

Single Impact Assessment

Cardiff Council



1. Details of the Proposal

What is the proposal?

Title: The City Parking Plan

Is this a new proposal or are you amending an existing policy, strategy, project, procedure or service?

New

Existing

Directorate/Service Area:

Planning, Transport & Environment

Who is developing the proposal?

Name: Tomos Walker

Job Title: Senior Project Officer – Parking and Traffic Regulation Policy and Strategy

Responsible Lead Officer (Director or Assistant Director):

Andrew Gregory, Director

Cabinet Portfolio:

Transport

Authorisation	
Completed By:	
Job Title:	
Date:	
Approved By:	
Job Title:	

Document History – do not edit

The Single Impact Assessment (SIA) can be strengthened as time progresses, helping shape the proposal. Version control will provide a useful audit trail of how the SIA has developed. Draft versions of the assessment should be retained for completeness, however only the final version will be publicly available. Draft versions may be provided to regulators if appropriate.

Version	Author	Job Title	Date
1	Fiona Gibson	Senior Corporate Policy Officer	12/10/2022
2	Fiona Gibson	Senior Corporate Policy Officer	12/04/2023

2. Overview of the Proposal

What action is the Council considering and why?

Please provide a detailed outline of the proposal. This information will support your findings in the impact assessments.

How parking is managed in Cardiff impacts upon everyone who lives, works and visits the city. The supply, location, cost and appropriate enforcement of parking has a major effect on behaviour, traffic movement, growth, congestion, efficient public transport services, the local economy and people's health and wellbeing. It can affect how easy it is to make essential journeys, by car and by active and sustainable modes of travel. It can change how we move around our city and how safe our communities feel to live in and visit. Residents, businesses, schools and other essential community facilities and services all tell us the huge impact that the parking choices people make have on them.

The Council want Cardiff to be a stronger city, a fairer city and a greener city, with excellent sustainable transport options which make it easier to walk, cycle and travel by public transport. The Council also wants Cardiff to be a prosperous city. Managing parking in the right way is central to achieving this vision. However, it is recognised that parking space is limited, and that excessive parking provision can increase demand for car travel and affect how many people choose to travel actively and sustainably. This means that hard choices need to be made, particularly when defining how to allocate on-street parking space for different groups with different needs.

In the Transport White Paper, the Council made a commitment: *"To introduce a comprehensive approach to parking across the city, including addressing unmanaged street parking in areas where local residents are regularly inconvenienced"*.

The 2016 Parking Strategy states that: *"Following a thorough review of best practice from the UK, and around the world the new strategy proposes an area-based approach for delivering parking for a liveable Cardiff. The use of an area-based approach for managing parking will ensure that the best and most appropriate solution is chosen, taking into account the key characteristics of individual districts and local centres, and giving thorough consideration of the implications of change."*

A review was undertaken looking at best practice. This review focused on noting parking management from other cities across the UK¹, within the framework of the statutory guidance (*Traffic Signs Manual Chapter 3, 2019*), and considered recent strategic parking reviews by other Local Authorities.²

The City Parking Plan is the umbrella term for the programme that meet our commitment within the Transport White Paper by applying this area-based approach across the city within the framework of its five key aims:

¹ Bath, Bristol, Edinburgh, Birmingham, Leeds, Liverpool, London Borough of Richmond Upon Thames, London Borough of Hackney, Manchester, Newport, Nottingham, Norwich, York, Swansea, Swindon

² for example: [Strategic parking review – The City of Edinburgh Council](#) / [Parking and enforcement plan | Hackney Council](#) / [Residents Parking Scheme strategy | Bath and North East Somerset Council \(bathnes.gov.uk\)](#)

- 1) *Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles,*
- 2) *Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most,*
- 3) *Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities,*
- 4) *Addressing unmanaged street parking through the phased introduction of Parking Zones; and,*
- 5) *Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.*

What are the costs and/or savings?

What will the proposal cost and how will it be funded?

How might costs be reduced through involvement and collaboration, across Cardiff Council and/or with external stakeholders?

Are there savings and how will these be realised?

There is no standard schedule of costs for the development and implementation of a Parking Zone since the size and complexity will vary on a case-by-case basis. However, using a recent example (Zone C1 – Cathays East), typical costs are illustrated below:

Expenditure	Costs
Informal Consultation and Surveys	£1,500
Traffic Regulation Orders	£8,500
Pay and Stay Ticket Machines	£15,000
CPZ Signs and Lines	£100,000
Changes at first review stage	£5,000
TOTAL OUTGOING:	£116,500
Income Stream	Annual Income
Permits (Residential)	£25,000
Permits (Other)	£6,500
Pay and Stay	£18,000
TOTAL INCOMING (per annum):	£49,500

The funding to support the progression of Cardiff's Parking Zones could potentially be sourced from a number of areas, such as the Parking Reserve (identified allocation), Section 106 developer contributions and grant opportunities.

However, it is important to note that before commencement of any Parking Zone project a financial business plan will be developed identifying costs and sources of funding. As part of this business case, an appraisal will be undertaken to see how costs may be reduced through involvement and collaboration across both Cardiff Council and external stakeholders.

3. Impact Assessments

Which impact assessments do you need to complete to support your proposal?

Further information is included about each assessment at the start of the relevant section.

The [Impact Assessment Screening Tool](#) provides advice tailored to your proposed policy, strategy or project regarding which impact assessments may be required and who to contact to find out more.

The screening tool is an online form with mainly multiple-choice questions which should take less than 10 minutes to complete.

Once the answers have been submitted, an automated email will be sent to you with the recommended next steps and details of who to contact for expert advice.

Put Yes or No next to each of the impact assessments listed below to indicate which ones are being carried out. For assessments which are not being carried out, please delete the relevant sections on the subsequent pages.

Impact Assessment	Completed: Y/N
A. Equality Impact Assessment	Y
B. Child Rights Impact Assessment	
C. Welsh Language Impact Assessment	Y
D. Habitats Regulations Assessment	
E. Strategic Environmental Assessment	
F. Data Protection Impact Assessment	
G. Health Impact Assessment	

For further information on all the above impact assessments including who to contact for advice, please visit the [Policy Portal](#).

