

Equality Impact Assessment (EQIA)

The Equality Impact Assessment (EQIA) form is a template for analysing a policy or proposed decision for its potential effects on individuals with protected characteristics covered by the Equality Act 2010.

The council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

1. Responsibility for the Equality Impact Assessment

Name of proposal:	Parking Strategy and Policy Review
Service Area:	Highways & Parking Services
Officer Completing Assessment:	Simon Robertson
Equalities Advisor:	Diptasri Basu
Cabinet meeting date (if applicable):	16/07/2024
Director/Assistant Director	Mark Stevens

2. Executive summary

The cabinet report seeks the adoption of a new Parking Strategy, designed to foster a cohesive and forward-thinking approach to traffic management. The strategy refines our parking management framework, significantly enhancing its contribution to the Council's strategic objectives. The strategy aims to alleviate congestion, support local businesses, improve air quality, and enhance the overall vitality of our diverse community.

- **Parking Strategy:**
 - Concerns a range of parking users and non-parking users who may be impacted by parking, across the whole borough

- 7 key strategic objectives do not in general have a target population profile, except:
 - Populations with additional mobility needs – proposed additional parking provision / permits
 - Populations who may be more impacted by air pollution – proposed additional measures to positively address air pollution
 - Community and religious groups with events impacted by parking – proposed additional parking provision and enforcement measures
- Results of analysis:
 - Positive impacts for strategic objectives which include supporting residents with additional mobility needs, the impact of which may be weighted towards older profile and those with existing disabilities
 - Positive impacts for strategic objectives include measures to further address air quality, and the contribution of vehicles to air pollution, which will positively impact: firstly children and older people who may be particularly affected; secondly those with health problems such as heart and lung conditions; and thirdly areas which with more prevalent social deprivation, where there is a correlation with poor air quality
 - Positive – optimising access to parking might have a positive impact on people in late-stage pregnancy who are limited in mobility and might rely on cars
 - Positive – strategy sets out the objective for improved parking provision and enforcement for community and religious events
- Parking policy proposals:
 - Concerns a range of parking users who may be impacted by proposed permit changes, across the controlled parking zones
 - Policy proposals do not in general have a target population profile, except:
 - Populations who have a disability – proposed new Blue Badge Holder permit for non-Haringey residents who may work in the borough and would benefit from more flexible parking, with reduced potential for fraud
 - Populations who may be more impacted by air pollution – proposed permit charging measures to positively address air pollution through incentives for reduced car use / use of cars with lower emissions
 - Results of analysis:
 - New Blue Badge Holder permit for those who work in the borough
 - Positive – offering a new permit for Blue Badge holders who work in the borough provides additional benefit to such parking users (in terms of flexibility in parking, and

- potential for reduced fraud), directly positively impacting those with disability and an older profile
- Updated permit charging structure, to include a new EV charging tier & Incremental subsequent permit surcharging for a range of permits:
 - Positive – introducing incentives to further reduce vehicle emissions and thereby address air quality, will positively impact areas which with more prevalent social deprivation, where there is a correlation with poor air quality¹

3. Consultation and engagement

3a. How will consultation and/or engagement inform your assessment of the impact of the proposal on protected groups of residents, service users and/or staff? Detail how your approach will facilitate the inclusion of protected groups likely to be impacted by the decision.

It is an objective of the parking strategy to deliver a responsive, effective service for Haringey's people, a proactive service delivery that anticipates and adapts to the needs of Haringey's people. Underlying this is the commitment to deliver change in line with objectives and principles of the Haringey Deal: policy and programmes will engage through a range of appropriate engagement approaches, providing service users an opportunity to be involved in service design.

This approach takes forward existing engagement methods used by the service, which facilitate the inclusion of protected groups where these are known to be impacted by a particular service or proposal. Parking has a particular importance for residents and other users who have mobility issues, where easy access to a home or other facility is key. Parking Services have an established group of organisations and key contacts for such service users, with close engagement taking place early in policy development and service design.

These key contacts and groups were invited to engage with the consultation which took place in early 2024 concerning parking policy. In addition to the generic communications undertaken to engage people in the consultation, targeted communications were made to these groups to alert them to the consultation and ensure they responded with concerns and interests in the consultation process. The online consultation allowed responses from individuals and representatives of groups, such as those representing service users with mobility requirements who may be particularly impacted by parking policy.

