

**Parking and
Accessibility
Guidelines
Equality Impact
Assessment**

June 2018

Altogether better



Durham County Council Equality Impact Assessment

NB: The Public Sector Equality Duty (Equality Act 2010) requires Durham County Council to have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity and foster good relations between people from different groups. Assessing impact on equality and recording this is one of the key ways in which we can show due regard.

Section One: Description and Screening

Service/Team or Section	RED/Spatial Policy Team
Lead Officer	Peter Ollivere
Title	Parking and Accessibility Standards
MTFP Reference (if relevant)	N/A
Cabinet Date (if relevant)	13.6.18
Start Date	March 2016, updated May 2018
Review Date	Autumn/Winter 2018 – post consultation

Subject of the Impact Assessment

Please give a brief description of the policy, proposal or practice as appropriate (a copy of the subject can be attached or insert a web-link):

The Parking and Accessibility Standards will address both residential and non-residential parking and accessibility in County Durham. The Local Plan for County Durham (the County Durham Plan) is being prepared, and will deliver elements of the Standards. Policy 23, for example, specifically sets out the importance of parking standards in relation to promoting more sustainable transport behaviour. The Plan is the subject of its own EQIA. The standards ensure that an adequate amount of parking space is provided in residential areas to minimise the problems associated with people parking on roads and verges which make it difficult for the accessibility of emergency services, block pushchair and wheelchair users as well as causing physical damage to the verges themselves. This Assessment includes examples of positive effects from the Standards.

Who are the main stakeholders? (e.g. general public, staff, members, specific clients/service users):

Anyone who lives in, studies in, works in, visits, or has an interest in County Durham may be interested in the Parking and Accessibility Standards. This includes the general public, Council Staff, Elected Members, developers and landowners, various partners, stakeholders from various sectors and interest groups or communities, and statutory consultees as defined by the Government.

Screening

Is there any actual or potential negative or positive impact on the following protected characteristics?

Protected Characteristic	Negative Impact Indicate: Y = Yes, N = No, ? = unsure	Positive Impact Indicate: Y = Yes, N = No, ? = unsure
Age	N	Y
Disability	N	Y
Marriage and civil partnership (workplace only)	N	Y
Pregnancy and maternity	N	Y
Race (ethnicity)	N	Y
Religion or Belief	N	Y
Sex (gender)	N	Y
Sexual orientation	N	Y
Transgender	N	Y

Please provide **brief** details of any potential to cause adverse impact. Record full details and analysis in the following section of this assessment.

Negative impact is not anticipated as the strategy aims to enhance transport networks.

How will this policy/proposal/practice promote our commitment to our legal responsibilities under the public sector equality duty to:

- eliminate discrimination, harassment and victimisation,
- advance equality of opportunity, and
- foster good relations between people from different groups?

There is potential for both direct and indirect positive impacts for all of the protected characteristics groups. This Equalities Impact Assessment includes examples of positive effects from the Standards.

Evidence

What evidence do you have to support your findings?
Please **outline** your data sets and/or proposed evidence sources, highlight any gaps and say whether or not you propose to carry out consultation. Record greater detail and analysis in the following section of this assessment.

The Parking and Accessibility Standards aim to improve parking and access in the county and therefore help its communities; economy and environment. It aims for equality of opportunity across all equality protected characteristics. There is national, regional and local evidence available which shows that people from protected groups can face barriers in employment, access to services and information, participation in decision making and in consultation.

Evidence from the Integrated Needs Assessment (INA) suggests for example that deprivation links to protected characteristics, such as children from deprived areas being more prone to obesity or other health problems. Access to education, health, community and other facilities can help with health problems and improve quality of life, and improvement of sustainable travel modes and uptake in their use will improve the quality of life for all by reducing air pollution and congestion. Census 2011 and equality related evidence from the Integrated Needs Assessment (INA) has been used in section two of this assessment.

<http://www.durham.gov.uk/article/2389/2011-Census>

<http://www.countydurhampartnership.co.uk/article/8461/Integrated-Needs-Assessment>

Extensive consultation is due to take place on the Parking and Accessibility Standards alongside the County Durham Plan from the 22nd June 2018 for 6 weeks.

