

## Community and Equality Impact Assessment

As an authority, we have made a commitment to apply a systematic equalities and diversity screening process to both new policy development or changes to services.

This is to determine whether the proposals are likely to have significant positive, negative or adverse impacts on the different groups in our community.

This process has been developed, together with **full guidance** to support officers in meeting our duties under the:

- Equality Act 2010.
- The Best Value Guidance
- The Public Services (Social Value) 2012 Act

## About the service or policy development

|                           |  |
|---------------------------|--|
| Name of service or policy | Parking Enforcement Services   |
| Lead Officer              | Daniel Connelly – Parking Design Manager   |
| Contact Details           | Email – <a href="mailto:daniel.connelly@lbbd.gov.uk">daniel.connelly@lbbd.gov.uk</a> |

### Why is this service or policy development/review needed?

This aim of this paper is to support a parking cost of living cabinet paper which seeks to make two key changes with regards to the ongoing Controlled Parking Zone (CPZ) programme

1. Extend “free” parking period in Council owned car parks to 2hrs and extend “free” parking period to 1hr in secondary shopping parades (on street) for all. This relates to all existing and future pay by phone locations.
2. For all “new” CPZ implemented provide residents with 10 free visitor parking session for the first year. This doesn’t include existing CPZ locations

## 1. Community impact (this can be used to assess impact on staff although a cumulative impact should be considered).

What impacts will this service or policy development have on communities? Look at what you know? What does your research tell you?

### Consider:

- National & local data sets
- Complaints
- Consultation and service monitoring information
- Voluntary and Community Organisations
- The Equality Act places a specific duty on people with ‘protected characteristics’. The table below details these groups and helps you to consider the impact on these groups.

In July 2022 cabinet approved the CPZ strategy for 2022 – 25 which has the following main aims;

- Improved access to parking for residents, visitors, businesses and blue badge holders
- Improved road safety, particularly around schools and community hubs which are used by the borough most vulnerable residents and visitors.
- Improved Air Quality (Net zero ambitions) - In line with the requirements of the Mayor of London’s Transport Initiatives and Manifesto we have been encouraging members of the public to choose healthier and more sustainable methods of transport including, walking, cycling and public transport.
- Reduced Traffic Congestion and improved access for the emergency services and Councils refuse collection team
- Improved Access for pedestrians - Parking bays and yellow lines help to ensure pedestrians can safely use the footway which is especially needed for vulnerable residents such as wheelchair users and those who are partially sighted.

The cost of living crisis is an ongoing issue within Barking and Dagenham with rising fuel, heating, food and mortgage and rent bills. We are mindful that in this current climate the decisions we take to implement new parking schemes or how we operate existing schemes does have an impact on our local residents and visitors, particularly financial as residents are required to pay for permits (cost based on emissions and no. of vehicles permit household) to park near their homes or for their visitors or indeed visitors generally with pay by phone locations. This link provides a full list of parking fees and charges. [Parking | London Borough of Barking and Dagenham \(lbbd.gov.uk\)](https://www.lbbd.gov.uk/parking).

The parking team have been consulting for many years regarding the introduction of new CPZ's and the two most common feedback themes we receive from residents about the proposals are that the programme is a "money making initiative" and residents concerns about their visitor parking which is why the option below focus on these two key areas,

1. Extending "free" parking period in Council owned car parks to 2hrs and extend "free" parking period to 1hr in secondary shopping parades (on street) for all. This relates to all existing and future pay by phone locations.
2. For all "new" CPZ implemented provide residents with 10 free visitor parking session for the first year. This doesn't include existing CPZ locations

### **Extending free parking both within Council car parks and within shopping parades**

Currently all users of the Councils car parks are able to obtain a 1hr free parking period and 30 minutes free within secondary shopping parades which must be registered via pay by phone. Our proposal seeks to essential double the free parking period to 2 hours within car parks and 1 hr for secondary shopping parades for all users of existing pay by phone locations and future locations. The main driver behind this is to ease the financial burden but there are also other benefits;

- Better access to free parking enabling more members of the community, particularly those on low income to leave the house and access local services and amenities and particularly those facilities which take longer than 30 minutes or an hour such as using local green spaces, attending doctors surgeries, medical centres, attending local churches or undertaking a weekly shop for example.

