

## Appendix 2: Initial Equality Impact Assessment

<b>Directorate: Place</b>	
<b>Service: Place and Communities – Networks</b>	
<b>Name of Officer/s completing assessment: Kam Hothi</b>	
<b>Date of Assessment: 19 December 2022</b>	
<b>Name of service/function or policy being assessed: Implementation of new Controlled Parking Zones (CPZ).</b>	
1.	<p><b>What are the aims, objectives, outcomes, purpose of the policy, service change, function that you are assessing?</b></p> <p>The parking team receive daily requests for a number of projects via emails/ letters from residents, local businesses, councillors, emergency services and other external organisations. The schemes requested are: residents' permits, waiting restrictions, school keep clears, taxi ranks, bus lane/ bus gate restrictions and pavement parking schemes. The team has been delivering these types of schemes the past 15 years and the past few years have seen the increase of parking issues borough wide. To delivery adhoc schemes is only displaces parking to other areas which is making this process more difficult and not really solving the issues. As Local Authority we are responsible for keeping the road network clear of congestion and safe for all road users. Furthermore in order to change behaviours and reduce cars on the network, we need to change behaviours on car ownership.</p> <p>In order for the Council to introduce new CPZs a number of road safety measures will be designed into the proposals and introduced to regulate driver behaviour. This will include the introduction of waiting restrictions in strategic places to encourage safe parking for all road users. Schemes will be designed and progressed in consultation with residents, Councillors, key stakeholders. This will be subject to the necessary approvals within the Council through the significant decision process.</p> <p>Road safety improvements remains critical to improving the perception of the borough's roads to enable greater take up of use of sustainable modes particularly walking and cycling. Traffic accidents continue to contribute to increased congestion which can hinder economic productivity. Potential benefits of the scheme include creating a more inclusive environment and reducing road danger with the potential to enable more people to participate in active travel.</p> <p>The scheme is supported by wider local Council policy including the Local Transport Plan where local sustainable modes and road safety are prioritised and congestion mitigated. Slough's more recently developed Transport Vision and Strategic Infrastructure Implementation Plan (2020) describes priorities relating to the need to mitigate rising congestion levels that are stifling local economic growth.</p> <p>The safe movement of people on the network has long been a priority in order to deliver an integrated, sustainable transport solution in and across the borough.</p>

2.	<p><b>Who implements or delivers the policy, service or function? State if this is undertaken by more than one team, service, and department including any external partners.</b></p> <p>The Parking Development team will be delivering this programme and assistance from parking specialist for writing the Traffic Regulation Orders.</p> <p>The development of this scheme will be overseen by the Network Lead Place directorate, working closely with Highways and our Transport team collating data that will assist in the designing of the CPZs.</p>
3.	<p><b>Who will be affected by this proposal? For example who are the external/internal customers, communities, partners, stakeholders, the workforce etc.? Please consider all of the Protected Characteristics listed (more information is available in the background information). Bear in mind that people affected by the proposals may well have more than one protected characteristic.</b></p> <p>SBC will work closely with residents, businesses, members and all statutory consultees. The consultation materials will be available on SBC's website consultations pages and hard copies available if required. Local groups with an interest in these improvements will be consulted.</p> <p>In particular the measures are intended to improve parking and will be some specific improvements for pedestrians and other vulnerable road users, including those with visual or mobility impairments, these changes provide better access to roads and pavements. Furthermore, this scheme will allow householder to reconsider the ownership of multiple vehicles per household. However, it is acknowledged that improvements are required to protect vulnerable road users and are relied upon by certain protected groups more than others. The relevant groups are expected to be affected as follows:</p> <p><b>Age:</b> All groups that drive and own a car will be affected by the introduction of this scheme. Improvements to safety and air quality will benefit children significantly through scheme improvements enabling a higher proportion of this group to cycle and walk to and from school in particular. Children are particularly impacted by poor air quality at the roadside and are also vulnerable to road danger, both of which the proposal aims to address. The proposals offer the potential for more physical activity, including play, in areas where facilities may be limited due to obstructive and dangerous parking, offering the potential to address issues of obesity and well-being.</p> <p><b>Race:</b> All groups that drive and own a car will be affected by the introduction of this scheme.</p> <p><b>Disability:</b> Public realm/road network has the effect of excluding disabled people. The proposal will seek to address this for example by establishing clear pedestrian access on pavements , safer crossing points which can improve mobility and access for disabled people.</p>

