

Equality Impact Analysis

This equality impact analysis establishes the likely effects both positive and negative and potential unintended consequences that decisions, policies, projects and practices can have on people at risk of discrimination, harassment and victimisation. The analysis considers documentary evidence, data and information from stakeholder engagement/consultation to manage risk and to understand the actual or potential effect of activity, including both positive and adverse impacts, on those affected by the activity being considered.

To support completion of this analysis tool, please refer to the equality impact analysis guidance.

Section 1 – Analysis Details (Page 5 of the guidance document)

Name of Policy/Project/Decision	Parking Standards in Bury Supplementary Planning Document (SPD)
Lead Officer (SRO or Assistant Director/Director)	David Wiggins
Department/Team	Strategic Planning and Infrastructure
Proposed Implementation Date	June 2025
Author of the EqlA	Natalie Blackston
Date of the EqlA	21.05.25

1.1 What is the main purpose of the proposed policy/project/decision and intended outcomes?
<p>The Government acknowledges that failure to provide sufficient parking can cause parking misery. Equally, too much parking can result in poor design and harsh urban landscapes.</p> <p>The purpose of the Parking Standards in Bury SPD is to introduce parking standards, ensuring new developments are functional, and maximise opportunities for use of sustainable modes of transport, where people of all ages can sustainably and easily carry out their daily travel requirements without an unacceptable detrimental impact on the local road network, or the visual appearance of the development.</p> <p>Parking Standards in Bury is a supplementary planning document (SPD) which builds upon the parking related policies adopted in Places for Everyone. It replaces existing standards, whilst providing more detailed guidance.</p>

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 2007. The new guidance reflects the changes that have taken place in modal and vehicle use since 2007, 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 Parking Standards in Buy 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 document gives more comprehensive guidance on the types of parking that should and shouldn't be provided.

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.

Section 2 – Impact Assessment (Pages 6 to 10 of the guidance document)

2.1 Who could the proposed policy/project/decision likely have an impact on?

Employees: No (state reasons for answering 'no') The Parking Standards in Bury SPD will not affect any employees based on a protected characteristic(s) they have. Staff will be guided in their work, in line with national guidance and the council's strategic aims, enabling them to provide the public with the best possible level of service.

Community/Residents: Yes (state reasons for answering 'no') The outcome for the Community/Residents will be that the quality of parking provision in new developments will improve. This will benefit some users with protected characteristics, particularly groups of people that need additional space when getting in and out of a parked vehicle, or on the footway such as those with a disability, older people, pregnant mothers, and those with young children.

Third parties such as suppliers, providers and voluntary organisations: No (state reasons for answering 'no')
Any effects it has on the wider community is likely to be beneficial through the more careful and detailed consideration applicants will give towards ensuring higher quality development in the future.

If the answer to all three questions is 'no' there is no need to continue with this analysis.

2.2 Evidence to support the analysis. Include documentary evidence, data and stakeholder information/consultation

Documentary Evidence:

Current Policy

Places for Everyone: [Adoption - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://greatermanchester-ca.gov.uk)

Data:

Places for Everyone has already been through the Equality Impacts Assessment (EqIA) process at the relevant stages of development. The SPD expands on policies within Places for Everyone which has already been through the Sustainability Appraisal (SA) process at various stages of its development, where identified social, economic and environmental considerations have been established and assessed as part of the plan making process.

In addition to the SA, Places for Everyone is also supported by a robust and extensive evidence base, that has been tested through the examination process by independent Planning Inspectors.

Given the above, the most relevant information at this stage is the extensive range of evidence used in support of the development and examination of Places for Everyone, available to view at: [GMCA – Places For Everyone Joint DPD | Helen Wilson Consultancy Limited \(hwa.uk.com\)](https://gmca.gov.uk/places-for-everyone-joint-dpd)

Stakeholder information/consultation:

The SPD was subject to a six-week public consultation running from 31st January to Friday 14th March 2025.

Full consideration has been given to all the responses received as part of the consultation exercise. The consideration of these comments has led to the conclusion that the SPD would benefit from a small number of minor changes prior to it being formally adopted. The outcomes from the public engagement have been set out within the Consultation Statement.

Ongoing dialogue has been carried out with internal officers throughout the preparation process for the draft SPD and no issues concerning equality and community cohesion have been raised as a result of these consultations. It is proposed that, following the public consultation, a further version of the Parking Standards in Bury SPD will be brought back to Cabinet for formal approval.

2.3 Consider the following questions in terms of who the policy/project/decision could potentially have an impact on. Detail these in the impact assessment table (2.4) and the potential impact this could have.

- Could the proposal prevent the promotion of equality of opportunity or good relations between different equality groups? No
- Could the proposal create barriers to accessing a service or obtaining employment because of a protected characteristic? No
- Could the proposal affect the usage or experience of a service because of a protected characteristic? No
- Could a protected characteristic be disproportionately advantaged or disadvantaged by the proposal? No
- Could the proposal make it more or less likely that a protected characteristic will be at risk of harassment or victimisation? No
- Could the proposal affect public attitudes towards a protected characteristic (e.g. by increasing or reducing their presence in the community)? No
- Could the proposal prevent or limit a protected characteristic contributing to the democratic running of the council? No

2.4 Characteristic	Potential Impacts	Evidence (from 2.2) to demonstrate this impact	Mitigations to reduce negative impact	Impact level with mitigations Positive, Neutral, Negative
Age	Different age groups have different travel and parking needs, which directly impact on how and when they choose to travel.		<p>The SPD is intended to apply to all age groups. It supports the provision for a range of vehicle parking, including parking for people with disabilities (which may include older people).</p> <p>Cycle parking provision (secure storage) at home and at school will positively impact on young people.</p>	Neutral