### **Provide residents with 10 free visitor parking sessions (per household) for the first year for new CPZ which are introduced following consultation.**

The ease the financial pressure and anxiety from residents about visitor parking when new CPZ are introduced we are proposing to offer 10 free visitor parking sessions.

#### Specific criteria

- All properties with a registered address with the new CPZ scheme may apply for a maximum of 10 free visitor parking sessions (per household) to be used within 1 year of the zone being implemented. These will not be applied automatically and must be requested by or on behalf of the resident as required. The resident does not need to be a resident permit holder, nor do that have to own a vehicle.
- When we introduce a new scheme we formally write to affected residents and advise them how to obtain permits and all the support that is on offer for them to do so.
- Applies to new schemes only and not those that are already in operation

- These can be applied for online via their individual permit smarti account or for those residents not confident using online facilities may contact the parking customer care team who can assist with either booking the free sessions on their behalf or provide the resident with a free scratchcard booklet containing the 10 free parking sessions to be used as required.
- Visitor parking sessions may only be used when visiting a resident within the designated CPZ and may not be used across the borough for other means.
- After the 10 free sessions have been used further sessions will need to be purchased if visitor parking is required.

It's difficult to accurately determine just how many residents will apply for the free visitor sessions. However, based on the next round of schemes we are looking to introduce, this would be in the region of 7000 properties if all households apply.

## Demographics

Barking and Dagenham has:

- There are 218,900 residents
- (26.1%) of residents aged under 16
- There are 73,900 households
- 62.4% of households in Barking & Dagenham were deprived – highest in England
- 41.3% of Barking & Dagenham residents were born outside of the UK – 16th highest in England
- Barking & Dagenham had the greatest increase in ethnic diversity of all English & Welsh local authorities between the 2011 and 2021 censuses

Of all English and Welsh local authorities, in terms of people aged 16 and over, Barking & Dagenham had the:

- 7th highest proportion who were unemployed (including full-time students) (5.6%)
- 4th highest proportion who were economically inactive due to looking after home or family (8.2%)
- 8th highest proportion who were economically inactive due to other reasons (4.8%)
- 9th lowest proportion who were retired (10.5%)

Of all English and Welsh local authorities, in terms of households, Barking & Dagenham has the:

- 3rd highest proportion who rent their home from the Council/Local Authority (24.5%)
- 13th highest proportion who live in terraced accommodation (41.6%)
- 2nd highest proportion living in a property without enough bedrooms (17.8%)
- 7th highest proportion living in a property without enough rooms (20.4%)
  - Just over a third (34.8%) of Barking & Dagenham households did not have access to a car or van
  - 9 in 10 Barking & Dagenham residents' gender identity was the same as sex registered at birth (90.4%)
  - Nearly 9 in 10 Barking & Dagenham residents described their sexual orientation as Straight or Heterosexual (88.6%)
  - Barking & Dagenham (2.29) has the lowest Qualification Index score of all London boroughs

- 22.7% residents aged 16 and over had no qualifications - highest proportion of all London boroughs
- Barking & Dagenham had the highest proportion of households in London where at least one person identified as disabled (29.8%)

Source

- Office of National Statistics Census 2021 (updated 5 April 2023)

| Potential impacts                   | Positive | Neutral | Negative | What are the positive and negative impacts?   | How will benefits be enhanced and negative impacts minimised or eliminated?  |
|-------------------------------------|----------|---------|----------|---|--|
| <b>Local communities in general</b> | x        |         |          | <p>218,900 residents</p> <p>17.7% increase since Census 2011 (3rd highest in England &amp; Wales)</p> <p>The positive impact has been outlined above.</p> <p>The main benefits of both proposals is to provide better value for money parking for resident permit holder and to ease the financial impact placed upon residents when a new CPZ is introduced.</p> <p>CPZ and parking schemes in general are often seen as money making schemes and this is an opportunity to provide additional parking provision for free in a way that still retains our key priorities to provide improvements to air quality, road safety, congestion and better access to parking in a variety of ways including, blue badge parking, residential parking, when visiting community hubs such as health centres, community centres as well as shopping amenities.</p> <p>The main risk associated with this is that resident who already live within CPZ will not benefit from the 1 free visitor parking session which also wasn't offered to them when their scheme was introduced. However, this is now being considered due to the ongoing cost of living crisis and will facilitate the implementation of the new zones and will "ease" residents both</p> | <p>Longer free parking period may lead to less turnover or parking resulting in less access to an available parking spaces, although its felt the benefits for longer free parking will outweigh this.</p> <p>Residents who live within existing CPZ and who won't benefit from the free visitor parking sessions may see this as unfair, however it is felt restricting this will help to ensure we retain our key principles to reduce unnecessary car journeys and in turn improve air quality , road access for emergency services , health and road safety.</p> |

