Equality Impact Assessment

Title: Parking Policy	Date:25.08.2020
	Stage: draft (delete as applicable)
	Lead Officer: Sue Stevenson

Stage 1: Do you need to complete an Equality Impact Assessment (EqIA)?

About Equality Impact Assessments
Section 149 of the Equality Act 2010 requires the Council to have due regard to certain things every time it makes a decision. Due regard means having information about the equality impacts of a proposed course of action when a decision is made. Where negative impacts (or likely impacts) have been identified, the Council is required to consider alternative or additional courses of action that mitigate the harmful impacts.

Yes

Stage 2: What do you know?

GENERAL INFORMATION

There is a large number of different demands on on-street parking space. The traditional parking schemes have been to focused on one particular user group to bring forward appropriate solutions which has led to repeat reviews of some areas of the borough.

People of Different Ages.

Children and Young people under 15 make up 19.5% of the population of Stockport.
The use of Public Transport and taxis by young people is higher so any aspects of the parking affecting provision or access to public transport would potentially have a disproportionate impact upon them. The draft parking policy proposes the support the use of Public Transport and as such would support opportunities for improve access by public transport.

People over 65 make up 20% of the boroughs population. Like younger people older people are also more reliant on public transport. The National Transport Survey for 2019 found that 28% of over 60s used buses weekly or more. Therefore as above encouraging public transport use and provision to services will benefit this group.

The policy also seeks to discourage the more extreme forms of antisocial parking which will also benefit these two groups as it would make walking to and from public transport hubs

safer.

Men/ Woman/ Transgender

Stockport's population has slightly more women than men with 51% of the population being female. The National Transport Survey identifies that across all ages that more female than male journeys are made by local buses. As above the encouragement of the use of this service as opposed to the private car would increase the service for this group.

There has been an increased number of female driving licence holders overtime and while fewer women than men still hold licences the difference continues to decrease.(DVLA and National Travel Survey 2017) This means that, while men are still slightly more affected than women by parking restrictions due to their greater prevalence of driving licences, the difference in this is shrinking.

Transgender population figures are currently not calculated at a national level. However, there is no reason to expected that they would be differentially impacted by parking policy currently.

People with Disabilities

2011 census data showed that 18.4% of people identified as having impediments to their day to day activities and 5.6% identified as having poor health in Stockport . In 2018, the number of taxi or PHV trips made by adults aged 16 or over with mobility difficulties has increased from 16 trips per person per year in 2010 to 21 trips per person per year. Similar to last year, adults with mobility difficulties use taxis or PHVs more than people who do not (21 trips per person vs. 10 trips per person).(Taxi and Private Hire Vehicle Statistics, England: 2019) The parking policy recognises the need for other facilities such as taxi ranks which would support these needs.

12407 valid blue badges are held in the Stockport area by both individuals and organisations. 141 are organisation blue badges. (Blue badge scheme statistics: 2019) The blue badge needs of the borough is reflected in the policy identifying that parking for a wider range of people is needed beyond residents. The policy also recognises the need to park near home by the provision of free passes to blue badge holders.

Although we have no breakdown of those passes held by Stockport residents there were 0.9 million, disabled bus passes in England in 2018/19 (Concessionary travel statistics: year ending, March 2019 report) As with younger and older people the support for public transport would support the access improvements for these users.

Discouraging pavement parking will also support the needs of these groups as it enables their journeys to be made in a safer manner.

Religion

The religious majority in Stockport are Christian with the second most popular religious affiliation being Muslim. We equality lack information about the of people within different religious groupings and their need for parking but the recognition that facilities in an area should have access to parking as well as residents would support buildings related to organised religion as necessary.

BMEG

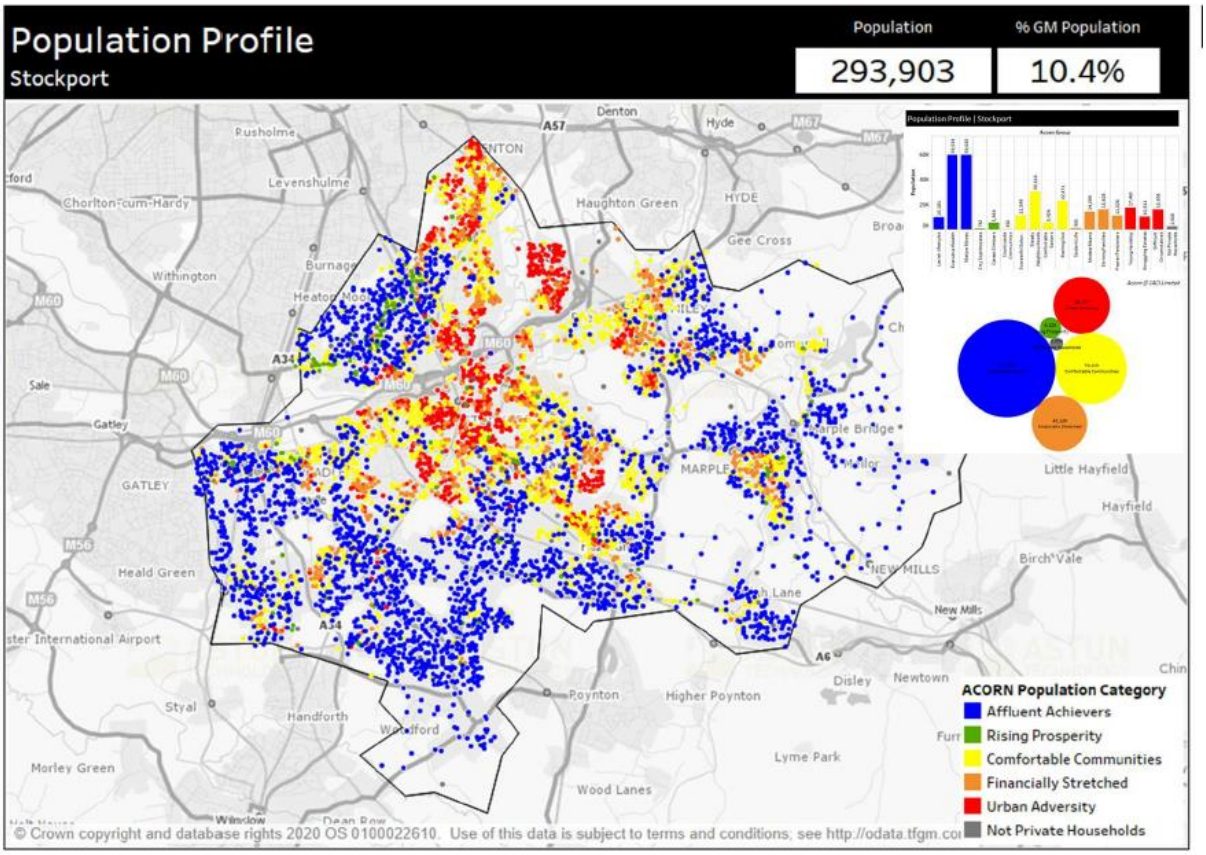
Stockport has a low level of ethnic diversity with only 7.9% identifying as this in the ONS - 2011 Census. Of these only 5.9% were born outside the UK and Ireland. The majority of people in BMEG are found in the west and north west of the conurbation. The Council does not have data about the makeup of the different ethnic group's use of parking or car ownership. However, Public transport use is higher in BMEG groups and as such as with above groups work to encourage public transport would potentially improve availability to these users.

Sexuality

Stockport does not have detailed information about sexual orientation in the borough. We currently have no reason to believe that people will be differently/adversely affected by the policy due to specific needs resulting from being of a specific sexual orientation.

Socio –Economic Issues

The population mapping below shows that while there is a tendency for the lower economic ACORN populations to be based around the Town Centre and other district centres this indicated that these areas would be most likely to have lower car ownership due to the issues of affordability. The focus of public transport in these areas would therefore seem to further support the needs of these residents rather than punishing car ownership.



The level of self-employment in Stockport is 9.8%, which is also higher than in the North West (9.2%) but lower than the UK (10.6%). Stockport exceeds the conurbation, regional and national averages for the representation of micro businesses (those employing 0 - 9 employees) within its economy (89.5%) (Stockport Economic Overview 2018 Edition). This may indicate that a large number of these people may need vehicles for work purposes but the data is not detailed enough to further ascertain the need for parking by these groups.

Other factors

Car or van availability

Households

	Stockport Local Authority	
	count	%
All households	121,979	100.0
No cars or vans in household	26,781	22.0
1 car or van in household	52,372	42.9
2 cars or vans in household	34,324	28.1
3 cars or vans in household	6,526	5.4
4 or more cars or vans in household	1,976	1.6
sum of all cars or vans in the area	149,190	-

- These figures are missing. Source: ONS - 2011 Census (KS404EW)

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

The above figures identify that the majority of homes have only one car and that 22% of households have no car. There are also a significant number of 2 car households. However, there are few households with 3 or more cars and the need to provide parking for these should be less of a consideration than may otherwise be thought when planning for the provision of residents parking and the associated permits.

In the 2011 Census 20% of the properties were flats and 27% of the properties were terraces which could be considered to be less likely to have off road parking for their vehicles. This means that a change to residential parking is more likely to disproportionately affect these households but the process of ascertaining a local majority interest in residents parking and the survey of streets to identify the nature of the issue should enable the specific needs of these groups to be considered.

There were also 32% of properties being rented making them less able to make changes to the potential to park at the property where space was available. There is a need to ensure that the needs of the renter are considered and captured as part of any survey as well as property owners.

Stage 2a: Further data and consultation

Each resident parking scheme benefits from its own consultation and review. The greater width of options proposed within the new schemes makes it more able to capture the needs of the groups above to mitigate their specific issues in any zone.

The Town Centre Residents parking will be considered as part of planning applications and through the monitoring of the use of current parking options and the violation of them as well as through the applications for permits.

Stage 3: Results and Measures

Mitigating adverse differential impacts
If the results of your assessment (Stage 2) suggested that there would be adverse differential impacts for any of the "protected characteristic" groups, this section should be used to highlight the steps you have taken/ plan to take to mitigate these.

Have you changed anything as a result of completing the EIA?
This section will act as a record of the process: you should record any changes you have made and the reasoning behind them. Equally where you have decided not to make a change you should also record the reasoning. It is important to record the process fully as it will strengthen the decision-making and ensure that decisions are transparent and well evidenced and enable them to stand up to scrutiny and challenge.

If you have made changes, how will you know that they are effective?
Questions to consider in terms of measuring the success of changes made:

- Are you going to monitor how your service is accessed?
- Will you seek customer feedback to make sure the changes are successful?
- Will you use performance measures to track success over time?
- How often will you report your measures and who will you report to?
- How often will you look to review the changes and seek to further reduce impact?

A majority of the differential impacts are positive and reflect the desires of the policy to improve situations in these areas. The potential negative impacts on certain groups can be picked up more accurately in the investigation and consultation phase of a particular review of an area.

Where in the town centre there are proposed changes not subject to area based consultation the situation will be monitored through the review of planning applications and parking demand in off street locations.

Stage 4: Decision Stage

The EIA is a live document and should accompany the decision at all points throughout the process.

The completed EIA form should be included as an appendix to documents for decision to

highlight the key equality and diversity issues which ought to be considered as part of the decision.