3b. Outline the key findings of your consultation / engagement activities once completed, particularly in terms of how this relates to groups that share the protected characteristics

¹ [Haringey Air Quality Action Plan 2019-2024](#)

Parking policy consultation undertaken in early 2024 sought views on a wide range of parking policy issues, and response data can be taken forward and support various aspects of service development – supporting further objectives of Parking Strategy where appropriate. Initial parking policy and permit charge updates as proposed in this report uses aspects of the consultation feedback to support continuing and extending established permit charge principles – including emissions based charging, and surcharges for higher numbers of vehicles per household / address.

Further policy and programmes delivered under the Parking Strategy will be subject to other consultation, and as noted above this will include targeted engagement with particular groups with protected characteristics who may be impacted. This will be delivered through early engagement with these groups for the purposes of policy development and service design, and will follow through to statutory consultation where this is required for the particular proposal. Parking Services has a Parking Schemes Resident Engagement Policy which provides a framework for how the schemes can be co-produced to ensure they are fit for the local communities that benefit from them – using pre-engagement for scoping, and public engagement and co-design prior to statutory consultation.

4. Data and Impact Analysis

Note: officers may want to complement their analysis with data from the State of the Borough and ward profiles, found here: <https://www.haringey.gov.uk/local-democracy/about-council/state-of-the-borough>.

Please consider how the proposed change will affect people with protected characteristics.

4a. Age

Data

Borough Profile²

- 54,422: 0-17 (21%)
- 71,660: 18-34 (27%)
- 63,930: 35-49 (24%)
- 46,516: 50-64 (18%)
- 27,706: 65+ (10%)

Target Population Profile

Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is no target population profile distinct from the borough profile. Furthermore,

² Census, 2021 – [Population and household estimates, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/population-and-household-estimates)

data is not held on parking users / parking permit holders' age, therefore detailed impact analysis is not possible.

Potential Impacts

- Parking Strategy
 - Positive – Strategic objectives include supporting residents with additional mobility needs, the impact of which may be weighted towards older profile
 - Positive – Strategic objectives include measures to further address air quality, and the contribution of vehicles to air pollution, which will positively impact in particular children and older people who may be particularly affected³
 - Neutral – strategic objectives are focus primarily on drivers, and therefore impact those 18+, however also detailed is the role of parking in supporting an effective transport network – which has a wider population
- Parking policy proposals:
 - Updated permit charging structure, to include a new EV charging tier
 - Neutral – strategic objectives are focus primarily on drivers, and therefore impact those 18+, however also detailed is the role of parking in supporting an effective transport network – which has a wider population
 - New permit vehicle size surcharging for a range of permits
 - Neutral – strategic objectives are focus primarily on drivers, and therefore impact those 18+, however also detailed is the role of parking in supporting an effective transport network – which has a wider population
 - New Blue Badge Holder permit for those who work in the borough
 - Positive – offering a new permit for Blue Badge holders who work in the borough provides additional benefit to such parking users (in terms of flexibility in parking, and potential for reduced fraud), the impact of which may be weighted towards older profile
 - Other proposals:
 - Neutral impact – no data to suggest this group would be disproportionately impacted

4b. Disability

Data

Borough Profile

- Disabled under Equality Act – 13.7%⁴

³ [Haringey Air Quality Action Plan 2019-2024](#)

⁴ Census, 2021 – [Disability, England and Wales - Office for National Statistics \(ons.gov.uk\)](#)

- Day to day activities limited a lot – 6.1%
- Day to day activities limited a little – 7.5%
- 7.5% of residents people diagnosed with depression⁵
- 1.7% of residents diagnosed with a severe mental illness⁶
- 0.4% of people in Haringey have a learning disability⁷

Target Population Profile

Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is no target population profile distinct from the borough profile – except where noted below with regard to Blue Badge holders. Furthermore, data is not held on parking users / parking permit holders' disability, therefore detailed impact analysis is not possible.

