

COUNTY COUNCIL FULL EQUALITY IMPACT ASSESSMENT TEMPLATE

Stage of EIA	Description of Step	Checklist	Checklist
	Is this a new or an existing policy?	New	
Stage 1	Defining policy objectives and how they will be achieved	<p>Please summarise the planned outcomes for the policy:</p> <ul style="list-style-type: none"> • Redistribute road space available for different parking activities • Rationalise where loading and disabled parking activity can take place during peak hours • Reduce congestion 	<p>How will the outcomes be achieved?</p> <p>By changes to on-street parking restrictions</p>
Stage 2	<p>Information gathering/consultation Detail existing data/research/consultation sources you will use.</p> <p>The project was developed following discussion with the Police and Worcester City Council. It was approved by the local City Councillors and County Councillor Geraghty before formal consultation was undertaken with statutory consultees (Police, RHA & FTA). The proposals were</p>	<p>Existing Sources</p> <ul style="list-style-type: none"> • Sandy Bannister, Equality & Diversity Manager, Worcestershire County Council • Evidence-based review on mobility: choices and barriers for different social groups (Centre for Research in Social Policy 	<p>What do these sources show you?</p> <p>There is a lot of guidance regarding the provision of disabled parking spaces in off-street car parks but much less about on-street provision. There is no guidance about quantity of spaces on-street but those which are provided 'should not be further from major</p>

	<p>advertised in the Worcester News (as required by statute) and public notices were displayed on site.</p> <p>The proposed changes were consulted upon and advertised in accordance with statutory requirements. Several objections were received and considered but none came from disabled people. No specific consultation was undertaken with disabled people as there is no representative disabled group in Worcester but consideration was given to the effect on disabled people from the outset of the project as can be seen from the original report to local members. A decision was made to proceed with the proposals as advertised following consideration of the objections received. Subsequently, a number of disabled people raised strong concerns. In response to these concerns, a possible amendment to the proposals for St. Swithin's Street (allocating half of the loading area on the south side to disabled badge holders) was consulted upon with frontage businesses. However, frontage businesses did not support this amendment.</p>	<p>2006)</p> <ul style="list-style-type: none"> • Travel behaviour, experiences and aspirations of disabled people (National Centre for Social Research 2008) • Parking for disabled people (DfT 1995) • Inclusive Mobility (DfT 2004) • BS8300 Design of buildings and their approaches to meet the needs of disabled people – Code of Practice • DfT Blue Badge Scheme Statistics 2009/2010 • Transport in the Urban Environment (IHT 1997) • On-street Parking – a Guide to Practice (Colin Chick 1996) • Manual for Streets 2 (CIHT 2010) • Parking Strategies and Management (IHT 2005) • Desktop survey of parking arrangements in the City Centre area 	<p>destinations (e.g. bank, post office, large store, supermarket) than:</p> <p>Visually impaired – 150m Wheelchair users – 150m Ambulatory without walking aid – 100m Stick users – 50m'</p> <p>The above is an extract from Parking for disabled people (DfT 1995). The same document also states: 'If disabled people's vehicles are not allowed to enter a pedestrianised area, bays for disabled people's vehicles in neighbouring streets should not be further from major destinations ... than shown in (the table). Resting places may be needed if the recommended criteria cannot be met'.</p> <p>Research studies indicate that :</p> <ul style="list-style-type: none"> • disabled people are less likely to drive or have access to a car • car travel is their preferred mode of transport and is seen as the most
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			<p>accessible mode</p> <ul style="list-style-type: none"> • disabled people are more likely to travel by taxi or minicab than the general public • disabled people have difficulties accessing services because of a lack of disabled parking spaces - enforcement and improved location design were identified as key to removing this barrier, rather than more spaces <p>No. of disabled parking spaces: 55 – currently 58 – post new proposals</p> <p>No. of taxi spaces 40 – currently 48 – post new proposals</p>
	<p>Do you consider these sources to be sufficient? Y/N</p>	<p>If data is insufficient, what will you do to gather the data you need?</p>	

