

Equality Impact Assessment: Conversation Screening Tool

<p>What is being reviewed?</p>	<p>Traffic Order: Canford Paddock Waiting Restriction Proposals 2023 - Ref: P38 2023</p> <p>As part of the planning process for the housing development at Canford Paddock the developer has provided funding for Traffic Regulation Orders (TROs) as per the Section 106 agreement.</p> <p>Due to the narrow road widths, no waiting at any time restrictions (double yellow lines) are required through out the development. The proposed restrictions are required to facilitate the safe movement of vehicles, including Council's refuse and emergency service vehicles. If vehicles are parked on the road due to the narrow road widths, there is not the required room for larger vehicles to manoeuvre, therefore vehicles park on the pavement and shared footway/ cycle ways which prevent the safe movement of pedestrians and cyclists. This particularly impacts the disabled and parents using a pushchair/ pram as they have to use the road. The proposed restrictions would mean vehicles parking on the pavement could also be enforced as pavement parking can not be enforced unless there are restrictions on the highway that prevent parking, such as double yellow lines.</p> <p>There are a number of lay-bys that enable parking and the proposal does not restrict parking.</p> <p>Canford Paddock includes the following roads:</p> <p>Provence Drive Becket Crescent Phillipa Court Geoffrey Close Blanche Place Isabella Street Bohemia Gardens Neville Gardens Edmund Crescent Beaumaris Road Arthur Gardens Mortimer Place Poitiers Drive Magna Road</p> <p>Please see the attached deposit document which details the proposal for additional restrictions.</p>
<p>What changes are being made?</p>	<p>Traffic order – Waiting restrictions (double yellow lines throughout)</p>
<p>Service Unit:</p>	<p>Transport and Sustainability</p>

Participants in the conversation:	Robert Walter – Senior Traffic Technician Andrew Brown – Traffic Management Team Manager Lee Smith - Transport Development Team Leader Andy Norwood – New Development Engineer Dean Baker – Area Officer North (May 2023)
Conversation date/s:	May 2023
Do you know your current or potential client base? Who are the key stakeholders?	Road Users, Residents, Local businesses and Organisations on the statutory consultation list for Traffic Orders including the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability.
Do different groups have different needs or experiences?	<ul style="list-style-type: none"> Disability and Age (Old) – the proposed restrictions will prevent parking throughout the development which are areas where the disabled and elderly may park when visiting residents within this area. The majority of properties have two off street parking places, plus garages and there are a number of visitor lay-bys to allow for visitor parking to the area. The restrictions do however allow for disabled blue badge holders to park for up to 3 hours on double yellow lines. There are 324 dwellings within the development. <p>All other protected characteristics have been considered but that there were no issues identified.</p> <p>The scheme was advertised for a period of 21 days following the legal requirements including, site notices on lamp columns and adverts within the local press and Council's website. Within this process representatives of Disability groups have been contacted via email prior to the 21 day consultation period which ran from 2 June 2023 until 23 June 2023. They have not expressed any adverse concerns to the scheme.</p>
Will this change affect any service users?	The proposed changes to waiting restrictions resulting from the Traffic Order impact all road users, including those in protected characteristic groups, who may wish to park vehicles in the affected area, however the majority of properties have two off street parking places, plus garages and there are a number of visitor lay-bys to allow for visitor parking to the area. Disabled blue badge holders are also able to park for up to 3 hours on double yellow lines.
What are the benefits or positive impacts of the change on current or potential users?	The waiting restrictions have been designed to discourage parking where this causes a road safety issue and aims to improve access by enabling the flow of traffic for vehicles, particularly emergency services and refuse vehicles.

	<p>This particularly impacts the disabled and parents using a pushchair/ pram as they have to use the road and. The proposed restrictions would mean vehicles parking on the pavement could also be enforced as pavement parking can not be enforced unless there are restrictions on the highway that prevent parking, such as double yellow lines. Therefore this will improve access and safety for the above users as well as all other pedestrians.</p>
What are the negative impacts of the change on current or potential users?	<p>The waiting restrictions in the proposals will reduce the availability of on-street parking; possibly resulting a negative effect on the individuals currently parking in those locations.</p>
Will the change affect employees?	<p>Yes, some of the employees at local businesses may need to seek alternative parking or travel via bus/ cycle to work, however there is also parking provided by the businesses on site too.</p>
Will the change affect the wider community?	<p>Yes, will improve walking and cycling, by removing vehicles parking on the pavement, which is within close proximity of the school.</p>
What mitigating actions are planned or already in place for those negatively affected by this change?	<p>The majority of properties have two off street parking places, plus garages and there are a number of visitor lay-bys to allow for visitor parking to the area. Disabled blue badge holders are also able to park for up to 3 hours on double yellow lines.</p> <p>The area is also on a bus route and clearing footway parking will also improve cycling and walking facilities helping to encourage more sustainable travel.</p>
Summary of Equality Implications:	<p>In conclusion the restrictions will prevent parking within the Canford Paddock development, except within marked visitor bays, disabled motorists are however able to park for up to 3 hours on the double yellow line restriction.</p> <p>Currently vehicles are parking all over the footway and shared use paths cycle/footways, therefore restrictions will improve access for pedestrians and cyclists, by preventing parking in such areas. This will be of particular benefit to the elderly, disabled and pedestrians using pushchairs as it will ensure they can safely use the pavement. Currently there is a safety issues as such users are having to use the road. The area is also on a bus route and clearing footway parking will also improve cycling and walking facilities helping to encourage more sustainable travel.</p> <p>Due to the narrow road widths the waiting restrictions have been designed to discourage parking and aims to improve access by enabling the flow of traffic for vehicles, particularly the emergency services and refuse vehicles.</p>