



Equality Analysis

Birmingham City Council Analysis Report

EA Name	Erdington Controlled Parking Zone
Directorate	Economy
Service Area	Transportation Services Infrastructure Projects
Type	New/Proposed Function
EA Summary	Birmingham City Council is looking to implement a variety of new parking controls in the Erdington local centre area. Proposals include: resident permit holders only bays and zones for both residents and businesses; pay for parking bays; limited waiting bays; 'no waiting at any time' and 'no waiting at any time and no loading between Monday to Saturday 8am - 6pm' restrictions; other bays including disabled blue badge holder bays, motorcycle bays and taxi bays.
Reference Number	EA001400
Task Group Manager	debbie.haynes@birmingham.gov.uk
Task Group Members	nicholas.richards@birmingham.gov.uk, Amjid.Bashir@birmingham.gov.uk
Date Approved	2016-12-06 00:00:00 +0000
Senior Officer	paul.simkins@birmingham.gov.uk
Quality Control Officer	lesley.edwards@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

In May 2010 Birmingham City Council published its Parking Policy, which sets out a requirement to undertake a review of on-street parking provision and controls where deemed appropriate. As a result, a broad framework was developed to determine and prioritise potential Controlled Parking Zones (CPZ) and Resident Parking Schemes (RPS) for further development/investigation. The outcomes of this prioritisation framework were reported to the Cabinet Member for Transport, Environment & Regeneration and Overview & Scrutiny in 2010.

The prioritisation framework identified a number of local centre areas around Birmingham where parking is currently a problem, both in terms of road safety and in terms of availability of parking places for residents, shoppers and visitors, etc. The Erdington Parking Review was included in a programme of CPZ/RPS development work which was subsequently reported to Transport, Environment & Regeneration Overview & Scrutiny Committee on the 20th September 2011.

Proposals include: resident / business permit holders only bays and zones; pay for parking bays; limited waiting bays; 'no waiting at any time' and 'no waiting at any time and no loading between Monday to Saturday 8am - 6pm' restrictions; other bays including disabled blue badge holder bays, motorcycle bays and taxi bays.

The implementation of parking control schemes have the benefit of improving parking and can identify where specific provision needs to be made. They can also assist by improving accessibility and road safety through the introduction of improved and rationalised on-street parking arrangements.

For each strategy, please decide whether it is going to be significantly aided by the Function.

A Strong Economy	Yes
Safety And Opportunity For All Children	No
Children : A City To Grow Up In	No
Thriving Local Communities	Yes
A Healthy City	Yes
A Modern Council	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	Yes
Will the policy have an impact on wider community?	Yes

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No

Disability	Relevant	No
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

Controlled parking zones may have the potential to negatively impact upon disabled persons as the traffic regulation orders (TROs) introduced will mean any advisory disabled bays outside resident's houses will have to be removed. Advisory bays are currently provided as an informal way of addressing parking problems for disabled residents at the discretion of a District Engineer. They are not provided with an associated TRO so they are legally unenforceable and therefore unsuitable for areas where TROs are proposed or in place. Additionally any disabled persons who currently have carers visit their property will need to provide a permit for the carer to park on street in an area where a permit zone or bays are introduced.

A further round of consultation has been undertaken with residents in the area who either had an advisory disabled bay; expressed concern in the second round of public consultation, or have historically had a bay outside of their property. Following the consultation there are two options to address concerns, the first would be to limit the number of permits available for all residents to the amount of bays on street. This would guarantee that the number of permit holders will not exceed bays available on street thus making on street parking much easier for disabled residents. The second option to address concerns is to implement formal TRO bays, which are legally enforceable and therefore suitable for inclusion in the scheme, outside or near to disabled resident.s properties.

Carer permits have been successfully introduced into other schemes and can be made available for this scheme.

A further statutory consultation will be undertaken prior to the implementation of any TROs which will give the chance for any resident to formally object to proposals.

The above evidences that Disabled persons needs are being fully considered as part of the initial design process and will be addressed as part of the detailed design for the scheme. The proposed scheme should not have a specific impact upon any other group, the scheme aims to improve parking and road safety for all road users by rationalising current parking arrangements. It is therefore considered that a Full Equality Assessment is not necessary at this stage.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3 Concluding Statement on Full Assessment

This assessment demonstrates due regard to the protected characteristics that may be affected by the controlled parking zone.

An impact on disabled persons has been identified and actions have been taken as a result.

Disabled persons have had the opportunity to comment on the proposals at a number of stages including a targeted consultation to specifically address their needs. The potential options to mitigate the impact have been fully considered with two ways forward identified. The detailed design of the scheme will encompass one of the options ensuring that concerns raised are addressed.

The proposed scheme should not have a specific impact upon any other group; the scheme aims to improve parking and road safety for all road users by rationalising current parking arrangements.

4 Review Date

16/12/16

5 Action Plan

There are no relevant issues, so no action plans are currently required.