



Equality Impact Assessment (EqIA)

Template reviewed June 2023

The Public Sector Equality Duty (PSED) was introduced as part of the Equality Act 2010, which protects people from discrimination in the workplace, in the provision of services and in wider society.

The duty requires all public bodies to have due regard to the need to:

- Eliminate discrimination
- Advance equality of opportunity
- Foster good relations between different people

Public bodies demonstrate this due regard in different ways, including producing robust equality impact assessments when considering changes to policies and services.

An EqIA enables us to check the potential impacts on residents and employees of our policies, services and projects. It's an opportunity to challenge how we currently do things.

Carrying out an EqIA should not create extra work; it should be part of your normal service planning process. Most of the information required should already be available to you through other work already undertaken e.g. service user monitoring, analysis of complaints and national research.

The purpose of an EqIA is to *take account* of equality as plans develop, to promote and assist the consideration of equalities issues arising in plans and proposals and to ensure that where possible adverse or disproportionate impacts are minimised and positive impacts are maximised. As such where possible an EqIA should be started at the outset of a project/proposal and continually be developed and reviewed until a final proposal is adopted. An EqIA should be used to ensure decision makers have all the information they need regarding potential impacts to ensure they have due regard to the Public Sector Equality Duty when making judgements.

Carrying out EqIAs should be an integral part of policy or service development/change and larger projects may need more than one EqIA if different areas are impacted by the change.

Any project that requires consultation will automatically require an EqIA.

All approved and signed EqIAs are recorded in a central register. Please email your completed draft EqIA to equalities@buckinghamshire.gov.uk. Previous EqIAs can be made available for information upon request. For any questions or if you require support in completing your EqIA please contact Maria Damigos and Natalie Donhou Morley directly.



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Part A (Initial assessment) - Section 1 - Background

Proposal/Brief Title: Aston Clinton Parking Restrictions

OneDrive link to report/policy:

Related policies: [Parking Delivery Plan \(2017\): Buckinghamshire Council](#)

Date: 11/03/2024

Type of strategy, policy, project or service:

Please tick one of the following:

- Existing
- New or proposed
- Changing, update or revision
- Other (please explain)

This assessment was created by:

Name: Raja Khan

Job Title: Highway Engineer

Email address: raja.khan@atkinsrealis.co.uk

Briefly describe the aims and objectives of the proposal below:

The proposed waiting/parking restrictions at Aston Clinton were commissioned by Aston Clinton Parish Council (ACPC) to address safety concerns regarding motorist visibility when exiting the 'Shell' petrol station situated off the on Aylesbury Road/ London Road / Weston Road roundabout caused by parked vehicles.

Double yellow lines are proposed in the vicinity of the 'Shell' petrol station to remove this obstructive parking, as well as prevent parking in the vicinity of other junctions in the immediate area, at the following locations: -

- . **Aylesbury Road (north side)** at and including the Hyde Street junction and from the Aston Clinton Guide Hall (No. 104 Aylesbury Road) access eastwards to the London Road / Weston Road roundabout.
- **Aylesbury Road (south side)** at and including the Parsley Close junction and covering the entire frontage of the 'Shell' petrol station up to the London Road / Weston Road roundabout.
- **London Road (north side)** from the Aylesbury Road / Weston Road roundabout eastwards to protect the Aston Clinton Veterinary Centre (No. 107 Aylesbury Road) access.



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- **London Road (south side)** from the Aylesbury Road / Weston Road roundabout eastwards to the existing double yellow lines near Brook Street.
- **Weston Road (both sides)** from the Aylesbury Road / London Road roundabout southwestwards for approximately 50 metres.

The objectives of the proposed restrictions are to remove visibility constraints, caused by parked vehicles, for motorists exiting the 'Shell' petrol station and adjacent / nearby junctions; the retention of some unrestricted on-street parking- formed from the breaks in double yellow lining - to act as both a traffic calming measure and allows for visitor / customer parking at the Aston Clinton Guide Hall and the Aston Clinton Veterinary Centre.

What outcomes do we want to achieve? Improve visibility for motorists exiting the 'Shell' petrol station.

Does this proposal plan to withdraw a service, activity or presence? No

Please explain your answer:

No Council service, activity or presence is being withdrawn.

Does this proposal plan to reduce a service, activity or presence? No

Please explain your answer:

No Council service, activity or presence is being reduced.