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|                   |   |  | financially and operationally into the new arrangement.   |   |
| <b>Age</b>        | X |  | <p>Highest proportion (26.1%) of residents aged under 16 in England &amp; Wales<br/>         Its anticipated the introduction of 10 free visitor permits may encourage family and friends to visit older relatives who can be more prone to loneliness and require additional support as well as encouraging all ages to socialise at home.</p> <p>Extending free parking period will also encourage all residents to socialise and utilise local services without having to pay during the initial free period.</p> <p>There will be no restriction on this protected characteristic to benefit from the extended free parking period or when applying for the 10 free visitor parking sessions for their specific zone. It should be mentioned that within the UK you can apply for a provisional driving licence when you're 15 years and 9 months old. You can start driving a car when you're 17. You can drive a car when you are 16 if you get, or have applied for, the enhanced rate of the mobility component of Personal Independence Payment (PIP).</p> | <p>Its recognised that older people may feel less confident to use online facilities to obtain the free permit which is why we offer additional support such as,</p> <p>Via the parking customer care team (telephone line) who can register for the free sessions or provided resident with scratchcards.</p> <p>Local support and advice offered with Council libraries who can also assist with the process.</p> |
| <b>Disability</b> | X |  | <p>Barking &amp; Dagenham had the highest proportion of households in London where at least one person identified as disabled (29.8%)</p> <p>The introduction of 10 free visitor permits may assist with mental health related issues or those with other additional needs by encouraging more accessible parking for healthcare professions, carers and other support networks including family and friends etc...</p> <p>It's also anticipated this will help ease financial related stress given the ongoing cost of living crisis.</p> <p>Typically, with pay by phone locations we have designated blue badge parking bays which assist the needs of motorist who have additional needs.</p> <p>Extending the free period will offer further support enabling them to</p>  | <p>When we introduce a new scheme we formally write to affected residents and advise them how to obtain permits and all the support that is on offer for them to do so. This of course includes resident with disabilities, and we offer additional support via the parking customer care team (telephone line)</p>   |

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|                                       |  |   | <p>access essential services within our town centres and around local amenities without having to pay during the free period.</p> <p>There will be no restriction on this protected characteristic to benefit from the extended free parking period or when applying for the 10 free visitor parking sessions for their specific zone.</p>  | <p>On all of our correspondence we include a paragraph which asks if your need information in a different language, larger font or braille to contact us directly and we can assist. This service is also offered via local libraries to ensure those who may not have English as their first language can fully understand.</p> |
| <b>Gender reassignment</b>            |  | X | <p>9 in 10 Barking &amp; Dagenham residents' gender identity was the same as sex registered at birth (90.4%)</p> <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people with gender reassignment. There will be no restriction on this protected characteristic to benefit from the extended free parking period or when applying for the 10 free visitor parking sessions for their specific zone.</p> |  |
| <b>Marriage and civil partnership</b> |  | X | <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals based upon this protected characteristic. There will be no restriction on this protected characteristic to benefit from the extended free parking period or when applying for the 10 free visitor parking sessions for their specific zone.</p>  |  |
| <b>Pregnancy and maternity</b>        |  | X | <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals based on pregnancy or maternity related issues. However pay by phone locations are often located near to local medical centres and GP surgeries as well as within shopping parades and town centres which provide various different services so a longer "free" parking period will result in more affordable and therefore more</p>                             |  |