A: Equality Impact Assessment

Guidance in completing this assessment can be accessed [here](#). Please consult the Equality Team for any further assistance with completing this assessment EqualityTeam@cardiff.gov.uk

Under the Equality Act 2010, “differential impact” means that people of a particular protected characteristic (e.g. people of a particular age) will be significantly more affected by the change than other groups.

Impact on the Protected Characteristics

Age

Will this proposal have a **differential impact [positive/negative]** on different age groups?

	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.

Positive Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

Poor air quality affects all of us, but it is readily accepted that some people are more vulnerable to its effects than others. The people who suffer most from poor air quality are often the very young and the very old³. For some people in these age brackets, it can be fatal. For Cardiff and Vale University Health Board area, the number of equivalent deaths due to long-term air pollution are estimated to be in the range of 178-227 per year. Polluted air reduces average life expectancy across the UK by 7-8 months.

Environmental concerns are high among young Britons, with 45% of 18-24 year olds saying environmental issues are one of the nation’s most pressing concerns, making it their second biggest concern after Brexit. Environmental improvements, such as better air quality, helps address the large concerns of this age group.

Additionally, regular physical activity benefits long-term health, including mental health, and helps to prevent over 20 common health conditions. The UK Chief Medical Officers’ guidance for adults includes 150 minutes of moderate intensity activity a week, and that the easiest way to achieve this is through daily activity such as walking and cycling⁴. Encouraging motorists to switch to active travel not only improves air quality but improves physical and mental wellbeing of all ages.

³ Transport White Paper 2020

⁴ [Cycling and walking for individual and population health benefits: a rapid evidence review \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/612212/cycling-and-walking-for-individual-and-population-health-benefits-a-rapid-evidence-review.pdf)

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

Blue Badge Holders are most predominantly from older age brackets: for example, of those aged 16 to 19, 0.7% are Blue Badge holders, and of those aged 60+, 10.3% are Blue Badge holders⁵. Reducing commuter parking and levels of vehicle ownership will have clear benefits for all age groups, however expanding Blue Badge parking provision will have an increased beneficial impact for older persons. By freeing up road space and making it easier to find parking when needed, reducing commuting and levels of car ownership will also benefit persons in the upper age brackets who may be less able to make the shift towards active travel alternatives due to reduced mobility (that does not meet the criteria for a Blue Badge but may still mean an increased reliance upon private vehicle use).

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities

The use of an area-based approach for managing parking will ensure that the best and most appropriate solution is chosen, taking into account the key characteristics and demographics of individual districts and local centres, and giving thorough consideration of the implications of change upon persons of all age groups residing, working or visiting the area.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

Parking zones help clearly designate where is safe and acceptable to park. This makes public environments generally safer for all pedestrians, but this is increased for persons with additional mobility requirements such as persons of a higher age, some who may rely on mobility aids. It also makes environments generally safer and more enjoyable for younger persons, who often are less aware of the dangers of the road.

As parking zones help clearly designate where is safe and acceptable to park, helping to reduce inconsiderate or obstructive parking. This in turn can improve bus journeys which has a positive impact upon persons who rely more on public transport services, such as persons too young or too elderly to drive.

The control of all kerb-side space also helps prevent pavement parking. Pavement parking can be obstructive to anyone, but in particular it can affect older persons. In a Living Streets Survey⁶ over 50% of older people who responded that they would be more likely to walk outside if the pavements were clear of vehicles parked on them.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

Ensuring parking rules and policies are simple, consistent and easy to understand will benefit all age groups.

Negative Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

⁵ [Blue Badge scheme statistics, England: 2021 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/blue-badge-scheme-statistics)

⁶ [Pavement Parking | Living Streets](https://www.livingstreets.org.uk/pavement-parking)

While regular physical activity benefits health at all ages, it is recognised that persons of certain age groups may feel particularly reliant on their vehicle⁷ for mobility or to maintain independence later in life, and consequently may be less able to make a move to use of active travel alternatives such as cycling and walking.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

No negative differential impact has been identified.

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities

No negative differential impact has been identified.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

No negative differential impact has been identified.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

No negative differential impact has been identified.

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

The Council will note any concerns received by respondents to the public consultation regarding a person's age, and will make any changes to the proposals deemed necessary.

Disability

Will this proposal have a **differential impact [positive/negative]** on disabled people?

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

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

Positive Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

⁷ [National Travel Survey: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

The 3 main conditions associated with air pollution are respiratory conditions (such as asthma), cardiovascular disease (CVD), and lung cancer, and there is emerging evidence for associations with dementia, low birth weight and Type 2 diabetes. Exposure to air pollution contributes to many thousands of deaths in the UK, through increasing the risk of CVD, respiratory disease and cancers⁸. Studies also suggest a link between air pollution and the prevalence of intellectual disabilities within children⁹.

Short-term exposure (over hours or days) can particularly affect persons with existing health conditions as it can lead to a range of health impacts including lung function, coughing, wheezing and shortness of breath, exacerbation of asthma, increases in respiratory and cardiovascular hospital admissions and mortality¹⁰.

Focusing on the climate emergency and air quality agenda to drive improvements in air pollution levels will have a positive differential impact for everyone, but will be of particular benefit to anyone with a disability that may lead them to have a pre-existing condition susceptible to the effects of air pollution.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

Reducing commuter parking and levels of vehicle ownership will have clear benefits for disabled persons who may be reliant upon private vehicle use, such as Blue Badge Holders, by making it easier to find suitable parking closer to their intended destination and ensuring road space is most appropriately designated for those who need it the most.

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities

The use of an area-based approach for managing parking will ensure that the best and most appropriate solution is chosen, taking into account the key characteristics and demographics of individual districts and local centres, and giving thorough consideration of the implications of change upon disabled persons residing, working or visiting the area.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

Parking zones help clearly designate where is safe and acceptable to park. Yellow lines are introduced to protect areas around junctions, and around areas where the kerb has been lowered to aid the safe crossing of the road. This improves drivers' visibility, especially of those crossing the road who may not be at full height (such as someone in a wheelchair or on a mobility scooter). It also aids those with additional mobility requirements or visual impairments as they are not hindered by kerb lines. In practice this means wheelchair users, those with mobility scooters and those who are blind or partially sighted will be able to safely access the footway.