Screening Summary

On the basis of this screening is there:	Confirm which refers (Y/N)
Evidence of actual or potential impact on some/all of the protected characteristics which will proceed to full assessment?	Y
No evidence of actual or potential impact on some/all of the protected characteristics?	N

Sign Off

Lead officer sign off: Principal Policy Officer, Spatial Policy Team	Date:15.05.18
Service equality representative sign off: Equality and Diversity Officer	Date: 22.05.18

If carrying out a full assessment please proceed to section two.

If not proceeding to full assessment please return completed screenings to your service equality representative and forward a copy to equalities@durham.gov.uk

If you are unsure of potential impact please contact the corporate research and equalities team for further advice at equalities@durham.gov.uk

Section Two: Data analysis and assessment of impact

Please provide details on impacts for people with different protected characteristics relevant to your screening findings. You need to decide if there is or likely to be a differential impact for some. Highlight the positives e.g. benefits for certain groups, advancing equality, as well as the negatives e.g. barriers for and/or exclusion of particular groups. Record the evidence you have used to support or explain your conclusions. Devise and record mitigating actions where necessary.

Protected Characteristic: Age		
What is the actual or potential impact on stakeholders?	Record of evidence to support or explain your conclusions on impact.	What further action or mitigation is required?
<p>The Parking and Accessibility Standards aim to reduce inequalities in line with the “Altogether Better for People” aim by ensuring that there are guidelines for residential and non-residential parking in the county.</p> <p>The Standards aim to address the needs of young people, whether the very young or the student population by providing for cycle parking at educational establishments and student accommodation. This links to SCS theme of Altogether Better for Children and Young People and the Government’s Every Child Matters.</p> <p>The Standards also aim to increase the participation of the working population in sustainable travel and provide more secure cycle parking at workplaces. It also provides adequate workplace parking for EV and non-EV modes.</p>	<p>Between 2001 and 2011 the population of County Durham increased from 493,678 to 513,242, an increase of 4.0% which is higher than the 2.2% rise seen in the region but lower than the 7.1% seen across England & Wales.</p> <p>The latest 2016 mid-year population estimate for County Durham shows a population of 521,800 an increase of 4,027 people since mid-2014 and a 5.9% increase since 2001. County Durham has experienced a higher rate of growth than the north east region (3.3% over the period 2001-2015), but a considerably lower rate of growth when compared to England as a whole (10.8% from 2001-2015). The 2014-based SNPP for County Durham projects population growth from 517,773 in 2014 to 565,972 in 2039, a change of 48,199 (9.3%). Over the plan period (2016-2035) the ONS baseline population is projected to grow from 522,218 to 560,200, a change of 37,982 (7.3%).</p>	<p>1) Impact will be assessed through the consultation stage.</p>

<p>The Standards also cover Nursing and Older Person's Accommodation.</p> <p>The Standards cover public transport accessibility which can be beneficial for younger and older people who may be less likely to have their own cars.</p> <p>The Standards could also benefit children, both as pedestrians and cyclists, due to access points to and from residential driveways and commercial development being required to have safe inter-visibility to reduce the risk of accidents.</p> <p>The aim is for all to have the same standards, unless there is a reason for standards to be different (e.g. disabled parking) to ensure that people are not discriminated against.</p>	<p>County Durham has an increasingly ageing population and the proportion of the county's population aged 65 or over will increase from almost one in five people (19.6%, 2014) to over one in four people (26.5%) by 2039. The number of young people aged 5-14 will increase from 54,000 in 2014 to 59,900 in 2039 (by around 10.9%). There will also be a marginal increase in the number of 0-4 year olds of 3.1% (from 28,800 to 29,700).</p> <p>Particularly focussed consultation with both older people and young people took place as part of the consultation on the Strategy.</p>	
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Protected Characteristic: Disability		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
<p>The Parking and Accessibility Standards aim to reduce inequalities in line with the "Altogether Better for People" aim by setting out standards for disabled parking in the county.</p> <p>The Standards ensure that all new developments in County Durham comply with the appropriate Disability standards such as Part M of the Building Regulations and British Standard 8300.</p>	<p>County Durham has a higher percentage of permanently sick and disabled people than the North East average, representing nearly a quarter of the overall population.</p> <p>The INA identified that "Personal safety" is the highest critical need identified for people with learning difficulties. Particularly focussed consultation with both older people and disabled people took place as part of the</p>	<p>As 1) above</p> <p>2) Reasonable adjustments to wording will be made where required.</p> <p>3) Engagement with disability groups will be carried out as part of the consultation process.</p>

