

Equality Impact Assessment
Corporate Assessment Template

Policy/Strategy/Project/Procedure/Service/Function Title:
New/Existing/Updating/Amending:

Who is responsible for developing and implementing the Policy/Strategy/Project/Procedure/Service/Function?	
Name: Miriam Highgate	Job Title: Section Leader
Service Team: Transport Vision, Policy and Strategy	Service Area: SPHTT
Assessment Date: 7/8/2015	

1. What are the objectives of the Policy/Strategy/Project/ Procedure/ Service/Function?

The Parking Strategy aims to provide a balanced mix of high quality, easily accessible, safe and secure parking to meet the needs of residents, commuters, businesses and visitors, using the resources available to the Council. It sets out the proposed strategy and policies for a wide range of parking activities and measures for the provision and management of parking in the authority. This includes on and off-street parking, parking in the City Centre, local and district centres, residential areas, parking enforcement and parking charges.

The aim of the Parking Strategy is to “reduce congestion by promoting the right balance between the parking available and the number of vehicles seeking to park, and to encourage the increased uptake of sustainable travel choices for more journeys”.

The Strategy Objectives are to:

- 1: Outline a coherent, clear and consistent approach to the management of parking
- 2: Address the parking and access needs of residents, visitors and businesses in a way which also supports the Council’s efforts to increase travel by sustainable modes
- 3: Reduce the negative impacts of travel and parking, particularly on the city centre and adjacent areas
- 4: Manage the supply of residents parking and address the negative impacts of illegal and commuter parking on neighbourhoods
- 5: Balance the needs of residents, visitors and businesses with promoting accessibility, particularly for people with mobility difficulties whose travel options may be restricted.

The Strategy covers a wide range of parking activities and measures relating to the provision, control and management of parking, including:

- Parking for cars, cycles, powered-two wheelers, taxis and coaches;
- On-street and off-street parking, including public off-street parking and private non-residential parking;
- Parking in the City Centre, District and Local Centres, and Residential areas;
- Parking enforcement;
- Parking charges;
- Parking policy related to planning proposals;

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- Park and Ride; and
- New technology.

2. Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]

The City of Cardiff Council's vision is for our city to be Europe's most liveable capital city. To deliver this vision, a coordinated approach is needed to make sure the facilities and services are provided in a high quality, attractive and liveable environment and that people can access them easily.

The provision, location and cost of parking have a major influence on how people travel, how the city develops and on crime. It can affect how many cars and how much congestion the city has, how easy it is to use public transport services, as well as the health of the local economy.

Cardiff, the capital of Wales, is the Welsh Local Authority with the highest population, with around 346,100 inhabitants¹. The city's travel to work area extends to the whole of South East Wales with an increasingly significant number of people arriving from Rhondda Cynon Taf and the Vale of Glamorgan and beyond. (Figure 8.1)

Cardiff is the focal point of the city region's transport network. In 2013 around 217,600 commuters travelled to work in Cardiff daily, with 83,100 commuting from outside of the city and 134,500 Cardiff residents travelling within the city to their place of work (Source: Annual Population Survey 2014). 57% of Cardiff residents travel less than 5km to work (Source: 2011 Census).

Key statistics which illustrate the importance of a robust strategy for managing parking are set out below:

- From the 2011 Census, 71% of households in Cardiff owned cars, with 28.1% of households owning two or more cars.
- Department for Transport records indicate that the numbers of licensed cars within Cardiff has increased by 17% (from 107,500 to 125,700) between 2001 and 2012.²
- Traffic on Cardiff's roads grew by 4% between 2003 and 2013, from 283,300 to 296,300 vehicles (Cardiff Annual Surveys: 12hr 2-way traffic across the County Cordon - 5yr Rolling Average).

There is evidence that demand for parking exceeds supply in Cardiff. This is especially the case in the City Centre, the Cardiff Bay area and on major events days.

¹ 2011 Census.

² Department for Transport 2013: <http://wales.gov.uk/statistics-and-research/licensing-vehicle-ownership/?lang=en>

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3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative/]** on younger/older people?

	Yes	No	N/A
Up to 18 years	x		
18 - 65 years	x		
Over 65 years	x		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

There are currently no negative identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes. The differential impacts identified are considered to be positive in improving access to parking by protecting residential areas from commuter parking and enhancing the safety of road users.

What action(s) can you take to address the differential impact?

At present no negative differential impact has been identified In respect of this protected characteristic. However, the situation will be reviewed regularly and mitigations created as required.

3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment	x		
Physical Impairment	x		
Visual Impairment	x		
Learning Disability	x		
Long-Standing Illness or Health Condition	x		
Mental Health	x		
Substance Misuse			x
Other			x

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

There are currently no negative identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes. The differential impacts identified are considered to be positive in improving access to parking and enhancing the safety of road users.

People with physical impairments that affect their ability to access the services and facilities they need are an identified group that the strategy will have a differential impact on. The impact is designed to have a positive impact on this group by providing

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appropriate, properly located and effectively enforced parking facilities throughout the city.
Specific policies address the provision of disabled parking bays to ensure that the people who need them are able to access them.
There are currently no negative identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes.

What action(s) can you take to address the differential impact?

At present no negative differential impact has been identified In respect of this protected characteristic. However, the situation will be reviewed regularly and mitigation developed as required.
Appropriate parking density and effective enforcement can provide a better environment and safer, improved access to amenities and facilities. A key principle in the new strategy is for engagement via effective and inclusive consultation.
The strategy is designed to have a positive impact on the ability of disabled people to access key services and facilities by providing accessible convenient parking and improved active mode environments. (especially walking facilities). A key principle of the strategy is for accessibility - ensuring that everyone, especially those with mobility difficulties and disabilities can confidently use the city to live their lives.

