

Stage 1 Equality Impact Assessment – Initial Screening

Assessor(s) Name(s):	Nicola Hunter / Kevin Burton
Directorate:	Economy and Environment
Date of Completion:	November 2012

Name of Policy/Strategy/Service/Function Proposal

The making of the Isle of Wight Council (Various Streets, Cowes) (Traffic Regulation) Order No 1 2012, that seeks to amend the parking restrictions in Newport Road, St Faiths Road, Highfield Road, Nelson Drive, Pelham Road and Arctic Road, Cowes.

The Aims, Objectives and Expected Outcomes:

The Isle of Wight Council as local highway authority have a statutory duty to manage the local highway network in such a manner as to ensure the safe and expedient passage of all vehicles and pedestrians, whilst such duty does not require the authority to provide on-street parking, every effort is made to maximise the number of available on-street parking spaces. . This EIA relates to proposed highway network improvements in the town of Cowes where road safety and accessibility concerns had been highlighted. The expected outcome is to ensure that the local highway network is managed in such a way as to ensure that safe and expedient passage of vehicles and pedestrians, whilst maximizing the amount of on-street parking.

Please delete as appropriate:

- This is a proposal for a new strategy

Key Questions to Consider in Assessing Potential Impact	
Will the policy, strategy, service or council function proposal have a negative impact on any of the protected characteristics or other reasons that are relevant issues for the local community and/or staff?	Yes
Has previous consultation identified this issue as important or highlighted negative impact and/or we have created a “legitimate expectation” for consultation to take place? A legitimate expectation may be created when we have consulted on similar issues in the past or if we have ever given an indication that we would consult in such situations	No
Do different groups of people within the local community have different needs or experiences in the area this issue relates to?	No
Could the aims of these proposals be in conflict with the council’s general duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and to foster good relations between people who share a protected characteristic and people who do not?	No
Will the proposal have a significant effect on how services or a council function/s is/are delivered?	No
Will the proposal have a significant effect on how other organisations operate?	No
Does the proposal involve a significant commitment of resources?	No
Does the proposal relate to an area where there are known inequalities?	No
<p>If you answer Yes to any of these questions, it will be necessary for you to proceed to a full Equality Impact Assessment after you have completed the rest of this initial screening form.</p> <p>If you answer No to all of these questions, please provide appropriate evidence using the table below and complete the evidence considerations box and obtain sign off from your Head of Service.</p>	

Protected Characteristics	Positive	Negative	No impact	Reasons
Age		X		The proposed restrictions for the town of Cowes, in the main, introduces various double yellow lines in the roads named above; this may be seen to have a negative impact on the ability to secure a preferred on-street parking space.
Disability		X		The proposed restrictions for the town of Cowes, in the main, introduces various double yellow lines in the roads named above; this may be seen to have a negative impact on the ability to secure a preferred on-street parking space.
Gender Reassignment			X	
Marriage & Civil Partnership			X	
Pregnancy & Maternity			X	
Race			X	
Religion / Belief	X	X		The proposed restrictions for the town of Cowes, would introduce double yellow lines in St Faiths Road to cover junctions and the inside of bends; this may be seen to have a negative impact on the ability to secure a preferred on-street parking space. However parking will still be available in the road and should the double yellow lines be introduced the double yellow lines would provide a sterile section of highway for hearses and wedding cars.
Sex (male / female)			X	
Sexual Orientation			X	

Are there aspects of the proposal that contribute to or improve the opportunity for equality?	Yes
The Isle of Wight Council have a duty to manage the network to ensure the safe and expedient passage of all road users including pedestrians.	

The reduction of available on street parking in the streets named above may be seen to have a negative impact on the ability to secure an on-street parking space; however, the proposed changes are required to ensure the safe and expedient passage of all vehicles.

Evidence Considered During Screening

Onsite assessments were made on-site, including width measurements and photographs to inform this decision. A digital swept path analysis was undertaken to determine the need for parking restrictions and to identify the potential to maximise the level of on-street parking.

The representations received as part of the consultation were also considered and it was noted that no persons perceived that there would be a negative impact upon any of the protected characteristics.

