

Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions.

Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Highways & Transportation
Lead person: Tim Harvey	Contact number: 2478507

1. Title: Leeds Parking Policy Supplementary Planning Document

Is this a:

☒

Strategy / Policy

☐

Service / Function

☐

Other

If other, please specify

2. Please provide a brief description of what you are screening

The Council currently has a number of policies on parking, contained in the Unitary Development Plan and other documents.

In the process of adopting the Core Strategy it was considered that the parking guidelines for new developments should be reviewed and amended where necessary in order to reflect current transport trends and wider policy.

It was felt that the best way to both formalise the current parking policies and update the parking guidelines was to produce a supplementary planning document covering parking. Several other core cities have already adopted such an approach.

The Supplementary Planning Document (SPD) is intended to elaborate on the details of the broader parking policies contained within the Core Strategy.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?	X	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none">• Eliminating unlawful discrimination, victimisation and harassment• Advancing equality of opportunity• Fostering good relations		X

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?** (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

Internal consultation has taken place with the Council's access officers specifically with regard to disabled parking provision.

Changes to the parking standards for new developments have been subject to public consultation as part of the statutory process for adopting an SPD.

The amendments to disabled parking guidelines for new developments are in line with British Standards aimed at catering for the specific demand for disabled parking at a destination. These amendments will have a positive impact for people with a disability as the guidelines now apply for developments of all sizes and there is no cap on the maximum number of spaces to be provided.

The continued promotion of short stay parking in the City Centre is likely to have a positive impact for shoppers, visitors to the city and part time workers. Female workers are likely to particularly benefit from this as they are more likely to be part time employees.

Associated measures to encourage the increased use of sustainable travel modes are proposed to support the parking SPD. 40% of women (compared to 25% men) do not drive as they either do not have a license and/or do not have access to a car; because of this, women are more reliant on public transport than men. Within Leeds, more than half of people from black and minority ethnic (BME) groups (54%) use buses at least once per week compared to 42% of all Leeds residents. These associated improvements to public transport will therefore particularly benefit women, people from BME groups and those on lower incomes, as these groups tend to be most reliant on public transport.

Minimum requirements for cycle parking provision at new developments are set out in the parking SPD. Men are more likely to cycle than women and hence are more likely to benefit from this aspect of the SPD.

The parking SPD includes the potential to increase parking charges as appropriate to reflect demand and to cover the increased costs relating to parking management. This is likely to have a negative impact, particularly for those on lower incomes and those most reliant on private car use. It should be noted that users with a disability and a valid blue badge can generally park for free in Council car parks and on street.

Whilst there may be negative impacts associated with increasing parking charges, this is

implemented as a means of managing demand for parking. This will encourage the increased turnover of spaces, which will provide accessibility improvements as motorists are more easily able to find a space to park. This aspect may particularly benefit people with a disability or mobility difficulty who may struggle to walk from more outlying spaces.

There are proposals to limit the provision of public car parks within the public transport box, as these come up for redevelopment. This may have a negative impact for people with mobility difficulties who currently rely on the car parking spaces within this area. However, these measures will also have a positive benefit to pedestrians and public transport users as current conflicts between cars and buses are reduced, and greater pedestrianisation can progress.

- **Key findings**

(think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

Positive Impacts

- Disabled motorists are likely to benefit from the revised disabled parking guidelines included in the SPD. These will cater for the specific demand for disabled parking at a destination meaning disabled users will have better access to disabled parking facilities. The guidelines now apply for developments of all sizes and there is no cap on the maximum number of spaces to be provided.
- The SPD contains measures to increase the turnover of spaces in central areas, through the use of parking charges to better reflect demand, which will have a generally positive benefit as all motorists will be better able to find a space closer their destinations. This will also have a positive benefit to accessibility particularly for disabled motorists, those with mobility impairments, the elderly and carers supporting wheelchairs/pushchairs and who may particularly struggle to travel on foot from more outlying parking spaces.
- Public transport users (primarily women, people from BME groups and people on lower incomes) and pedestrians are likely to benefit through the implementation of supporting measures to encourage use of sustainable transport modes, and from the limitation of car parking in the public transport box.
- Women are also likely to benefit due to the continued promotion of short stay parking.
- Cyclists (currently predominantly males) are likely to benefit due to the amendments to cycle parking provision at new developments.

Negative Impacts

- The potential increase in parking charges is likely to have a negative impact for those on a lower income. However, mobility impaired visitors may benefit from measures, such as parking charges, which are used to manage the demand for parking and to encourage turnover.

- **Actions**

(think about how you will promote positive impact and remove/ reduce negative impact)

Feedback from public consultation has been taken into account when redrafting the SPD. Continued dialogue with the Council's access officers will take place to ensure that any negative effects are reduced to a minimum.

5. If you are *not* already considering the impact on equality, diversity, cohesion and integration you *will need to carry out an impact assessment*.

Date to scope and plan your impact assessment:

Date to complete your impact assessment

Lead person for your impact assessment
(Include name and job title)

6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name

Job title

Date

Tim Harvey

Principal Transport
Planner (Policy)

19/11/15

7. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed

Date sent to Equality Team

Date published

(To be completed by the Equality Team)