⁸ [Health matters: air pollution - GOV.UK \(www.gov.uk\)](https://www.gov.uk/health-matters/air-pollution)

⁹ [Study uncovers link between air pollution and intellectual disabilities in children | ScienceDaily](https://www.sciencedaily.com/news/health/2019/05/1905190111.htm)

¹⁰ [Air pollution: applying All Our Health - GOV.UK \(www.gov.uk\)](https://www.gov.uk/air-pollution-applying-all-our-health)

Parking zones can be an effective method of controlling and deterring commuter parking and make primarily residential areas less attractive for non-residents. As a result, they can promote the uptake of active travel alternatives over private car use.

Reduced reliance upon cars can help:

- 1) Reduce the vehicular emissions of local air pollutants in residential areas
- 2) Reduce congestion
- 3) Reduce parking pressure and dominance
- 4) Improve public health outcomes through increased uptake of active travel modes, and;
- 5) Improve road safety outcomes

This makes public environments generally safer for all pedestrians, but this is increased for disabled persons. Managing traffic flow through effective parking controls can aid emergency service response times, which may be relied upon by disabled persons.

As of 31st March 2020 there were 2.44 million Blue Badges held in Wales, with 4.3% of the population holding a Blue Badge¹¹. Reduced car use alleviates parking pressures, meaning more parking space can be dedicated to Blue Badge holders, making parking easier for disabled persons who may not be able to rely on public transport and therefore rely on their cars.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

Ensuring parking rules and policies are simple, consistent, and easy to understand will benefit anyone with a disability. This will particularly affect anyone who receives domiciliary or social care as part of their disability. Caring can have a significant impact on health and wellbeing. 60% of carers report a long-term health condition or disability compared to 50% non-carers (Carers UK analysis of GP Patient Survey 2021). Over a quarter of carers (29%) feel lonely often or always (Carers UK, State of Caring 2022). There is increasing evidence that caring should be considered a social determinant of health (Public Health England, Caring as a Social Determinant of Health, 2021). The proposed policy changes are intended to provide better care routines for patients and those requiring care, while also providing a better, easier and more flexible service for carers themselves. This should ensure a positive differential impact is realised for anyone with a disability. Issuing permits directly to carers, rather than residents, should have a positive impact upon a number of persons who have a disability that may mean that it is more difficult to apply for or manage permits (either digital or physical permits). It will ensure that any resident wishing to use their visitor allowance will be able to do so freely without worry that they may not be able to receive care. Furthermore, it will ensure that those receiving care who live in Controlled Parking Zones (where there is 100% parking control), who do not live in a property that is eligible for visitor permits as it is not part of the resident permit parking scheme, may still receive care.

Negative Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

¹¹ [Blue Badge scheme statistics: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/blue-badge-scheme-statistics-2020)

It is recognised that disabled persons may be particularly reliant on private vehicle use¹² for mobility or to maintain independence in life, and consequently may be less able to make a move to use of active travel alternatives such as cycling and walking.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

Residents with disabilities may rely more heavily on visitors, either personal so as to maintain quality of life or professional to manage health matters. An increase in designated permit parking may make it more difficult for such persons to find parking close to the residents address. However, a number of proposals have been introduced with the City Parking Plan, such as the extension of the carer parking permit scheme and appropriate exemptions for essential services to mitigate these concerns.

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities

No negative differential impact has been identified.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

As parking zones control 100% of kerbside space, this can lead to a significant increase in regulatory signs and therefore increase “street-clutter”. These can affect persons with additional mobility requirements, particularly those who rely on mobility aids, and persons with visual impairments. Officially designating a parking zone as a Controlled Parking Zone (CPZ) can reduce reliance on kerbside signage, as some restrictions will instead be indicated to drivers on the zone entrance signs. Nevertheless, an overall increase in regulatory signs is to be expected.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

No differential impact has been identified.

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

The Council will note any concerns received by respondents to the public consultation regarding a person’s disability, and will make any changes to the proposals deemed necessary.

Blue Badge Holders will remain able to park in resident permit parking bays for up to 3 hours, with a no return period of 1 hour, in accordance with current parking policy. The Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (Wales) Regulations 2000 also provides a statutory requirement to exempt Blue Badge holders from:

- Yellow lines (where loading restrictions are not in force) for up to 3 hours, with a no return period of 1 hour
- Pay and display/stay parking charges or time limits
- Limited waiting parking

As a matter of policy, the Council accepts residential applications for disabled persons’ parking places which allow disabled persons with blue badges the ability to park close to their property without the requirement to obtain a permit.

¹² [National Travel Survey: 2020 - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

To minimise street-clutter, parking restrictions will be laid out in such a way as to ensure that the use of regulatory signs can be kept to a minimum, while still providing clear instructions to drivers to aid compliance and reduce the possibility of receiving parking fines. Parking zones will therefore follow set design principles to achieve this, and technical design guidance will be published. Input from access groups may be sought before publishing.

Gender Reassignment

Will this proposal have a **differential impact [positive/negative]** on transgender people?

	Yes	No	N/A
Transgender People (Transgender people are people whose gender identity or gender expression is different from the gender they were assigned at birth.)		X	

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

No differential impact identified.

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

N/A

Marriage and Civil Partnership

Will this proposal 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.

No differential impact identified.

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

N/A

Pregnancy and Maternity

Will this proposal 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.

Positive Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

The Committee on the Medical Effects of Air Pollutants (COMEAP) has established that short-term exposure to NO₂, particularly at high concentrations, is a respiratory irritant that can cause inflammation of the airways leading to - for example - cough, production of mucus and shortness of breath¹³. This will particularly affect anyone who is pregnant, placing more stress upon the lungs, heart or body more generally exacerbating the impact of physical and mental changes resulting from pregnancy¹⁴. Pregnancy and early childhood are critical times for the formation and maturation of body systems, and the time during which the most rapid changes take place. Factors that adversely affect human development, including air pollution, can have both immediate and long-lasting effects on a person's health, and some health impacts may only emerge later in life. Studies suggest a link between air pollution and the prevalence of intellectual disabilities within children¹⁵. There is also emerging evidence associating air pollution with early life effects such as low birth weight and premature birth¹⁶.

