

## EQUALITY SCREENING

Equality Impact Assessment guidance should be considered when completing this form.

| POLICY/FUNCTION/ACTIVITY                 | LEAD OFFICER   |
|--|----------------|
| Runnymede Borough Parking Guidance (SPD) | Georgina Pacey |

**A. What is the aim of this policy, function or activity? Why is it needed? What is it hoped to achieve and how will it be ensured it works as intended? Does it affect service users, employees or the wider community?**

The aim of the new Runnymede Borough Parking Guidance SPD is to set out the Council's expectations in respect of parking requirements associated with new development and help ensure that development proposals make satisfactory car and cycle parking provision which is appropriate to their locality and the nature of development proposed.

The new Parking Guidance SPD builds upon the policies set out in the Runnymede 2030 Local Plan to encourage active and sustainable travel, to ensure the safe and efficient operation of the highway network and deliver new development which responds appropriately to its context (notably, Policies SD3: Active & Sustainable Travel; SD4: Highway Design Considerations; SD7: Sustainable Design and EE1: Townscape and Landscape Quality) and as such, it is a fundamental part of the planning policy 'toolkit'.

In setting new local and flexible parking guidance, the Council has sought to strike the right balance between providing sufficient parking for the occupiers of new development, whilst encouraging modal shift when other more sustainable and active travel options are readily available.

The new parking guidance, once adopted, will replace previous car parking guidance from 2001. The new guidance reflects the changes that have taken place in modal and vehicle use since 2001, including increased cycle use and the introduction of electric vehicles, as well as increasing concerns about air quality and climate change in respect to emissions from combustion powered vehicles.

The guidance also draws upon Surrey County Council's updated Vehicular and Cycle Parking Guidance (adopted in January 2018).

The Parking Guidance SPD which has been drafted for public consultation sets out in detail the parking requirements associated with new residential development, and non-residential development including new employment, commercial, leisure and other uses.

The Parking Guidance SPD advises upon the level of car and cycle parking to be considered when preparing proposals for new development. The SPD also sets out detailed guidance upon the provision of new electric charging points, the use of travel plans, car clubs and the potential circumstances where developments may need to contribute towards the set up or expansion of controlled parking zones.

When finalised, the document will be adopted as a supplementary planning document (SPD) and will be an important material consideration during the determination of planning applications.

The Parking Guidance SPD will not affect any employees or service users on the basis of a protected characteristic(s) they have. Any effects it has on the wider Borough community, including those groups with protected characteristics is likely to be beneficial through the more careful and detailed consideration applicants will give towards ensuring higher quality development in the future.

**B. Is this policy, function or activity relevant to equality? Does the policy, function or activity relate to an area in which there are known inequalities, or where different groups have different needs or experience? Remember, it may be relevant because there are opportunities to promote equality and greater access, not just potential based on adverse impacts or unlawful discrimination.**

**The Protected Characteristics are; Sex, Age, Disability, Race, Religion and Beliefs, Sexual Orientation, Marriage and Civil Partnership, Gender Reassignment, Pregnancy and Maternity.**

There are not assessed to be any potential negative impacts on any protected characteristics if the Parking Guidance SPD were to be adopted. It is anticipated that there will be positive impacts for all parts of the community as a result of appropriate levels of parking provision being made associated with new development, aligned to updated planning policy set out in the Runnymede 2030 Local Plan and guidance contained in Surrey County Council's updated Vehicular and Cycle Parking Guidance (adopted in January 2018).

In accordance with adopted Surrey County Council parking guidance, the guidance set out in the new Parking Guidance SPD confirms that parking for disabled drivers needs to be fully considered when planning a new development. The SPD also specifically adopts the parking standards set out in updated Surrey guidance in relation to the provision of parking spaces for disabled users. The guidance set out in the new SPD suggests that:

- for non-residential development, an additional 5% of total parking spaces should be allocated for disabled users or a minimum of 1 space per 750m<sup>2</sup> (whichever is the greater) to meet demand;
- such spaces should have dimensions of 3.6m by 5m and be located no further than 50m from an accessible entrance, (ideally the main entrance), clearly signed and undercover and;
- all parking for disabled drivers should be designed and provided in accordance with the appropriate government guidance.

It is anticipated that the Parking Guidance SPD, through the inclusion of these standards, will provide a positive impact for people with the protected characteristic of disability. It is anticipated that the Parking Guidance SPD, through the inclusion of these standards, will

provide a positive impact for people with the protected characteristic of disability. For example, a well designed parking scheme within a development that caters for electric cars and cycles, will promote cleaner air and may have the potential to assist those with pollution related breathing issues. A review of the comments received following the public consultation will be undertaken and any implications in terms of equalities will be discussed with the Council's Equalities Group. Continued monitoring of the Parking Guidance SPD will take place after it is adopted which may reveal any positive or negative impacts that exist and will assist officers in providing measures that seek to mitigate any negative impacts on any of the protected characteristics.

**If the policy, function or activity is relevant to equality then a full Equality Impact Assessment may need to be carried out. If the policy function or activity does not engage any protected characteristics, then you should complete Part C below. Where Protected Characteristics are engaged, but Full Impact Assessment is not required because measures are in place or are proposed to be implemented that would mitigate the impact on those affected or would provide an opportunity to promote equalities please complete Part C.**

**C. If the policy, function or activity is not considered to be relevant to equality, what are the reasons for this conclusion? Alternatively, if it is considered that there is an impact on any Protected Characteristics but measures are in place or are proposed to be implemented please state those measures and how it/they are expected to have the desired result. What evidence has been used to make this decision? A simple statement of 'no relevance' or 'no data' is not sufficient.**

A six-week public consultation on the Parking Guidance SPD will provide the opportunity for local communities and other interested parties to provide comments which will be considered in relation to any protected characteristics. Equality implications will also be discussed with the Council's Equalities Group to ensure that the Parking Guidance SPD is fully compliant with the Equality Act.

Once adopted, the Parking Guidance SPD will be of equal benefit to all members of the community who live, visit and/or work in the Borough.

The Runnymede Borough Parking Guidance SPD sets out the Council's expectations in respect of parking requirements associated with new development. It is fully consistent and complementary to the Runnymede 2030 Local Plan, which has had a detailed EqIA undertaken at each stage of Plan preparation. The Parking Guidance SPD provides detailed guidance to help implement the requirements of Policies SD3, SD4, SD7 and EE1 of the Runnymede Local Plan which have already been assessed under EqIA to have either positive or neutral impacts on protected characteristics of the population.

Continued monitoring of the Parking Guidance SPD will take place after it is adopted which may reveal any positive or negative impacts that exist and will assist officers in providing measures that seek to mitigate any negative impacts on any of the protected characteristics.

The SPD is intended to be reviewed and submitted for an equalities assessment 5 years following its adoption.

It is not considered therefore that a full EqIA is required.

**Date completed: 08/06/2022 by Georgina Pacey**

**Sign-off by senior manager: Rachel Raynaud**