicles looking to park meaning emissions is reduced.
Emissions Impact				No Impact Identified	Improved congestion including less vehicles looking to park meaning emissions is reduced.

4. Conclusion

A consultation has been undertaken with residents in the affected area/s.

Formal Proposal to Make a Traffic Regulation Order or Orders

Please see the attached making report for more details on the scheme proposals and consultation process.

It is recommendation to proceed with the scheme as proposed within the final attached making report.

Following a review by the relevant Ward Councillors and their final comments, this report will be provided to the Council's Head of Services or relevant decision maker and the lead Councillor for Public Realm. who will decide in consultation if the recommendations should be agreed?

Signed Agreement below, by the head of Community services will confirm that the scheme can progress with the recommendations within these reports.

This document should be considered along with the final scheme report and any other supporting documents.

5. Monitoring and Review

We will monitor the area/s within this scheme via onsite observation and through the Council's complaints and enquiry process. An 18-month review period from implementation, will be carried out.

6. Next steps

It is important that the information gathered is used to support any Council reports that are presented to the delegated decision maker or appropriate committee/s. This will allow the decision maker, and Members, to be provided with all the facts in relation to the impacts their decision will have on different community groups and the environment.

7. Sign off

Head of Service or delegated decision maker

Head of Service or Decision Maker within the Parking Authority	
Name:	Redacted
Date:	
Signature	
Cross	
<i>Agree to Make Traffic Regulation Order/s</i>	
<i>Agree to Abandoned Scheme</i>	

Please note, for data protection the signatures details have/will be redacted when published.

Document Version History	Date updated
V1 for this scheme	15/11/2021