

## 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 Contact Details	Tina Brooks Parking Services Email <a href="mailto:tina.brooks@LBBD.gov.uk">tina.brooks@LBBD.gov.uk</a> Telephone 020 8227 2375,

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

The Parking Strategy 2016-21 set out a clear vision for parking in the borough. This vision was supported by 75% of respondents to the consultation. The vision is “to provide safe, fair, consistent and transparent parking services”. This vision is supported by five main priorities that have been designed to reflect the competing parking needs in the borough. These priorities reflect the needs of residents, businesses, commuters, cyclists and pedestrians alike. The priorities are:

- 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.

In developing the Parking Strategy, the Council has developed a hierarchy of needs for parking in the borough, based on the responses to our consultation. This hierarchy forms a core part of our decision making for parking controls, the design of parking schemes and

cost of parking services. The hierarchy of parking needs are set out below:

- Residents with a disability;
- Non-residents with a disability;
- Residents;
- Priority care workers;
- Local business essential servicing;
- Short stay visitors and shoppers;
- Long stay visitors and shoppers;
- Long stay commuters

The key proposals set out in the strategy are:

- Free half an hour parking in all on-street shopping locations;
- Free one-hour parking in all council park car parks;
- Adopt an area-based approach to parking controls;
- Move to cashless payment for car parking including contactless payment cards;
- Continue to apply a lower parking permit charge for the first two vehicles per household, compared to the third and introduce a higher charge for the fourth vehicle and above;
- Establish parking permit prices which encourages low emission vehicles;
- Increase our enforcement in areas where pavement parking affects safe access to pedestrians and cyclists.

Since the adoption of the Parking Strategy 2016-21, the Mayor of London has published his Transport Initiatives and Manifesto. The most significant ones are:

- Improve air quality in built up areas (as proven by empirical evidence);
- Reduce congestion;
- Penalise fuel guzzling vehicles;
- Move away from Diesel vehicles and move towards Electric.

Fees and charges were increased for council managed car parks, as part of the Fees and Charges Report, adopted by Cabinet in November 2017. In addition, fees and charges were increased for some permits, including annual season ticket holders and special permits, such as GP's and special events. There are no proposals to increase these further as part of this report.

The challenges for improving air quality in London – The Mayor of London recently published Air Quality Strategy, which has highlighted the health and social impact of air pollution in our capital city. This includes:

- 9,000 early death due to air pollution
- 24% of primary schools are in areas which breach the legal limit for Nitrogen Oxides (NOx)
- People are twice as likely to die from lung diseases when living in deprived areas of London.
- Air Pollution has a £3.7bn cost to London's economy

One of the key strands of the Mayor of London's Air Quality Strategy is to reduce the number of high pollutant vehicles which are entering the city and applying increase charges for those vehicles who have high levels of NOx and CO2 emissions.

Barking and Dagenham faces specific challenges due to its geography and arterial road network and has levels of Nitrogen Oxides which exceed European Union limits.

The proposals of the report include:

- Simplification of the current banding structure.
- That the price banding for permits is charged based on CO2 emissions from 2020.
- To offer free permits for those cars with emissions under 50 CO2, for first and second cars within this band.
- To increase the cost for permits for those with more than two vehicles per household for each additional car.
- To restrict Heavy Good Vehicles accessing and parking in residential areas.
- To introduce an additional flat annual charge for all diesel cars in addition to their permit charge.
- To increase the cost for permits for those with more than two vehicles per household for each additional car.
- To formally consult on the introduction of fees and charges for on and off-street parking locations as part of the introduction of Controlled Parking Zones in the borough. This will help to reduce congestion and improve traffic flow.
- Permits for faith organisations will be bought to an end with immediate effect.
- To increase the daily charge for Staff Parking Fobs over a graduated period.
- Standard and priority permits will remain at the current rate for 2018/19 with an increase in line with inflation for 2019/20.
- Organisations that can demonstrate that they are providing direct priority care work for residents will be offered permits at the same level as council staff.
- All other organisations who are directly delivering a service on behalf of the council will be charged at the same rate as council staff and from 2021, an additional charge of 20% above the council staff rate will be applied. This will include sub-contractors delivering services on behalf of the council. In line with the hierarchy of needs set out in the Parking Strategy, it is proposed that organisations that can demonstrate that they are providing direct priority care work for residents will be offered permits at the same level as council staff.
- Apply the same options for parking charges to Pondfield Depot, Wantz Road, Dagenham.
- 5 CCTV cameras be installed outside schools to enforce the "Keep Clears".
- To review Controlled Parking Zones over the next three years on a phased programme.

