

Winchester City Council

Equality Impact Assessment (EqIA)

TRO to implement of extension to operational time of pedestrian and cycle zone at Great Minster Street and The Square to include Monday to Friday 6pm to 10am

Section 1 - Data Checklist

When undertaking an EqIA for your policy or project, it is important that you take into consideration everything which is associated with the policy or project that is being assessed.

The checklist below is to help you sense check your policy or project before you move to Section 2.

		Yes/No	Please provide details
1	Have there been any complaints data related to the policy or project you are looking to implement?	No	
2	Have all officers who will be responsible for implementing the policy or project been consulted, and given the opportunity to raise concerns about the way the policy or function has or will be implemented?	Yes	
3	Have previous consultations highlighted any concerns about the policy or project from an equality impact perspective?	No	
4	Do you have any concerns regarding the implementation of this policy or project? <i>(i.e. Have you completed a self-assessment and action plan for the implementation of your policy or project?)</i>	No	Careful project planning will be undertaken in order to implement changes.
5	Does any accessible data regarding the area	No	

		Yes/No	Please provide details
	which your work will address identify any areas of concern or potential problems which may impact on your policy or project?		
6	Do you have any past experience delivering similar policies or projects which may inform the implementation of your scheme from an equality impact point of view?	Yes	Head of Service and Traffic team are experienced in delivering TRO changes.
7	Are there any other issues that you think will be relevant?	No	

Section 2 - Your EqIA form

Directorate: Place	Your Service Area: Traffic and Transport	Team: Traffic	Officer responsible for this assessment: Tracey Webb	Date of assessment: 27/03/23
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	Question	Please provide details
1	What is the name of the policy or project that is being assessed?	Proposed extension to Pedestrianisation of The Square Winchester to week day evenings
2	Is this a new or existing policy?	NA
3	Briefly describe the aim and purpose of this work.	The effect of the proposed Order will be to extend the pedestrian and cycle zone operational times to include 6pm-10pm Monday to Friday. This will: - improve pedestrian and cycle safety in The Square and Great Minster Street. - and facilitate outdoor hospitality and support businesses.
4	What are the associated objectives of this work?	Preserve and enhance amenities of the area through the reduction in the volume of through traffic. Improve air quality through the reduction in traffic movements and improved cycle and pedestrian facilities.
5	Who is intended to benefit from this work and in what way?	All pedestrians will be able to negotiate the affected length of The Square and Great Minster Street without vehicular traffic during the operational hours of the scheme.
6	What are the outcomes sought from this work?	Improve road safety for pedestrians and cyclists, increase footfall in the town centre.
7	What factors/forces could contribute or detract from the outcomes?	Residents or businesses may object to the changes.
8	Who are the key individuals and organisations responsible	Traffic Engineer – Tracey Webb

	for the implementation of this work?	
9	Who implements the policy or project and who or what is responsible for it?	Traffic Engineer – Tracey Webb Head of Programme, Place – Andy Hickman

		Please select your answer in bold . Please provide detail here.		
10a	Could the policy or project have the potential to affect individuals or communities on the basis of race differently in a negative way?	Y	N	
10b	What existing evidence (either presumed or otherwise) do you have for this?	This has no bearing on application of the TRO.		
11a	Could the policy or project have the potential to affect individuals or communities on the basis of sex differently in a negative way?	Y	N	
11b	What existing evidence (either presumed or otherwise) do you have for this?	This has no bearing on application of the TRO.		
12a	<p>Could the policy or project have the potential to affect individuals or communities on the basis of disability differently in a negative way?</p> <p><i>you may wish to consider:</i></p> <ul style="list-style-type: none"> • <i>Physical access</i> • <i>Format of information</i> • <i>Time of interview or consultation event</i> • <i>Personal assistance</i> • <i>Interpreter</i> • <i>Induction loop system</i> • <i>Independent living equipment</i> 	Y	N	<p>During the operational hours of this scheme the number of parking spaces available on The Square is reduced slightly, therefore potentially drivers who could have parked closer to the High Street may have to park further out. It should be noted that there are Blue Badge parking bays in Market Lane.</p> <p>In addition, when the experimental provisions relating to weekends only were introduced an objection was received relating to the moving Traffic Regulation Order and referred to the additional journey time/ cost to access toilet</p>