All this means that poor air quality can negatively impact both upon the parent and foetus, with natural implications for pregnancy and maternity.

Consequently, focusing on the climate emergency and air quality agenda to drive improvements in air pollution levels will have a positive differential impact on pregnancy and maternity.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

No positive differential impact has been identified.

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities; and,

No positive differential impact has been identified.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

¹³ [COMEAP: review of the UK air quality index - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

¹⁴ [Physical Changes During Pregnancy - Women's Health Issues - MSD Manual Consumer Version \(msdmanuals.com\)](http://msdmanuals.com)

¹⁵ [Study uncovers link between air pollution and intellectual disabilities in children | ScienceDaily](http://sciencedaily.com)

¹⁶ [Health matters: air pollution - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Parking zones help clearly designate where is safe and acceptable to park. This makes public environments generally safer for all pedestrians, but this especially helps anyone with prams/buggies. This is particularly relevant in areas where pavements have been “dropped” to meet the carriageway level. Keeping these areas clear of inconsiderately parked vehicles means anyone pushing a pram/buggy can cross the road more safely by no longer having to manoeuvre over kerblines.

The control of all kerb-side space also helps prevent pavement parking. Pavement parking can be obstructive to anyone, but in particular it can affect those who require additional footway space, such as those who are pregnant or are in charge of prams¹⁷. Vehicles inconsiderately parked on the pavement can force persons into the road which creates an unnecessary and avoidable hazard.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

Ensuring parking rules and policies are simple, consistent and easy to understand will benefit everyone.

Negative Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

It is recognised that pregnant persons may be particularly reliant on private vehicle use¹⁸ for mobility, and consequently may be less able to make a move to use of active travel alternatives such as cycling and walking.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

No negative differential impact has been identified.

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities

No negative differential impact has been identified.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

No negative differential impact has been identified.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

No negative differential impact has been identified.

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

The Council will note any concerns received by respondents to the public consultation regarding pregnancy/maternity, and will make any changes to the proposals deemed necessary.

Race

¹⁷ [End pavement parking in England | Living Streets](#)

¹⁸ [National Travel Survey: 2020 - GOV.UK \(www.gov.uk\)](#)

Will this proposal 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.

Positive Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

While air quality affects everyone, research has shown that poor air quality is more likely to adversely affect persons from deprived and Black and Minority Ethnic (BAME) backgrounds¹⁹.

Evidence suggests that black and minority ethnic groups cycle less it may provide a positive differential impact for these groups in particular. For example, the 2017 Bike Life Cardiff report indicates that 12% of bike riders are from black and minority ethnic groups, down from 16% in 2015. Whilst this is broadly in line with the percentage of Cardiff's population from a non-white background, 16.7% (Stats Wales 2018), low levels of participation in cycling by black and minority ethnic groups is widely reported elsewhere. For example, a TfL study suggests that less than 7% of all cyclists are BAME.

Where parking zones support the wider cycle highway network this can provide a powerful tool in promoting cycling, which has additional complimentary health benefits: This may help reduce the 'triple jeopardy' effect: "where air pollution, impaired health and deprivation interactions can strengthen associations and create disproportionate disease burdens between and within communities (inequalities)."²⁰

Consequently, focusing on the climate emergency and air quality agenda to drive improvements in air pollution levels, while increasing the uptake in active and sustainable travel use, will have a positive differential impact.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

No positive differential impact has been identified.

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities

The use of an area-based approach for managing parking will ensure that the best and most appropriate solution is chosen, taking into account the key characteristics and demographics of individual districts and local centres, and giving thorough consideration

¹⁹ [Equality Inclusion Strategy 2020 2024.pdf \(cardiff.gov.uk\)](https://www.cardiff.gov.uk/equality-inclusion-strategy-2020-2024.pdf)

²⁰ <https://phw.nhs.wales/services-and-teams/environmental-public-health/air-quality/working-together-to-reduce-outdoor-air-pollution-risks-and-inequalities-pdf/>

of the implications of change upon persons of any race residing in, working or visiting the area.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

Parking zones help clearly designate where is safe and acceptable to park. This makes public environments generally safer and increases effective management of limited road-side space, which benefits everyone.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

Ensuring parking rules and policies are simple, consistent and easy to understand will benefit everyone.

Negative Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

No negative differential impact has been identified.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

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Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities

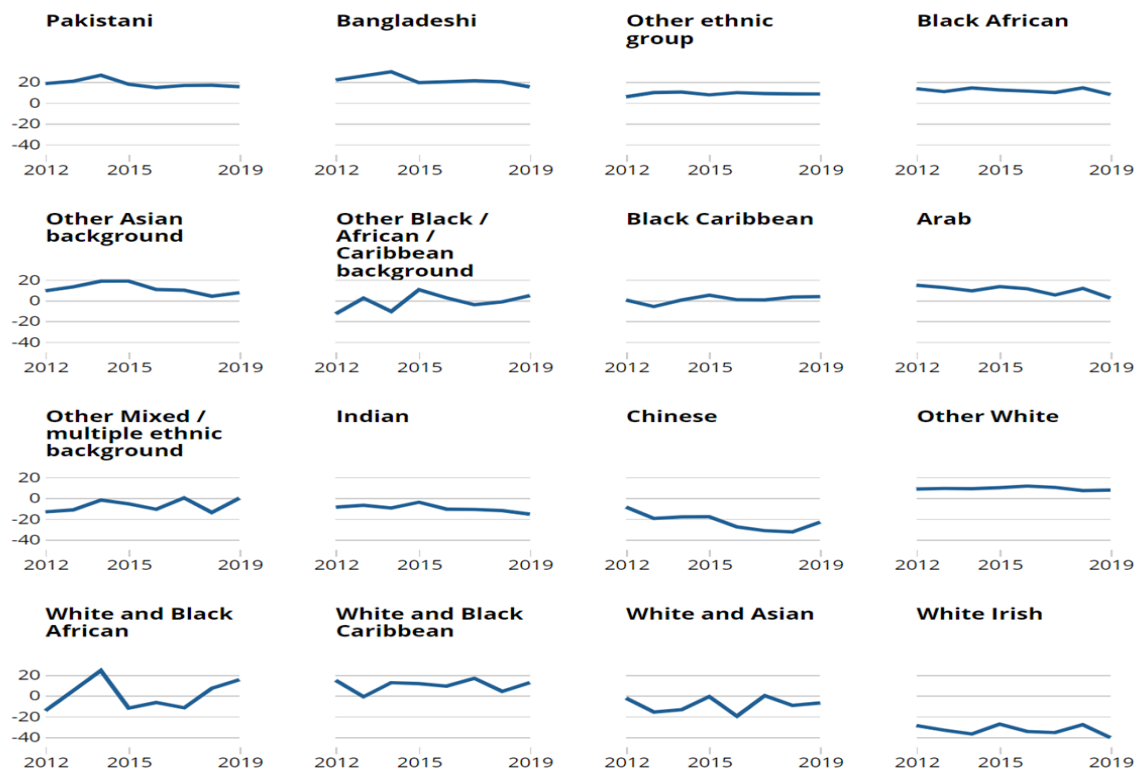
No negative differential impact has been identified.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