Blue Badge holders: specific measures concern blue badge holders, and while holding a blue badge is not a direct corollary for disability, holders will by definition have a condition which justifies prioritised parking access due to a health or mobility issue. Therefore, holders are considered a target population for the purposes of related policy proposals:

- Blue Badge holders^{8 9}
 - London average 3.1% of the population
 - Haringey 3.4% population)

Potential Impacts

- Parking Strategy
 - Positive – Strategic objectives include supporting residents with additional mobility needs, positively impacting those with disabilities (e.g. through targeted permit provision, disabled parking bays, footway parking policy)
 - Positive – Strategic objectives include measures to further address air quality, and the contribution of vehicles to air pollution, which will positively impact those with health problems such as heart and lung conditions¹⁰
- Parking policy proposals:
 - New Blue Badge Holder permit for those who work in the borough
 - Positive – offering a new permit for Blue Badge holders who work in the borough provides additional benefit to such parking users

⁵ NHS Quality Outcomes Framework – [Prevalence of diagnosed depression among GP registered population age 18+](#)

⁶ NHS Quality Outcomes Framework – [Prevalence of diagnosed mental health diagnosis among GP registered population age 18+](#)

⁷ PHE Learning disability profiles – <https://fingertips.phe.org.uk/learning-disabilities#page/0/gid/1938132702/pat/6/par/E12000007/ati/102/are/E09000014>

⁸ [DfT Valid Blue Badges issued and held by category by region and local authority in England](#)

⁹ [ONS Estimates of the population for the UK](#)

¹⁰ [Haringey Air Quality Action Plan 2019-2024](#)

(in terms of flexibility in parking, and potential for reduced fraud), directly positively impacting those with disability

- Other proposals:
 - Neutral impact – no data to suggest this group would be disproportionately impacted

4c. Gender Reassignment

Data

Borough Profile¹¹

- Gender Identity different from sex registered at birth but no specific identity given – 0.5%
- Trans woman – 0.1%
- Trans man - 0.1%

Target Population Profile

Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is no target population profile distinct from the borough profile. Furthermore, data is not held on parking users / parking permit holders' gender profile, therefore detailed impact analysis is not possible.

Potential Impacts

- Parking Strategy
 - Neutral impact – no data to suggest this group would be disproportionately impacted
- Parking policy proposals:
 - All proposals:
 - Neutral impact – no data to suggest this group would be disproportionately impacted

4d. Marriage and Civil Partnership

Note: Only the first part of the equality duty (*“Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act”*) applies to this protected characteristic.

Data

Borough Profile¹²

- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: (9.9%)

¹¹ Census, 2021 – [Gender identity, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/ethnicityandnationality/bulletins/genderidentityinenglandandwales/2021)

¹² Census, 2021 – [Marriage and civil partnership status in England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/marriageanddivorce/bulletins/marriageandcivilpartnershipstatusinenglandandwales/2021)

- Married or registered civil partnership: (35.8%)
- Separated (but still legally married or still legally in a same-sex civil partnership): (2.9%%)
- Single (never married or never registered a same-sex civil partnership): (45.3%)
- Widowed or surviving partner from a same-sex civil partnership: (6.1%)

Target Population Profile

Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is no target population profile distinct from the borough profile. Furthermore, data is not held on parking users / parking permit holders' marital or civil partnership status, therefore detailed impact analysis is not possible.

Potential Impacts

- Parking Strategy
 - Neutral impact – no data to suggest this group would be disproportionately impacted
- Parking policy proposals:
 - All proposals:
 - Neutral impact – no data to suggest this group would be disproportionately impacted

4e. Pregnancy and Maternity

Note¹³:

- Pregnancy is the condition of being pregnant or expecting a baby.
- Maternity refers to the period after the birth and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

Data

Borough Profile ¹⁴

Live Births in Haringey 2021: 3,376

Target Population Profile

Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is no target population profile distinct from the borough profile. Furthermore, data is not held on parking users / parking permit holders' pregnancy or maternity status, therefore detailed impact analysis is not possible.

¹³ Equality and Human Rights Commission, 2022 – [Pregnancy and maternity discrimination](#).

¹⁴ Births by Borough (ONS)

Potential Impacts

- Parking Strategy
 - Positive – optimising access to parking might have a positive impact on people in late-stage pregnancy who might be limited in mobility and might rely on cars, and the ability to park close to home / key locations such as medical centres.
 - Positive – Strategic objectives include measures to further address air quality, and the contribution of vehicles to air pollution, which will positively impact in particular children and older people who may be disproportionately affected by air pollution¹⁵
- Parking policy proposals:
 - All proposals:
 - Neutral impact – no data to suggest this group would be disproportionately impacted

4f. Race

In the Equality Act 2010, race can mean ethnic or national origins, which may or may not be the same as a person's current nationality.¹⁶

Data

Borough Profile ¹⁷

Arab: 1.0%

- Any other ethnic group: 8.7%

Asian: 8.7%

- Bangladeshi: 1.8%
- Chinese: 1.5%
- Indian: 2.2%
- Pakistani: 0.8%
- Other Asian: 2.4%

