

SSA EQUALITY IMPACT AND NEEDS ANALYSIS

Directorate	Environment and Community Services
Service Area	Transport Strategy
Service/policy/function being assessed	Barnes High Street
Which borough does the service/policy apply to	Richmond
Staff involved	Jane Greatholder, Senior Transport Planner
Date approved by Directorate Equality Group (if applicable)	
Date approved by Policy and Review Manager	18 January 2021
Date submitted to Directors' Board	

SUMMARY

Please summarise the key findings of the EINA.

A scheme is being proposed to improve Barnes High Street, taking account of the broad mix of functions that the High Street serves. Positive impacts of the scheme, such as improved pedestrian space, air quality and access to public transport will benefit people widely, including those in protected groups. The negative impacts of the scheme relate to the possibility that it will be more difficult for people, including those in protected groups, to find a car parking place on the High Street. In response to consultation, a number of car parking spaces have been reinstated in addition to those that were provided in the original design. Discussion at the Disability Advisory Group on Access highlighted the importance of cycle parking designed for use by adapted cycles.

1. Background

Briefly describe the service/policy or function:

A scheme is being proposed to improve Barnes High Street, taking account of the broad mix of functions that the High Street serves. The scheme would address vehicle traffic congestion (and consequential air pollution) caused by narrow available carriageway space resulting from car parking on both sides of the High Street. It would provide designated loading bays suitable for the deliveries (that also currently contribute to congestion) and also provide an eastbound bus stop and wider footways.

2. Analysis of need and impact

Protected group	Findings
Age	GLA 2019 data <p style="text-align: center;">Richmond</p> 0 to 15 20.8% 16 to 64 63.8% 65 and over 15.4%
Disability	ONS 2011 census data <p style="text-align: center;">Richmond</p> Disability or 11.5% health problem that effects their day to day life
Gender (sex)	ONS 2011 census data <p style="text-align: center;">Richmond</p> Male 49% Female 51%
Gender reassignment	Not available

<p>Marriage and civil partnership</p>	<p>GLA 2019 data Richmond</p> <p>Divorced 7.9% Civil Partnership 0.4% Married 47.3% Separated 2.2% Single 36.7% Widowed 5.4%</p>
<p>Pregnancy and maternity</p>	<p>PHOF 2016 data Richmond</p> <p>Live births per 1000 females (15-44) 64.57</p>
<p>Race/ethnicity</p>	<p>GLA 2019 data Richmond</p> <p>Persons BAME 15.9%</p> <p>UK nationals 82.2% Non-UK nationals 17.3%</p>
<p>Religion and belief, including non belief</p>	<p>GLA 2019 data Richmond</p> <p>Buddhist 0.8% Christian 55.3% Hindu 1.6% Jewish 0.8% Muslim 3.3% Sikh 0.8% Other 0.5% No religion 28.4%</p>

Sexual orientation	ONS annual population survey 2017 Approximately 2% of the population identify as LGBT (data inconclusive as often undeclared)
Across groups i.e older LGBT service users or BME young men	Not available

Data gaps.

Data gap(s)	How will this be addressed?
No data gaps identified	

3. Impact

Protected group	Positive	Negative
Age	People of all ages will benefit from improved footways and more accessible public transport. Young people and older people are less likely to have a driving licence and will be more likely to benefit from the improvements for active travel and public transport. People of all ages will benefit from measures to reduce traffic congestion and improve air quality.	Older people who drive to Barnes High Street shops or businesses, or who are resident on the High Street, may have more difficulty in finding a car parking place immediately on the High Street. To mitigate against the negative impacts identified, the Council would propose to: <ul style="list-style-type: none"> • Maintain carefully located car parking spaces on both sides of the High Street • Re-purpose a number of existing parking bays on adjacent side streets from resident only to shared resident and pay-and-display. • Maintain times and places where loading and unloading is permitted.