The Strategy Objectives include Objective 4: Promote accessibility for people and goods. Particular attention will be paid to improving accessibility for people with mobility problems.

The Council’s user hierarchy for parking is presented in Table 9.1. This is used to guide decisions relating to the rationing of parking provision but is not prescriptive in nature and is affected by local needs and characteristics and the hierarchy of transport needs which is discussed below. In this way focus can remain on ensuring that our streets are pleasant places to be and reflect the best principles of good liveable urban design.

Table 9.1 – Cardiff Parking User Hierarchy

On-street Hierarchy	Off-street Hierarchy
Blue Badge Holders	Blue Badge Holders
Special Users	Short-Stay Shoppers & Visitors
Residents	Long-Stay Shoppers & Visitors
Essential Business Users	Employee Parking
Short-Stay Shoppers & Visitors	
Long-Stay Shoppers & Visitors	
Employee Parking	

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3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

	Yes	No	N/A
Transgender People (People who are proposing to undergo, are undergoing, or have undergone a process [or part of a process] to reassign their sex by changing physiological or other attributes of sex)		x	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

There are currently no identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes; as such there is currently no identifiable affect this protected characteristic.

What action(s) can you take to address the differential impact?

At present no differential impact has been identified In respect of this protected characteristic. However, the situation will be reviewed regularly and mitigations created as required.

3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage		x	
Civil Partnership		x	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

There are currently no identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes; as such there is currently no identifiable affect this protected characteristic.

What action(s) can you take to address the differential impact?

At present no differential impact has been identified In respect of this protected characteristic. However, the situation will be reviewed regularly and mitigations created as required.

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3.5 Pregnancy and Maternity

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy	x		
Maternity	x		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

There are currently no negative identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes. The differential impacts identified are considered to be positive in improving access to parking and enhancing the safety of road users.

What action(s) can you take to address the differential impact?

At present no negative differential impact has been identified In respect of this protected characteristic. However, the situation will be reviewed regularly and mitigations created as required.

3.6 Race

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White		x	
Mixed / Multiple Ethnic Groups		x	
Asian / Asian British		x	
Black / African / Caribbean / Black British		x	
Other Ethnic Groups		x	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

There are currently no identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes; as such there is currently no identifiable affect this protected characteristic.

What action(s) can you take to address the differential impact?

At present no differential impact has been identified In respect of this protected characteristic. However, the situation will be reviewed regularly and mitigations created as required.

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3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist		X	
Christian		X	
Hindu		X	
Humanist		X	
Jewish		X	
Muslim		X	
Sikh		X	
Other		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

There are currently no identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes; as such there is currently no identifiable affect this protected characteristic.

What action(s) can you take to address the differential impact?

At present no differential impact has been identified In respect of this protected characteristic. However, the situation will be reviewed regularly and mitigations created as required.

3.8 Sex

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men		X	
Women		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

There are currently no identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes; as such there is currently no identifiable affect this protected characteristic.

What action(s) can you take to address the differential impact?

At present no differential impact has been identified In respect of this protected characteristic. However, the situation will be reviewed regularly and mitigations created as required.

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3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual		X	
Gay Men		X	
Gay Women/Lesbians		X	
Heterosexual/Straight		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

There are currently no identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes; as such there is currently no identifiable affect this protected characteristic.

What action(s) can you take to address the differential impact?

At present no differential impact has been identified In respect of this protected characteristic. However, the situation will be reviewed regularly and mitigations created as required.

3.10 Welsh Language

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on Welsh Language?

	Yes	No	N/A
Welsh Language		X	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

There are currently no identified differential impacts resultant from the implementation of the strategy and its accompanying policy and processes; as such there is currently no identifiable affect this protected characteristic.

What action(s) can you take to address the differential impact?

At present no differential impact has been identified In respect of this protected characteristic. However, the situation will be reviewed regularly and mitigations created as required.

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4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

A consultation with the Disability network will be undertaken as part of the development of the final strategy. This engagement will be ongoing in nature as actions associated with the strategy are implemented. A public consultation will also be undertaken on the draft strategy and key stakeholders will be contacted to seek their feedback. All feedback will be collated and adjustments to the final strategy will be undertaken where appropriate.

5. Summary of Actions [Listed in the Sections above]

Groups	Actions
Age	The strategy will monitor its impacts on this group as part of the monitoring and action plan.
Disability	The strategy will monitor its impacts on this group as part of the monitoring and action plan.
Gender Reassignment	None identified at present – under review
Marriage & Civil Partnership	None identified at present – under review
Pregnancy & Maternity	The strategy will monitor its impacts on this group as part of the monitoring and action plan.
Race	None identified at present – under review
Religion/Belief	None identified at present – under review
Sex	None identified at present – under review
Sexual Orientation	None identified at present – under review
Welsh Language	All signage and communications will be provided in accordance to the Councils Statutory obligations and Welsh language policy
Generic Over-Arching [applicable to all the above groups]	

6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area's Business Plan to be monitored on a regular basis.

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7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By: Miriam Highgate	Date: 7/8/2015
Designation: Section Leader	
Approved By: Paul Carter	Date: 7/8/2015
Designation: Head of Transport	
Service Area: City Operations	

- 7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality Impact Assessments* - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 3059 or email citizenfocus@cardiff.gov.uk