

# EQUALITY IMPACT ASSESSMENT

CPZ Review



STAGE 1: What is being assessed and by whom?	
What is being assessed - including a brief description of aims and objectives?	Controlled Parking Zone review
Responsible Officer	Mike Artherton
Department and Service	Place, Street Services
Date of Assessment	25/09/2018

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	<ul style="list-style-type: none"> <li>The average age in Plymouth (39.0 years) is about the same as the rest of England (39.3)</li> </ul>	It is envisaged that the proposals will have a positive impact on all age groups who are potentially affected by	Proposals are subject to a consultation process under the Road Traffic Act where information	The Council will consult for a period of 21 days and invite people to submit representations to the proposals.

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	<p>years), but less than the South West (41.6yrs).</p> <ul style="list-style-type: none"> <li>• Of the 16 SW authorities we have the third lowest percentage of older people (75), and the fifth highest percentage of children and young people (under 18).</li> <li>• Children and young people (CYP) under 18 account for 19.8 per cent of our population, within this 88.8 per cent are under 16.</li> <li>• Car Ownership rates in Plymouth are approximately 450 per 1000 residents</li> <li>• 72.2% of households own at least one car</li> </ul>	<p>this change in policy. The proposed policy will ensure that fair and adequate consultation in line with the requirements of the Traffic Management Act will be undertaken along with significant periods of additional informal consultation, this will be undertaken in a manner that will ensure all age ranges can access the consultation information and have appropriate opportunity to feedback. These will include but not be limited to the following media</p> <ul style="list-style-type: none"> <li>• Web</li> <li>• Local Press</li> <li>• 1<sup>st</sup> Stop</li> </ul> <p>The change of policy may have an adverse impact on those residents who are</p>	<p>on all the proposals will be made available.</p>	

**STAGE 2: Evidence and Impact**

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		<p>experiencing difficulty parking close to their homes, who may previously have qualified for a Controlled Parking Zone, with the proposed measures this will be a fact and evidence based decision that the previous process.</p>		
Disability	<p>A total of 31,164 people (from 28.5% of households) declared themselves as having a long-term health problem or disability (national figure 25.7% of households).</p> <p>10% of our population have their day-to-day activities limited significantly by a long-term health problem or disability.</p> <p>Self-assessment of health yields percentages of fair,</p>	<p>The proposals do not adversely impact on disability.</p> <p>The proposals do not impact on the current provision and accessibility of disabled parking.</p> <p>The proposed Controlled Parking Policy changes do not include a change to the existing Disabled Parking arrangements</p>		

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	<p>bad, and very bad health of 13.9%, 5.1% and 1.4% respectively.</p> <p>1,224 adults registered with a GP in Plymouth have some form of learning disability (2010/11).</p> <p>17.5 per 1,000 children in Plymouth have a learning difficulty reported by schools.</p> <p>The National Poverty Institute published a study that highlighted that 23% of disabled people live in poverty, this is slightly higher than the headline rate of 21% as a proportion of the UK population</p>	<p>These include</p> <ul style="list-style-type: none"> <li>• Blue Badge Holders exempt from scheme where permit times are 3 hours or less</li> <li>• Blue Badge Holders are exempt for 3 hours in any scheme over 3 hours (Badge &amp; Clock displayed)</li> <li>• Blue Badge Holders not exempt for parking over three hours in schemes with restrictions in excess of 3 hours</li> </ul> <p>The proposed policy will ensure that fair and</p>		

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		<p>adequate consultation in line with the requirements of the Traffic Management Act will be undertaken along with significant periods of additional informal consultation, this will be undertaken in a manner that will ensure all age ranges can access the consultation information and have appropriate opportunity to feedback. These will include but not be limited to the following media</p> <ul style="list-style-type: none"> <li>• Web</li> <li>• Local Press</li> <li>• 1<sup>st</sup> Stop</li> </ul> <p>This will be available in large print should the need arise.</p> <p>An additional level of consultation at the informal stages of the</p>		

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		process will be undertaken with Plymouth and District Access Network (PADAN) to ensure that at the earliest stage possible any special requirements or risks can be highlighted.		
Faith, Religion or Belief	<ul style="list-style-type: none"> <li>• 84,326 (32.9 per cent) of the Plymouth population stated they had no religion.</li> <li>• Those with a Hindu, Buddhist, Jewish or Sikh religion combined totalled less than 1 per cent.</li> <li>• Christianity: 148,917 people (58.1 per cent), decreased from 73.6 per cent since 2001.</li> <li>• Islam: 2,078 people (0.8 per cent), doubled from 0.4 per cent since 2001.</li> <li>• Buddhism: 881 people (0.3 per cent),</li> </ul>	<p>The proposed policy will include a requirement to consider the impact on places of worship during any design or request stage.</p> <p>The consultation will ensure that a formal Highway Impact Assessment is made to take into account any recognised place of worship in an area impacted by the consideration for a Controlled Parking Zone</p>	None	None

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	<p>increased from 0.2 per cent since 2001.</p> <ul style="list-style-type: none"> <li>• Hinduism: 567 people (0.2 per cent) described their religion as Hindu, increased from 0.1 per cent since 2001.</li> <li>• Judaism: 168 people (0.1 per cent), decreased from 181 people since 2001.</li> <li>• Sikhism: 89 people (less than 0.1 per cent), increased from 56 people since 2001.</li> <li>• 0.5 per cent of the population had a current religion that was not Christianity, Islam, Buddhism, Hinduism, Judaism or Sikh, such as Paganism or Spiritualism.</li> </ul>			
Gender - including marriage, pregnancy and maternity	There is no discernible impact based on gender,	None	None	None
Gender Reassignment	None	None	None	None

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Race	None	None	None	None
Sexual Orientation -including Civil Partnership	None	None	None	None

<b>STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken</b>		
<b>Local Priorities</b>	<b>Implications</b>	<b>Timescale and who is responsible?</b>
Reduce the inequality gap, particularly in health between communities.	No Implications	None
Good relations between different communities (community cohesion).	There are positive implication in the proposed changes to the Controlled Parking Policy, the inclusion of formal processes for assessing the needs and impact of all of the community will ensure that a fair and balanced view will be taken at all stages of then informal and formal consultation	None
Human Rights	No implications	None



**STAGE 4: Publication**

Director, Assistant Director/Head of Service approving EIA.

Date

25 September 2018