

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 – daniel.connelly@lbbd.gov.uk

Why is this service or policy development/review needed?

This aim of this paper is to provide a clearer and more transparent CPZ decision making criteria, CPZ review and permit issuance process.

- (i) Amending the CPZ decision making criteria, and in particular the Resident feedback section of the Implementation of Controlled Parking Zones (CPZ) Residents Parking Policy
- (ii) Agree terms to restrict parking permit issuance within a CPZ (as required)
- (iii) Agree terms for CPZ Review

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 parking team have been consulting for many years regarding the introduction of new CPZ's and more recently we have been receiving feedback from residents and ward members that we need to provide a clearer and more transparent CPZ decision making criteria, CPZ review and permit issuance process.

Amending the CPZ decision making criteria, and in particular the Resident feedback section of the Implementation of Controlled Parking Zones (CPZ) Residents Parking Policy

There is a need to provide more clarity when it comes to what impact residents feedback has upon the introduction of a CPZ and also what consideration is given to the nature of feedback and non response. Therefore its proposed that a threshold be applied which residents would be clearly advised of at the consultation stage. Its recommended that a realistic and fair response rate to affect change should be set at a minimum of 30% in line with local government elections rates.

When looking at previous consultations, CPZ consultation response rates vary between 10 to 60 percent but average out around the 30% range which aligns with local election turnout. In instances where the minimum 30% response rate is met a threshold would need to be set to determine whether or not the majority of those residents who have responded to either support or object to the proposal. Its suggested this rate should be set at a minimum 66% as this provides a two thirds majority and would then be used as a deciding factor as to whether the scheme is formally introduced or withdrawn

Agree terms to restrict parking permit issuance within a CPZ (as required)

In the event there is over subscription of permits within a given CPZ this will be managed via the permits terms and conditions process and will be site specific. For example within locations where parking is very limited we are currently operating only 1 permit per household so that the available spaces and ability to park is shared out evenly, with exceptional circumstances being afforded to blue badge holder. Whereas other large zones across the borough where access to parking is much more widespread and available such as the Heathway (HW) zone for example is not restricted. The ratio of parking spaces and number of vehicles wishing to park will continue to be closer monitored both on street via the Civil Enforcement Team aswell as via complaints in the customer care team and wider parking service. As part of the permit terms and conditions we reserve the right to restrict or revoke permits accordingly to ensure parking needs are met safety and fairly.

Blue badge holders are able to park within CPZ for free and disabled bays are introduced both proactively as part of new CPZ rollouts and when applications are made through the disabled bay application process. [Apply for disabled parking | London Borough of Barking and Dagenham \(lbbd.gov.uk\)](https://www.lbbd.gov.uk/apply-for-disabled-parking)

Agree terms for CPZ Review

Over the course of the CPZ project there have been a few occasions where request a request to review a CPZ has been received, which impacts the consultation of new CPZ's which forms part of the approved CPZ programme. Therefore, its proposed that no further review will be carried out until the completion of the entire CPZ programme which is currently schedules to

be completed in Autumn 2025. A review will be undertaken in exceptional circumstances and when justified such as due to severe increases in parking demand, or serious safety or access issues being raised. There may be individual circumstances where tweaks to the scheme are requested such as installation of a disabled bay or request for additional yellow lines for example. The above mentioned review relates to wholesale change where full scheme consultation is required such a change to operating periods.

Demographics

Barking and Dagenham has:

- There are 218,900 residents
- (26.1%) of residents aged under 16
- There are 73,900 households
- 62.4% 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)

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Potential impacts	Positive	Neutral	Negative	What are the positive and negative impacts?	How will benefits be enhanced and negative impacts minimised or eliminated?
Local communities in general	x			<p>218,900 residents</p> <p>17.7% increase since Census 2011 (3rd highest in England & Wales)</p> <p>Amending the CPZ decision making criteria</p> <p>The main benefit of this element is it will provide greater clarity as to the impact of resident feedback and how this is measured. We are addressing these issues now given its becoming a more common theme as part of feedback received recently.</p> <p>CPZ and parking schemes in general are help us to achieve 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 aswell as shopping amenities.</p> <p>Its not envisaged there will be any major risk here to the local community given the criteria change is designed to provide a fairer and more transparent approach to the decision-making process.</p> <p>Agree terms to restrict parking permit issuance within a CPZ (as required)</p> <p>The main benefit of this is to ensure all residents have fair and consistent access to parking to ensure any community tensions are minimalised.</p>	<p>Benefits will be enhanced as residents will feel ore empowered in the decision making process.</p> <p>Its likely a restriction on permits will not often be required and will only apply to location were parking is very limited.</p>

