

## Equality Impact Assessment Richings Park Waiting Restrictions Review

*When completing this Equality Impact Assessment, please refer to the accompanying guidance available on the intranet [here](#). Please be concise, use plain English and note that this document may be available to members of the public.*

### Part 1: Project details

<b>Project title</b>	Richings Park Waiting Restrictions Review
<b>Is this a new or existing project?</b>	New
<b>Responsible officer</b>	Ricky Collymore
<b>Job title</b>	Technician
<b>Contact phone number</b>	07845 050469
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<b>Team</b>	Network Improvement Team
<b>Service</b>	Transport
<b>Business Unit</b>	
<b>Date started</b>	February 2019
<b>Date completed</b>	Ongoing

## Part 2: Purpose and Objectives

2.1	<b>What is the purpose of the project or change?</b>	To review the current waiting restrictions in place at Richings Park, Iver. To work with stakeholders, Working Group and residents to ascertain what restrictions would alleviate the current commuter parking problem in Richings Park.
2.2	<b>What are the key objectives of the project or change?</b>	To create proposals and then implement waiting restrictions in Richings Park. The key objective is to stop commuter parking as many residents have stated that parking their own vehicles can be problematic during the week. Double parking, by commuters in the main, has made access and passage for Emergency Services, Refuse Services and Buses difficult or impossible in parts of the estate.
2.3	<b>Which other functions, services or policies may be impacted?</b>	In theory, once the proposals are implemented there should be greater access and passage for larger service vehicles such as Ambulances, Fire Engines, Refuse Trucks and Buses. There have been several reports of emergency and refuse services struggling to get through the estate. The bus service that used to service Richings Park has been rerouted due to the inability of buses to get through the estate.
2.4	<b>Who are the main stakeholders impacted by this project or change?</b>	Emergency Services, Refuse Services, Passenger Transport, residents and local businesses. Who should all see a positive impact once the proposals are implemented.
2.5	<b>Which other stakeholders may be affected by this project or change?</b>	n/a

## Part 3: Data and Research

3.1	<b>What data and research has been used to inform this assessment?</b>	An Informal Consultation was conducted, during which TfB held an exhibition in Richings Park displaying and discussing options for proposals to improve the parking issues. The results and feedback received during the Informal Consultation and exhibition formed the agreed proposals to take forward to Statutory Consultation. The Statutory Consultation results and comments were examined to decipher whether there would be any negative impact to protected characteristics if the proposed waiting restrictions were implemented.
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3.2	<b>Have any complaints on the grounds of discrimination been made in relation to this project?</b>	No complaints on the grounds of discrimination were made in relation to this scheme/project.
3.3	<b>Please provide evidence of these.</b>	
3.4	<b>What <u>positive</u> impacts have been established through research findings, consultation and data analysis?</b>	The results of the consultations held indicate that the majority residents believe that once the waiting restrictions are implemented in Richings Park, travelling through the estate and parking at their properties during the week should be a lot easier. Larger public service vehicles should, in theory, be able to travel through the estate to undertake their services to the estate once the proposals are implemented. The predicted fall in commuter parking should also improve the aesthetics of the estate as commuters have been parking on the verges and double parking making. Businesses supported the proposals put forward during the Statutory Consultation. It is believed that the alleviation of the commuter parking will in turn create an increase in shoppers to the local stores. This would be via greater access to parking at the shopping area and less double parking allowing easier passage through the estate to the stores and businesses.
3.5	<b>What <u>negative</u> impacts have been established through research findings, consultation and data analysis?</b>	Residents without driveways and who own cars needing to parked during normal working weekday hours would have to buy a Resident Parking Permit. Commuters using the train, who are not residents, would have to use the proposed private car park at a cost as per all the other train stations along that line to and from London.
3.6	<b>What additional information is needed to fill any gaps in knowledge about the potential impact of the project?</b>	No further information will be required. Monitoring of the proposed restrictions and their impact will be monitored after their implementation on a regular basis.

#### Part 4: Testing the impact

**Within this table, please indicate (✓) whether the project will have positive, negative or neutral impacts across the following nine protected factors and provide relevant comments. Both positive and negative impacts should be specified where this applies.**

*Note 1: Listing a negative outcome does not mean the project cannot continue.*

*Note 2: This is an opportunity to identify and address issues for improvement*

		<b>Positive Impact</b>	<b>Negative Impact</b>	<b>Neutral Impact</b>	<b>What evidence do you have for this?</b>	<b>Improvement Actions Required</b>
4.1	<b>Age</b>			✓	Informal and Statutory Consultations.	N/A
4.2	<b>Disability</b>			✓	Informal and Statutory Consultations. No changes to the blue badge parking bays already in situ. In Buckinghamshire, blue badge holders can park on double yellow lines where safe county wide. So once the proposals are implemented, there will be no reduction in disabled user parking areas.	N/A
4.3	<b>Gender</b>			✓	Informal and Statutory Consultations	N/A
4.4	<b>Marriage &amp; Civil Partnership</b>			✓	Informal and Statutory Consultations	N/A
4.5	<b>Pregnancy, Maternity &amp; Paternity</b>	✓			Informal and Statutory Consultations. The implementation of the proposed waiting restrictions will, in theory, alleviate the current commuter parking problem. This will allow a greater ease of passage through the estate for emergency services vehicles.	N/A
4.6	<b>Race</b>			✓	Informal and Statutory Consultations	N/A
4.7	<b>Religion &amp; Belief</b>	✓			Informal and Statutory Consultations. The proposed introduction of restrictions will ensure commuter parking is not displaced to St Leonards Walk where St Leonards Church is located. The restrictions proposed will still enable local users to park at St Leonards Walk when various religious or community activities take place.	N/A
4.8	<b>Sexual Orientation</b>			✓	Informal and Statutory Consultations	N/A
4.9	<b>Transgender</b>			✓	Informal and Statutory Consultations	N/A

4.10	Carers*			✓	Informal and Statutory Consultations	N/A
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*\*someone who provides unpaid care for a family member or friend who is unable to cope without their support. This may be due to illness, disability, frailty, mental health problems or addiction*