			<p>Wider parking bays may assist older people to get in to and out of their car easier.</p> <p>By reducing the likelihood of overspill on-street parking, the new vehicle parking standards may improve highway safety, including pedestrians of all ages.</p>	
Disability	<p>Potential impact of Reduced accessibility and restricted mobility if there is an under provision of necessary disabled user car parking in new developments.</p>	<p>Additional requirements and guidance on design of disabled parking bays should ensure improved parking & access for less mobile people able to use disabled parking bays at new developments.</p>	<p>The SPD promotes consideration of how to plan parking provision best for people with disabilities.</p> <p>All developments given planning permission should be compliant with disabled parking requirements and guidance set out in this SPD.</p>	Neutral

Gender Reassignment		There is no evidence that there will be a differential impact based on gender reassignment.		Neutral
Marriage and Civil Partnership		There is no evidence that there will be a differential impact based on marital or civil partnership status.		Neutral
Pregnancy and Maternity	Pregnancy can lead to reduced mobility, which can be sustained by the need to travel with children and associated paraphernalia. This can both increase car dependence and exacerbate the effect of poor parking, such as, it being difficult to pass a car parked on the footway with a pushchair, forcing parents to struggle up and down kerbs and to take risks walking in the carriageway		<p>The SPD advocates measures to improve accessibility by public transport, and for those with limited mobility.</p> <p>The increased dimensions for parking spaces in residential settings should benefit pregnant women and those with young children, as the additional space should make it easier to get in and out of a parked vehicle.</p> <p>Encouraging residents to park in their designated parking spaces through quality provision should result in less footway</p>	Neutral

			obstructions caused by footway parking.	
Race		There is no evidence that there will be a differential impact based on Race.		Neutral
Religion and Belief		There is no evidence that there will be a differential impact based on Religion on Belief.		Neutral
Sex		There is no evidence that there will be a differential impact based on the sex of a person.		Neutral
Sexual Orientation		There is no evidence that there will be a differential impact based on the sex orientation of a person.		Neutral
Carers	Depending on the type of care provision, this can both increase car dependence and exacerbate the effect of poor parking as it can be difficult to pass a car parked on the footway with a wheelchair forcing carers to struggle up and down kerbs and to take risks walking in the carriageway.		<p>The SPD requires the provision of visitor spaces within larger developments. This should enable health & social care professionals to park near the client's home.</p> <p>Depending on the type of care provision, the proposed parking standards will benefit carers, as the additional space surrounding parking spaces in certain contexts should help them when</p>	Neutral

			transporting the person that they are caring for.	
Looked After Children and Care Leavers		There is no evidence that there will be a differential impact on looked after children and care leavers.		Neutral
Socio-economically vulnerable	Low-income households are more likely to be influenced by negative externalities of driving and parking, and at the same time less likely to own a car.		<p>The vehicle parking standards apply equally to market housing and social housing equally and do not disadvantage any particular or perceived socio-economic group.</p> <p>The changes in the parking standards for non-residential development may assist local businesses in recruiting and retaining staff by being able to provide a more realistic level of parking provision on site. Wider parking bays may assist people (eg self-employed people) with commercial</p>	Positive

			<p>vehicles, such as transit vans, by making to easier to park.</p> <p>The SPD also includes specific guidance on the provision of cycle parking standards which should enable people to use bicycles to access employment and everyday services, as an alternative to the car either through choice or necessity.</p>	
Veterans		There is no evidence that there will be a differential impact on Veterans.		Neutral

Actions required to mitigate/reduce/eliminate negative impacts or to complete the analysis

2.5 Characteristics	Action	Action Owner	Completion Date
All	EqIA has been updated following consultation to reflect the results of the consultation	David Wiggins	21.05.25

Section 3 - Impact Risk

Establish the level of risk to people and organisations arising from identified impacts, with additional actions completed to mitigate/reduce/eliminate negative impacts.

3.1 Identifying risk level (Pages 10 - 12 of the guidance document)

Impact x Likelihood = Score			Likelihood			
			1	2	3	4
			Unlikely	Possible	Likely	Very likely
Impact	4	Very High	4	8	12	16
	3	High	3	6	9	12
	2	Medium	2	4	6	8
	1	Low	1	2	3	4
	0	Positive / No impact	0	0	0	0

Risk Level	No Risk = 0	Low Risk = 1 - 4	Medium Risk = 5 – 7	High Risk = 8 - 16
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3.2 Level of risk identified	No Risk – 0
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3.3 Reasons for risk level calculation	Equalities impacts identified are all positive or will not affect other groups of people with protected characteristics. The type of parking outlined in the document will benefit groups with protected characteristics including age and disability. Other groups with protected characteristics will not be negatively impacted by the SPD.
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Section 4 - Analysis Decision (Page 11 of the guidance document)

4.1 Analysis Decision	X	Reasons for This Decision
There is no negative impact therefore the activity will proceed	X	The SPD seeks to ensure that sufficient parking is provided on development proposals meeting the needs of all.
There are low impacts or risks identified which can be mitigated or managed to reduce the risks and activity will proceed		
There are medium to high risks identified which cannot be mitigated following careful and thorough consideration. The activity will proceed with caution and this risk recorded on the risk register, ensuring continual review		

Section 5 – Sign Off and Revisions (Page 11 of the guidance document)

5.1 Sign Off	Name	Date	Comments
Lead Officer/SRO/Project Manager	David Wiggins	21.05.25	
Responsible Asst. Director/Director	Cris Logue	21.05.25	
EDI	Lee Cawley	23.05.25	QA Complete: The Parking Standards has considered the impacts and needs of specific characteristics and circumstances in relation to movement, transport and parking across the

			borough. All impacts identified are neutral or positive.
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EqlA Revision Log

5.2 Revision Date	Revision By	Revision Details