

Name of the activity being assessed	Review of BwD Residents Parking Scheme Policy				
Directorate / Department	Growth & Prosperity	Service	Parking	Assessment lead	George Bell
Is this a new or existing activity?	<input type="checkbox"/> New <input checked="" type="checkbox"/> Existing	Responsible manager / director for the assessment		Brian Bailey	
Date EIA started	25/01/2016	Implementation date of the activity		01/04/2016	

SECTION 1 - ABOUT YOUR ACTIVITY

How was the need for this activity identified?	<p>A policy review was a recommendation, following the consideration of a Stage 2 complaint, regarding the implementation of a Residents Parking Scheme. The Stage 2 complaint review, carried out by the council's Corporate Complaints team, considered that the existing policy, or indeed lack of one, varied in structure and therefore was open to interpretation. Based on this outcome, the Council committed to a review of the policy and the eligibility criteria.</p> <p>Prior to the Council taking responsibility for parking enforcement in 2004, the enforcement of any resident parking scheme was undertaken by the Police. At this time, the police would only commit to enforcing larger area based schemes, and this was reflected in the current policy, and schemes would only be considered around large traffic generators such as Town Centres, Hospitals and Ewood Park. Even then, whilst match/event day parking around Ewood and residents parking around Blackburn Royal Infirmary were supported, many requests for residents parking around Blackburn Town Centre were put on hold as the police indicated that they could not provide enforcement.</p> <p>The main issue of the Stage 2 complaint, however, was regarding residential consultation and subsequent implementation based on these results. The complaint did not question the level at which the ratio is set but rather how the ratio was calculated.</p> <p>Historically, residents have been consulted before the introduction of any scheme which, subsequently, would only be implemented if the majority of residents were in favour; a ratio of 2:1 in favour was generally used however this is not documented in a policy as procedure. However, the Stage 2 complaint has highlighted that only the responses received, have been analysed to see if an area was in favour and those that didn't respond were not considered i.e. if 20 properties are consulted and 10 respond and 7 are in favour the scheme would be implemented, regardless of 10 not responding as 70% of responses are in favour.</p>
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<p>What is the activity looking to achieve?</p> <p>What are the aims and objectives?</p>	<p>It is felt that the existing Residents Parking Scheme Policy is open to interpretation and the aim of the review is to develop a policy with clear, concise criteria in order to remove any ambiguity from the decision making process.</p> <p>The objective of Residents Parking Schemes is generally to safeguard the amenity of residential areas. This is achieved by removing extraneous parking generated by sources outside of the area. In order to be successful, a Residents Parking Scheme requires adequate enforcement to deter this extraneous parking. This enforcement is provided by the Council's Civil Enforcement Officers (CEO's) under the Civil Parking Enforcement (CPE) powers of the council. Under legislation, when a council takes on CPE, it has to be demonstrated that the provision of the service is self-funding and not supported by other council finances.</p> <p>When considering a scheme under the current policy, there is little analysis carried out as to whether or not the scheme will be self-funding. Residents are merely offered a fixed number of permits at fixed costs with no consideration as to the likely level of enforcement costs for the scheme. There is also no consideration given as to availability of parking space in the area when allocating permits. Despite this lack of detailed analysis, current schemes have tended to almost be self-financing due to the size of the schemes and the ability for the CEO's to incorporate enforcement into their normal town centre routes.</p> <p>However, as requests for Residents Parking Schemes are on the increase and identified in smaller areas, away from the current main areas of enforcement, this will, inevitably, lead to higher enforcement costs. The proposed policy looks to address these issues by becoming more robust, from initial design through to costing a scheme, tailoring the number of permits issued per household and their respective cost based on individual needs of the scheme and the implementation of the scheme and subsequent enforcement.</p> <p>One of the significant factors identified in the stage 2 complaint was the basis on which resident support for the scheme was calculated. Previously the percentage of those in favour was taken from those who responded to the consultation, however, in line with the majority of other traffic authorities, the new policy suggests this percentage is taken from the total number of residents consulted as part of the consultation process. The level of support required for the introduction of a scheme will be 70%, i.e. approx 2:1 as before. Those who choose not to respond will be considered as against to the proposal, therefore if 20 properties are consulted and 10 respond and 7 are in favour, the scheme will not be implemented as only 35% are in favour.</p>
<p>Services currently provided (if applicable)</p>	<p>There is basic guidance regarding Resident Parking Schemes currently in place.</p>
<p>Please outline recommendations that have been identified for implementation following a review of the activity.</p>	<p>Clearer criteria for:</p> <ul style="list-style-type: none"> • Initially considering a scheme • Designing a scheme • Implementation a scheme • Availability of permits and subsequent costs
<p>Type of activity</p>	<p> <input type="checkbox"/> Budget changes <input type="checkbox"/> Decommissioning <input type="checkbox"/> New activity <input checked="" type="checkbox"/> Change to existing activity <input type="checkbox"/> Commissioning <input type="checkbox"/> Other [please state here] </p>

