

Equality Impact Assessment (EQIA)

Deciding what needs to be assessed

In theory all policies, decisions, services, projects and programmes should be impact assessed. The most practical approach is to assess as the proposal is being developed or as processes, services and policies come up for review making the EQIA part of the development process. Do not be put off by the list below, it does not mean that long and detailed assessments are required every time you are engaged in one of the activities. However, it does mean that you should always consider the equalities implications of your proposals.

Policy

- New policy development
- Substantial revision of an existing policy or process
- Any change which may have a disproportionate impact on a particular group

Decision

- Key decision
- Decision for management board/cabinet
- Budget change decision

Service

- New service
- Service review, including the decommissioning of services
- Any service change which may have a disproportionate impact on a particular group

Projects and programmes

- All, at planning stage

Further information: [Equality Impact Assessments - a user's guide](#)

Section One

	Question	Response
1.1	Name of policy/decision/service/project/programme being assessed	Cabinet report – Pavement Parking (proposed introduction of trial area for prohibition of pavement parking)
1.2	Summary of aims and objectives of the	Parking on pavements is a long standing concern in some parts of Swindon for its adverse impact on pedestrian safety and convenience. Following consideration by the Policy

	policy/decision/service/project/programme	<p>Development (Build a Better Swindon) Committee a report is being presented to Cabinet with their recommendation to approve that a Traffic Regulation Order relating to the prohibition of pavement parking be trialled in a targeted area of the Borough.</p> <p>Resultantly, the Cabinet report sets out proposals to invite Ward Councillors to submit applications for streets within their Wards to be considered for inclusion in the trial. It is proposed to implement the prohibition on pavement parking through an Experimental Traffic Regulation Order for 18 months during which time the impacts of the prohibition can be assessed and modified/abandoned if necessary.</p>
1.3	Who is affected by the policy/decision/service/project/programme? (e.g. employees/service users/supplier/contractor)	All users of the highway in the areas to be selected for inclusion in the trial prohibition – pedestrians of all types and car users/drivers who travel along the roads and park in the area.
1.4	What involvement and consultation has been done in relation to this proposal? (e.g. with relevant groups and stakeholders)	<p>Ward Councillors have raised concerns over pavement parking over many years and the Policy Development Committee is reflecting those concerns in trying to find a way of addressing the practice of pavement parking in Swindon. They are stated to be reflecting the views/concerns expressed to them by the local community.</p> <p>The public will be consulted further once a decision is made to proceed with the Experimental Traffic Regulation Order process as this involves statutory public consultation.</p>

Section Two

Protected Characteristic Group	Is there a potential for positive or negative impact? Is the impact neutral?	Please explain and give examples of any evidence/data used	Action to address negative impact (e.g. adjustment to the proposal)
Disability	Impact will be positive and negative	For disabled pedestrians it will be beneficial to have pavements clear of parked cars allowing the full pavement width to be used. It may be negative if disabled residents are no longer able to park near their homes	Selection of trial location will be key to ensure that a major issue about parking capacity is not created locally. The Experimental Traffic Regulation Order allows the restriction to be modified or

		(because of lack of parking space) and they have to walk further from the nearest parking space.	abandoned at short notice if necessary.
Gender Reassignment	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected.
Marriage or Civil Partnership	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected.
Pregnancy and Maternity	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected.
Race	Impact could be negative	It may be negative if residents are no longer able to park near their homes (because of lack of parking space) and they have to walk further from the nearest parking space if they have fears over their safety (particularly late at night) as a result of the Protected Characteristic Group	Selection of trial location will be key to ensure that a major issue about parking capacity is not created locally. The Experimental Traffic Regulation Order allows the restriction to be modified or abandoned at short notice if necessary.
Religion or Belief	Impact could be negative.	It may be negative if residents are no longer able to park near their homes (because of lack of parking space) and they have to walk further from the nearest parking space if they have fears over their safety (particularly late at night) as a result of the Protected Characteristic Group	Selection of trial location will be key to ensure that a major issue about parking capacity is not created locally. The Experimental Traffic Regulation Order allows the restriction to be modified or abandoned at short notice if necessary.
Sexual Orientation	Impact could be negative.	It may be negative if residents are no longer able to park near their homes	Selection of trial location will be key to ensure that a major issue about parking

		(because of lack of parking space) and they have to walk further from the nearest parking space if they have fears over their safety (particularly late at night) as a result of the Protected Characteristic Group	capacity is not created locally. The Experimental Traffic Regulation Order allows the restriction to be modified or abandoned at short notice if necessary.
Sex (gender)	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected.
Age	Impact will be positive	Children and frail older pedestrians will benefit from the pavement being clear of parked vehicles and the full pavement width being available so there is no need to walk in the road.	No negative impact expected.
Children in Care and Care Leavers	Impact will be neutral	This project will not affect road users within this Protected Characteristic Group.	No negative impact expected.

Section Three

3.1	Potential Barriers to success and mitigating Actions – summary	High levels of non compliance will require enforcement activity by Civil Enforcement Officers – which will be a resource challenge and would indicate a lack of support in the local community. Site selection will be key to ensuring high levels of support by residents and high levels of compliance.
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3.2	How will success be measured?	Measures of success include: <ul style="list-style-type: none"> • Pavements clear of parked vehicles • Positive public feedback • Improved user experience for road users and local residents
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3.3	What are the arrangements for	The trial will operate for a maximum of 18 months under an Experimental Traffic Regulation Order during which time its
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	monitoring and reviewing the actual impact of the policy/funding activity/event?	impacts will be monitored. The Experimental Order can be amended or abandoned at any stage during the 18 month period if necessary. Formal consultation takes place during the first six months of operation.
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Section Four

For the Record			
Name of person leading this EQIA	Philip Martlew	Date Completed	May 2024
Names and roles of people involved in the consideration of impact	Ben Staite, Transport Planner		
Name of Director signing EQIA	Steve Iles	Date Signed	May 2024