	<ul style="list-style-type: none"> <i>Content of interview)</i> 			<p>facilities, raising issues related to disability. It is acknowledged that the additional travel time is inconvenient however there are alternative toilets and other facilities and drop off areas that can be used within the vicinity.</p> <p>It is considered that the positive impacts of the scheme outweigh the limited negative impacts identified</p>
12b	What existing evidence (either presumed or otherwise) do you have for this?	<p>Previous experience of implementing TROs.</p> <p>No further concerns which could potentially affect individuals or communities on the basis of disability differently in a negative way have been raised since the existing pedestrian cycle zone TRO was implemented</p>		
13a	Could the policy or project have the potential to affect individuals or communities on the basis of sexual orientation differently in a negative way?	Y	N	
13b	What existing evidence (either presumed or otherwise) do you have for this?	This has no bearing on application of the TRO.		
14a	Could the policy or project have the potential to affect individuals on the basis of age differently in a negative way?	Y	N	<p>During the operational hours of this scheme the number of parking spaces available on The Square is reduced slightly, therefore potentially drivers who could have parked closer to the High Street may have to park further out, increasing distance to walk.</p>
14b	What existing evidence (either presumed or otherwise) do you have for this?	Previous experience of implementing TROs		
15a	Could the policy or project have the potential to affect individuals or communities on the basis of religious belief	Y	N	

	differently in a negative way?			
15b	What existing evidence (either presumed or otherwise) do you have for this?	This has no bearing on application of the TRO.		
16a	Could this policy or project have the potential to affect individuals on the basis of gender reassignment differently in a negative way?	Y	N	
16b	What existing evidence (either presumed or otherwise) do you have for this?	This has no bearing on application of the TRO.		
17a	Could this policy or project have the potential to affect individuals on the basis of marriage and civil partnership differently in a negative way?	Y	N	
17b	What existing evidence (either presumed or otherwise) do you have for this?	This has no bearing on application of the TRO.		
18a	Could this policy or project have the potential to affect individuals on the basis of pregnancy and maternity differently in a negative way?	Y	N	During the operational hours of this scheme the number of parking spaces available on The Square is reduced slightly, therefore potentially drivers who could have parked closer to the High Street may have to park further out, increasing distance to walk.
18b	What existing evidence (either presumed or otherwise) do you have for this?	Previous experience of implementing TROs		

19	Could any negative impacts that you identified in questions 10a to 15b create the potential for the policy to discriminate against certain groups on the basis of protected characteristics?	Y	N	This proposal will restrict vehicle access, and reduce the amount of parking available adjacent to the pedestrian and parking zone, therefore anyone with restricted mobility such that they requires driving to their destination will be affected.
20	Can this negative impact be justified on the grounds of promoting equality of opportunity for certain groups on the basis of protected characteristics? Please provide your answer opposite against the relevant protected			Race:
				Sex:
				Disability:
				Sexual orientation:

	characteristic.	Y	N	Age:
				Gender reassignment:
				Pregnancy and maternity:
				Marriage and civil partnership:
				Religious belief:
21	How will you mitigate any potential discrimination that may be brought about by your policy or project that you have identified above?	The project provides an inclusive safe, open space for all pedestrians and cyclists during the operational hours. HCC as the highways authority will monitor the zone and associated restrictions and will be able to identify whether those groups identified in this assessment are impacted negatively.		
22	Do any negative impacts that you have identified above impact on your service plan?	Y	N	

Signed by completing officer	Tracey Webb
Signed by Service Lead or Corporate Head of Service	Andy Hickman Head of Programme – Place 