The City Parking Plan may result in additional properties (both residential and business) having to obtain a permit/s, and anyone driving to a “paid for” destination parking spaces within the zone²¹. This may impact upon some individuals with lower incomes. As a result of wider inequalities, some ethnic groups may be more likely to be on lower incomes. The median hourly pay rate differs widely between different ethnic groups:

²¹ Destination parking being parking places that people travel to on a temporary basis, such as pay and display parking or car parks, rather than parking places that drivers return to leave their vehicle, such as residential parking

Pay gap, 17 ethnic groups, England and Wales, 2012 to 2019



Source: Office for National Statistics - Annual Population Survey

However, the ethnicity pay gap in England and Wales, between White and ethnic minority employees has narrowed to its smallest level since 2012. Most of the minority ethnic groups analysed by the ONS continue to earn less than White British employees but, in 2019, those in the Chinese, White Irish, White and Asian, and Indian ethnic groups all earned higher hourly pay than White British employees. The overall ethnicity pay gap differs across regions within the UK, but it is smallest in Wales (1.4%).

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

No negative differential impact has been identified.

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

The Council is committed within its Capital Ambition programme²² to “**Work for Cardiff**”: making sure *everyone* who lives and works here can contribute to, and benefit from, the city's success.” This programme will be supported wherever possible.

The Council also will note any concerns received by respondents to the public consultation regarding a person’s race, and will make any changes to the proposals deemed necessary.

Religion, Belief or Non-Belief

Will this proposal have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

²² [Capital Ambition \(cardiff.gov.uk\)](http://cardiff.gov.uk)

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

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

Positive Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

No positive differential impact has been identified.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

No positive differential impact has been identified.

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities

The use of an area-based approach for managing parking will ensure that the best and most appropriate solution is chosen, taking into account the key characteristics and demographics of individual districts and local centres, and giving thorough consideration of the implications of change upon persons any faith or belief residing, working or visiting the area.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

Parking zones help clearly designate where is safe and acceptable to park. This makes public environments generally safer and increases management of limited road-side space.

Parking near to religious establishments will be improved through the introduction of controlled parking, which helps turn over spaces and allows attendants find parking more easily.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

Ensuring parking rules and policies are simple, consistent and easy to understand will benefit everyone.

Negative Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

Historically, parking in Cardiff has largely been uncontrolled on Sundays, with most restrictions applying Monday to Saturday 8am to 6.30pm. However, poor air quality is the largest environmental risk to public health in the UK²³, as long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy. In view of this, within high-demand areas, the City Parking Plan will see a shift towards 7-day controls to provide a consistent message and encourage the uptake of active travel and public transport use throughout the week, with associated health benefits for everyone. Consequently, the proposals may have a negative differential impact upon persons visiting Church on a Sunday.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

No negative differential impact has been identified.

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities; and,

No negative differential impact has been identified.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

No negative differential impact has been identified.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

No negative differential impact has been identified.

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

The Council will note any concerns received by respondents to the public consultation regarding a person’s religion or belief, and will make any changes to the proposals deemed necessary.

As a matter of policy, the Council will also expand the Community Permit scheme to all parking zones to ensure that places of public worship are not affected operationally by the changes and can continue to provide an essential service to the community.

The Council encourages people of all religions and beliefs to use sustainable modes of transport, such as public transport, walking and cycling, to reduce vehicle emissions and improve air quality for all. However, the Council will ensure that visitor parking would be provided in the vicinity of all religious establishments to ensure attendees have an opportunity to park in the vicinity.

Sex

Will this proposal have a **differential impact [positive/negative]** on male, female or non-binary persons?

	Yes	No	N/A
Male persons	X		
Female persons	X		

²³ [Health matters: air pollution - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Non-binary persons	X		
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Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Positive Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

While there is a growing understanding of the different negative effects of air pollution upon persons of different sexes²⁴, it remains clear that air pollution can have a negative impact upon everyone’s health. Focusing on the climate emergency and air quality agenda to drive improvements in air pollution levels will have a positive differential impact for all sexes.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

No positive differential impact has been identified.

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities

The use of an area-based approach for managing parking will ensure that the best and most appropriate solution is chosen, taking into account the key characteristics and demographics of individual districts and local centres, and giving thorough consideration of the implications of change upon persons of all sexes residing, working or visiting the area.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

Parking zones help clearly designate where is safe and acceptable to park. This makes public environments generally safer and increases effective management of limited road-side space, which benefits everyone.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

Ensuring parking rules and policies are simple, consistent and easy to understand will benefit everyone.

Negative Differential Impact

Aim 1: Focusing on the Climate Emergency and Air Quality Agenda, driving improvements in cleaner air by encouraging motorists to choose active and sustainable travel options, and to switch to cleaner vehicles

No negative differential impact has been identified.

Aim 2: Supporting blue badge holders and residents by reducing commuter parking and encouraging lower levels of vehicle ownership, freeing up road space for those who need it most

No negative differential impact has been identified.

²⁴ [Extricating Sex and Gender in Air Pollution Research: A Community-Based Study on Cardinal Symptoms of Exposure - PMC \(nih.gov\)](#)

Aim 3: Reorganising on-street parking in Cardiff into key administrative areas; so that parking rules meet the needs of local communities

No negative differential impact has been identified.

Aim 4: Addressing unmanaged street parking through the phased introduction of Parking Zones

No negative differential impact has been identified.

Aim 5: Creating new parking policies that ensure parking rules are simple, consistent and easy to understand for both locals and visitors alike.

No negative differential impact has been identified.

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

The Council will note any concerns received by respondents to the public consultation regarding a person's sex, and will make any changes to the proposals deemed necessary.

Sexual Orientation

Will this proposal have a **differential impact [positive/negative]** on people with different sexual orientations?

	Yes	No	N/A
Bi		X	
Gay		X	
Lesbian		X	
Heterosexual		X	
Other		X	

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

No differential impact identified.

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

N/A

Socio-economic Duty

Is the change anticipated to reduce or contribute to inequality of outcome as a result of socio-economic disadvantage? (e.g. will the change negatively impact on those on low-incomes or those living in deprived areas?)

	Yes	No	N/A
Socio-economic impact	X		

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

It is recognised that social inequalities exist within Cardiff and that the City Parking Plan may impact upon socio-economic demographics differently; in particular as parking permits and on-street parking often have associated charges and tariffs.

The Council's Parking Strategy 2016 states that *"in considering the level of parking charges Cardiff Council will have regard to changes in the Retail Price Index (RPI), rises in the cost of public transport, the charges made by private parking operators and those levied by other cities where appropriate."*

As the highway authority Cardiff Council has a responsibility to manage parking resources as part of managing demand on our road network. This includes the setting of parking charges appropriately to both directly manage parking provision at a local level as well as meet our wider strategic transport objectives.

RAC data also indicates that for most the costs of motoring over the last decade have reduced in relation to both the cost of living and average wages. This is in comparison to public transport costs which have increased. This is likely to have incentivised car use and the proposals aim to mitigate against this at a local level.

To meet its key aims, the City Parking Plan will see:

- charges set at levels which are intended to encourage lower levels of car ownership and consideration of lower emission vehicles choices
- reduction in "long stay" parking
- increase in "permit holder only" parking
- increase in "pay and stay" parking (payment parking)
- general increase in parking controls throughout the Central Parking Area

The council is mindful of economic challenges facing many residents and citizens of Cardiff, but it essential that this is balanced with the significant health concerns cause by poor levels of air quality. Poor air quality affects everyone, not just car or permit holders.

In fact, there is clear evidence that people with a low income are affected by air pollution in a number of different ways²⁵. This is because they are more likely to:

- have existing medical conditions
- live in areas with poorer outdoor and indoor environments, including the quality of air (for example, near to industry or busy roads)
- have less access to jobs, healthy food, decent housing and green spaces, which all contribute to poorer health

The disadvantages that come about as a result of poor income add up, putting deprived populations who are more likely to be in poor health at greater risk from air pollution and its adverse health impacts. These inequalities can also affect people

²⁵ [Health matters: air pollution - GOV.UK \(www.gov.uk\)](https://www.gov.uk/health-matters/air-pollution)

throughout their lives, from the prenatal stage through to old age, particularly as deprived communities often have limited opportunities to improve their environment.

Income from parking charges is ring-fenced under section 55 of the Road Traffic Regulation Act 1984 and any surplus made may only be used for certain activities, such as the provision of public transport and highways or environmental improvement. It is recognised that such activities improve air quality and street spaces, which in turn have their own positive differential impacts upon certain demographics, and in particular can have a positive impact upon persons of protected characteristics.

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

The Council is proposing to publicly consult on these changes. Any equalities concerns noted regarding the proposals resulting from the consultation will be carefully reviewed and changes made if considered necessary to ensure the Council meets the requirements of the Equalities Act as well as meeting the Council’s Wellbeing objectives.²⁶ and commitments outlined in the Council’s Stronger, Fairer, Greener Strategy²⁷.

A further Equalities Impact Assessment will be undertaken after the closure of the consultation, and any changes taken forward will require further consultation as part of the Statutory Traffic Regulation Order process.

The City Parking Plan also commits the Council to undertaking regular parking reviews (normally on an annual of 5-yearly basis). This will provide the Council with the opportunity to continually assess how parking in Cardiff meets the needs of its citizens and make any changes identified where equalities concerns are raised.

Welsh Language

Will this proposal have a **differential impact [positive/negative]** on the Welsh language?

	Yes	No	N/A
Welsh language	X		

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

See Section C: Welsh Language Impact Assessment

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

N/A

²⁶ [Annual Well-being Report 2021/22 \(cardiff.gov.uk\)](https://www.cardiff.gov.uk/annual-well-being-report-2021-22)

²⁷ [Stronger Fairer Greener \(cardiff.gov.uk\)](https://www.cardiff.gov.uk/stronger-fairer-greener)

Consultation and Engagement

What arrangements have been made to consult/engage with equality/ community organisations, especially those who are representative of those you have identified as being likely to be affected?

It is recognised that the supply, location, cost and enforcement of parking can have a major effect on people's lives, whether they drive or have access to motor vehicle or not. The Council therefore is committed to ensuring that the diverse voices of residents, businesses, community groups and other interested parties are at the heart of decision making. A comprehensive engagement programme will therefore be developed to engage with the city's diverse range of residents, as well as all key stakeholder groups. This will allow the public to express their views on the City Parking Plan and help identify any impact - positive or negative - on communities, business, the environment and the economy in Cardiff.

The City Parking Plan will be consulted on in accordance with section 3 of the approved 2016 Parking Policy. This will involve a robust programme of engagement – developed in collaboration with the Cardiff Research Centre - to help ensure a representative cross-section of the city's population is directly involved in the engagement work. As part of this approach, the Council will consider a wide range of socio-demographic characteristics- including gender, age, ethnicity, disability, and socio-economic status. Residents will be encouraged to learn about the problems and issues, identify opportunities and options, deliberate upon them and make recommendations.

Key stakeholder and advisory panels may also be established that provide the opportunity for interactive dialogue and feedback. This will help support the identification of the potential mitigations necessary for residents, regular highway users, public benefit bodies and transport operators to ensure the City Parking Plan can be introduced in a way that manages any impacts.

Consultation will be undertaken bilingually (Welsh & English) in accordance with the Welsh Language standards and Council policies.

Upon closure of the consultation a further Equalities Impact Assessment will be undertaken to ensure any equalities concerns raised as part of the consultation process can be fully considered and evaluated.

Any changes requiring the making of a Traffic Regulation Order will be further publicly consulted on as part of the statutory process²⁸ for making traffic orders ([Traffic Regulation Orders \(cardiff.gov.uk\)](http://cardiff.gov.uk)) after closure of the initial public consultation exercise. Local member consultation on the detailed proposals will also be undertaken as part of this process.

Summary of Actions (Listed in the sections above)

²⁸ Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996

	Actions
Age	The Council will note any concerns received by respondents to the public consultation regarding a person's age, and will make any changes to the proposals deemed necessary.
Disability	The Council will note any concerns received by respondents to the public consultation regarding a person's disability, and will make any changes to the proposals deemed necessary.
Gender Reassignment	The Council will note any concerns received by respondents to the public consultation regarding a person's gender reassignment, and will make any changes to the proposals deemed necessary.
Marriage & Civil Partnership	The Council will note any concerns received by respondents to the public consultation regarding a person's marriage or civil partnership status, and will make any changes to the proposals deemed necessary.
Pregnancy & Maternity	The Council will note any concerns received by respondents to the public consultation regarding pregnancy/maternity matters, and will make any changes to the proposals deemed necessary.
Race	The Council will note any concerns received by respondents to the public consultation regarding a person's race, and will make any changes to the proposals deemed necessary.
Religion/Belief	The Council will note any concerns received by respondents to the public consultation regarding a person's religion or belief, and will make any changes to the proposals deemed necessary.
Sex	The Council will note any concerns received by respondents to the public consultation regarding a person's sex, and will make any changes to the proposals deemed necessary.
Sexual Orientation	The Council will note any concerns received by respondents to the public consultation regarding a person's sexual orientation, and will make any changes to the proposals deemed necessary.

Socio-economic Impact	The Council will note any concerns received by respondents to the public consultation regarding the Council's socio-economic duty, and will make any changes to the proposals deemed necessary.
Welsh Language	All services will be provided bilingually in accordance with Council policy and current Welsh Language Legislation, and the Council's Welsh language team will be consulted as appropriate to ensure compliance or where concerns are raised.
Generic/ Over-Arching (applicable to all the above groups)	<p>The Council is proposing to publicly consult on these changes. Any equalities concerns noted regarding the proposals resulting from the consultation will be carefully reviewed and changes made if considered necessary to ensure the Council meets the requirements of the Equalities Act as well as meeting the Council's Wellbeing objectives.²⁹ and commitments outlined in the Council's Stronger, Fairer, Greener Strategy³⁰.</p> <p>A further Equalities Impact Assessment will be undertaken after the closure of the consultation, and any changes taken forward will require further consultation as part of the Statutory Traffic Regulation Order process.</p> <p>The City Parking Plan also commits the Council to undertaking regular parking reviews (normally on an annual of 5-yearly basis). This will provide the Council with the opportunity to continually assess how parking in Cardiff meets the needs of its citizens and make any changes identified where equalities concerns are raised.</p>

Next Steps

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.

Where the Equality Impact Assessment shows negative impacts, you must append the form to the Cabinet or Officer Decision Report.

²⁹ [Annual Well-being Report 2021/22 \(cardiff.gov.uk\)](https://www.cardiff.gov.uk/annual-well-being-report-2021-22)

³⁰ [Stronger Fairer Greener \(cardiff.gov.uk\)](https://www.cardiff.gov.uk/stronger-fairer-greener)

On completion of this Assessment, please ensure that the whole form is submitted to the Equality Team mailbox so that there is a record of all assessments undertaken in the Council EqualityTeam@cardiff.gov.uk

B: Child Rights Impact Assessment

The aim of a Child Rights Impact Assessment is to put children and young people at the forefront of decision-making. The assessment helps officers to consider how the rights of children and young people may be affected by a proposed policy or project.

Click [here](#) to start a Child Rights Impact Assessment.

You will receive an automated email containing a link to your Child Rights Impact Assessment template and the Child Friendly Cardiff Team will be in contact to support you.

Guidance for Local Government prepared by Unicef is available here:

[Child Rights Impact Assessment - Child Friendly Cities & Communities \(unicef.org.uk\)](https://www.unicef.org.uk/child-rights-impact-assessment-child-friendly-cities-communities)

For further information or assistance in completing the Child Rights Impact Assessment, please contact the Child Friendly Cardiff Team ChildFriendlyCardiff@cardiff.gov.uk

Next Steps

Where it is considered that a Child Rights Impact Assessment is required, you must append the form to the Cabinet or Officer Decision Report.

C: Welsh Language Impact Assessment

Please consult with Bilingual Cardiff for any assistance with completing this assessment
Bilingualcardiff@cardiff.gov.uk

Welsh Language Standards 88-97

Standard 88

Will this proposal have a **differential impact [positive/negative]** on:

	Yes	No	N/A
The opportunities for persons to use the Welsh language?	X		
Treating the Welsh language no less favourably than the English language?	X		

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

All services will be provided bilingually in accordance with Council policy and current Welsh Language legislation, specifically as follows:

All road signs and parking signs are, and will continue to be, fully bilingual, and their designs are prescribed by the Traffic Signs Regulations and General Directions 2016 or the Welsh Government.

Where temporary or bespoke signs may be required, these will be done in conjunction with Bilingual Cardiff's translation team. The visibility of bilingual signage helps with raising awareness of both languages.

The new parking policies and parking rules, when made publicly available, will be bilingual.

Consultation will be undertaken bilingually (Welsh & English) in accordance with the Welsh Language standards and Council policies.

