

## 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?
<p>This paper aims to provide an update as well as seek agreement with regards to the following key areas within the Parking Service;</p> <ol style="list-style-type: none"> <li>1. Current Controlled Parking Zone (CPZ) progress – Project 1</li> <li>2. Changes to CPZ consultation process – including introducing additional parking officers, engaging with statutory partners first, utilising the community hubs, using a variety of engagement methods.</li> <li>3. Future CPZ project – Project 2 – extending the CPZs to nine further areas, following consultation from Spring 2023.</li> <li>4. Amendment to school staff parking permit – reduce the cost of a permit for all LBBB staff and teachers to that of an operational permit.</li> <li>5. Permit parking across dropped kerbs in a CPZ – Introduce a specific permit at a reduced cost to improve access to parking</li> </ol>

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

<p>What impacts will this service or policy development have on communities? Look at what you know? What does your research tell you?</p> <p><i>Consider:</i></p> <ul style="list-style-type: none"> <li>• National &amp; local data sets</li> <li>• Complaints</li> <li>• Consultation and service monitoring information</li> <li>• Voluntary and Community Organisations</li> <li>• 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.</li> </ul>
<p>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:</p> <ul style="list-style-type: none"> <li>• Reduce congestion caused by parked vehicles and improve road safety;</li> <li>• Make best use of the parking space available;</li> <li>• Enforce parking regulations fairly and efficiently;</li> </ul>

- 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 improving, access to parking, road safety, air quality, congestion, and pedestrian safety by reducing the amount of vehicle usage on our local roads, estates and areas around schools which forms and significant part of the program.

### **Air Quality**

If Barking and Dagenham is to transition to a low-carbon, clean growth borough to meet its 2030 and 2050 carbon reduction targets and address issues of poor air quality caused by nitrous oxides (NOx) from car emissions, the Council must improve resident and business appetite in choosing lower emitting vehicles which the CPZ program/permit structure encourages.

By doing this it will help to curtail exhaust emissions which are largely responsible for increased levels of cardiovascular diseases such as lung cancer, bronchitis and respiratory tract infections. This is especially telling considering Barking and Dagenham has disproportionately high levels of Compulsory Pulmonary Obstructive Disease (COPD) with **transport** accounting for almost 50% of the particulates which aggravate the conditions

This is also relevant with regards to our proposal to continue to apply our emission-based approach to permit charging when parking over a dropped kerb.

### **Road Safety and Congestion**

The introduction of CPZ helps to improve these two factors in the following ways:

- Restricting the overall demand for parking.
- Mitigating instances of illegal and obstructive parking, which blocks our roads and creates an unsafe environment for pedestrians
- Limiting the prevalence of 'cruising for parking', resulting in less conflict between motor vehicles and pedestrians

### **Greater access to parking**

Improved access to parking for residents, visitors, businesses and blue badge holders by designating only those with a valid permit or who have registered with pay by phone to park.

In addition to the above the potential reduction in Council staff permit parking including school staff will reduce the financial burden given the current cost of living crisis, which may help to reduce stress and anxiety amongst the workforce as well as staff retention with the borough.

## **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
- 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)

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- (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?
<b>Local communities in general</b>	x			The positive impact has been outlined above. Our proposal will continue 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.	By reducing the amount of car journeys and encouraging a shift towards cleaner and healthier modes of transport will lead to all the benefits mentioned and health benefits to which will only improve over time and in conjunction with net zero targets
<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>It is anticipated that some older people will 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.</p> <p>Its also anticipated that younger families and children will choose healthier methods of transport including walking, cycling and use of public transport which has many health</p>	

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			related benefits which is particularly relevant around school where safety is key. The reduction in the use of the motor vehicle will not improve health due to air quality, and better access to walking but will also reduce the risk of road traffic accidents.	
<b>Disability</b>	X		The introduction of blue badge parking bays within the CPZ rollout will provide better access to parking near resident homes. Given blue badges are available to those residents with mobility needs as well as mental health related needs this will help those members of the community in respect of their parking needs and wellbeing. It should also be noted that those resident with a blue badge are not required to obtain a permit to park.	<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>We have a duty to minimise the effects on existing disabled users and those with access to blue badge holder parking bays.</p> <p>Better access for those with mobility issues will be created on pavements, as obstructive parking is reduced. This benefit could also apply to the pregnancy/maternity characteristic - e.g. those using prams.</p>
<b>Gender reassignment</b>		X	There is no evidence to suggest a differential impact (direct or indirect) of	

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			the proposals on those people with gender reassignment.	
<b>Marriage and civil partnership</b>		X	There is no evidence to suggest a differential impact (direct or indirect) of the proposals based upon this protected characteristic.	
<b>Pregnancy and maternity</b>		X	There is no evidence to suggest a differential impact (direct or indirect) of the proposals based on pregnancy or maternity related issues.	
<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	There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people differing religions or beliefs. Its noted within the new CPZ areas there are many places of worship and accessible parking will need to be provided where possible. Equally those attending religious establishment as well other various community hubs will be expected to choose healthier modes of transport such as walking and cycling or the use of public transport.	
<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. However we are aware of concerns about women's safety in particular when not being able to park near to their homes. This proposal will help to improve this.</p>	
<b>Sexual orientation</b>		X	There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people based on sexual orientation.	

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<b>Socio-economic Disadvantage</b>	x	<p>There is no evidence to suggest a differential impact (direct or indirect) of the proposals on those people based on economic disadvantage. However as mentioned a potential reduction in permit cost will have a positive impact on the current cost of living crisis. In many cases the cost of a resident permit will be free or quite low for those who own low polluting vehicles. It's noted that those who are economically disadvantaged are more likely to have an older, higher polluting vehicle, and a higher cost permit, however in order to achieve air quality targets it necessary to encourage a shift towards electric vehicle. Evidence suggests that the provision of electric vehicles is becoming more affordable with four new models of electric car joined the market this year in the sub-£20,000 price level; a zero emission.</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>	



## 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 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.

This paper also explores additional ways in which we can successfully engage with the community which in summary includes;

- Introduce additional parking officers within the back office who are fully trained in dealing with CPZ related enquiries at any stage of the process, ensuring that we are promoting potential new schemes and can respond effectively to enquiries.
- Where possible, 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

### 3. Monitoring and Review

How will you review community and equality impact once the service or policy has been implemented? <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 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.

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 impact of our proposals has been outlined above and will have many positive benefits. We are mindful that members of the community will be required to obtain a permit to park, which in many cases will involve a cost. However, for electric vehicles owners and low emitting vehicles there is no charge, or the charge is low. If we are to meet carbon reduction targets, improve road safety and congestion and the health of our residents it's a necessary requirement to carry out our proposals.

### 5. Sign off

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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	21/6/22