Head of Service Sign off:	
Advice sought from Legal Services (Name)	Ben Gard (Trainee Legal Executive)
Date	

A signed version is to be kept by your team and also an electronic version should be published on the council's website (follow the link from the EIA page on the intranet)

Stage 2 Full Equality Impact Assessment

Assessor(s)Name(s):	Nicola Hunter / Kevin Burton
Directorate:	Economy and Environment
Date of Completion:	November 2012

Name of Policy/Strategy/Service/Function Proposal

The making of the Isle of Wight Council (Various Streets, Cowes) (Traffic Regulation) Order No 1 2012, that seeks to amend the parking restrictions in Newport Road, St Faiths Road, Highfield Road, Nelson Drive, Pelham Road and Arctic Road, Cowes.

The Aims, Objectives and Expected Outcomes:

The Isle of Wight Council as local highway authority have a statutory duty to manage the local highway network in such a manner as to ensure the safe and expedient passage of all vehicles and pedestrians, whilst such duty does not require the authority to provide on-street parking, every effort is made to maximise the number of available on-street parking spaces. . This EIA relates to proposed highway network improvements in the town of Cowes where road safety and accessibility concerns had been highlighted. The expected outcome is to ensure that the local highway network is managed in such a way as to ensure that safe and expedient passage of vehicles and pedestrians, whilst maximizing the amount of on-street parking.

Please delete as appropriate:

- This is a proposal for a new strategy

Scope of the Equality Impact Assessment

To assess the impact of the proposed order on persons that may be affected by the restrictions taking into account consultation feedback from local councillor, parish council and local residents.

Analysis and assessment

Newport Road - The proposed changes to the parking restrictions in Newport Road, Cowes have been advertised following representation from local residents and the local councillor and primarily seeks to address the issues caused by the insufficient carriageway width and the subsequent problem of vehicles mounting the eastern footway, putting pedestrians at risk. During the initial site visit to Newport Road to assess these concerns vehicles, HGV's and buses, were witnessed mounting the pavement with alarming regularity showing no concern for those using the pavement.

Newport Road, Cowes is a strategic route for hgv's, buses and cars carrying on average up to 3,000 vehicles a day. The current parking provisions provide continual un-restricted parking, on the west side, from its junction with Stephenson Road to its junction with Bellevue Road with the exception of private driveway's, these are the only available areas to where vehicles can pull in and give way. Not all of these passing areas are suitable for the larger vehicles or buses and they're often seen mounting the eastern footway. This would appear to have become common practice and simply can not be ignored and allowed to continue.

There has been a high level of objection to the proposed restriction in Newport Road the main area of concern is the reduction of available on-street parking. The current on-street restrictions consist of various areas of double yellow lines, no waiting Monday to Saturday 8am to 6pm and un-restricted parking. The road widths along Newport Road vary from 6.4 metres to 7.6 metres and in general terms the road width will dictate its capacity to accommodate on-street parking and two way traffic flow. As a general rule of thumb a parked car will take up to 2m of road space, depending on the size and style of vehicle and how close it parks to the edge of carriageway, and delivery or emergency vehicles will need approximately 3.25m of clear carriageway to pass. In the case on Newport road the carriageway widths clearly indicates that the road is not wide enough to allow two way traffic flow and retain on-street parking. This would explain why vehicles are regularly using the eastern footpath to pass. The proposals will provide sufficient double yellow line restrictions to allow vehicles to pull in and give way, therefore eliminating the regular need to mount and drive over the footpath.

Consideration is given to maximise the available on-street parking when assessing any proposed restrictions and in the case of Newport Road the double yellow lines have been incorporated to use areas where there are driveways where possible. A further site visit has taken place after the 28 day consultation period to re-assess the proposed restrictions for Newport Road to look at the possibility of reducing the proposals further without compromising the intention to improve the road safety.

There are a few areas where the proposed lines can be reduced slightly which have resulted in the retention of a further 3-4 parking space.

The police have not raised any concerns and the parish council have supported the proposed

restriction. The local councillor did support the proposed restriction prior to advertising the proposed restriction but during the 28 consultation period requested in writing that a time limited waiting restriction be considered instead of the double yellow lines.

Having considered the points raised and the existing site characteristics, it is proposed the restriction be implemented as advertised with the amendment of implementing slightly shorted distances of double yellow line restrictions in the final notice.