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|  |   |  | <p>accessibly parking where its most needed.</p> <p>The addition of 10 free visitor parking session will also benefit by facilitating free parking for family or healthcare professions who need to conduct home visits.</p> <p>There will be no restriction on this protected characteristic to benefit from the extended free parking period or when applying for the 10 free visitor parking sessions for their specific zone.</p>  |  |
| <b>Race (including Gypsies, Roma and Travellers)</b> | X |  | <p>41.3% of Barking &amp; Dagenham residents were born outside of the UK – 16th highest in England</p> <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals based on race. There will be no restriction on this protected characteristic to benefit from the extended free parking period or when applying for the 10 free visitor parking sessions for their specific zone.</p>   | <p>On all of our correspondence we include a paragraph which asks if your need information in a different language, larger font or braille to contact us directly and we can assist. This service is also offered via local libraries to ensure those who may not have English as their first language can fully understand.</p> |
| <b>Religion or belief</b>                            | X |  | <p>Just under a quarter of Barking &amp; Dagenham residents are Muslim (24.4%) - 10th highest proportion of all English and Welsh local authorities.</p> <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people differing religions or beliefs. However pay by phone locations are often located near to churches and other religious establishment so a longer “free” parking period will be positive for members of the community using these services.</p> <p>There will be no restriction on this protected characteristic to benefit from</p> |  |



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|                                    |  |   | the extended free parking period or when applying for the 10 free visitor parking sessions for their specific zone.   |  |
| <b>Sex</b>                         |  | X | <p>There is no evidence to suggest a differential impact (direct or indirect) based on sex. However we are aware as a department of concerns about women's safety in particular when not being able to park near to local amenities and having to walk alone. This proposal will help to improve this as longer free parking will be available within locations which are centrally located or located near to the motorist final destination.</p> <p>There will be no restriction on this protected characteristic to benefit from the extended free parking period or when applying for the 10 free visitor parking sessions for their specific zone.</p> |  |
| <b>Sexual orientation</b>          |  | X | <p>Nearly 9 in 10 Barking &amp; Dagenham residents described their sexual orientation as Straight or Heterosexual (88.6%)</p> <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people based on sexual orientation.</p> <p>There will be no restriction on this protected characteristic to benefit from the extended free parking period or when applying for the 10 free visitor parking sessions for their specific zone.</p>  |  |
| <b>Socio-economic Disadvantage</b> |  | x | <p>62.4% households in Barking &amp; Dagenham were deprived –highest in England</p> <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people based on economic disadvantage. However a longer free parking period will help ease the financial burden on those most affected by the ongoing cost of living crisis. This is also the case with regards to the offer of ten free visitor parking sessions which would otherwise cost £13.80. The introduction</p>   |  |

|   |  |   |   |  |
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|   |  |   | <p>of 10 free permits sessions will "ease" residents both financially and operationally into the new arrangement.</p> <p>In general terms the additional cost to resident who live within CPZ's will be felt more by those who are socio-economically disadvantaged and where its felt the additional free parking being offered will be most felt residents.</p> <p>It should be mentioned that an EIA was produced for the CPZ strategy 2022-25 which was approved by cabinet in July 2022.</p> |  |
| <b>Any community issues identified for this location?</b> |  | X | <p>Applies to many locations across the borough including schools, community hubs and local shopping amenities. School safety is a particular concern given the vulnerabilities of young children attending school and contending with the motor vehicle.</p> <p>With regards to free visitor permits again this would only apply to new schemes so those residents who live in existing CPZ may feel this is unfair.</p>   | <p>However existing CPZ have been in place for a while and households have likely budgeted for this whereas those which form part of the new rollouts this will be a new expense during a time when the cost of living crisis is becoming increasingly impactful to our residents.</p> |

### Other potential impacts include

The introduction of 10 free visitor permits will promote the use of the motor vehicle rather than reduce it which is contradictory to our CPZ policy which aims to encourage the use of public transport, improve air and safety for reducing car ownership and limit the number of motor vehicles journeys being made. However this is mitigated as this is limited to new scheme implementations and only within the first year.

Extending the free parking period in shopping parades and car parks again may encourage the use of the motor vehicle and could lead to less turnover of parked vehicles which could impact local business or the ability for more or varying people to park. However this is why we have limited this to 1 hour within secondary shopping parades where shorter stays are required such as the use of local hairdressers or small shopping trips compared with council cars parks where longer parking maybe be required. In both cases "all day" parking is restricted to encourage a healthy turnover of parking and any additional parking required must be paid for in line with a tariff based on emissions.

