

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 and updated in November 2021).

The Runnymede Parking Guidance SPD 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 and updated in November 2021).

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 750m² (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.

The guidance also confirms that in non-residential developments where disabled parking spaces are made available, a proportion of these parking spaces should also benefit from EV

charging points. The charging points which serve disabled parking bays should adhere to any published national standards on accessible EV charge points which are in force at the time of determination of the planning application.

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 and age (as there is often a clear link between old age and 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 during the public consultation has been undertaken. Points raised which are potentially relevant to equalities are listed as follows:

- Parents with children often need to do one or two stops in different directions before they even arrive at work on time. Then they often need to travel to after school sports activities, we want our children to breath clean air but we also recognise the need for them to be active and healthy. Children of different ages have different requirements but at a young age they cannot go on buses alone and the chances of it being only one bus is unlikely. Food shopping, Drs appointments, sports clubs, any leisure pursuit without a car is a massive challenge, not everything can be done on zoom!

RESPONSE: The vehicular parking standards recommended in the Runnymede Parking SPD are, in the majority, based on the standards recommended by Surrey County Council, in their capacity as the Highway Authority, and as taken from their Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (November 2021). It is recognised that the availability of car parking has a major influence on the means of transport people choose for their journeys. It is therefore essential to try and get the balance right, by providing an appropriate level and type of parking, protecting highway safety and promoting transport sustainability. The Parking SPD seeks to strike this balance and also respond to the policies within Surrey County Council's recently adopted Local Transport Plan 4 which seeks to support behaviour change through the Avoid, Shift and Improve principle. NO CHANGE RECOMMENDED

-Parking is a problem all over the Borough. Lack of parking at stations can make many commuters park in the side roads, making it difficult for family, health visitors for the elderly etc. to find parking. RESPONSE: Whilst the SPD does not contain a specific standard for an extension to a station car park, the table at Appendix 1 of the SPD confirms that where a use/type of development is not specifically listed in the table, an Individual Assessment for both car and cycle parking will be required in support of a planning application. This would propose a bespoke car parking scheme, appropriate to the use and/or its location, particularly when taking account of other policies and practices in place and which are associated with the operation of the development. In such circumstances, a site-specific parking and travel plan can take detailed account of the ability of people to walk, cycle or travel by public transport to the station in deciding on the level of parking required. NO CHANGE RECOMMENDED

-Ref Para 3.14. A minimum dimension would be beneficial for limited mobility/disabled spaces also.

RESPONSE: This standard is already included in the document at paragraph 4.8 which is concerned with parking for disabled drivers. NO CHANGE RECOMMENDED

- Ref Para 3.19. EV for disabled given that many developments might only have one space, recommend 1 is stated min. Additionally, query why spaces for public are called out. Limited mobility employees will also have a requirement.

RESPONSE: Paragraph 4.20 has been amended to confirm that where disabled parking spaces are required within a development, at least 1 should be provided with an EV charging point. The reference to members of the public has been deleted. AMENDMENTS MADE

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 through any review of the SPD. A review chapter has been added into the SPD and this confirms that the SPD will be reviewed after a period of 3 years.

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.

The public consultation on the Parking Guidance SPD has provided the opportunity for local communities and other interested parties to provide comments. Those comments related to protected characteristics have been considered. Equality implications as set out in this screening have also been shared with the Council's Equalities Group to ensure that the Parking Guidance SPD is fully compliant with the Equality Act.

Overall, 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 3 years following its adoption.

For the reasons set out in this screening, it is considered that a full EqIA is not required.

Date completed: Amended version completed 12/10/2022 by Georgina Pacey

Sign-off by senior manager: Rachel Raynaud 12/10/2022