



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: Proposed Double Yellow Line and No Parking on Verge / Footway parking restrictions - Coates Lane, High Wycombe.

OneDrive link to report/policy: N/A

Related policies: N/A

Date: 22/08/2024

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: David Cairney

Job Title: Senior Engineer

Email address: David.Cairney1@buckinghamshire.gov.uk

Briefly describe the aims and objectives of the proposal below:

The Traffic Regulation Order (TRO) is aimed at introducing 'No waiting at any time' double yellow line and 'No stopping on verge or footway' parking restrictions on Coates Lane, High Wycombe, between Wyndham Avenue and Tancred Road to address ongoing concerns raised by residents and local members.

What outcomes do we want to achieve?

Implementation of the TRO will address the ongoing concerns relating to verge damage and injudicious parking on / around the bend on Coates Lane between Tancred Road and Disraeli Crescent creating road safety issues.

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.



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Does this proposal plan to introduce, review or change a policy, strategy, or procedure?

No

Please explain your answer:

No Council policy, strategy or procedure will be introduced, reviewed or changed as part of the proposals.

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

Please explain your answer:

Introducing the proposed parking controls would affect service users and/or customers and the wider community as it would limit the area where motorists currently freely park.

However, this current uncontrolled parking is creating road safety issues and damaging verges (highway asset).

Access to the nearby playground and Hughenden Park will still be accessible on foot, or parking can be done safely down the side roads off Coates Lane.

It is believed crossing the road will be safer with vehicles not parked on the verges as they are currently, especially on the bend where sight is restricted.

Does this proposal affect employees? No

Please explain your answer:

N/A

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:

Yes, formal Statutory Consultation took place between 17 May and 21 June 2024. The findings from this will be reported in a Key Decision Report (KDR) to the Cabinet Member for Transportation.

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)



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-
Long-term (finished scheme)
-

Disability*

Positive Negative Unclear **None**

Details:

Short-term (construction)

Long-term (finished scheme) - those with disabled blue badges will continue to be able to park on the double yellow lines for up to 3 hours, as long as they are not causing an obstruction.

Pregnancy & maternity*

Positive Negative Unclear **None**

Details:

Short-term (construction)

Long-term (finished scheme)

Race & Ethnicity*

Positive Negative Unclear **None**

Details:

Short-term (construction)

All communications about the project are to be provided in an accessible plain English language format.

If information is required in a different format language, then the Council can be contacted to arrange this. Due to cost and technical implications, it may not be possible to translate all the information requested. However, the required parts can be translated or interpreted as appropriate.

Long-term (finished scheme)

None identified.

Marriage & Civil Partnership*

Positive Negative Unclear **None**

Details: N/A

Religion & Belief*

Positive Negative Unclear **None**

Details: N/A



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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? No

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. Should you need guidance as to whether a full EqIA is needed at this time please contact Maria Damigos or Natalie Donhou Morley before continuing.

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

- Yes
- No
- Not required at this time

Explain your answer:

No disproportionate negative impacts are anticipated in relation to protected characteristics in regard to this proposal. The proposals seek to remove cars parked unwisely on the grass verges - that have the potential to be of risk to other car drivers and pedestrians – and move them onto the carriageway, where they are expected to create a speed reducing feature. If required, further parking will continue to be available on nearby side roads, and those with disabled parking badges will continue to be able to park on the double yellow lines, if they do so safely.



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

Section 4 – Sign off (Only complete when NOT completing Part B)

Officer completing this assessment: David Cairney Date: 22/08/2024

Equality advice sought from: Natalie Donhou Morley Date: 27/08/2024

Service Director sign off: (Please insert name) Date: (Please insert Date)

Next review Date: (Please insert Date)