Does this proposal plan to introduce, review or change a policy, strategy or procedure? No

Please explain your answer:

No Council service, activity, presence or procedure is being introduced or changed.

Does this proposal affect service users and/or customers, or the wider community? Yes

Please explain your answer:

In the short term, temporary Traffic Management (TTM) would be required to facilitate the laying of the proposed double yellow lines. Due to the scale of the works, it is unlikely any form of TM more intrusive than traffic lights would be required. Residents and other highway users would have limited access/restriction to properties at various stages of the day. The TTM could result in increased waiting time for motorists and result in increased journey times.

In the long term, the implementation of double yellow lines would help improve visibility when exiting the 'Shell' petrol station and improve the safety of all road users including pedestrians and cyclists in the immediate area, as it would afford greater visibility of vehicles exiting the 'Shell' petrol station.



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Does this proposal affect employees? Yes

Please explain your answer:

Through consultation and stakeholder engagement, Members and Officers may be subject to negative and potentially targeted communications from the public or organisations opposed to the scheme. However, the initial proposals in the Statutory Consultation have been amended – and now allow short lengths of on-street parking spaces on Aylesbury Road and London Road – to address and reflect concerns and objections received.

Will employees require training to deliver this proposal? No

Please explain your answer:

No, it is not expected that additional training is required.

Has any engagement /consultation been carried out, or is planned in the future? Yes

Please explain your answer:

The proposed parking/waiting parking restrictions were developed in conjunction with ACPC and then advertised and promoted locally through a Statutory Consultation exercise between 6th September 2023 to and 29th September 2023. This included online consultation on the Buckinghamshire Council website, a newspaper advertisement, letter drop to frontagers etc.

Section 2 - Impacts

Please highlight potential impacts (including unintended impacts or consequences) for each protected characteristic*. Where there are negative or positive impacts please give more details of the impact. Where the impacts are unclear please explain why.

Age*

Positive

Negative

Unclear

None

Details:

Short-term (construction)

N/A

Long-term (finished scheme)

With the installation of double yellow lines, there would be some loss in previous unrestricted on-street parking availability. However, unrestricted on-street parking will still be available around places of interest including the Aston Clinton Guide Hall and Aston Clinton Veterinary Centre. The introduction of double yellow lines would alleviate visibility constraints on motorists exiting the 'Shell' petrol station on Aylesbury Road by removing / restricting vehicles parking in the immediate areas that would adversely affect this. This will allow for improved visibility for all road users, especially those more vulnerable including pedestrians and cyclists.

Disability*



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Positive

Negative

Unclear

None

Details:

Short-term (construction)

N/A

Long-term (finished scheme)

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Pregnancy & maternity*

Positive

Negative

Unclear

None

Details:

Short-term (construction)

N/A

Long-term (finished scheme)

With the installation of double yellow lines, there would be some loss in previous unrestricted on-street parking availability. However, unrestricted on-street parking will still be available around places of interest including the Aston Clinton Guide Hall and Aston Clinton Veterinary Centre. The introduction of double yellow lines would alleviate visibility constraints on motorists exiting the 'Shell' petrol station on Aylesbury Road by removing / restricting vehicles parking in the immediate areas that would adversely affect this this will allow for improved visibility for all road users. In addition to improved visibility there would also be a reduction in obstructions to the footway, in particular reducing instances of parked vehicle doors opening and obstructing users. This would improve conditions particularly for those using push buggies or with young children. The proposed works would improve the experience for all users including, pedestrians, cyclists and those more vulnerable.

Race & Ethnicity*

Positive

Negative

Unclear

None

Details: N/A



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Marriage & Civil Partnership*

Positive	Negative	Unclear	None
Details: N/A			

Religion & Belief*

Positive	Negative	Unclear	None
Details: N/A			

Sex*

Positive	Negative	Unclear	None
Details: N/A			

Sexual Orientation*

Positive	Negative	Unclear	None
Details: N/A			

Gender Reassignment*

Positive	Negative	Unclear	None
Details: N/A			

Do you anticipate any impacts on military families/veterans in relation to the Armed Forces Act 2021 requirements on local authorities to have due regard to [the Armed forces Covenant](#)? No

Please explain your answer: N/A

Are there any other additional groups/impacts that the EqIA should evaluate in relation to the proposal? Yes

Cyclists

Details:

Short-term (construction)

Temporary Traffic Management (TTM) will be in place during the construction works to safely deliver the scheme. It is expected there will be a temporary restriction on use of cycle lane. This may include temporary rerouting of for cyclists along roads without cycle lanes.