Disability	<p>People with disabilities will benefit from improved footways and more accessible public transport. People with disabilities are less likely to have a driving licence.</p> <p>All people will benefit from measures to reduce traffic congestion and improve air quality.</p>	<p>People with disabilities who drive to Barnes High Street shops or businesses, or who are resident on the High Street, may have more difficulty in finding a car parking place immediately on the High Street.</p> <p>To mitigate against the negative impacts identified, the Council would propose to:</p> <ul style="list-style-type: none"> • Maintain carefully located car parking spaces on both sides of the High Street • Re-purpose a number of existing parking bays on adjacent side streets from resident only to shared resident and pay-and-display. • Maintain times and places where loading and unloading is permitted. • Maintain sufficient locations where parking by blue badge holders is permitted
Gender (sex)	<p>Women are less likely to own a car and are more likely to be looking after young children. Women will benefit from benefit from improved footways and more accessible public transport. All people will benefit from measures to reduce traffic congestion and improve air quality.</p>	<p>Women are more likely to be looking after the family/home which may include more visits to High Street shops and businesses. Women who drive to Barnes High Street shops or businesses, or who are resident on the High Street, may have more difficulty in finding a car parking place immediately on the High Street.</p> <p>To mitigate against the negative impacts identified, the Council would propose to:</p> <ul style="list-style-type: none"> • Maintain carefully located car parking spaces on both sides of the High Street • Re-purpose a number of existing parking bays on adjacent side streets from resident only to shared resident and pay-and-display. • Maintain times and places where loading and unloading is permitted.
Gender reassignment	<p>No data suggesting impact specific to gender reassignment</p>	<p>No data suggesting impact specific to gender reassignment</p>

Marriage and civil partnership	No data suggesting impact specific to marriage and civil partnerships	No data suggesting impact specific to marriage and civil partnerships.
Pregnancy and maternity	Babies and children are particularly susceptible to air pollution and will benefit from measures to reduce congestion and improve air quality. Pregnant women and people with young children will benefit from improved footways and more accessible public transport.	Pregnant women and those looking after babies or young children who drive to Barnes High Street shops or businesses, or who are resident on the High Street, may have more difficulty in finding a car parking place immediately on the High Street. To mitigate against the negative impacts identified, the Council would propose to: <ul style="list-style-type: none"> • Maintain carefully located car parking spaces on both sides of the High Street • Re-purpose a number of existing parking bays on adjacent side streets from resident only to shared resident and pay-and-display. • Maintain times and places where loading and unloading is permitted.
Race/ethnicity	People from BAME backgrounds are less likely to have a driving licence and will benefit from improved footways and more accessible public transport.	No data suggesting impact specific to race/ethnicity
Religion and belief, including non-belief	No data suggesting impact specific to religion and belief	No data suggesting impact specific to religion and belief
Sexual orientation	No data suggesting impact specific to sexual orientation	No data suggesting impact specific to sexual orientation

4. Actions

These actions will be tracked by the Policy and Review Team.

Action	Lead Officer	Deadline
Cycle parking design which accommodates adapted cycles and cargo bikes will be investigated	Tony Robinson/Jane Greatholder	Prior to implementation
Carefully located car parking spaces will be maintained on both sides of the High Street	Tony Robinson/Jane Greatholder	Prior to implementation
A number of existing car parking spaces on adjacent streets will be repurposed to permit shared use parking by residents and by pay-and-display/pay-by-phone visitors	Tony Robinson/Jane Greatholder	Prior to implementation
Loading and unloading will be permitted outside peak hours	Tony Robinson/Jane Greatholder	Prior to implementation

5. Consultation Findings

<p>Extensive community engagement has been carried out in the course of the development of this scheme and public consultation took place between the 23 October – 20 November 2020.</p> <p>A majority of people responding to the consultation supported the proposals. The Council has responded to concerns car parking (particularly for access to shops and for residents on and adjacent to the High Street) by re-introducing 5 car parking spaces on the north side of the High Street.</p> <p>The lead officer attended the Disability Advisory Group on Access on 15 December 2020</p>
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