## 2. Consultation.

Provide details of what steps you have taken or plan to take to consult the whole community or specific groups affected by the service or policy development e.g. on-line consultation, focus groups, consultation with representative groups.

If you have already undertaken some consultation, please include:

- Any potential problems or issues raised by the consultation
- What actions will be taken to mitigate these concerns

Before CPZ's or changes to permit arrangements are introduced we consult with all affected stakeholders including portfolio holder, ward members, local residents, schools, businesses and other community hubs.

Statutory consultation involves public notices displayed on-street and within local publications.

When introducing a CPZ, the principals of the parking strategy are applied in respect of the hierarchy of needs and the following factors;

- Reduce congestion caused by parked vehicles and improve road safety;
- Make best use of the parking space available;
- Enforce parking regulations fairly and efficiently;
- Provide appropriate parking where needed;
- Ensure that the low emissions and air quality strategy for London is at the heart of our decision making.

To ensure consultation is fully inclusive to all members of the community we consult in a variety of ways including;

- Letter drop to all affected residents with follow up reminders letters being issued,
- Include all proposals online and with London Gazette and within other local publications

We encourage feedback via;

- One Borough Voice online
- Automated telephone line
- Parking customer care team over the phone
- Library staff
- Door to door engagement
- Email

In addition

- Where possible we make use of the new "community hubs" throughout all stages of the process as these will often be ideally located within the zone in question and can provide an additional route for residents to get information and provide feedback.
- Consider alternative methods of engagement through digital media and the communications team, one borough newsletter and other LBBB literature, libraries, community groups etc
- Attend local public meetings

### 3. Monitoring and Review

| How will you review community and equality impact once the service or policy has been implemented?<br><i>These actions should be developed using the information gathered in Section 1 and 2 and should be picked up in your departmental/service business plans.</i>  |          |                     |
|--|----------|---------------------|
| Action   | By when? | By who?             |
| There will be a need to continually monitor our approach to ensure permits are issued fairly and consistently and continue to discourage the use of the motor vehicle so that our key priorities are achieved but also in a way that is sympathetic with the ongoing cost of living crisis and the strain this put upon local residents, especially given 62.4% households in Barking & Dagenham were deprived at the time of the 2021 census which is the highest in England. | Ongoing  | The Parking Service |
|  |          |                     |

### 4. Next steps

| Implications/ Customer Impact  |
|--|
| <p>The impact of our proposals has been outlined above and will have many positive benefits. We are mindful that members of the community, especially those who won't benefit from the 10 free visitor permits may see this as unfair. However this proposal intends to provide an additional benefit for new schemes since the cost of living crisis has arisen and its key to restrict the amount of free parking being made available so that we continue to promote our the key CPZ priorities which are</p> <ul style="list-style-type: none"> <li>• Improved access to parking for residents, visitors, businesses and blue badge holders</li> <li>• Improved road safety, particularly around schools and community hubs which are used by the borough most vulnerable residents and visitors.</li> <li>• Improved Air Quality (Net zero ambitions) - In line with the requirements of the Mayor of London's Transport Initiatives and Manifesto we have been encouraging members of the public to choose healthier and more sustainable methods of transport including, walking, cycling and public transport.</li> <li>• Reduced Traffic Congestion and improved access for the emergency services and Councils refuse collection team</li> <li>• Improved Access for pedestrians - Parking bays and yellow lines help to ensure pedestrians can safely use the footway which is especially needed for vulnerable residents such as wheelchair users and those who are partially sighted</li> </ul> <p>In addition, we must remain committed to the priorities of the Council, most notably ensuring residents are supported during the cost of living crisis but at the same time ensure residents live in, and play their part in creating, safer, cleaner, and greener neighbourhoods.</p> |

## 5. Sign off

The information contained in this template should be authorised by the relevant project sponsor or Divisional Director who will be responsible for the accuracy of the information now provided and delivery of actions detailed.

| Name          | Role (e.g. project sponsor, head of service) | Date       |
|---------------|--|------------|
| Alison Stuart | Chief Legal Officer and Monitoring Officer   | 20/06/2023 |
|               |  |            |