St Faith's Road - The proposals to introduce a no waiting at any time parking restriction (double yellow lines) in St Faiths Road has been advertised following representations from local residents and also the driver of a vehicle that was unfortunate enough to be involved in an accident due the nature of vehicles parked on the bend which restricts the forward visibility. The proposed restrictions will provide adequate junction cover for where St Faiths Road meets Newport Road and also the inside of the bend opposite the church in St Faiths Road creating a safer road network for all road users whilst providing adequate forward visibility. Lawful on-street parking capacity should not be affected in St Faiths Road.

The police have not raised any concerns for this restriction and the local Isle of Wight councillor and parish council have indicated support for the proposed restriction.

Having considered the points raised and the existing site characteristics, it is proposed the restriction be implemented as advertised.

Highfield Road - The proposals to introduce a no waiting at any time parking restriction (double yellow lines) in Place Road and at the junction of Highfield Road has been advertised following representations from local residents who requested that double yellow lines were implemented to allow the safe and unimpeded access for vehicles including emergency service vehicles, the concern raised is the difficulties created by vehicles parking up to and on the junctions and the reduction of forward visibility when vehicles park on the bends. The proposed restrictions will provide adequate junction cover for Highfield Road, Place Road and Broadfields Avenue whilst ensuring adequate forward visibility is maintained on the long bend from Highfield Road to Place Road.

The police have not raised any concerns for this restriction and the local Isle of Wight councillor and parish council have indicated support for the proposed restriction.

Having considered the points raised and the existing site characteristics, it is proposed the restriction be implemented as advertised.

Nelson Drive - The proposals to introduce a no waiting at any time parking restriction (double yellow lines) in Nelson Drive has been advertised following representations from local residents who raised their concern over vehicles parking up to and on the junction with Arctic Road and Nelson Court, causing access and visibility problems, they are also concerned as to whether an emergency service vehicle would be able to enter the road should one be required. The proposed restrictions will provide adequate junction cover allowing all vehicles unimpeded access to enter and exit the road safely.

The police have not raised any concerns for this restriction and the local Isle of Wight councillor and parish council have indicated support for the proposed restriction.

Having considered the points raised and the existing site characteristics, it is proposed the restriction be implemented as advertised.

Pelham Road - The proposals to introduce a no waiting at any time parking restriction (double yellow lines) on the small unrestricted section of Pelham Road (northern section) has been advertised following representations from a local business who raised concern that not only does their lorries get stuck on a regular basis but that they have concerns that emergency service vehicles would also not be able to get pass. This section of Pelham Road is covered by a double yellow line restriction on the western side from its junction with Bridge Road to its junction with South Road apart from a small 17 metre section, which accommodates approximately three vehicles. The proposed restriction would provide a continual double yellow line parking restriction on the western side giving unimpeded access for all road users including emergency service vehicles.

Under the same review the local councillor requested that the single line restriction, No waiting Monday to Saturday 8am to 6pm, in the southern section of Pelham Road be revoked to provide additional parking during the day. It is proposed to revoke this restriction which will provide approximately 11 additional day time on-street parking spaces. Therefore additional on-street parking during the day will have increase by approximately 7 spaces taking into account the three lost in the northern section.

The police have not raised any concerns for this restriction and the local Isle of Wight councillor and parish council have indicated support for the proposed restriction.

Having considered the points raised and the existing site characteristics, it is proposed the restriction be implemented as advertised.

Arctic Road - The proposals to introduce a no waiting at any time parking restriction in Artic Road, from its junction with Medina Wharf to its junction with Newport Road, has been advertised following representations from local businesses operating from Medina Wharf, and relate to the swept path required for large vehicles and the problems caused by stopping heavy loaded vehicles when traveling up hill.

The proposed restrictions will sterilise the up hill section of highway allowing hgv's unimpeded access. On-street parking is to be provided on the northern side of the carriageway for those who wish to use the cycle path.

The police have not raised any concerns for this restriction and the local Isle of Wight councillor and parish council have indicated support for the proposed restriction.

Having considered the points raised and the existing site characteristics, it is proposed the restriction be implemented as advertised.

Recommendations

To approve The Isle of Wight Council (Various Streets, Cowes) (Traffic Regulation) Order No 1 2012 as advertised after considering the points raised and the existing site characteristics with the proposed reduction of double yellow lines for Newport Road.

