

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
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1.1	Name of policy/decision/service/project/programme being assessed	2024 VO 13 Redhouse Way
1.2	Summary of aims and objectives of the policy/decision/service/project/programme	<p>Provision no waiting at any time (double yellow lines) and No stopping except buses (bus stop markings) on Redhouse way.. To assist with changing behaviours of inappropriate parking along Redhouse Way to allow for the free flow of vehicle and pedestrian movement. The proposals would create passing areas for vehicles to pull into. This is to allow for two way flow, and mitigate risk of head on collisions between buses and other vehicles.</p> <p>The proposals follow extensive consultation between Officers, Ward Councillors, local residents and Bus companies.</p>
1.3	Who is affected by the policy/decision/service/project/programme? (e.g. employees/service users/supplier/contractor)	<p>Local stakeholders (residents and bus companies) will be affected by these proposals.</p> <p>During the site visits that was conducted, It was observed that the inappropriate parking caused visibility and obstruction along Redhouse Way resulting in vehicles having to reverse or mount pavements to pass. Bus companies have reported occasions where there has be aggression towards the bus drivers and vehicles refusing to move causing delays to the service. . The provision of parking restrictions will benefit these stakeholders as they will have a safer, defined clear access and areas to pull into should they come across an oncoming vehicle along Redhouse Way. .</p> <p>However, local residents, feel they will be adversely affected as the proposals could disperse the parking into the local streets.</p> <p>Officers from the Traffic Management & Road Safety team have discussed the proposals further and confirm that the proposed restrictions are to support the movement of traffic and allow for better visibility.</p>
1.4	What involvement and consultation has been done in relation to this proposal? (e.g. with relevant groups and stakeholders)	<p>Residents and other local stakeholders have been consulted as per the traffic regulation order process, with an opportunity to provide feedback via a variety of different ways. These consultation exercises have involved the distribution of letters (including posting of public notices on site),</p> <p>Furthermore, Local ward Councillors have discussed the proposals with residents there is a mixed feeling where there is support and a number against the proposal.</p>

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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	<p>Positive – improved access for the bus services and residents.</p> <p>Negative – loss of on-street parking places for visitors/residents.</p>	<p>Whilst there will be improved access there will be a loss of on-street parking places for residents/visitors</p> <p>Any resident/ visitor with a blue badge will be able to park for 3 hours on the double yellow lines.</p>	<p>Local residents have had the opportunity to comment on the proposals, it should be noted that direct feedback has been received from the Bus companies.</p> <p>The direct impact to those residents that front the area where the restrictions are proposed is minimal as they have allocated parking to the rear of their properties.</p>
Gender Reassignment	Neutral – the proposals affect all road users	N/A	N/A
Marriage or Civil Partnership	Neutral – the proposals affect all road users	N/A	N/A
Pregnancy and Maternity	Neutral – the proposals affect all road users	N/A	N/A
Race	Neutral – the proposals affect all road users	N/A	N/A
Religion or Belief	Neutral – the proposals affect all road users	N/A	N/A
Sexual Orientation	Neutral – the proposals affect all road users	N/A	N/A
Sex (gender)	Neutral – the proposals affect all road users	N/A	N/A

Age	<p>Positive – improved access & visibility and allow the free flow of two way traffic to benefit all road users & pedestrians.</p> <p>Negative – loss of on-street parking places for residents/visitors</p>	<p>There will be improved visibility of oncoming vehicles to assist all road users, which in turn may improve wellbeing and encourage more to walk, cycle and use the public transport services, as oppose to other modes of transport. -</p>	<p>Local residents have had the opportunity to comment on the proposals. The direct impact to local residents is minimal.</p>
Children in Care and Care Leavers	<p>Neutral – the proposals affect all road users</p>	<p>N/A</p>	<p>N/A</p>

Section Three

3.1	Potential Barriers to success and mitigating Actions – summary	<p>The largest barrier to the success of this traffic order would be the removal of the restrictions and allow parking along Redhouse Way, which would affect the safety of those trying to access the area and would compromise the bus services along this route Including obstructing access for the emergency services</p>
3.2	How will success be measured?	<p>Compliance / Enforcement a decrease in complaints</p>
3.3	What are the arrangements for monitoring and reviewing the actual impact of the policy/funding activity/event?	<p>Ongoing monitoring of feedback received regarding Redhouse Way conducted by the Traffic Management & Road Safety Team, include support from the Parking Services Enforcement team.</p>

Section Four

For the Record			
Name of person leading this EQIA	Julie Furneal	Date Completed	09/09/2024
Names and roles of people involved in the consideration of impact			
Name of Director signing EQIA		Date Signed	