## 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.

### **Demographics**

Barking and Dagenham has:

- 208,182 residents – 7th smallest population in London
- 56,613 under 16s – highest proportion in London and the UK
- 131,749 16 to 64s – 4th lowest proportion in London
- 19,820 over 65's – 10th lowest proportion in London
- 33 average age – lower than London average (36.0)
- 58.2 male healthy life expectancy – below London average (63.5)
- 60.7 female healthy life expectancy – below London average (64.4)
- 46.7 average attainment 8 score per pupil (GCSE) – below London average (48.9)
- 12.4% have no qualifications – 2nd highest in London
- 86.5 births per 1,000 women of childbearing age – highest in London

## COMMUNITY AND EQUALITY IMPACT ASSESSMENT

- 89.0 crimes per 1,000 people – below London average (93.7)
- £305,000 average house price – lowest in London
- 18.7% English not first language – below London average (22.1%) for aged three-plus
- 7.7% unemployment – 2nd highest in London
- 68.1% employment – below London average (74.0%)
- 13% Department of Work and Pensions (DWP) benefits claimants – highest in London
- 50.5% Black and minority ethnic (BME) population – below London average (55.1%)
- 30.9% born abroad – below London average (36.7%)
- 4.7% Nigeria most common birthplace outside the UK, followed by India and Pakistan.

### Sources:

- Office of National Statistics revised 2016 Mid-Year population estimates (Number of residents; Age range of residents; Average age of residents)
- Office of National Statistics 2011 Census (BME population; Born abroad; Most common birthplace; English not first language)
- Office of National Statistics Annual Population Survey (January 2017 to December 2017)
- (Have no qualifications)
- Office of National Statistics Annual Population Survey (January 2017 to December 2017)
- (Unemployment, Employment)
- Department of Work and Pensions November 2016 (Benefits Claimants)
- Office of National Statistics (Year ending September 2017) (Average house price)
- Metropolitan Police Service rolling 12 months to November 2017 (Crimes)
- Department for Education Summer 2017 (revised)
- Office of National Statistics 2016 (Births)
- Office of National Statistics 2014 to 2016 (Healthy life expectancy)
- APR18

As the consultation for the implementation of Controlled Parking Zones (CPZ) is carried out via advertisement as well as web information objections are invited in writing or by email. As the standard web form is frequently not used information in respect of equalities monitoring

## COMMUNITY AND EQUALITY IMPACT ASSESSMENT

is often not provided or is unreliable due to insufficient samples. However included in the process is consultation with various groups in the borough such as trade organisations, disability forums.

Equalities monitoring data available for holders of parking permits is not available as data is not captured at the application stage for any permits.