Action/Improvement Plan

The table below should be completed using the information from your equality impact assessment to produce an action plan for the implementation of the proposals to:

1. Remove or lower the negative impact, and/or
2. Ensure that the negative impact is legal under anti-discriminatory law, and/or
3. Provide an opportunity to promote equality, equal opportunity and improve relations within equality target groups, i.e. increase the positive impact

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
Age	Negative	There is a possibility that there could be a negative impact due to the no waiting at any time parking restrictions being placed on the highway meaning persons could not park in places that they may wish to park.	It is the council's duty to manage the highway network to ensure the safe and expedient passage of all vehicles including pedestrians. It is considered that the safety concerns presented justify the making of this order and the potential impact upon persons.	In respect of the proposed no waiting at any time parking restriction in it is considered that there is alternative adequate parking provision within the vicinity
Disability	Negative	There is a possibility that there could be a negative impact due to the no waiting at any time parking restrictions being placed on the highway meaning persons could not park in places that they may wish to park.	It is the council's duty to manage the highway network to ensure the safe and expedient passage of all vehicles including pedestrians. It is considered that the safety concerns presented justify the making of this order and the	In respect of the proposed no waiting at any time parking restriction in it is considered that there is alternative adequate parking provision within the vicinity As a result of representation to the advertised parking restrictions and being minded of

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
			potential impact upon persons	the needs of the mobility impaired, those persons that suffer from a disability that meets the criteria for receiving a blue badge can park for up to 3 hours on the no waiting lines in the area.
Gender Reassignment	No impact			
Marriage & Civil Partnership	No impact			
Pregnancy & Maternity	No impact			
Race	No impact			
Religion / Belief	Negative and positive	There is a possibility that there could be a negative impact due to the no waiting at any time parking restrictions being placed close to the vicinity of St Faiths Church located in St Faiths Road, Cowes meaning persons could not park in places that they may wish to park.	<p>It is the council's duty to manage the highway network to ensure the safe and expedient passage of all vehicles including pedestrians.</p> <p>It is considered that the safety concerns presented justify the making of this order and the potential impact upon persons.</p> <p>The proposed restrictions are being placed on the inside of the bend where vehicles currently</p>	In respect of the proposed no waiting at any time parking restriction in it is considered that there is alternative adequate parking provision within the vicinity.

Area of impact	Is there evidence of negative positive or no impact?	Could this lead to adverse impact and if so why?	Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group or any other reason?	Please detail what measures or changes you will put in place to remedy any identified impact (NB: please make sure that you include actions to improve all areas of impact whether negative, neutral or positive)
			park. St Faiths Road is not wide enough to allow parking both sides without blocking the road therefore these measures will simply manage the network whilst still providing parking on the outside of the bend	
Sex (male or female)	No impact			
Sexual Orientation	No impact			
HR & workforce issues	No impact			
Human Rights implications if relevant	No impact			
Please remember - actions should have SMART targets and be reported to the Diversity Board (this should be done via your Directorate representative) and incorporated into your service/team Plans and /or objectives of key staff				

Summary	
Date of Assessment:	November 2012
Signed off by Head of Service/Director	
Review date	
Date published	

Publishing checklist	Yes	No
<ul style="list-style-type: none"> • <i>Plain English – will your EIA make sense to the public?</i> • <i>Acronyms – check you have explained any specialist names or terminology</i> • <i>Evidence – will your evidence stand up to scrutiny; can you justify your conclusions?</i> • <i>Stakeholders and verification – have you included a range of views and perspectives to back up you analysis?</i> • <i>Gaps and information – have you identified any gaps in services or information that need to be addressed in the action plan?</i> • <i>Success stories – have you included any positive impacts that have resulted in change for the better?</i> • <i>Action plan – is action plan SMART? Have you informed the relevant people to ensure the action plan is carried out?</i> • <i>Review have you included a review date and a named person to carry it out?</i> • <i>Challenge – has your equality impact assessment been taken to Diversity Board/Call Over for challenge?</i> • <i>Signing off – has your Head of Service/Director signed off your EIA?</i> • <i>Basics – have you signed and dated your EIA and named it for publishing?</i> • <i>A signed version to be kept by your team for review and electronic version to be uploaded on to the council’s website</i> 		