

# Equality Impact Assessment

Availability of On-Street Parking Following Proposals to Introduce,  
'No Waiting at Any Time' restrictions on Honeywell Lane, Barnsley.

## Stage 1 Details of the proposal

<b>Name of service</b> <b>Directorate</b>	PLACE
<b>Name of officer responsible for EIA</b> <b>Name of senior sponsor</b>	Darren Storr (co-ordinating the EIA completion) Damon Brown – Network Manager
<b>Description / purpose of proposal</b>	<p>There is a requirement to introduce waiting restrictions at a location where parked vehicles are interfering with the correct and safe operation of traffic signals controlling a vehicular and pedestrian tunnel on Honeywell Lane, Barnsley.</p> <p>A full options appraisal is being carried out to assess the impact of introducing waiting restrictions on a resident with mobility issues (Blue Badge Holder) based on road safety, traffic engineering options and available information</p> <p>The findings of the EIA assessment will consider the Equality Act 2020 and the protected characteristics:</p> <ol style="list-style-type: none"><li>1. Age</li><li>2. Disability</li><li>3. Gender Reassignment</li><li>4. Marriage &amp; civil partnership</li><li>5. Pregnancy and maternity</li><li>6. Race</li><li>7. Religion and belief</li><li>8. Sex Sexual orientation.</li></ol>

<b>Date EIA started</b>	12/07/2021
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<b>Assessment Review date</b>	12/07/2021
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## Stage 2 - About the proposal

<b>What is being proposed?</b>	<p>There is a requirement to introduce waiting restrictions at a location where parked vehicles are interfering with the correct and safe operation of traffic signals controlling a vehicular and pedestrian tunnel on Honeywell Lane, Barnsley.</p> <p>A full options appraisal is being carried out to assess the impact of introducing waiting restrictions on a resident with mobility issues (Blue Badge holder) (No 60) following that resident's objection to the scheme based on their belief that they will not be able to park directly outside their property.</p> <p>The appraisal is based on road safety, traffic engineering options and available information.</p> <p>The findings of the EIA assessment will consider the Equality Act 2020 and the protected characteristics to ensure that the proposal does not directly discriminate or indirectly discriminate (i.e. doing something that treats people the same, but the effect is worse on some people compared to others).</p>
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<b>Why is the proposal required?</b>	<p>(See attached APPENDIX 1 for site plan)</p> <p>Honeywell Lane is primarily a residential road. Mid-way along the road is a narrow, single lane tunnel which is used by vehicular, cyclist and pedestrian traffic.</p> <p>For safety, the tunnel is controlled by multiple sets of traffic signals located at either end of the tunnel. There are separate signal and phases (timing) of the signals to control vehicles/cyclists and pedestrians. The tunnel is too narrow to allow</p>
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traffic and pedestrians to use the tunnel at the same time.

The traffic signals use detector loops sunk into the surface of the road to detect the presence of vehicles and control the signals accordingly. The pedestrian signals use call buttons on posts located on the nearby footways.

The traffic detector loops are situated in locations where they must detect vehicles intending to drive through the tunnels, i.e. in the approaching traffic lane immediately before the traffic signals. The loops detect the presence of vehicles and controls the signals accordingly to allow for the flow of traffic from both ends of the tunnel. Pedestrians activating the push button control on the footway interrupt the traffic signals and allow for the safe passage of pedestrians through the tunnel, free of vehicles.

Parked vehicles on the side of Honeywell Lane (specifically outside of No's 62 & 64) at the site of the detector loops have been interfering with the correct operation of the detector loops and therefore, the traffic and pedestrian signals.

The improperly working traffic signals have been causing delays and congestion by changing the signals for moving traffic/queuing traffic for the tunnel, when in fact, the loops have been detecting resident's parked vehicles. The false detections also interfere with the pedestrian phasing of the signals.

The situation has now reached a stage that is unmanageable and presents unacceptable risk levels to drivers, cyclists and pedestrians wishing to pass through the tunnel.

It is proposed to introduce waiting restrictions on Honeywell Lane to prevent vehicles parking on, and immediately adjacent to, the signal detector loops in the road. This will prevent false detections and allow the traffic and pedestrian signals to work as intended.

## What will this proposal mean for customers?

The introduction of the waiting restrictions could have the following impact on residents:

- Residents may perceive the new restrictions as positive as it will reduce/illuminate undue congestion and reduce vehicle emissions and noise from standing traffic;
- The Public/residents may perceive the new restrictions as negative as it will reduce the overall availability of road space for on-street parking;
- Specific residents may perceive the new restrictions as negative as it will remove the availability of on-street parking immediately outside their houses (No 62 & 64 only);
- Residents may perceive the new restrictions as positive as it will not directly affect them;
- The travelling public may perceive the new restrictions as positive as it will improve journey times and their experience of manoeuvring through the Honeywell Lane/Tunnel;
- Pedestrians may perceive the new restrictions as positive as it will allow the traffic signals to give them more numerous and longer access times to walk through the tunnel making them feel safer;
- reduce/illuminate undue congestion and reduce vehicle emissions from standing traffic.

