

Bristol City Council Equality Impact Assessment Form

(Please refer to the Equality Impact Assessment guidance when completing this form)



Name of proposal	Cotham North Residents' Parking Scheme (RPS)
Directorate and Service Area	Regeneration, Highways & Traffic
Name of Lead Officer	Project Manager

Step 1: What is the proposal?

Please explain your proposal in Plain English, avoiding acronyms and jargon. This section should explain how the proposal will impact service users, staff and/or the wider community.

1.1 What is the proposal?

The proposal is to introduce an RPS area in Cotham North. Whilst it is part of the Council's wider transport strategy, it is intended to deliver significant benefits to the local community.

This will be achieved by introducing a combination of permit holders' only parking, pay & display and shared parking bays which can be used by either permit holders or visitors using the pay & display facilities. Local residents, businesses, schools and other organisations based in the area can apply for permits to use the permit holders and shared use parking bays. Visitors' permits are available to residents and customer permits to businesses to cater for visitors or customers who need to park nearby.

Step 2: What information do we have?

Decisions must be evidence-based, and involve people with protected characteristics that could be affected. Please use this section to demonstrate understanding of who could be affected by the proposal.

2.1 What data or evidence is there which tells us who is, or could be affected?

The 2011 census data for the Cotham North area is as follows:

Total usually resident population: 5918.

Males: 52%, females: 48%.

White total: 90%, BME total: 10%.

8% of people described their day to day activities as limited.

Religion

Christian	2227	
Buddhist	47	
Hindu	42	
Jewish	33	
Muslim	79	
Sikh	21	
Other	35	
Not stated	494	
No religion	2939	
2.2 Who is missing? Are there any gaps in the data?		
There is no data for these groups of people with protected characteristics; sexual orientation, transgender, age and pregnancy and maternity.		
2.3 How have we involved, or will we involve, communities and groups that could be affected?		
Over-arching consultation for the residents' parking schemes has sought to meet and discuss the proposals for the city and its implications with all of the groups protected by the Equalities Act 2010. Initial proposals for Cotham North were developed in spring 2013. These were made available online as well as at the library for people to comment on. Posters were displayed throughout the area to raise awareness of the proposals. Several meetings were held with community groups and various local stakeholders.		

Step 3: Who might the proposal impact?

Analysis of impacts on people with protected characteristics must be rigorous. Please demonstrate your analysis of any impacts in this section, referring to all of the equalities groups as defined in the Equality Act 2010.

3.1 Does the proposal have any potentially adverse impacts on people with protected characteristics?
<p><i>Age</i></p> <ul style="list-style-type: none"> • Younger residents are more likely to live in shared houses, either as students sharing a property or as unrelated young professionals renting a property. • People living in households with two or three cars will pay relatively more for the second and third permits than for the first. As younger people are more likely to live in larger households, this is more likely to affect them. • Older residents are more likely to require regular care visits; parking restrictions could potentially make this more difficult, which could have a negative impact. • However, it will be easier for their carers to find somewhere to park nearby due to the reduction in commuter parking in the area, which is a positive impact. • There are likely to be positive impacts on older residents as it will be easier for people visiting them or picking them up and dropping them off at their house to park nearby. The scheme will also reduce traffic, making it easier and safer to walk around the area. This has been identified as a benefit in the reviews of our existing schemes.

Disability

- Disabled people are more likely to require regular care visits; parking restrictions could potentially make this more difficult to arrange, which could have a negative impact on them.
- Disabled people are more likely to be reliant on a car when compared to people that do not share that protected characteristic.
- Disabled people with mental health conditions who would benefit from being able to park in the same place each day are likely to benefit from the scheme as this will be a lot easier.

Race, nationality, ethnic or national origin

- People that do not have English as a first language may find it more difficult to apply for a permit than people without this protected characteristic.

Pregnancy & maternity

- Parking restrictions may make it more difficult for midwives and other healthcare providers to visit patients. They may also make it more difficult for pregnant women to access appointments at health centres that do not have off-street parking.

Marriage and civil partnership

- It may be more difficult to obtain a parking permit if the applicant has changed their name, as the named keeper of the vehicle needs to match that of the resident.

Religion and belief

- Parking restrictions around a place of worship could make it more difficult for people visiting or volunteering at churches, mosques, synagogues, temples and other places of worship.

Transgender

- It may be more difficult for people with this protected characteristic to apply for a permit due to the need to provide documents that show that the vehicle that the permit is for is registered to the applicant.