Consultation comments received in Welsh during the consultation period will be translated and considered, and it is standard practice for all correspondence received in Welsh as part of delivering Planning, Transport & Environment services to be translated and dealt with according to the same timescales as English correspondence.

Standard 89

Could this proposal be formulated or re-formulated, so that it would have positive effects, or increased positive effects, on:

The opportunities for persons to use the Welsh language?
See above

Treating the Welsh language no less favourably than the English language?
See above

Standard 90

Could this proposal be formulated or re-formulated to ensure that it does not have adverse effects, or a decreased adverse effect, on:

The opportunities for persons to use the Welsh language?
See above

Treating the Welsh language no less favourably than the English language?
See above

Standard 91

When consulting on the proposal, were views considered, and sought, on the effects (both positive and negative) that it would have on:

The opportunities for persons to use the Welsh language?
See above

Treating the Welsh language no less favourably than the English language?
See above

Standard 92

Did the consultation seek and give consideration to views on how the proposal could have positive, or increased positive effects, on:

The opportunities for persons to use the Welsh language?

See above

Treating the Welsh language no less favourably than the English language?
--

See above

Standard 93

Did the consultation seek and give consideration to views on how the proposal could have no adverse effects, or decreased adverse effects, on:

The opportunities for persons to use the Welsh language?

See above

Treating the Welsh language no less favourably than the English language?
--

See above

Standard 94

If the proposal includes the awarding of grants, has consideration been given to the guidance presented in Cardiff Council's Policy on Awarding Grants in Compliance with the Welsh Language Standards with regard to:

The opportunities for persons to use the Welsh language?

See above

Treating the Welsh language no less favourably than the English language?
--

See above

Standard 95

If research was undertaken or commissioned to assist with the development of the proposal, did it give consideration to whether it would have a **differential impact [positive/negative]** on:

The opportunities for persons to use the Welsh language?

N/A

Treating the Welsh language no less favourably than the English language?
--

N/A

Standard 96

Did the research undertaken or commissioned to assist with the development of the proposal give consideration to how it could have a positive effect, or increased positive effects, on:

The opportunities for persons to use the Welsh language?
N/A

Treating the Welsh language no less favourably than the English language?
N/A

Standard 97

Did the research undertaken or commissioned to assist with the development of the proposal give consideration to how it could have no adverse effect, or decreased adverse effects, on:

The opportunities for persons to use the Welsh language?
N/A

Treating the Welsh language no less favourably than the English language?
N/A

Material and Services

In addition to the impact assessment to ensure that the proposal meets the requirements of the Welsh Language Standards, consideration must also be given to the supporting materials and services that may be required.

These include (please click on the hyperlinks to view detailed information about the requirements under the Welsh Language Standards):

- [Correspondence](#) - receiving and replying (emails, letters, online communication).
- [Telephone](#) – receiving and answering calls.
- [Meetings & Public Events](#) – public meetings or events, group meetings, consultation, individual meetings.
- [Public Messages – electronic – video](#)
- [Signs, Notices & Display Material](#)
- [Publicity & Advertising](#)
- [Producing Public Documents](#) - policies, strategies, annual reports, corporate plans, guidelines, notices, codes of practice, consultation papers, licences, certificates, rules, brochures, leaflets, pamphlets or cards, ticket/vouchers.
- [Producing Forms](#)

- [Reception Services](#)
- [Websites, Apps and Online Services](#)
- [Social Media](#)
- [Self Service Machines](#)
- [Education Training Courses](#)
- [Public Address Announcements](#)

Are all supporting materials and services compliant with the requirements of the Welsh language standards?

Yes

Cardiff Council's Welsh Language Skills Strategy

This strategy may be viewed here and additional guidance documents have been produced to support its implementation:

- [Assessing Welsh Language Skills and Identifying Welsh Essential Roles](#)
- [Recruitment, Selection, and Interview Procedures and the Welsh Language](#)

Do you have access to sufficient Welsh speaking staff to support the delivery of the proposal in compliance with the requirements of the Welsh language standards?

Yes

Next Steps

Where it is considered that a Welsh Language Impact Assessment is required, you must append the form to the Cabinet or Officer Decision Report.

A copy must also be emailed to Bilingual Cardiff Bilingualcardiff@cardiff.gov.uk

D: Habitats Regulations Assessment

	Yes	No
Will the proposal affect a European site designated for its nature conservation interest*, or steer development towards an area that includes a European site, or indirectly affect a European site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

** Only two European sites designated for nature conservation interest lie within Cardiff's boundaries – the Severn Estuary and Cardiff Beech Woods, but be aware if your project affects an area close to a neighbouring authority.*

If the answer is 'Yes', then a screening exercise may need to be conducted to determine if a Habitats Regulations Assessment is required or not.

Contact the [Biodiversity Team](#) who will guide you through the process.

E: Strategic Environmental Assessment

	Yes	No
Does the strategy, policy or activity set the framework for future development consent?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
Is the strategy, policy or activity likely to have significant environmental effects (positive or negative)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If you have answered 'Yes' to both of the above questions, then a full Strategic Environmental Assessment Screening is needed.

Contact the [Sustainable Development Unit](#) who will guide you through the process.

F: Data Protection Impact Assessment

	Yes	No
Will the proposal involve processing information that could be used to identify individuals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If the answer is 'Yes', then a Data Protection Impact Assessment may be required.

Click [here](#) to read the guidance and start the Data Protection Impact Assessment process if needed.

For further information, contact the [Data Protection Service](#).

G: Health Impact Assessment

A Health Impact Assessment helps to develop policies and projects that consider the mental, physical and social health and well-being of a population during planning and development. Considering health inequalities and their impacts on local communities is an essential part of any Health Impact Assessment.

Health Impact Assessments will become a statutory requirement for public bodies in specific circumstances in the future. These circumstances have yet to be published by Welsh Government.

For further information and advice, please contact the Wales HIA Support Unit.

Website: [Home - Wales Health Impact Assessment Support Unit \(phwwhocc.co.uk\)](http://phwwhocc.co.uk)

Email: WHIASU.PublicHealthWales@wales.nhs.uk