<p>Access for emergency vehicles will be improved as maximum parking standards will not feature in most new developments. The document is more focused on ensuring that new developments provide minimum parking standards. Emergency vehicles such as ambulances may be used more by those with disabilities.</p> <p>The design hierarchy specifically puts disabled persons at the top, followed by pedestrians; cyclists; public transport users; essential freight access; then car drivers.</p> <p>The Standards could also benefit disabled or mobility impaired people who may move more slowly, due to access points to and from residential driveways and commercial development being required to have safe inter-visibility to reduce the risk of accidents.</p> <p>Parking standards for non-residential parking could also help disabled people through the requirement for zebra crossings and tactile paving at access roads in car parks.</p> <p>The maximum walking distances to the nearest bus stop from any residential property should not be greater than 400m. This could also benefit disabled people where their mobility is impaired.</p>	<p>consultation on the Standards.</p> <p>New development must provide an adequate amount of disabled persons bays and ensure that the dimensions meet the minimum requirements set out in section 4 (Parking Quantity Standards). As per the quantity of parking standards set out in section 4, where non-residential development is concerned, a minimum of two bays will be provided for car parking in excess of 10 spaces, with a minimum 5% of car park bays being provided for spaces above that.</p>	
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Protected Characteristic: Marriage and civil partnership (workplace only)		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
N/A	N/A	

Protected Characteristic: Pregnancy and maternity		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
<p>The Standards aim to reduce inequalities in line with the “Altogether Better for People” aim by ensuring that development is accessible to all.</p> <p>The Standards include provision for people needing to transfer very young children to and from the car in retail developments.</p> <p>The aim is for all to have the same standards, unless there is a reason for standards to be different (e.g. disabled parking) to ensure that people are not discriminated against.</p>	<p>The Standards advocate measures to improve accessibility by public transport, and for those with limited mobility.</p>	<p>As 1) above</p> <p>2) Particularly focussed consultation will take place as part of the consultation on the Standards with the Access for All Group.</p>

Protected Characteristic: Race (ethnicity)		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
<p>The Standards aim to reduce inequalities in line with the “Altogether Better for People” aim by ensuring that public and sustainable travel is accessible to all.</p> <p>The Standards cover Community</p>	<p>In County Durham ethnic minority communities are a relatively small number of the population. According to the 2011 Census, 98.1% of Durham’s population is white British. 1.9% is ‘other ethnic group’, the largest component of this being mixed race and Asian. We also have a</p>	<p>As 1) above</p> <p>3) Translation and interpretation requests will be considered in line with corporate guidance.</p>

<p>Centres which can be associated with different cultures and ethnicity.</p> <p>Design standards for car parking include provisions for security, which could help people in general feel more secure.</p> <p>The aim is for all to have the same standards, unless there is a reason for standards to be different (e.g. disabled parking) to ensure that people are not discriminated against.</p>	<p>significant population of Gypsies and Travellers who are either migrant or settled in the County.</p>	
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Protected Characteristic: Religion or belief		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
<p>The Standards aim to reduce inequalities in line with the “Altogether Better for People” aim by ensuring that public and sustainable travel is accessible to all.</p> <p>The Standards cover Places of Worship and Community Centres which can be connected to people of particular religions or beliefs. The aim is for all to have the same standards, unless there is a reason for standards to be different (e.g. disabled parking) to ensure that people are not discriminated against.</p> <p>Design standards for car parking include provisions for security, which could help people in general feel more secure.</p>	<p>In County Durham 72 percent of people state their religion as Christian; around 0.2% percent as Buddhist; 0.1% Hindu; 0.40% Muslim, 0.11% Sikh, 0.04% Jewish and 27 percent as having either no religion or not stating their religion (Census 2011).</p>	<p>As 1) above</p>

