

Equality Impact Assessment
High Wycombe Junction Protection Marking

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

Project title	High Wycombe Junction Protection Marking
Is this a new or existing project?	New
Responsible officer	Ricky Collymore
Job title	Technician
Contact phone number	07845 050469
Email	Ricky.collymore@buckinghamshire.gov.uk
Team	Design Services
Service	Transport
Business Unit	
Date started	February 2022
Date completed	Ongoing

Part 2: Purpose and Objectives

2.1	What is the purpose of the project or change?	To implement No Waiting At Any Time waiting restrictions (double yellow lines) in locations of limited visibility for motorists and pedestrians in various locations around the High Wycombe area. To work with stakeholders, Neighbourhood Action Group and residents to ascertain where restrictions would alleviate the current parking problems in the High Wycombe area.
2.2	What are the key objectives of the project or change?	To create proposals and then implement waiting restrictions in the High Wycombe area. The key objective is to limit parking on junctions, bends and hill brows in problem areas identified. This would conform to the Highway Code Safety Rule 243 which prohibits parking within 10 metres of a junction or areas of limited visibility such as bends and hill brows. Junction parking made access and passage for Emergency Services, Refuse Services and Buses difficult in parts of the High Wycombe area.
2.3	Which other functions, services or policies may be impacted?	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 reports of parking on, or around certain junctions and subsequently emergency, refuse and bus services struggling to get through junctions.
2.4	Who are the main stakeholders impacted by this project or change?	Emergency Services, Refuse Services, residents and local businesses.
2.5	Which other stakeholders may be affected by this project or change?	n/a

Part 3: Data and Research

3.1	What data and research has been used to inform this assessment?	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.
3.2	Have any complaints on the grounds of discrimination been made in relation to this project?	An objection received referred to the proposals “targeting BAME households” who have “larger extended families who visit regularly” they believed that the proposed restrictions would limit any family visits. However, these proposals for waiting restrictions were in line with Highway Code safety rules, they are to be implemented around several areas in the High Wycombe area. The location in which this respondent referred to only had proposed double yellow lines on the junction with the main road. There will still be ample parking available beyond the restrictions for extended family.

3.3	Please provide evidence of these.	Please see respondent comments in Key Decision Report appendix.
3.4	What <u>positive</u> impacts have been established through research findings, consultation and data analysis?	The results of the consultation held indicate that the majority residents believe that once the waiting restrictions are implemented in the High Wycombe area, there will be greater egress and access visibility on the junctions included. The proposals for double yellow lines near the Bambinos Nursery are to prevent the parking on the footpath which has resulted in parents and young children having to walk to and from the nursery in the carriageway. The proposals put forward during this Statutory Consultation are to enable safe parking controls which will aid road users and pedestrians alike.
3.5	What <u>negative</u> impacts have been established through research findings, consultation and data analysis?	N/A
3.6	What additional information is needed to fill any gaps in knowledge about the potential impact of the project?	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

<p>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.</p> <p><i>Note 1: Listing a negative outcome does not mean the project cannot continue.</i></p> <p><i>Note 2: This is an opportunity to identify and address issues for improvement</i></p>						
		Positive Impact	Negative Impact	Neutral Impact	What evidence do you have for this?	Improvement Actions Required
4.1	Age			✓	Statutory Consultation.	N/A

4.2	Disability			✓	Statutory Consultation. No blue badge bays are being removed or amended. Only double yellow lines to be implemented where blue badge holders can park for up to 3 hours where safe.	N/A
4.3	Gender			✓	Statutory Consultation	N/A
4.4	Marriage & Civil Partnership			✓	Statutory Consultation	N/A
4.5	Pregnancy, Maternity & Paternity	✓			Statutory Consultation. The implementation of the proposed waiting restrictions will, in theory, allow a greater ease of passage through many locations for emergency and services vehicles.	N/A
4.6	Race			✓	Statutory Consultation	N/A
4.7	Religion & Belief			✓	Statutory Consultation.	N/A
4.8	Sexual Orientation			✓	Statutory Consultation	N/A
4.9	Transgender			✓	Statutory Consultation	N/A
4.10	Carers*			✓	Statutory Consultation	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*