Equalities monitoring data is not available for users of pay and display bays as shoppers and visitors will come from any area within the borough and elsewhere

Potential impacts	Positive	Neutral	Negative	What are the positive and negative impacts?	
<b>Local communities in general</b>	X			<p>The changes will apply equally across the borough and its impact will be felt equally by all affected groups. It will result in improved air quality through encouraging the use of public transport and less polluting vehicles.</p> <p>The Equalities Impact Assessment will take into account the results of consultation on individual proposals when introducing controlled parking zones, which will include the zone designs and hours of operation to help ensure the proposed zones do not adversely impact on those with protected characteristics and where they do, mitigation will be considered.</p> <p>There are impacts on staff who purchase permits to park at work and consideration has been given when increasing charges however it is considered the demand for parking in the town centre public car parks is high and staff are to be encouraged to seek alternative means to commute for instance by cycle or public transport. The Town Hall has shower facilities for staff</p>	

## COMMUNITY AND EQUALITY IMPACT ASSESSMENT

			<p>this will help improve the environment and in some instance fitness as well as freeing up much needed parking spaces.</p> <p>Permit charges are linked to vehicle CO2 emissions, which supports the Councils wider policy objective of tackling climate change and encourages the use of more fuel-efficient cars. It also means that a much higher charge will apply to larger or higher polluting vehicles.</p>	
<b>Age</b>	X		<p>The borough has the highest population percentage of 0-19 year olds in the country at 31%. The over 60 population accounts for one of the smallest percentages of population in England and Wales (Source: Census 2011).</p> <p>The improved restrictions around schools and subsequent enforcement will lead to greater safety for children and pedestrians with environmental improvements through the reduction of vehicle emissions.</p> <p>It is not anticipated there will be a direct or indirect impact on those with reduced mobility or older persons other than those indicated of improving air quality.</p>	
<b>Disability</b>	X		<p>Approximately 9,100 people are claiming disability allowance (Source: DWP, 2016).</p> <p>There is provision for disabled badge holder parking throughout the borough with free parking in car parks and on pay and display bays. Badge holders may park for up to 4 hours in designated disabled bays and 3 hours on waiting restrictions denoted by yellow lines.</p> <p>Currently a number of informal bays are marked on street that cannot be enforced but act as courtesy parking places. The introduction of the CPZ s will enable many bays to be formalised and signed to properly reserve the parking spaces for blue badge holders.</p>	
<b>Gender reassignment</b>		X	<p>We estimate that there may be approximately 40 people in the borough who have or who will undergo gender reassignment (Source: Gender Identity Research and Education Society advice).</p> <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals on transgender people.</p>	

## COMMUNITY AND EQUALITY IMPACT ASSESSMENT

<b>Marriage and civil partnership</b>	X	<p>41.9% of the population aged 16 and above are married, 38.8% are single and never married, and 0.2% are in a same-sex civil partnership (Source: Census 2011).</p> <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals based upon this protected characteristic.</p>
<b>Pregnancy and maternity</b>	X	<p>Teenage pregnancy rates are significantly higher than average. The rate of teenage conceptions in 2014 was 32.4 per 1000 population of females aged 15-17. This was the second highest rate in London. We also have the highest birth rate in London (Source: ONS).</p> <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals based on pregnancy or maternity related issues.</p>
<b>Race (including Gypsies, Roma and Travellers)</b>	X	<p>The population ethnicity is 24.6% Black (African, Caribbean and Black Other) residents; 15.5% Asian (Bangladeshi, Indian and Pakistani); and 8% from other or mixed ethnic groups (Source: GLA population projections).</p> <p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals based on race.</p>
<b>Religion or belief</b>	X	<p>56% of the population identify as Christian. 18.9% identify with no religion. 13.7% identify as Muslim (Source: Census 2011).</p> <p>At present, the council provides permits for faith organisations who are part of the council's multi faith forum. It is not equitable to continue with such an arrangement and it is proposed to bring these permits to an end with immediate effect.</p>
<b>Sex</b>	X	<p>51.5 % of the borough's residents are female, and 49.6% are male (Source: Census 2011).</p> <p>There is no evidence to suggest a differential impact (direct or indirect) based on sex.</p>
<b>Sexual orientation</b>	X	<p>Between 10,000 – 14,000 people in Barking and Dagenham are lesbian, gay and bisexual (Source: Stonewall estimates).</p> <p>There is no evidence to suggest a differential impact (direct or indirect) based on sexual orientation.</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?

