

SSA EQUALITY IMPACT AND NEEDS ANALYSIS

Directorate	Environment and Community Services
Service Area	Parking Policy
Service/policy/function being assessed	Review of Controlled Parking Zone (CPZ) and Other Parking -Related Policy Matters
Which borough (s) does the service/policy apply to	Wandsworth and Richmond
Staff involved	Nick O'Donnell, Michael Gilroy, Mick Potter, Tim Shishodia
Date approved by Directorate Equality Group (if applicable)	
Date approved by Policy and Review Manager All EINAs must be signed off by the Policy and Review Manager	March 2020
Date submitted to Directors' Board	

SUMMARY

Please summarise the key findings of the EINA.

Throughout the year, the Council deals with a high volume of parking matters raised by its residents, businesses and other stakeholders many of which concern requests for parking controls. Residents request parking controls to provide them with priority parking space whilst businesses, especially small shops, request parking controls to provide them with short stay parking spaces for their customers and to provide areas for servicing.

In carrying out its parking work, the Council applies various processes and takes many matters into consideration. These are primarily based on existing Council policies but sometimes they are also based on established practices and current legislation.

Amendments to a number of parking / CPZ-related processes are being recommended (Report to the Transport and Air Quality Committee 10 March 2020, entitled "Review of Controlled Parking Zone and Other Parking - Related Policy Matters").

1. Background

Briefly describe the service/policy or function:

CPZ Requests (Appendix B of the report)

Amendments will seek to include a wider area of the community that could be affected by a new scheme or change in a scheme.

CPZ Consultation (Appendix C of the report)

Amendments will seek to include a wider area of the community that could be affected by a new scheme or change in a scheme.

Amendments will seek to address those who may be more affected by parking problems.

CPZ Design (Appendix D of the report)

Amendments to designs are to ensure that vehicular access in roads is primarily maintained for all groups with all options considered where feasible.

Designating certain visitor spaces as “paid for” spaces is expected to improve access to such parking spaces for all users, including those with a blue badge.

Introducing a charge on certain visitor spaces will require payment to be made and those who cannot afford to meet the payment may have to look to alternatives such as public transport. The Richmondcard is available to LB Richmond residents providing discount parking.

The phasing out of most/all pay and display machines will require all groups impacted to be considered, especially those who find using a pay and display machine easier than using a mobile phone. Part of this process will involve careful consideration of each location and research into the similar work undertaken by other boroughs. The Council will consider any case to maintain / install a ticket machine at specific locations.

Limiting the maximum stay periods at locations will seek to make these spaces as accessible as possible. For any groups who feel that they are impacted negatively, consultation will seek to provide the opportunity to consider their case accordingly.

Removing the “inner” and “outer” area permits system is not expected to impact any groups significantly as the numbers of “outer area” permits is low. The majority of business permit holders in the zone are “inner” ones.

Parking space markings and designations are carried out in accordance with the sign regulations and are not expected to impact any groups. Consultations undertaken on each scheme will aim to ensure that no groups are negatively impacted.

Providing measures that contribute to improving air quality, such as Electric Charging Point Bays, is expected to benefit all groups.

Priorising requests for cycle hangars will aim to provide these where they are most likely to be utilised.

Consulting on a possible CPZ design will provide opportunity for all groups affected to make their views known earlier than usual in the process.

Implementation of new schemes is dependant on availability of funding and resources but where possible all external funding options, such as Section 106 Planning Agreements, will be explored.

Other parking-related matters (Appendix E of the report)

Prioritising requests for minor requests will seek to provide such measures where they are most needed.

Reviewing the application process for disabled bays will seek to ensure that the Council is acting fairly and consistently taking into account changes in legislation in recent years. This is with the aim of a bay being provided for those who most need it. A separate EINA will be carried out for this future project.

Reviews of taxi ranks seek to ensure that these are working efficiently and whether any changes are warranted. Where a rank is no longer required, proposals will be considered to remove the rank to revert the space back for car parking to the community involved.

Issuing resident parking permits on any day of the month will provide greater flexibility to all users.

Issuing zone specific resident visitor permits will remove the risk of any permits being used from other zones to park. This will provide more parking protection to residents and their visitors of each zone.

Reviewing the application process for parking permits will seek to ensure that the Council is acting fairly and consistently taking into account its obligation to provide parking for various groups. A separate EINA will be carried out for this future project.

Reinstating the application process for access protection markings will provide those residents with driveways with the option of being able to highlight the need to keep their vehicular entrance clear.

Waiting and Loading Restrictions (Appendix F of the report)

Amending the approach to prioritise requests for yellow lines is in the interests of applying resources to those areas of the highest need.

Footway Parking Exemptions (Appendix G of the report)

Amending the approach is with the aim of maintaining access for all vehicles and, in turn, all groups.

Special consideration to be given to footway parking exemptions (FPEs) to maintain access as described above but the Council will carry out a separate EINA to establish if any groups will be negatively impacted. If it is established that any groups will be impacted, the Council will look to modify the scheme with reasonable adjustments or not implement a FPE.