Whilst the new restrictions will be directly outside of No's 62 & 64, all other residencies will have no restrictions directly outside their house.

There is a 47m gap between the two sets of new restrictions on the north side of Honeywell Lane, enough to park 8 average sized cars.

There is also a larger gap between two restrictions on the south side of Honeywell Lane, enough for 10 average sized cars.

## Stage 3 - Preliminary screening process

Use the **Preliminary screening questions** (found in the guidance) to decide whether a full EIA is required

- Yes - EIA required (go to next section)  
 No – EIA not required (provide rationale below including name of E&I Officer consulted with)

## Stage 4 - Scoping exercise - What do we know?

### Data: Generic demographics

What generic data do you know?

Honeywell Lane is located within the Old Town Ward. The Old Town Ward Profile ( which can be accessed here: <https://www.barnsley.gov.uk/services/our-council/research-data-and-statistics/census-data/old-town-ward-profile/> provides the following information on the protected characteristics:

#### 1. Age:

- 10,811 people (2011 Census) live in Old Town, or 4.7% of Barnsley's total population;
- Just over two thirds of residents are of working age, over 2% more than the borough average and almost 4% more than the national average;
- 15.3% are of pensionable age, slightly fewer than the borough and national averages.

#### 2. Disability:

- 79.4% of the population describe their health as 'very good' or 'good', compared to a borough average of 75.2% and a national average of 81.4%;
- On the other hand, 6% feel their health is 'bad' or 'very bad', which is slightly more than the national average but significantly fewer than the borough average of 8.4%;
- 2.7% of residents provide care for 50 hours or more each week, compared to a national average of 2.4% and a borough average of 3.3%.

### 3. Gender Reassignment:

- No information is provided regarding Gender Reassignment, it is unlikely that the proposal will have an effect on this characteristic.

### 4. Marriage & Civil Partnership:

- One third of adult residents in Old Town are single, slightly more than the borough average but slightly less than the national average;
- Just below 47% are married, which is in line with the national average but slightly below the borough average.

### 5. Pregnancy and maternity:

- No information is provided regarding pregnancy and maternity statistics.

### 6. Race:

- 96.3% of the population is white, and just over 94% were born in the UK;
- The largest minority group comprises Asian and Asian British people, who make up 1.7% of the population;
- 2.5% of households contain nobody whose main language is English; almost double the borough average but significantly fewer than the national average of 4.4%.

### 7. Religion & Belief:

- Just over 68% of residents have a religion, which is in line with the national average but slightly below the borough average;
- The vast majority are Christian. Muslims are the largest minority group but make up only 1.2% of the total.

### 8. Sex:

- No information is provided regarding this, it is unlikely that the proposal will have an effect on this characteristic.

### 9. Sexual orientation:

- No information is provided regarding this. it is unlikely that the proposal will have an effect on this characteristic.

### Data: Service data / feedback

What equalities knowledge do you already know about the service/location/policy/contract?

- There is currently traffic congestion due to improperly functioning traffic signals. This causes delays and congestion resulting in increased noise levels and vehicle emissions;
- Pedestrians safe access through the tunnel is being impacted because of false detections on the traffic detector loops creating false waiting signals when there is no queuing traffic;
- Preventing false detections will allow the traffic and pedestrian signals to operate at their normal safe level;
- For the vast majority of space available, on-street parking has been retained, including directly outside No 60.

### Data: Previous / similar EIA's

Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?

NO.

### Data: Formal consultation

What information has been gathered from formal consultation?

Formal consultation took place in January 2019 with the Ward Councillors, Ward Area Manager, Emergency Services and the South Yorkshire Passenger Services Executive - there were no objections from internal consultation.

Public consultation took place in November 2019 following some amendments to the original proposals - one objection letter was received which was signed by 12 residents of Honeywell Lane.

The objections raised within the letter signed by the residents was addressed at the time. Council responses are in **BOLD** type:

- The residents were not consulted in at initial planning stage and the Council are in breach of planning rules;
- The construction of 'Barnsley Sport College and Construction College', sports gym facility and flood lit all-weather pitches heralded new problems in the local area – **these comments are not relevant to the proposed traffic restrictions;**
- Students verbally abusing residents and racing through the red light at Honeywell Lane under the bridge – **these comments are not relevant to the proposed traffic restrictions;**
- Loops not functioning and its camera sensors that are controlling the signals at the bridge;
- Loss of on-street parking by residents;
- A disabled resident at house 60 needs her frontage on-street parking space;
- The Council refused "resident parking" and said no to this option and said Council had no funds or budget for resident permits;

- Residents want adequate, dedicated on-street parking adjacent their houses.