Protected Characteristic: Sex (gender)		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
<p>The Standards aim to improve parking and accessibility for both men and women. Equality of opportunity for all is an overall aim.</p> <p>The Standards include themes which are relevant to gender such as employment, accessibility, and public transport accessibility.</p> <p>Design standards for car parking include provisions for security, which could help people in general feel more secure.</p> <p>The aim is for all to have the same standards, unless there is a reason for standards to be different (e.g. disabled parking) to ensure that people are not discriminated against.</p>	<p>The balance of males and females within the County is fairly evenly split and there are 251,280 (49 percent) males and 261,962 (51 percent) females living in County Durham (Census 2011). Looking at older age groups (aged 70+) there is a higher proportion of women.</p> <p>Evidence from the INA suggests that differential impact relating to gender includes:</p> <ul style="list-style-type: none"> • Employment – particularly work patterns, ‘traditional’ work roles • Care responsibilities and gender – linked to access to services and employment • Personal safety concerns – also linked to age with issues for e.g. younger men or older women living alone. 	As 1) above

Protected Characteristic: Sexual orientation		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
<p>The Standards aim to reduce inequalities in line with the “Altogether Better for People” aim by encouraging sustainable travel and making it accessible to all.</p> <p>Design standards for car parking include provisions</p>	<p>No accurate data is available about the number of lesbian, gay and bisexual people living in County Durham. However Government and Stonewall estimates state that between 5 percent and 7 percent of the population is lesbian, gay or bisexual (LGB). This would amount to between 25,000</p>	As 1) above

<p>for security, which could help people in general feel more secure.</p> <p>The aim is for all to have the same standards, unless there is a reason for standards to be different (e.g. disabled parking) to ensure that people are not discriminated against.</p>	<p>and 35,000 people in County Durham.</p>	
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Protected Characteristic: Transgender		
What is the actual or potential impact on stakeholders?	Explain your conclusion considering relevant evidence and consultation	What further action or mitigation is required?
<p>The issues of personal safety, crime and fear of crime are relevant to transgender people and can be affected by accessibility.</p> <p>Design standards for car parking include provisions for security, which could help people in general feel more secure.</p> <p>The aim is for all to have the same standards, unless there is a reason for standards to be different (e.g. disabled parking) to ensure that people are not discriminated against.</p>	<p>We have no accurate information on transgender populations.</p> <p>Transgender – lack of local information/evidence on transgender issues; privacy and data protection.</p>	<p>As 1) above</p>

Section Three: Conclusion and Review

Summary

Please provide a brief summary of your findings stating the main impacts, both positive and negative, across the protected characteristics.

This is an equality impact assessment of the Parking and Accessibility Standards which has been produced in line with Government policy. The Standards aim for a step change in the take-up of sustainable transport in the City, and will sit alongside the County's Local Transport Plan and the County Durham Plan. It aims to promote equality through its objectives and particularly better access to

developments in the county and therefore make communities more sustainable with greater options for how they travel. In this way the Delivery Plan will deliver an Altogether Better Place that is Altogether Better for People.

The Parking and Accessibility Standards have potential to have impacts on all protected characteristic groups but the aims and objectives should have a particularly positive impact on all groups.

Will this promote positive relationships between different communities? If so how?

Parking standards are important to make development accessible and communities more sustainable. Sustainable communities are communities in which people wish to live work and spend time - "They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all."

Action Plan

Action	Responsibility	Timescales for implementation	In which plan will the action appear?
Standards to be consulted upon and take into account any further comments on content or wording.	Policy Officer, Spatial Planning Team Spatial Policy Manager	Later in 2018/19	Final Document.
2) Include a succinct section at the start of the Standards document to explain that the document can be provided in different formats, can be translated to support readers with reviewing its content.	Policy Officer, Spatial Planning Team Spatial Policy Manager	Will be part of the final consultation document.	Will be part of the final consultation document.

Review

Are there any additional assessments that need to be undertaken? (Y/N)	n/a
When will this assessment be reviewed? Please also insert this date at the front of the template	Prior to Adoption

Sign Off

Lead officer sign off: Principal Policy Officer, Spatial Policy Team	Date: 22.05.18
Service equality representative sign off: Equality and Diversity Officer	Date: 22.05.2018

Please return the completed form to your service equality representative and forward a copy to equalities@durham.gov.uk