

## Tameside Council Equality Impact Assessment Form

<b>Subject / Title</b>	Vale Street (Ashton) Prohibition of Waiting Order 2017
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<b>Service Unit</b>	<b>Service Area</b>	<b>Directorate</b>
Highways and Transport	Environmental Services	Place

<b>Start Date</b>	<b>Completion Date</b>
07/11/2017	

<b>Lead Officer</b>	Lauren Redfern
<b>Service Unit Manager</b>	Alan Jackson
<b>Assistant Executive Director</b>	Ian Saxon

EIA Group (lead contact first)	Job title	Service
Lauren Redfern	Senior Engineer	Highways and Transport
Michael Clegg	Policy Support Officer	Policy, Performance and Communications

### **PART 1 – INITIAL SCREENING**

*An Equality Impact Assessment (EIA) is required for all Key Decisions that involve changes to service delivery. All other changes, whether a Key Decision or not, require consideration for the necessity of an EIA.*

*The Initial Screening is a quick and easy process which aims to identify:*

- *those projects, policies, and proposals which require a full EIA by looking at the potential impact on any of the equality groups*
- *prioritise if and when a full EIA should be completed*
- *explain and record the reasons why it is deemed a full EIA is not required*

*A full EIA should always be undertaken if the project, policy or proposal is likely to have an impact upon people with a protected characteristic. This should be undertaken irrespective of whether the impact is major or minor, or on a large or small group of people. If the initial screening concludes a full EIA is not required, please fully explain the reasons for this at 1e and ensure this form is signed off by the relevant Service Unit Manager and Assistant Executive Director.*

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<b>1a.</b>	<b>What is the project, policy or proposal?</b>	<p>To implement the below proposed waiting restrictions:</p> <p>(1) No waiting at any time restrictions on:</p> <p>(i) Vale Street (Ashton), south side, from a point 5m east of its junction with Lowland Grove to a point 10 metres west of that junction</p> <p>(ii) Lowland Grove (Ashton), both sides, from its junction with Vale Street for a distance of 10 metres in a southerly direction</p> <p>(2) extend the existing 'no waiting Monday to Saturday 8am – 6pm' restrictions on Vale Street, south side from a point 10 metres east of its junction with Picton Street (Ashton) to a point 10 metres west of its junction with Lowland Grove.</p>
<b>1b.</b>	<b>What are the main aims of the project, policy or proposal?</b>	<p>To make the footways where the 'no waiting restrictions' are proposed more accessible to pedestrians.</p> <p>By providing safer roads the proposals work towards the promotion of a Safe Environment, which is one of the targets of the Tameside Community Strategy 2009-19.</p>

<b>1c. Will the project, policy or proposal have either a direct or indirect impact on any groups of people with protected equality characteristics?</b>				
<b>Where a direct or indirect impact will occur as a result of the policy, project or proposal, please explain why and how that group of people will be affected.</b>				
Protected Characteristic	Direct Impact	Indirect Impact	Little / No Impact	Explanation
Age		<u>X</u>		See section 1e.
Disability		<u>X</u>		See section 1e.
Ethnicity			<u>X</u>	Little/no impact.
Sex / Gender			<u>X</u>	Little/no impact.
Religion or Belief		<u>X</u>		See section 1e.
Sexual Orientation			<u>X</u>	Little/no impact.
Gender Reassignment			<u>X</u>	Little/no impact.
Pregnancy & Maternity		<u>X</u>		See section 1e.

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Marriage & Civil Partnership			<u>X</u>	Little/no impact.
<b>Are there any other groups who you feel may be impacted, directly or indirectly, by this project, policy or proposal? (e.g. carers, vulnerable residents, isolated residents)</b>				
Group (please state)	Direct Impact	Indirect Impact	Little / No Impact	Explanation

*Wherever a direct or indirect impact has been identified you should consider undertaking a full EIA or be able to adequately explain your reasoning for not doing so. Where little / no impact is anticipated, this can be explored in more detail when undertaking a full EIA.*

1d.	Does the project, policy or proposal require a full EIA?	Yes	No
			X

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<p><b>1e.</b></p>	<p><b>What are your reasons for the decision made at 1d?</b></p>	<p>The footways of Vale Street, Picton Street, and Lowland Grove are frequently obstructed by parked cars. This results from the high concentration of terraced housing, most residents owning more than one vehicle, a lack of parking facilities and a busy community centre. There have been 5 recorded requests (dating back to 2013) for waiting restrictions to be implemented along Vale Street and Picton Street.</p> <p>Greater Manchester Police have been called out frequently due to the footways being obstructed and have frequently asked residents to park more considerately. Unfortunately this has not impacted on the continued obstruction of footways by parked cars. As such the police have also requested implementation of waiting restrictions as resources cannot guarantee their availability to respond to calls related to parking enforcement. The proposed waiting restrictions should make the footways of the parts of the three streets covered by the restrictions more accessible.</p> <p>People who are disabled may be indirectly impacted by the proposed waiting restrictions. Lowland Grove is predominantly occupied by vulnerable residents who use mobility scooters and wheelchairs. As such making the footways of the three streets more accessible may allow them to use the footways instead of being forced to use their mobility scooters or wheelchairs on the roads.</p> <p>Older people and young children may be indirectly impacted by the proposed waiting restrictions. Objections to the proposals have stated that the waiting restrictions will lead to a shortage of parking in the area, and that with residents having to park further away from their homes, they will have to walk further. Older residents or very young children may then be at increased risk of tripping or falling due to longer walking distances. A mitigating factor to this is that with more accessible footways, older residents or very young children will be able to use footways instead of potentially being forced to walk on the road, where they may also fall or trip. Furthermore, it has been calculated that the restrictions will only lead to a loss of on street parking for four vehicles.</p> <p>People with a particular religious belief may be indirectly impacted by the proposed waiting restrictions. Waterloo Methodist Church is located on Vale Road and waiting restrictions may limit the on-street parking spaces that could be used by the people that attend this church. A mitigating factor to this is that there are several off-road car parking spaces next to the church. The protected characteristic of maternity may be indirectly impacted by the proposed waiting restrictions. Making the footways of the three streets more accessible may allow parents or guardians with prams to use the footways instead of being forced to push prams on the roads.</p> <p>A full Equality Impact Assessment is not necessary for this proposal. This is because it is anticipated that the proposals will only impact on four of the nine protected characteristic groups, the impact on all four of these groups will be indirect, the impact on the disabled and maternity/pregnancy protected groups will likely be positive due to improved access to footways and any negative impact on the age and religious protected groups have mitigations.</p> <p>On balance, the risk of disabled residents or those pushing prams having to use the carriageway when the footways are obstructed due to parked vehicles is considered more of a risk than the problems caused by displacing approximately four vehicles between during the restriction times (8am to 6pm, Monday to Saturday).</p>
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