SECTION 2 - UNDERSTANDING YOUR CUSTOMER**Who else will be involved in undertaking the equality analysis and impact assessment?**

Please identify additional sources of information you have used to complete the EIA, e.g. reports; journals; legislation etc.

A review of best practice from other highway authority's policies.

The Blue badge Scheme: rights and responsibilities in England https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/443225/blue-badge-rights-responsibilities.PDF

Who are you consulting with? How are you consulting with them? (Please insert any information around surveys and consultations undertaken)

Members were given a draft copy of the policy to comment on.

The review of the current policy came about as a result of a complaint from a resident. This updated policy goes some way towards addressing the issues identified in the complaint.

Who does the activity impact upon?*	Service users	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Members of staff	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	General public	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Carers or families	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Partner organisations	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly			
Does the activity impact positively or negatively on any of the protected characteristics as stated within the Equality Act (2010)?* The groups in blue are not protected characteristics (please refer to p. 3 of the guidance notes)	Positive impact	<input type="checkbox"/> Age	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input type="checkbox"/> Vulnerable groups
		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Deprived communities	<input checked="" type="checkbox"/> Carers
	Negative impact	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input type="checkbox"/> Vulnerable groups
		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Deprived communities	<input type="checkbox"/> Carers
	Don't know	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input type="checkbox"/> Vulnerable groups
		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Deprived communities	<input type="checkbox"/> Carers

*If no impact is identified on any of the protected characteristics a full EIA may not be required. Please contact your departmental Corporate Equality & Diversity representative for further information.

Does the activity contribute towards meeting the Equality Act's general Public Sector Equality Duty? Refer to p.3 of the guidance for more information
A public authority must have 'due regard' (i.e. consciously consider) to the following:

DUTY	DOES THE ACTIVITY MEET THIS DUTY? EXPLAIN
Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act <i>(i.e. the activity removes or minimises disadvantages suffered by people due to their protected characteristic)</i>	Upon the introduction of any residents parking scheme, blue badge holders will still be able to apply for a disabled parking bay within the scheme, just as they can were the scheme not to be introduced. They will also benefit from the removal of extraneous traffic from the area who would potentially limit their use of the bay. There are, however, some advisory bays within the residents parking schemes which are not signed as disabled therefore a permit will be required when parked in these bays.
Advance equality of opportunity between those who share a protected characteristic and those who do not <i>(i.e. the activity takes steps to meet the needs of people from protected groups where these are different from the needs of other people)</i>	It is also worth noting that a blue badge is issued to disabled applicants to allow them easier access to resources that may not have been accessible prior to receipt, therefore as a residential area is specifically for the resident and there is nothing restricting access, permits are required. Bringing both those who share the disability characteristic and those who do not on an equal level. Unless the car is parked in a signed and lined disabled bay, however, even with a resident parking scheme, people with blue badges can still apply for disabled parking bays.
Foster good relations between people who share a protected characteristic and those who do not <i>(i.e. the function encourages people from protected groups to participate in public life or in other activities where their participation is disproportionately low)</i>	n/a

ASSESSMENT	Is a full EIA required?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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Please explain how you have reached your conclusion *(A lack of negative impacts must be justified with evidence and clear reasons, highlight how the activity negates or mitigates any possible negative impacts)*

The main group potentially impacted by the introduction of Residents Parking Scheme is disabled persons; either blue badge holders or housebound residents.

The blue badge holders, as explained above, may still apply for a disabled bay, in addition, the removal of outside traffic from the area should have a positive impact on the use of these bays and the opportunity for all permit holders to park in a space that is easily accessible from their property.

Professional or relative carers of residents within a parking scheme will be eligible for health/service provider permits, in order to ensure that these carers have access to the residents they are caring and/or providing medical support for.

Assessment Lead Signature		Date	16/02/2016
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