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			<p>The negative impact here is that they may be some instances where there is a genuine need for parking restrictions to be more flexibly applied such as request for disabled bays for blue badge holders.</p> <p>CPZ Review</p> <p>The main benefit of not reviewing a CPZ that has just recently been introduced is this will allow the team to focus on the consultation and implementation of new schemes across the borough to achieve all the benefits CPZ offers.</p> <p>Its likely that some members of the community will feel that a review should be undertaken because the scheme isn't working for them. Although with previous schemes its expected this will be limited to small numbers.</p>	<p>The review process applies to major changes only such as operating times etc... Flexibility will be applied where individual issues are being raised about the design of the scheme such as the location of a parking bay or other tweaks to parking design and infrastructure.</p>
<p>Age</p>	<p>X</p>		<p>Highest proportion (26.1%) of residents aged under 16 in England & Wales</p> <p>Amending the CPZ decision making criteria</p> <p>The amended criteria will provide a fairer and more transparent way for people of all ages to provide feedback and clearly understand how this impacts a decision being made.</p> <p>Agree terms to restrict parking permit issuance within a CPZ (as required)</p> <p>Restricting permits where required could have positive or negative impact with respect of age. For example, only allowing one permit per property will</p>	<p>Issues of multiple vehicles parkgin is mitigated in that we want to reduce</p>

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			<p>provide a fair opportunity to park for all ages, however this may be seen as restrictive to some household that want to park multiple vehicles.</p> <p>There will be no restriction on this protected characteristic. 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>car ownership in the borough and restricting permits is one way of achieving this.</p>
<p>Disability</p>	<p>X</p>		<p>Barking & Dagenham had the highest proportion of households in London where at least one person identified as disabled (29.8%)</p> <p>Amending the CPZ decision making criteria</p> <p>Its not envisaged that a negative impact will be realised in respect of amending the criteria. The only risk relates to if a scheme is not ultimately introduced as we wont be able to formalise parking in a way that provided accessible and safe parking. An example of this is the introduction of parking bays on the footway which ensure motorist park in a way that wheelchair users and pedestrians who are blind or partially sighted can safely navigate the footway.</p> <p>Agree terms to restrict parking permit issuance within a CPZ (as required)</p> <p>Again residents including those who have additional need will benefit by restriction on parking permits in that parking provision will be fairly allocated. Resident with additional need (blue badge holders for example) will be able to park for free within CPZ and will be assessed on a case-by-case basis for a designated disabled bays and or how many permits they can obtain.</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> <p>On all of our correspondence we include a paragraph which asks if information is required 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</p>

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			<p>CPZ Review</p> <p>There will be no restriction on this protected characteristic</p>	<p>those who may not have English as their first language can fully understand.</p> <p>Although wholesale CPZ review would not be considered, tweaks to a scheme which meet the individual or additional needs of a residents will be considered carefully. Examples may be introduction of a disabled bay, or changes to parking bay design to ensure safe and accessible parking</p>
Gender reassignment		X	<p>9 in 10 Barking & 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.</p>	
Marriage and civil partnership		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</p>	
Pregnancy and maternity		X	<p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals based on pregnancy or maternity related.</p> <p>There will be no restriction on this protected characteristic</p>	
Race (including Gypsies,		X	<p>41.3% of Barking & Dagenham residents were born outside of the UK – 16th highest in England</p>	<p>On all of our correspondence we include a paragraph which</p>

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<p>Roma and Travellers)</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>asks if information is required 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>
<p>Religion or belief</p>		<p>X</p>	<p>Just under a quarter of Barking & 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.</p> <p>There will be no restriction on this protected characteristic</p>	
<p>Sex</p>		<p>X</p>	<p>There is no evidence to suggest a differential impact (direct or indirect) based on sex</p> <p>There will be no restriction on this protected characteristic.</p>	
<p>Sexual orientation</p>		<p>X</p>	<p>Nearly 9 in 10 Barking & 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.</p>	
<p>Socio-economic Disadvantage</p>		<p>x</p>	<p>62.4% households in Barking & Dagenham were deprived –highest in England</p> <p>There is no evidence to suggest a differential impact (direct or indirect) of</p>	

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			<p>the proposals on those people based on economic disadvantage.</p> <p>If a CPZ is ultimately introduced there will be a requirement to obtain a parking permit inline which our permit fees and charges Parking permit terms and conditions London Borough of Barking and Dagenham (lbbd.gov.uk).</p> <p>However this has always been the case, this particular report simply aims to provide more transparency around the decision making criteria.</p> <p>As part of a recent parking cost of living report for which an EIA was completed the following to proposals were agreed and form part of new CPZ rollouts which specifically considers the economic impact to residents.</p> <p>Provide ten free visitor parking sessions which would otherwise cost £13.80. The introduction 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>Any community issues identified for this location?</p>		<p>X</p>	<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 fell this is unfair.</p>	

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 LBD 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?

*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.*

Action	By when?	By who?
<p>There will be a need to continually monitor the new threshold being provided and to ensure permits issuance and CPZ reviews are considered carefully. By doing this we can ensure CPZ are introduced, reviewed and permits 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.</p>	<p>Ongoing</p>	<p>The Parking Service</p>

4. Next steps

Implications/ Customer Impact

The impact of our proposals has been outlined above and will have many positive benefits particularly in terms of providing clarity and transparency to residents so they are clear on what is required of them and how they can affect the outcome of a CPZ proposal when consulted.

We continue to promote our the key CPZ priorities which are

- 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

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.

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	