Sexual Orientation

- No impacts were identified.

Gender

- No impacts were identified.

3.2 Can these impacts be mitigated or justified? If so, how?

Age

- The proposals allow each household to apply for three permits. Each permit can carry two registration numbers, which means that permits can be obtained for six vehicles, provided no more than three use the permits at any one time. It is likely that some of the vehicles are usually parked elsewhere during the working day. As the parking restrictions are only in place from 9.00am-5.00pm Monday to Friday then it is unlikely that a separate permit would be needed for each vehicle. This mitigates against the possibility that the household would not be able to obtain

sufficient permits for their vehicles.

- Residents with care needs can apply for an essential visitors permit to cater for the number of visits that they need. Care providers will also be able to apply for a medical permit. There have been no reported incidents of people in the existing scheme areas being unable to arrange the visits that they need since the schemes have been introduced.
- The scheme will be monitored and reviewed after the first six months and annually after that to ensure that benefits are maximised.

Disability

- The schemes replace existing advisory disabled bays with statutory bays that are enforceable. This improves access to them for disabled residents, which has a positive impact on their quality of life. New statutory bays will be introduced for Blue Badge holders visiting local community facilities.
- Residents with care needs can apply for a free essential visitors permit to cater for their needs. There have been no reported incidents of people in the existing scheme areas being unable to arrange the visits that they need since the schemes have been introduced.

Race, nationality, ethnic or national origin

- Information about applying for permits will be written in plain English with translations produced where appropriate. Clear guidance on how to fill out the form and where to go to seek assistance will be provided. There will be an extended application timeframe to enable people to seek additional help should they need it. This will all be supported by a publicity campaign reminding people to apply.

Pregnancy & maternity

- The new proposal introduces medical permits for registered healthcare providers with the intention of making it easier for them to park nearby.
- Parking will be free for 30 minutes in pay & display bays so that it will be possible to attend some appointments without having to pay.

Marriage and civil partnership

- We will ensure that the application form provides for this by enabling people to confirm that their name has changed.

Religion and belief

- There are no mosques, synagogues, temples in the proposed scheme area that we are aware of. However, there are churches and Pay & display parking is available in close proximity, so people who do not live in the scheme area will find it easier to find a parking space than previously. The area is well connected by public transport and churches will be eligible for reduced rate customer permits.

Transgender

- We will ensure that the application form provides for this by enabling people to confirm that their name has changed. We will carry out further consultation before the application form is finalised to establish whether any additional steps need to be

taken.
3.3 Does the proposal create any benefits for people with protected characteristics?
Existing advisory disabled bay markings will be replaced with statutory disabled bays that can be enforced will mean that Blue Badge holders living in RPS areas will find it easier to park close to their home, and will not fear losing their space to someone who is not entitled to use it. The reduction in the number of vehicles parking in the area each day will make it easier for people with access or mobility issues to visit the area because it is more likely that they would be able to find a parking space close to their destination. Access to all properties will be improved, so people collecting or dropping off children or older relatives find this much easier than it was previously. Road safety is improved due to the reduction in traffic.
3.4 Can they be maximised? If so, how?
We have maximised these benefits as much we can in developing these proposals. The scheme will be monitored during the first six months and we will be able to make changes after this time if there are any improvements we can make.

Step 4: So what?

The Equality Impact Assessment must be able to influence the proposal and decision. This section asks how your understanding of impacts on people with protected characteristics has influenced your proposal, and how the findings of your Equality Impact Assessment can be measured going forward.

4.1 How has the equality impact assessment informed or changed the proposal?
<ul style="list-style-type: none"> Quarterly instalments are to be introduced, to make paying easier and more flexible. Originally RPS proposals had 15 minutes free parking available but this has been changed to 30 minutes to aid people accessing local amenities.
4.2 What actions have been identified going forward?
<ul style="list-style-type: none"> Any new negative impacts on any of the equalities communities that are identified once the scheme is introduced will be considered with the aim of finding a solution. The scheme will be carefully monitored throughout the first six months of operation so that any further improvements that are identified can be made without delay. This assessment has informed us to look more closely at the application process with regard to transgender, marriage and civil partnership equalities communities.
4.3 How will the impact of your proposal and actions be measured moving forward?
The Council is committed to reviewing the scheme after six months and then annually after that.

Service Director Sign-Off:	Equalities Officer Sign Off:
Date:	Date: