




Title of proposed EIA	Adoption of The Birmingham Parking Supplementary Planning Document
Reference No	EQUA281
EA is in support of	New Policy
Review Frequency	Two Years
Date of first review	01/10/2022
Directorate	Inclusive Growth
Division	Planning
Service Area	Transport Policy
Responsible Officer(s)	 Naomi R Coleman
Quality Control Officer(s)	 Uyen-Phan Han
Accountable Officer(s)	 Maria Dunn
Purpose of proposal	To inform Cabinet of the outcome of the public consultation on the draft Parking Supplementary Planning Document (SPD) carried out during January and February 2020 and to seek authority from Cabinet to adopt the Parking Supplementary Planning Document
Data sources	Survey(s); Interviews; relevant reports/strategies; Statistical Database (please specify); Other (please specify)
Please include any other sources of data	
ASSESS THE IMPACT AGAINST THE PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Wider Community
Age details:	<p>The Parking SPD sets out a strategy which will impact the level of parking in Birmingham. It is recognised that this may have an impact on transport options for older age groups who may have more limited physical mobility. However the overall impact of the document is considered to be positive for those of all age groups.</p> <p>The document includes a commitment to seek increased opportunities for seating and resting to support those with limited mobility.</p> <p>Requirements have been put in place within the parking standards to ensure that new developments fully consider all parking requirements for different</p>

age groups, including parking for families where appropriate (such as large retail developments), and provision for blue badge parking and ring and ride/taxi pick-up.

The strategic approach taken in the Parking SPD aligns with the Birmingham Transport Plan (BTP) and Delivery Plan, Parking Management is one of the key principles within the BTP. This approach seeks a more integrated, accessible and comprehensive transport network in Birmingham which will better cater for the diverse travel needs of a wide range of age groups and user types, resulting in a broadly positive outcome overall. The aim to effect modal shift away from private car usage and ownership will support prioritisation of road space and parking space for those who rely most on car use, particularly those with mobility need whilst providing alternative options for those who can choose other modes of travel.

Parking Management is an important tool in achieving reduced vehicle emissions and improved air quality through modal shift. This will have a positive impact for young children and older people who are more adversely affected by air pollution in Birmingham. As an example, children in pushchairs and at walking height to vehicle exhausts are particularly exposed to pollutants such as diesel particulates which cause respiratory conditions. Policies within the Parking SPD such as the implementation of School Streets, which prevent parking in the vicinity of schools, will support a reduction in this type of exposure.

Any new developments or projects which may be delivered in future as a result of/in accordance with the Parking SPD guidance will be subject to further equality analysis and relevant governance and consultation processes.

Protected characteristic: Disability

Disability details:

Wider Community

The Parking SPD includes a number of guidelines which will be beneficial to people with a disability. These include clear standards for disabled parking provision in all new developments. These align to national best practice guidance such as the [Disabled Parking Award Scheme](#). Care has been taken, when setting the parking standards, to ensure that, even where developments may be otherwise 'car free', adequate parking for people with disabilities is still provided. Guidance has also been included which requires that disabled parking spaces are easy to use, convenient, and located close to access points.

The parking standards include levels of provision for EV charging points and specify consideration of accessible/disabled charging provision. Research by [Motability](#) identifies that by 2035, up to 1.35 million disabled people in the UK will be wholly or partially reliant on public charging infrastructure. The Motability scheme enables a person in receipt of a state provided mobility allowance to use all or part of their allowance to lease a new vehicle with insurance, road tax, servicing, tyres and breakdown cover all included. A number of Electric Vehicles are already available through the Motability scheme and this is likely to increase significantly going forward. Therefore increased provision of the EV charging points within new developments will have a significantly positive impact on disabled people.

It is recognised that the wider parking strategy, which includes support for city centre pedestrianisation proposals and parking removal for transport infrastructure, may result in the removal of some disabled parking bays. To mitigate this the SPD includes a commitment relocate any blue badge

parking bays which may need to be moved, with proximity to destination remaining an important priority. The council has committed to no net reduction in the number of disabled parking bays available. All Birmingham City Council owned Blue Badge parking is free to use, within the enforcement parameters set (there may be time restrictions for use, for example). A policy also remains in place which allows any driver with a blue badge to park for free in any Birmingham City Council pay and display bay.

Opportunities will also be sought to provide increased seating and resting facilities for those with limited mobility

Some concern was raised in the public consultation on the draft Parking SPD regarding provision for people with illness, disabilities, short term conditions or age-related issues which do not make them eligible for a Blue Badge but mean that alternatives to car use are not always available/an option. To mitigate this issue the parking standards include guidance regarding unallocated parking provision for all new developments. This will cater for visitors and those who have no alternative travel options but car use. Additional flexibility has also been added into the Parking SPD regarding city centre 'Zone A' parking standards which pursue largely car free development. The flexibility will allow for provision of a limited number of car parking spaces which may help At a strategic level, in alignment with the Birmingham Transport Plan, the Parking SPD supports provision for and encouragement of the use of non-car-based travel options into and around the city for all those who are able to do so. This will help to ensure the network and parking availability will be freed up for those who have most need for private car travel. Information has been added to the Parking SPD on how Blue Badge parking is

