

## Equality Impact Assessment Amersham Parking Review 2020

### Part 1: Project details

|   |   |
|---|---|
| <b>Project title</b>                      | Amersham Parking Review 2020  |
| <b>Is this a new or existing project?</b> | Existing  |
| <b>Responsible officer</b>                | Tara Rutland (reviewed by:- John Pateman, Project Manager and Ian Thomas, Senior Parking Officer) |
| <b>Job title</b>                          | Assistant Technician  |
| <b>Contact phone number</b>               | 07971107032   |
| <b>Email</b>                              | Tara.rutland@buckinghamshire.gov.uk   |
| <b>Team</b>                               | Network Improvement Team  |
| <b>Service</b>                            | Transport   |
| <b>Business Unit</b>                      | Transport for Bucks   |
| <b>Date started</b>                       | 03/12/2019  |
| <b>Date completed</b>                     | 13/08/2020  |



**Transport for  
Buckinghamshire**

## Part 2: Purpose and Objectives

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| 2.1 | <b>What is the purpose of the project or change?</b>                       | To implement new and replace existing parking controls in Amersham, Old Amersham, Chesham Bois and Penn.   |
| 2.2 | <b>What are the key objectives of the project or change?</b>               | <ol style="list-style-type: none"> <li>1. Avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.</li> <li>2. For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).</li> <li>3. For preserving or improving the amenities of the area through which the road runs.</li> <li>4. Supporting Highway Code and improving safety on the road for vehicles and pedestrians.</li> <li>5. Allowing access for emergency and service vehicles.</li> <li>6. Allow parking for all road users.</li> </ol> |
| 2.3 | <b>Which other functions, services or policies may be impacted?</b>        | None identified.   |
| 2.4 | <b>Who are the main stakeholders impacted by this project or change?</b>   | Emergency services, blue badge holders, statutory council services, utility companies, Passenger Transport, schools, religious organisations, delivery services, residents, businesses, elected Members and other local councils.  |
| 2.5 | <b>Which other stakeholders may be affected by this project or change?</b> | Freight organisations, charities, and adjoining councils.  |

### Part 3: Data and Research

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| 3.1 | <b>What data and research has been used to inform this assessment?</b>   | <p>The local members gave us a list of roads where they have received complaints from residents, businesses and others about their parking issues. We then conducted two informal consultations where we wrote to residents, displayed notices on the street and created two surveys to ask opinions on the best parking controls for each road, taking everyone's views into consideration, before it went to the statutory consultation.</p> <p>The parking engineers within Transport for Bucks have a broad experience in implementing parking schemes and improving the situation for road users including those groups have protected characteristics under the Equalities Act.</p> |
| 3.2 | <b>Have any complaints on the grounds of discrimination been made in relation to this project?</b>                   | <p>No complaints on the grounds of discrimination have been made in relation to this scheme/project as at this date.</p>  |
| 3.3 | <b>Please provide evidence of these.</b>   | <p>N/A</p>  |
| 3.4 | <b>What <u>positive</u> impacts have been established through research findings, consultation and data analysis?</b> | <p>The highway code elements of the scheme will mean that any dangerous parking is removed and that emergency and service vehicles have sufficient access.</p> <p>From the responses to the initial consultation it is clear that many residents and businesses are experiencing parking problems across various areas of Amersham. Therefore, this research has helped us to identify a number of solutions to the problems which suit a number of user groups. This should help reduce the frustration that people are feeling in regards to parking, help the needs of the different user groups, and reduce the number of complaints the local members receive.</p>                   |
| 3.5 | <b>What <u>negative</u> impacts have been established through research findings, consultation and data analysis?</b> | <p>The parking controls that we implement may not suit every single person; however, it will ease the frustration felt by the majority of the people who responded.</p>   |

