

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

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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 paper sets out the need to refuse eligibility to parking permits for those residing in existing and new housing developments which are deemed to be “car free”, “car light” or where residents living within the housing development have access to a private parking arrangement such as underground parking or private permit scheme.

This proposal links the decisions made at Planning Committee regarding the status of the car parking for a housing development i.e Section 106 which is used to mitigate the impact of new homes on the local community and infrastructure and section 45 (3) c of the Road Traffic Regulations Act 1984 which states “the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section”.

In the event of not having sufficient parking in the area the housing development is located in accordance with 3c, it will be that the Council’s parking service will not issue a parking permit other than in exceptional services. An example of exceptional circumstance may be if a resident has severe mobility issues.

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.

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 this 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 (blue badge holder);
- Non-residents with a disability (blue badge holder);
- Local residents;
- Priority care workers;
- Local business essential servicing;
- Short stay visitors and shoppers;
- Long stay visitors and shoppers;
- Long stay commuters

The main point of consideration in relation to this assessment is that the parking service will essentially be abiding by the conditions set at Planning Committee in relation to car free or car light developments which have been agreed by the local authority to improve road safety, air quality, congestion, and pedestrian safety by reducing the amount of vehicle usage on our local roads and estates. The justification for a car free/light development is based and the need to free up key areas for new properties to be built to meet the demand of a growing population. In addition, considerations are given to local transport link such as access to local train and bus services as well as access to local amenities such as shops and other community hubs. This approach is set out within the London Plan which is the statutory Spatial Development Strategy for Greater London prepared by the Mayor of London (“the Mayor”) in accordance with the Greater London Authority Act 1999.

In addition to the benefits already mentioned, car free developments and the right to reserve the issuance of permits within a Controlled Parking Zone (CPZ) for those who specifically reside there, protects existing local residents who already live in the area prior to the development being built.

When residents of these types of new developments occupy the property, it is the responsible of the landlord or solicitor of the buyer to make the parking arrangements clear. so the impact to those particular residents should be minimal or at least pre advised. The impact to those existing residents is far greater if we were to provide the new residents with permits to park within the local CPZ. This will have significant impact to parking availability on what is already a demanding area for parking. This will result in the most vulnerable members of the community potentially having difficulties to park such as blue badge holders who are able to park for free in CPZ's because they have mobility issues. The aim of a CPZ is to provide better access to parking for local residents and users such as business owners, visitors to family or shops, and local green space for example. A common complaint from residents is the impact new developments have upon their ability to park. despite the development being car free because quite often car free residents are requesting permits for multiple vehicles to park within the existing CPZ.

Linking back to the parking strategy and the Mayors London plan which have many of the same principals at heart we need to reserve the right to issue permits to those residents who reside in car free or car light developments. It should be mentioned that when parking is provided at some new developments. It is done so for blue badge holders only to meet the needs of resident living in adapted properties.

Demographics

Barking and Dagenham has:

- 208,182 residents – 7th smallest population in London
- 56,613 under 16s – highest proportion in London and the UK

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- 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
- 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

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			The positive and negative impact have been mentioned above but there are two aspects to look at. Those existing residents who live with a CPZ prior to the development becoming operational and residents living within the new development. Emphasis should be given to protect parking for existing residents because new residents are clear as to the arrangement of the car free developments	By not issuing permit to new residents, we are simply enforcing the planning status of the developments, which in turn will protect parking for those existing residents who

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			and should therefore not expect to be able to park their vehicle within the local area because this goes against the principals set out within this assessment, planning status and the Mayors London Plan. The main positive impact to local residents will consist of better air quality, safer roads and pavements as well as less congestion which will be achieved through restricting permit issuance.	require it and don't have the same status. The proposal is line with the priorities set out in the Parking Strategy 2016-21, to provide safe, fair, consistent and transparent parking services.
Age		X	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). It is anticipated that some older people be encouraged to use public transport, particularly those over 60 who access to freedom passes and children are entitled to free or reduced cost public transport.	
Disability		X	New developments will have a proportion accessible parking spaces if parking condition require it and should the estate contain adapted properties. Should a request be made from a blue badge holder who lives within the new development the case may be considered on its merits and providing there is sufficient parking with the CPZ to do so. A formal application will need to be made to the Council mobility team or Reside in conjunction with the parking department. Applications will need to be measured against existing and similar usage in the zone. Those with a disability also have access to free transport via the London wide freedom pass scheme.	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. We have a duty to minimise the effects on existing disabled users and those with access to blue badge holder parking bays
Gender reassignment		X	There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people with gender reassignment.	
Marriage and civil partnership		X	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-	

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				<p>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>	
Pregnancy and maternity		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>	
Race (including Gypsies, Roma and Travellers)		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>	
Religion or belief		X		<p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people differing religions or beliefs.</p>	
Sex		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>	
Sexual orientation		X		<p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people based on sexual orientation.</p>	
Socio-economic Disadvantage		x		<p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people based on economic disadvantage</p>	
Any community issues identified for this location?		X		<p>Applies to many locations across the borough, so nothing to specifically mention at this stage.</p>	

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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 are introduced we consult with all affected stakeholders including local residents, businesses and other community hubs.

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

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.

As previously stated by living in a car-free property, those residents have agreed to certain terms as set out in their planning conditions or by their landlord. The resident's solicitor or landlord should have the responsibility for explaining this agreement to buyers before they purchase or rent a property in a car-free development.

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?
There will be a need to continually monitor this policy and it may be there are specifically cases that potentially require access to permits or special considerations to ensure any additional needs are met despite the status of the development being clear from the outset.	Ongoing	The Parking Service

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.

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Take some time to summarise 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.

Implications/ Customer Impact

The need to refuse access to parking permits to those residing in existing and new housing developments which are deemed to be “car free”, “car light” or where residents living within the housing development have access to a private parking arrangement such as underground parking or private permit scheme is important to protect safe and accessible parking to existing residents and other users such as blue badge holders.

This proposal links the decisions made at planning committee regarding the status of the car parking for a housing development i.e section 106 which is used to mitigate the impact of new homes on the local community and infrastructure. Particularly important to this report are the principals of the parking service and the Mayors London plan to improve road safety, air quality and greater access to parking for blue badge holder where our most vulnerable residents and visitors have additional need or mobility issues. This policy will help to achieve these benefits by reducing the amount of car ownership and parking demand within an area, as well as allowing the local authority to fully implement the parking conditions set out a planning.

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
Andy Opie	Operational Director for Enforcement	26/04/2021