	<p>What further user engagement (if any) do you need to undertake? None</p> <p>The County Council's Consultation Strategy will assist you in identifying the appropriate methods to use for your consultation.</p> <p>*Person, group or organisation that has a direct or indirect stake in the policy because it can affect or be affected by the policy's actions or objectives.</p>	<p>Further consultation Who will you consult? ➤</p> <p>How will you consult? (method) ➤</p>	<p>How will you communicate the consultation results;</p> <ul style="list-style-type: none"> • To the public? • Within the organisation? • To *stake holders?
<p>Stage 3</p>	<p>Assessing the equality impact of your policy from evidence gathered.</p> <p>Decision should be based on 4 factors:</p> <ul style="list-style-type: none"> • Aims of the policy • Evidence collected • Results of both formal/informal consultation • Pros and cons of alternative approaches to delivering policy objectives 	<p>From the information gathered, could the policy unlawfully discriminate or have a less favourable impact ? No</p> <p>If discrimination is unlawful, what will you do?</p> <p>If adverse impact is found to exist, Please describe what this impact is:</p>	<p>If there is adverse impact could it be justified? Y/N</p> <p>If 'yes', what are your reasons and what evidence did you base this decision on?(for example: positive action to target particular parts of community)</p>

	<p>*See 'what should be done if adverse impact is identified?' to help with your decision.</p>	<p>What groups could potentially be disadvantaged?</p> <p>Describe the degree of negative impact and the number of people likely to be affected*:</p>	<p>If adverse impact cannot be justified, what will you do to rectify the position? (for example - what alternative ways could you achieve the aims of your policy?)</p>
		<p>Will the policy have any positive impacts for particular groups?</p>	<p>In developing these proposals the Council has been mindful of the requirements of the Public Sector Equality Duty</p> <p>Whilst it is true that the project will remove the existing 8-space disabled parking facility in St. Swithin's Street, other facilities are being created nearby i.e. in Cornmarket, The Trinity and The Cross. The project will bring about a net increase (by 3 spaces) in the number of dedicated disabled parking spaces in the general</p>

			<p>area.</p> <p>The new disabled parking spaces in The Cross and Cornmarket are on the outskirts of the pedestrianised area at locations which comply with the distance requirements set out by the DfT. Resting places in the form of benches and/local services are available nearby and within the pedestrianised area.</p> <p>Although disabled badge holders will no longer be able to park on double yellow lines during the AM and PM peaks (7.30-9.30am and 4.30-6.30pm Monday to Saturday) they will be able to do so for up to 3 hours at other times. They are also permitted to park for free on all city centre off-street car parks (except Cornmarket) and to utilise the Shop Mobility service.</p> <p>Research evidence indicates that disabled people are more likely to travel by taxi than the general public, as do older people. Creating a new dedicated taxi</p>
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			<p>rank on the north side of St. Swithin's Street will therefore be of specific benefit to disabled and older people.</p> <p>Worcester City Council take a robust approach to ensuring that taxis are accessible to disabled people. Drivers wishing to obtain a licence are required to undertake awareness training.</p> <p>In summary, the amount of road space available for parking is finite and there is a need to balance competing demands. There are no set figures on the proportion of on-street parking spaces which must be set aside for disabled badge holders. However, it can be seen that the overall number of spaces will increase with implementation of the scheme. These spaces are, predominantly, located close to the access points to the pedestrianised area allowing access to a range of services. The number of disabled parking spaces will continue to exceed the number of spaces available to</p>
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			taxis.
Stage 4	<p>Action Planning and Time Frames</p> <p>Please complete your EIA Action Plan template (Annex E)</p> <p>N/A</p>	<p>What equality objectives and targets have you developed?</p> <p>Have you attached a timescale to your targets? If yes, what?</p> <p>Have the equality objectives and targets been included in your service plan? Y/N</p>	<p>Have these objectives/ targets been incorporated into your monitoring and performance management system? Y/N</p> <p>How often will they be monitored and by whom?</p> <p>Who will sign this off?</p>
Stage 5	<p>Publication</p> <p>This is a legal requirement so you MUST send your EIA results for publishing.</p> <p>*This is for accessibility purposes for lengthy EIA's.</p>	<p>Have you sent a copy of this assessment to the Corporate Equality and Diversity Team for publication on the website? Y</p> <p>Have you logged your EIA onto the Listening to our communities - consultation and community engagement webpage? N</p>	<p>Have you sent a copy of this assessment to your Directorate Equalities Lead? Y/N</p> <p>Has an executive summary been prepared*? Y/N</p>

<p>Stage 6</p>	<p>Monitoring and Review</p>	<p>How will you monitor/evaluate the policy? Local members will be briefed and asked to log enquiries/concerns. Contact through other channels will also be logged.</p> <p>Have you planned policy reviews? If so, how often? Yes. 6 months after implementation.</p>	<p>Who will be responsible for monitoring? Gary Williams</p> <p>How will you use the monitoring results? They will be used to inform possible future changes to parking and access arrangements.</p>
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Signed (Completing Officer) 

Date 15/07/2011

Signed (Lead Officer) 

Date 22/07/2011