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|-----|---|--|
| 3.6 | <b>What additional information is needed to fill any gaps in knowledge about the potential impact of the project?</b> | There has been extensive research conducted on a number of occasions to ask residents, businesses and other groups about their preferences, and the decisions which have been made are based on these responses. We have also looked at what impact the new parking controls will have on other roads, and these roads have also been included in all of the consultations. However, we will not the impact of the project until the parking controls are implemented. |
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#### 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*

|     |   | Positive Impact | Negative Impact | Neutral Impact | What evidence do you have for this?  | Improvement Actions Required |
|-----|---|-----------------|-----------------|----------------|--|------------------------------|
| 4.1 | <b>Age</b>                              |                 |                 | ✓              | We are putting in parking controls to make the roads safer in general which will assist older and younger road users, drivers, cyclists, pedestrians and implementing bus stop clearways where required to assist people getting on and off buses.   | N/A                          |
| 4.2 | <b>Disability</b>                       |                 |                 | ✓              | We are putting in some new disabled bays in the High Street and The Broadway to help those with limited mobility park closer to the shops. We are also formalising all of the disabled bays on the affected roads (School Lane, Bois Lane, and Green Lane) to ensure they are the correct size to allow enough room for a disabled person to get in and out of their car safely and allow enough space behind the car if they need to load and unload a wheelchair. We are also mindful that disabled badge holders can park on all of the parking restrictions which we are implementing. | N/A                          |
| 4.3 | <b>Gender</b>                           |                 |                 | ✓              | The parking proposals do not discriminate based on the gender of a person.   | N/A                          |
| 4.4 | <b>Marriage &amp; Civil Partnership</b> |                 |                 | ✓              | The parking proposals do not discriminate based on the marital status of road users.   | N/A                          |

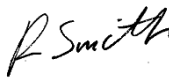
|      |   |  |  |   |  |     |
|------|---|--|--|---|--|-----|
| 4.5  | <b>Pregnancy, Maternity &amp; Paternity</b> |  |  | ✓ | This is generally a neutral impact, although those near full term pregnancy and those with small children may find that there is improved accessibility on the road network.   | N/A |
| 4.6  | <b>Race</b>                                 |  |  | ✓ | The parking proposals do not discriminate based on the race of a person.   | N/A |
| 4.7  | <b>Religion &amp; Belief</b>                |  |  | ✓ | We are putting in some double yellow lines at a junction, near a church, on Coppice Farm Road, Penn, but this is to make the road safer for everyone.  | N/A |
| 4.8  | <b>Sexual Orientation</b>                   |  |  | ✓ | The parking proposals do not discriminate based on the sexual orientation of a person.   | N/A |
| 4.9  | <b>Transgender</b>                          |  |  | ✓ | The parking proposals do not discriminate based on the gender of a person.   | N/A |
| 4.10 | <b>Carers*</b>                              |  |  | ✓ | The parking controls will generally be of benefit to carers, where there are permit holder bays, carers are able to apply for a carer permit which will allow them to park in the bay and allow easier access to the patient's house. If the carer is a family member, the household can buy visitor permits which will allow them to park there. Where there is a single yellow line restriction, it should hopefully remove a group who have been parking on the road long term such as commuters, and therefore it will free up space for carers to park. However, we do recognise that it may mean that carers won't be able to park directly outside their patient's house during the restricted hour. Carers can park on a double yellow line to pick up and drop off the patient. | N/A |

*\*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*

**Part 5: Ongoing improvement monitoring**

| From the improvement actions identified in section 4, this table can be used for monitoring the progress made |                              |   |
|---|------------------------------|---|
| 5.1   | Improvement Actions Required | Detail of progress made against the required improvements |
|   | None                         |   |
|   |                              |   |
|   |                              |   |

**Part 6: Director / Head of Service Statement**

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|--|---|
| <p>I am fully aware of the duties required of Buckinghamshire Council (BC) under the Equality Act 2010 and I have read our Equality Strategy.</p> <p>I am satisfied that this Equality Impact Assessment shows that we have made every possible effort to address any actual or potential unlawful discrimination.</p> | Name Rob Smith  |
|  | Signature  |
|  | Date 13/8/20  |