CPZs have clear strategic and local advantages. However, they are only introduced following local consultation and after community support has been demonstrated.

Statutory consultation involves public notices displayed on-street and within local publications. In addition, the Council will seek to gauge public support for the CPZ by sending leaflets to local residents and asking for a response where appropriate.

In designing a CPZ, the following issues are always considered:

- Safety of all road users
- The need for steady movement of traffic and improved air quality
- Projected demands for day-time and night-time residents' parking
- Convenient parking for people with disabilities

These schemes give residents preferential treatment when parking in the street around their home. Residential permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, usually for up to two hours. Visitors who wish to park for longer than the permitted time on pay and display bays can be given a visitor permit by the resident that they are visiting, for which a charge applies.

As the consultation for the implementation of Controlled Parking Zones (CPZ) is carried out via advertisement as well as web information objections are invited in writing or by email. As the standard web form is frequently not used information in respect of equalities monitoring is often not provided or is unreliable due to insufficient samples. Included in the process is consultation with various groups in the borough such as trade organisations, disability forums.

## COMMUNITY AND EQUALITY IMPACT ASSESSMENT

The Equalities Impact Assessment will take into account the results of consultation on individual proposals when introducing controlled parking zones, which will include the zone designs and hours of operation to help ensure the proposed zones do not adversely impact on those with protected characteristics and where they do, mitigation is considered where reasonable.

The recovery processes set out in legislation provides a legal appeal process to deal with disputes about liability. The council considers mitigation at the earliest stage (following PCN issue) and all debt recovery process include legal requirements for dealing with vulnerable debtors.

Permit charges are linked to vehicle CO2 emissions, which supports the Councils wider policy objective of tackling climate change and encourages the use of more fuel-efficient cars. It also means that a much higher charge will apply to larger or higher polluting vehicles.

When setting or reviewing parking charges the Council considers:

- The Council's transport and wider policy objectives
- Statutory or legal requirements that may affect the setting of fees
- Car ownership patterns
- The increasing demand for parking
- Traffic management issues
- Market conditions – parking charges in other boroughs
- Cost of delivering the service
- Impact of charges on relevant stakeholders

Income from parking and traffic enforcement is ringfenced for transport related projects and is reinvested into the transport infrastructure, for example highway maintenance that supports the community at large and concessionary travel which offers free bus and tube travel for elderly and disabled residents.

There will be a distinct improvement to the environment with motorists being encouraged to move away from diesel and other high polluting vehicles. The introduction of a diesel surcharge and higher charge for higher polluting vehicles permits will encourage motorists to use more environmentally friendly vehicles thus improving air quality.

**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.*

<b>Action</b>	<b>By when?</b>	<b>By who?</b>
Meaningful consultation with relevant groups		
Ongoing dialogue with relevant groups where feedback is provided		
Comprehensive review of best practice guidance	Michel Barnes	January 2019
Test draft standards against actual developments	Tina Brooks	February 2019

**4. Next steps**

It is important the information gathered is used to inform any Council reports that are presented to Cabinet or appropriate committees. This will allow Members to be furnished with all the facts in relation to the impact their decisions will have on different equality groups and the wider community.

Take some time to précis your findings below. This can then be added to your report template for sign off by the Strategy Team at the consultation stage of the report cycle.

## COMMUNITY AND EQUALITY IMPACT ASSESSMENT

### Implications/ Customer Impact

Parking controls are a vital traffic management tool that keeps traffic moving, maintains road safety, and promotes the social and economic revitalisation of the borough's town centres, by ensuring that the limited amount of space that may be used for parking is made available to those who need it.

The assessment has not highlighted any under or over representation for any specific group, nor is it anticipated there will be any detrimental impact overall from the plans set out in the report.

The changes to charges are relatively low and are intended to ensure turnover of space and environmental improvements to the community.

### 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