	<p><b>Lower Income Groups:</b> This group is less likely to be working from home, less likely to have access to a private vehicle and so more likely to need to walk/cycle in a safe environment. However, those that do own vehicles will be affected by the cost of purchasing a permit.</p> <p><b>Pregnancy and maternity:</b> There may be some specific impacts for this category, relating to access to healthcare and facilities for parents and also young children, particularly as pedestrians.</p> <p><b>Religion and Belief:</b> Generally speaking, there are no specific impacts here. However, there may be some impacts, including better access to places of worship.</p> <p><b>Gender Reassignment:</b> No specific impacts associated with this category.</p> <p><b>Marriage and Civil Partnership:</b> No specific impacts associated with this category.</p> <p><b>Sex:</b> No specific impacts associated with this category.</p> <p><b>Sexual orientation:</b> No specific impacts associated with this category.</p>
4	<p><b>What are any likely positive impacts for the group/s identified in (3) above? You may wish to refer to the Equalities Duties detailed in the background information.</b></p> <p>The proposed will positively impact all as it allows more accessibility and a better customer experience. It will also provide safe and accessible road network for all, improve road safety in line with the Highway Code and other relevant legislation.</p> <p>The intended benefits include a change in traffic movements and flow, with an associated improvement to air quality. Also, an expected improvement to an individual's ability to move through the area safely and improved access to sustainable modes.</p>

5.	<p><b>What are the likely negative impacts for the group/s identified in (3) above? If so then are any particular groups affected more than others and why?</b></p> <p>Low-income families that own a vehicle will have to pay for a residents permit to park.</p>
6.	<p><b>Have the impacts identified in (4) and (5) above been assessed using up to date and reliable evidence and data? Please state evidence sources and conclusions drawn (e.g. survey results, customer complaints, monitoring data etc.)</b></p> <p>The Parking team receive a significant number of parking complaints of which high proportion relate to pavements been obstructed, householders with multiple ownership of vehicles, junctions obstructed causing road safety and sightline issues and also near misses of accidents due to dangerous parking. Any relevant points will be captured and referred to scheme designers to ensure consideration of specific concerns, however, the information here is not extensive and there are no major points of reference relating to any specific group.</p>
7.	<p><b>Have you engaged or consulted with any identified groups or individuals if necessary and what were the results, e.g. have the staff forums/unions/ community groups been involved?</b></p> <p>At this stage, engagement has only been through members and residents that write in to raise complaints regarding parking issues. Future consultations related to the full scheme design will be undertaken as part of the legal process through the usual mechanism.</p> <p>One particular group that will be targeted will be schools so they understand the impact it will have on them and how they can work with the Authority to implement restrictions that will benefit all.</p>
8.	<p><b>Have you considered the impact the policy might have on local community relations?</b></p> <p>Road Safety is an important aspect of the Borough's Transport Strategy. Road Safety interventions are essential in providing greater mobility and accessibility for all members of the community.</p> <p>The scheme will be designed to contain a comprehensive list of measures and proposals to have the overall effect of improving safety and accessibility. This will be achieved through more reliable journeys, improved safety leading to increased cycling and walking levels and all associated benefits. All of these impacts are expected to be valued by the community, and specific community groups, as referred to in section 4.</p> <p>The expected benefits arising from the improved air quality, reduced carbon emissions, reduced congestion levels, will all be particularly valuable in terms of greater social and environmental sustainability. Better, more reliable access for all with positive implications within the various communities.</p>

9.	<p><b>What plans do you have in place, or are developing, that will mitigate any likely identified negative impacts? For example what plans, if any, will be put in place to reduce the impact?</b></p> <p>As throughout this review, there are currently no negative impacts anticipated for any protected group, except on low income, whereby it may be considered this is another fee that they will need to pay to park their car outside their property. Any negative impacts will be reviewed and addressed accordingly.</p> <p>Engagement with the public increasingly takes place via online communications, and the various websites run by the Council will continue to play a vital role in the exchange of information and comments. However, as far as practically possible, greater input from community groups will be actively sought and welcomed by the Council, through current channels and new initiatives to be explored and implemented.</p>
10.	<p><b>What plans do you have in place to monitor the impact of the proposals once they have been implemented? (The full impact of the decision may only be known after the proposals have been implemented). Please see action plan below.</b></p> <p>The reporting procedure for such schemes are monitoring any further correspondence received by residents and members, permits issues and the enforcement of the area to ensure residents are protected from unauthorised drivers who are not permitted to park in zoned streets.</p>

<p><b>What course of action does this EIA suggest you take? More than one of the following may apply</b></p>	
<p><b>Outcome 1: No major change required.</b> The EIA has not identified any potential for discrimination or adverse impact and all opportunities to promote equality have been taken</p>	✓
<p><b>Outcome 2: Adjust the policy</b> to remove barriers identified by the EIA or better promote equality. Are you satisfied that the proposed adjustments will remove the barriers identified? (Complete action plan).</p>	
<p><b>Outcome 3: Continue the policy</b> despite potential for adverse impact or missed opportunities to promote equality identified. You will need to ensure that the EIA clearly sets out the justifications for continuing with it. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact (see questions below). (Complete action plan).</p>	
<p><b>Outcome 4: Stop and rethink</b> the policy when the EIA shows actual or potential unlawful discrimination. (Complete action plan).</p>	