	allocated/prioritised and how it can be applied for.
	Any new developments or projects which may be delivered in future as a result of the Parking SPD guidance will be subject to further equality analysis and relevant governance and consultation processes.
Protected characteristic: Sex	Not Applicable
Gender details:	
Protected characteristics: Gender Reassignment	Not Applicable
Gender reassignment details:	
Protected characteristics: Marriage and Civil Partnership	Not Applicable
Marriage and civil partnership details:	
Protected characteristics: Pregnancy and Maternity	Wider Community
Pregnancy and maternity details:	<p>Parking management policy, as set out in the Parking SPD, is a principle element of the Birmingham Transport Plan. The SPD will therefore support the a reduction in vehicle emissions and improved air quality which will have a positive health impact during pregnancy, when evidence shows that air pollution can be particularly harmful.</p> <p>The Parking SPD also sets out requirements for some land uses such as large retail to consider family parking provision. It is clarified that this should consider space for those with pushchairs or those who require proximity due to childcare of pregnancy/maternity needs.</p>
Protected characteristics: Race	Not Applicable
Race details:	
Protected characteristics: Religion or Beliefs	Not Applicable
Religion or beliefs details:	
Protected characteristics: Sexual Orientation	Not Applicable
Sexual orientation details:	
Socio-economic impacts	
Please indicate any actions arising from completing this screening exercise.	All consultation feedback has been analysed and considered to produce

the final version of the Parking SPD. The Parking SPD includes a number of mitigations, as detailed above for relevant protected characteristics to ensure that parking provision in the city is balanced and does not disproportionately affect any protected characteristic group.

Any new developments or projects which may be delivered in future as a result of/in accordance with the Parking SPD guidance will be subject to further equality analysis and relevant governance and consultation processes.

Please indicate whether a full impact assessment is recommended

NO

What data has been collected to facilitate the assessment of this policy/proposal?

Consultation analysis

A comprehensive public consultation process has taken place to ensure that stakeholders representing all protected characteristic groups were engaged and their views are taken into account for the final version of the strategy. All feedback has been thoroughly analysed, considered, and appropriate amendments have been made to the SPD. Detailed responses to issues raised have been included in a Parking SPD Consultation Report.

Consultation was carried out in accordance with the adopted Birmingham Statement of Community Involvement 2008 and the draft Statement of Community Involvement 2019. The approach to public consultation ensured that protected characteristics are fully considered and the views of groups representing age and disability characteristics are included. Relevant organisations with an interest in equalities were consulted.

An engagement strategy was developed to set out how the public consultation will be carried out on the Draft SPD. The engagement strategy for public consultation on the draft

Parking SPD met the requirements of the relevant regulations and guidance. The broad range of specific and general stakeholders were informed about the draft strategy and invited to comment. Consultation methods included letters, emails, a press release, social media publicity and a Be Heard consultation site for feedback. Meetings were offered/ carried out with key stakeholders. Covid 19 meant that some of these meetings were unable to take place face to face however all meeting attendees were referred to the online consultation to provide feedback in this way or via email and phone calls.

Adverse impact on any people with protected characteristics.

Could the policy/proposal be modified to reduce or eliminate any adverse impact?

How will the effect(s) of this policy/proposal on equality be monitored?

What data is required in the future?

Are there any adverse impacts on any particular group(s)

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

Consulted People or Groups

Informed People or Groups

Summary and evidence of findings from your EIA

It is broadly felt that the impact of the draft Parking Supplementary Planning Document on those with protected characteristics, in particular those with a disability, young people, and elderly people will be positive. The guidance in the document requires all new developments to provide adequate parking and/or facilities for a wide variety of transport modes and for people of all protected characteristic groups.

There is also likely to be a positive impact as a result of the Parking SPD on traffic congestion, air quality, health and wellbeing, and groups across all socio economic groups and particularly

in the city centre and local centres where inequalities across protected characteristics are more concentrated. The protected characteristic groups likely to benefit from the proposed lower levels of parking provision/better infrastructure standards to achieve a modal shift to more sustainable travel are set out in the Parking SPD. These include the ageing population who may choose to walk more than those of working age, the younger/student population who do not drive, those with long term life limiting illness e.g. asthma aggravated by poor air quality, those on lower incomes who may walk and cycle as a means of travel. The Parking SPD will ensure that the momentum improves the upward trend in Birmingham to make public transport, cycling and walking easier and more attractive to all. There are no groups with protected characteristics that will be disproportionately affected as a result of the adoption of the Parking SPD.

The Parking SPD supports Birmingham Development Plan policies and the Planning Service to ensure appropriate parking provision is delivered as part of new development schemes. When such schemes are submitted to the local planning BCP Equality Impact Assessment Screening Tool, the standards and requirements set out in the Parking SPD will be expected to be complied with to ensure safe and sustainable parking provision is delivered. Any other projects which may be delivered in future as a result of or in accordance with the Parking SPD guidance will also be subject to further equality analysis and relevant governance and consultation processes.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Proceed to Approving Officer 8.10.19

Decision by Quality Control Officer	Proceed for final approval
Submit draft to Accountable Officer?	No
Decision by Accountable Officer	Approve
Date approved / rejected by the Accountable Officer	03/10/2019
Reasons for approval or rejection	Approved 28th October 2021
Please print and save a PDF copy for your records	Yes
Julie Bach	
Person or Group	

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