2. Analysis of need and impact

Protected group	Findings		
Age	GLA 2019 data		
		Richmond	Wandsworth
	0 to 15	20.8%	16.8%
	16 to 24	63.8%	69%
	65 and over	15.4%	14.2%
Disability	ONS 2011 census data		
		Richmond	Wandsworth
	Disability or health problem that effects their day to day life	11.5%	11.2%
Gender (sex)	ONS 2011 census data		
		Richmond	Wandsworth
	Male	49%	48%
	Female	51%	52%
Gender reassignment	N/A		
Marriage and civil partnership	GLA 2019 data		
		Richmond	Wandsworth
	Divorced	7.9%	6.5%
	Civil Partnership	0.4%	0.6%
	Married	47.3%	32.6%
	Separated	2.2%	2.5%
	Single	36.7%	54.2%
	Widowed	5.4%	3.7%
Pregnancy and maternity	PHOF 2016 data		
		Richmond	Wandsworth
	Live births per 1000 females (15-44)	64.57	54.11
Race/ethnicity	GLA 2019 data		
		Richmond	Wandsworth
	Persons BAME	15.9%	30.9%
	UK nationals	82.2%	80.2%
	Non-UK nationals	17.3%	19.5%
Religion and belief, including non belief	GLA 2019 data		
		Richmond	Wandsworth
	Buddhist	0.8%	0.8%
	Christian	55.3%	53%
	Hindu	1.6%	2.1%
	Jewish	0.8%	0.5%

	Muslim	3.3%	8.1%
	Sikh	0.8%	0.3%
	Other	0.5%	0.4%
	No religion	28.4%	27%
Sexual orientation	ONS annual population survey 2017 Approximately 2% of the population identify as LGBT (data inconclusive as often undeclared)		
Across groups i.e older LGBT service users or bme young men	N/A		

Data gaps.

Data gap(s)	How will this be addressed?
Equalities monitoring data is not available for those request parking controls/measures.	N/A

3. Impact

Protected group	Positive	Negative
Age	Yes – reduced congestion, safer roads, better air quality, improved accessibility	Paying to park solely by mobile phone: Older people may find it difficult to use a mobile phone to pay to park.
Disability	Yes – reduced congestion, safer roads, better air quality, improved accessibility. Designating certain visitor spaces as “paid for” spaces is expected to improve access to such parking spaces for all users, including those with a blue badge.	Paying to park solely by mobile phone: Persons with disabilities may find it difficult to use a mobile phone to pay to park.
Gender (sex)	Yes – reduced congestion, safer roads, better air quality, improved accessibility	None identified
Gender reassignment	Yes – reduced congestion, safer roads, better air quality, improved accessibility	None identified

Marriage and civil partnership	Yes – reduced congestion, safer roads, better air quality, improved accessibility	None identified
Pregnancy and maternity	Yes – reduced congestion, safer roads, better air quality, improved accessibility	None identified
Race/ethnicity	Yes – reduced congestion, safer roads, better air quality, improved accessibility	None identified
Religion and belief, including non belief	Yes – reduced congestion, safer roads, better air quality, improved accessibility	None identified
Sexual orientation	Yes – reduced congestion, safer roads, better air quality, improved accessibility	None identified

4. Actions

Action	Lead Officer	Deadline
<p>The phasing out of most/all pay and display machines will require all groups impacted to be considered, especially those who find using a pay and display machine easier than using a mobile phone. Part of this process will involve careful consideration of each location and research into the similar work undertaken by other boroughs. The Council will consider any case to maintain / install a ticket machine at specific locations.</p> <p>Limiting the maximum stay periods at locations will seek to make these spaces as accessible as possible. For any groups who feel that they are impacted negatively, consultation will seek to provide the opportunity to consider their case accordingly.</p> <p>Parking space markings and designations are carried out in accordance with the sign regulations and are not expected to impact any groups. Consultations undertaken on each scheme will aim to ensure that no groups are negatively impacted</p>	Mick Potter	Initial review: March 2021 followed by subsequent reviews

<p>Reviewing the application process for disabled bays will seek to ensure that the Council is acting fairly and consistently taking into account changes in legislation in recent years. This is with the aim of a bay being provided for those who most need it. A separate EINA will be carried out for this future project.</p>		<p>Date of EINA tbc</p>
<p>Special consideration to be given to footway parking exemptions (FPEs) to maintain access and the Council will carry out a separate EINA to establish if any groups will be negatively impacted. If it established that any groups will be impacted, the Council will look to modify the scheme with reasonable adjustments or not implement a FPE.</p>		<p>Date of EINA tbc</p>
<p>The above actions will be subject to regular reviews..</p>		

5. Consultation. (optional section– as appropriate)

All parking and CPZ consultations

Consultation will be carried out with all affected frontages and consideration will be given to the effects a new scheme, or a change to an existing scheme would have on any groups.

Consultation periods typically run for 4 weeks but this may be amended where considered appropriate.

All feedback received to consultations will be considered and where necessary, a scheme may be reasonably adjusted or if this is not possible the scheme may be abandoned.