

ANNEX D

City of York Council

**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Transport, Environment and Planning		
<b>Service Area:</b>	Traffic Management		
<b>Name of the proposal :</b>	Petition by residents of Kexby Avenue and Arnside Place seeking the introduction of Residents Parking in these streets.		
<b>Lead officer:</b>	Darren Hobson		
<b>Date assessment completed:</b>	15/09/2021		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
K Hay	Traffic Projects	CYC	Highways and Traffic
A Howarth	Traffic Projects	CYC	Highways and Traffic
D Hobson	Traffic Team Manager	CYC	Highways and Traffic

## Step 1 – Aims and intended outcomes

<b>1.1</b>	<b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.
	To introduce on street parking controls in residential areas to restrict parking by non-residents so allowing residents more opportunity to find space near to their homes.

<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	A Local Authority's ability to restrict parking on street is directed by Government Regulation and Guidance. Local Transport Policy guides the application of parking restrictions aimed at achieving the aims of the Policy.

<b>1.3</b>	<b>Who are the stakeholders and what are their interests?</b>
	All those who live and visit the area and all road users requiring to pass through or park in the area. This includes residents, those that operate local businesses and visitors to the area as well as those travelling through and around the area using all forms of transport.

1.4	<b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	CYC operates a City Parking Services Office that is the first point of call for stakeholders; administering the permit issue and enforcement processes. Service users should have a satisfactory experience using the service, understand the system and the reasons why it operates. Staff should consider their work is worthwhile and that they are supported. We would seek that the wider community understand and, on balance, support the Parking Policy and Processes. The schemes and processes as implemented support and further CYC Policies for the future of York and, in particular, Transport.

## Step 2 – Gathering the information and feedback

2.1	<b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
	<b>Source of data/supporting evidence</b>	<b>Reason for using</b>
	The Council's digital access and inclusion policies.	This sets out that CYC understands that York residents, like people in many areas, have diverse needs, knowledge, skills and don't always have access to the right technology. The Council's aim is, for everyone who chooses to engage with our digital services to be able to access them easily. We want to provide the same successful outcome for all customers, regardless of their hardware, software, language, location or technical ability.
	The Consultation Processes include press adverts, notices on street, letter drops and email contacts and publicity on CYC Website and local contacts including Ward Councillors.	There is a legal obligation to publish Traffic Regulation Orders in particular ways; this includes notices placed in the press and posted on street. In addition, we seek majority support for the schemes we introduce and so the engagement process is vital to the assessment and reporting process to better inform decision making.

### Step 3 – Gaps in data and knowledge

3.1	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>
The existing (pre-scheme) patterns of parking can be very complex with lots of factors at play. It is, therefore, difficult to predict the likely revised parking patterns that will be evident after a scheme has been introduced.		Use experienced staff and evidence from past schemes as well as an undertaking to monitor and review once any scheme is implemented.
The level of feedback and demography of those prepared to engage and provide feedback can lead to a skew the result and not be representative of the community it is intended to serve.		Again to use experienced staff and evidence from past schemes as well as an undertaking to monitor and review once any scheme is implemented.

## Step 4 – Analysing the impacts or effects.

4.1	<p><b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	ResPark has the greatest impact upon those that travel by car. The schemes as currently operating do provide a discounted rate for Visitor Permits to those who are of pensionable age.	+	L
Disability	The layout of parking provision and restrictions considers and accommodates movement by all travel modes and mobility levels. It also takes account of and improves, where possible, provision for those who are visually impaired. Those whose vehicles can legitimately display a 'Blue Badge' can park for a limited period on double yellow lines and without restriction in ResPark areas or bays.	+	L
Gender	There are no aspects associated with ResPark Schemes that would specifically or disproportionately affect people of a particular gender.	0	
Gender Reassignment	There are no aspects associated with ResPark Schemes that would specifically or disproportionately affect people sharing this characteristic.	0	
Marriage and civil partnership	The legislation (TRO) refers to all those in a Household whatever their relationships.	0	
Pregnancy and maternity	The layout of parking provision and restrictions considers and accommodates movement by all travel modes and mobility levels.	+	L
Race	There are no aspects associated with ResPark Schemes that would specifically or disproportionately affect people sharing this characteristic.	0	

<b>Religion and belief</b>	Some aspects of ResPark Schemes identify Saturdays or Sundays as being the weekend. There are no other aspects associated with ResPark Schemes that would specifically or disproportionately affect people sharing this characteristic.	<b>0</b>	
<b>Sexual orientation</b>	There are no aspects associated with ResPark Schemes that would specifically or disproportionately affect people sharing this characteristic.	<b>0</b>	
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	The scheme includes provision of a range of permits including those for visiting carers and support services.	<b>0</b>	
<b>Low income groups</b>	ResPark has the greatest impact upon those that travel by car. As with any 'expense' the proportional impact of purchasing permits will be greater for car owners sharing this characteristic. The schemes as currently operating do provide a discounted rate for Visitor Permits to those who are in receipt of various benefits.	<b>-</b>	<b>L</b>
<b>Veterans, Armed Forces Community</b>	There are no aspects associated with ResPark Schemes that would specifically or disproportionately affect people sharing this characteristic.	<b>0</b>	
<b>Other</b>			
<b>Impact on human rights:</b>			
List any human rights impacted.	Highway Law provides for 'Traffic' to pass and re-pass along the highway. It offers no right to park whether this is a resident or visitor.	<b>0</b>	

**Use the following guidance to inform your responses:**

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

<p><b>High impact</b> (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p><b>Medium impact</b> (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p><b>Low impact</b> (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

## Step 5 - Mitigating adverse impacts and maximising positive impacts

<p>5.1</p>	<p><b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b></p>
<p>With respect to low income groups, the schemes as currently operating do provide a discounted rate for Visitor Permits to those who are in receipt of various benefits. The price of a permit is also a discounted price for those who require permits for low emission vehicles. The layout of parking provision and restrictions considers and accommodates movement by all travel modes and mobility levels. It also takes account of and improves, where possible, provision for those who are visually impaired.</p>	

## Step 6 – Recommendations and conclusions of the assessment

6.1	<p><b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision.</b></p>
<p><b>No major change to the proposal</b> – the EIA demonstrates the proposal is robust. Most of the consequences of implementing schemes improve the environment and provision for movement for all road users. There is no potential for unlawful discrimination or adverse impact. All opportunities have been taken to advance equality and foster good relations, subject to continuing monitor and review.</p>	
<p><b>Important:</b> If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	
Option selected	Conclusions/justification

## Step 7 – Summary of agreed actions resulting from the assessment

7.1 What action, by whom, will be undertaken as a result of the impact assessment.			
Impact/issue	Action to be taken	Person responsible	Timescale

## Step 8 - Monitor, review and improve

8.1	<p><b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?</p>
	<p>There is an established, rolling programme of review of all aspects of ResPark schemes. This can be triggered either by on site observations or contact from local people or Ward Members. In addition, new schemes once introduced are subject in their first six months to a year to 'Fast Track' review of any aspect that appear to be working poorly or having a disproportionate impact on some road users. The whole ResPark process fall with Council activities that are subject to Scrutiny in the usual way.</p>