**Formal response:**

**Between May to June 2016 a consultation was carried out in compliance with the planning application process following the receipt of an application for planning permission for a proposed development comprising 80 dwellings, associated car parking and landscaping and biodiversity mitigation and enhancement. The public consultation, at the time, included house nos. 50, 52, 54, 56, 58, 60, 62 and 64 Honeywell Lane.**

**The publication of the proposed traffic restrictions fully complied with the statutory requirements. Notice was published in the Barnsley Chronicle, copies of the notice were posted on the affected roads, copies of the required documents were posted on the Council's website and were put on deposit at Barnsley Central Library and the statutory period for objections and representations was afforded**

**Parked vehicles on Honeywell Lane, close to the bridge, force travelling vehicles to miss the traffic signal-loop, which is built into the road surface and sometimes, vehicles have been found to be parked on the loop itself meaning it does not trigger for the next vehicle. This also interferes with the overhead detectors working efficiently. This led to a situation where neither the overhead detectors nor the loops were working effectively, meaning that the signals were not changing on demand but were instead on a fixed time change sequence resulting in unnecessary delays and frustration for motorists. The recently replaced traffic signals have had an additional stage added to aid pedestrian movements through the tunnel.**

**To enable the signals to operate efficiently, clear, uninterrupted detection is required on all approaches. This is because the new controller uses the timings and detection available to ensure the signals can move to the next stage as quickly as possible. This prevents delays to motorists and pedestrians and ensures we comply with Section 16 of the Traffic Management Act 2004 by facilitating the expeditious movement of traffic.**

**No individual has a legal right to park on the public highway outside their property. Essentially, the purpose of the public highway is to facilitate the passage of traffic and should not be relied on as a parking area.**

**There are 16000+ blue badge holders within the Barnsley Borough. Barnsley Council only provides designated Blue Badge parking on streets within the Town Centre and some of its townships, to ensure the public can access public facilities such as shops banks etc. There is also designated disabled parking spaces in in the majority of Council operated car parks. It is possible to provide disabled parking bays for specific individuals to use. A blue badge holder enjoys certain concessions where waiting restrictions are in place in any event.**

**The proposed restrictions are designed to prevent obstructive parking to facilitate safe traffic movements for both vehicles and pedestrians, with gaps being incorporated in the proposed restrictions where possible to accommodate some on-street parking.**

**The budget for residents parking was removed by a Council Cabinet decision in 2007/08 and no new schemes have been progressed since then.**

## Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics

(state if negative impact is substantial and highlight with **red text**)

Negative (and potentially positive) impacts identified will need to form part of your action plan.

Protected characteristic	Negative ' - '	Positive ' + '	No impact	Don't know	Details
Sex			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Age			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf People, Invisible illness, Mental Health etc</i>	X				The introduction of the proposed waiting restrictions may result in slightly increased distances for disabled residents to access the private vehicles but there is ample parking space available.
Race			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Religion & Belief			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Sexual orientation			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Gender Reassignment			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Marriage / civil partnership			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Pregnancy / maternity	X				The introduction of the proposed waiting restrictions may result in slightly increased distances for pregnant residents to access the private vehicles but there is ample parking space available.

### Other groups you may want to consider

	Negative	Positive	No impact	Don't know	Details
Ex services			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.

<b>Lower socio-economic</b>			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
<b>Other ...</b>			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.

**Stage 6 - BMBC Minimum access standards**

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment (found at [link](#))  
 If not, move to Stage 7.

Not yet live

Please use the action plan to ensure that the new service is accessible to disabled people. Considered to be taken to ensure reasonable adjustments for disabled people.

- The proposal will meet the minimum access standards.
- The proposal will not meet the minimum access standards. –provide rationale below.

**Stage 7 – Action plan**

**To improve your knowledge about the equality impact . . .**

Actions could include community engagement with affected groups, analysis of performance data, service equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date

**To improve or mitigate the equality impact . . .**

Actions could include altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date
Feed the results of the EIA into the Options Appraisal.	Darren Storr	12/07/2021

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**To meet the minimum access standards . . .(if relevant)**

Actions could include running focus group with disability forum, amend tender specification, amend business plan to request extra 'accessibility' funding, produce separate MAS action plan, etc.

Action we will take:	Completion date
<b>Not yet live</b>	

**Stage 8 – Assessment findings**

Please summarise how different protected groups are likely to be affected

<b>Summary of equality impact</b>	<p><b>Disability:</b></p> <ul style="list-style-type: none"> <li>Disabled, or those with mobility issues may have slightly increased distance to get to their parked private vehicles;</li> </ul> <p><b>Pregnancy/maternity:</b></p> <ul style="list-style-type: none"> <li>Pregnant people may have slightly increased distance to get to their parked private vehicles;</li> </ul>
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<b>Summary of next steps</b>	Submit EIA to DMT for approval to proceed with scheme as originally designed.
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<b>Signature (officer responsible for EIA) Date</b>	Darren Storr 12/07/2021.
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**\*\* EIA now complete \*\***

**Stage 9 – Assessment Review**

**(This is the post implementation review of the EIA based on date in Stage 1 if**

applicable)

What information did you obtain and what does that tell us about equality of outcomes for different groups?