Long-term (finished scheme)

The cycle lane on Aylesbury Road is not a formal dedicated cycle lane, with the dashed line indicating vehicle use within the cycle lane is permissible. The double yellow lines will prevent vehicles parking which may have previously forced cyclists to move out into the carriageway. This change is likely to improve cyclist user experience along the noted sections.



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Section 3 – Is a full assessment required?

If you have answered yes to any of the initial assessment questions in section 1 of this EqIA, or have indicated a negative or unclear impact in section 2, it is likely you will need to complete part B of the EqIA form.

Following completion of part A, is part B completion required?

- Yes
- No
- Not required at this time

Explain your answer:

N/A

Have you completed an DPIA for this project/change? No, not deemed necessary.

Part B (Full assessment) - Section 5 – Further information

Will there be an impact on any other functions, services or policies? If so, please provide more detail:

During the works, temporary Traffic Management (TTM) will be in place to safely deliver the scheme. It is anticipated that this will take the form of traffic lights. This may result in Emergency Service vehicles being affected, as other motorists speeds will be lowered / restricted by the TTM.

Are there any potential barriers to implementing changes to your service/strategy/policy/project?

N/A

Section 6 - Information gathering – what do you need to know about your customers and making a judgement about potential impacts on them?

What data do you already have about your service users or the people your policy or strategy will have an impact on, that is broken down by protected characteristics* and equality groups (non-statutory)?

Age*: None

Disability*: None

Pregnancy and maternity*: None

Race*: None

Marriage & Civil Partnership*: None



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Religion or belief*: None

Sex*: None

Sexual orientation*: None

Gender re-assignment*: None

Military families/veterans: None

Additional groups (*where appropriate - please identify*): None

Do you need any further information broken down by protected characteristic or equality group to inform this EqIA?

Yes

No

If yes, list here to help you gather data for the action plan in Section 11

Section 7 – Negative effects, impacts or consequences

Is there any potential for or actual direct or indirect discrimination or a disproportionate effect on a protected group or equality group?

Yes

No

Not sure at this time

What are the potential negative effects, impacts or consequences and how have, or may, they arise: None

Section 8 – Proposals to remove or minimise negative effects, impacts or consequences

How is it proposed to mitigate or minimise the negative effects, impacts or consequences identified in Section 7? N/A

Section 9 - Other factors to take into consideration:

This project is in compliance with the Parking Delivery Plan (PDP) which is an update to the Parking Implementation Plan (produced in 2017), initially designed to help shape, manage and deliver Buckinghamshire Council's Vision for Parking. The Aylesbury Road and Weston Road, Aston Clinton scheme is also in accordance with the new Local Transport Plan LYP4 covering March 2016-2036.

Section 10 - Conclusion:

This EqIA assessment outlines the current understanding of the project concerning the potential impacts associated with the delivery of the scheme.



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Section 11 - Action Planning

Actions to be taken to address negative effects, impacts or consequences and maximise positive impacts	Potential Outcomes	Lead
Design to be developed as per TSRGD and CDM statutory requirements.	Design to be standardised to design requirements and satisfy safety needs.	Raja Khan
Designs to be reviewed under 'check, review, approve' quality process, satisfying ISO-9001	Review of design through formalised process, highlights efficiencies and ensures quality control within design.	Raja Khan
Coordinate with the Council Parking team on recent planned parking restriction changes to the area including pedestrianised zoning	Coordinate consultation with the Parking team to ensure a joined-up approach	Raja Khan

Section 12 - Monitoring Arrangements

What are the plans to monitor the actual and/or final impact?

No formal plans for monitoring have been put in place. However, the success of the proposed scheme would be determined via feedback from regular usage. Two identified means where this can be conveyed, would be feedback from the Parish Council and Parking Enforcement Team.

The Parish Council would be best placed to provide informal feedback of the performance of the waiting/parking restrictions put in place, based on resident comments made to them. The Parking Enforcement team similarly would be positioned to monitor the implication of the waiting/parking restrictions as they would have regular interaction with the waiting/parking restriction after the local residents.

Section 13 - Part A and B Sign off – (If Part B has not been completed please complete Section 4)

Officer completing Part A and B assessment: *Raja Khan* Date: 12/03/2024

Equality advice sought from: *Natalie Donhou Morley* Date: 03/04/24

Service Director sign off: Kevin Goad, 16 April 2024