Black: 17.6%

- African: 9.4%
- Caribbean: 6.2%
- Other Black: 2.0%

Mixed: 7.0%

- White and Asian: 1.5%

¹⁵ [Haringey Air Quality Action Plan 2019-2024](#)

¹⁶ [Race discrimination | Equality and Human Rights Commission \(equalityhumanrights.com\)](#)

¹⁷ Census 2021 - [Ethnic group, England and Wales - Office for National Statistics \(ons.gov.uk\)](#)

- White and Black African: 1.0%
- White and Black Caribbean: 2.0%
- Other Mixed: 2.5%

White: 57.0% in total

- English/Welsh/Scottish/Norther Irish/British: 31.9%
- Irish: 2.2%
- Gypsy or Irish Traveller: 0.1%
- Roma: 0.8%
- Other White: 22.1%

Target Population Profile

Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is no target population profile distinct from the borough profile. Furthermore, data is not held on parking users / parking permit holders' ethnicity, therefore detailed impact analysis is not possible.

Potential Impacts

- Parking Strategy
 - Positive – Strategic objectives include measures to further address air quality, and the contribution of vehicles to air pollution; this will positively impact areas with more prevalent social deprivation, where there is a correlation with poor air quality¹⁸ and where there is an alignment with higher proportion of non-white residents¹⁹
- Parking policy proposals:
 - Updated permit charging structure, to include a new EV charging tier:
 - Positive – introducing incentives to further reduce vehicle emissions and thereby address air quality, will positively impact areas with more prevalent social deprivation, where there is a correlation with poor air quality²⁰ and where there is an alignment with higher proportion of non-white residents²¹
 - Incremental subsequent permit surcharging for a range of permits
 - Positive – introducing incentives to further reduce vehicle numbers and thereby address air quality through reduced emissions, will positively impact areas which with more prevalent social deprivation, where there is a correlation with poor air

¹⁸ [Haringey Air Quality Action Plan 2019-2024](#)

¹⁹ [Haringey Local Implementation Plan \(LIP3\)](#)

²⁰ [Haringey Air Quality Action Plan 2019-2024](#)

²¹ [Haringey Local Implementation Plan \(LIP3\)](#)

quality²² and where there is an alignment with higher proportion of non-white residents²³

- Other proposals:
 - Neutral impact – no data to suggest this group would be disproportionately impacted.

4g. Religion or belief

Data

Borough Profile ²⁴

- Christian: 39%
- Buddhist: 0.9%
- Hindu: 1.3%
- Jewish: 3.6%
- Muslim: 12.6%
- No religion: 31.6%
- Other religion: 2.3%
- Religion not stated: 8.0%
- Sikh: 0.3%

Target Population Profile

Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is no target population profile distinct from the borough profile. Furthermore, data is not held on parking users / parking permit holders' religions or beliefs, therefore detailed impact analysis is not possible.

Potential Impacts

- Parking Strategy
 - Positive – strategy sets out the objective for improved parking provision and enforcement for community and religious events
- Parking policy proposals:
 - All proposals:
 - Unknown impact – no data to suggest this group would be disproportionately impacted

4h. Sex

²² [Haringey Air Quality Action Plan 2019-2024](#)

²³ [Haringey Local Implementation Plan \(LIP3\)](#)

²⁴ Census, 2021 – [Religion, England and Wales - Office for National Statistics \(ons.gov.uk\)](#)

Data

Borough profile ²⁵

- Females: (51.8%)
- Males: (48.2%)

Target Population Profile

Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is no target population profile distinct from the borough profile. Furthermore, data is not held on parking users / parking permit holders' sex, therefore detailed impact analysis is not possible.

Potential Impacts

- Parking Strategy
 - Neutral impact – no data to suggest this group would be disproportionately impacted
- Parking policy proposals:
 - All proposals:
 - Neutral impact – no data to suggest this group would be disproportionately impacted

4i. Sexual Orientation

Data

Borough profile ²⁶

- Straight or heterosexual: 83.4%
- Gay or Lesbian: 2.7%
- Bisexual: 2.1%
- All other sexual orientations: 0.8%
- Not answered: 11.0%

Target Population Profile

Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is no target population profile distinct from the borough profile. Furthermore, data is not held on parking users / parking permit holders' sexual orientation, therefore detailed impact analysis is not possible.

Potential Impacts

- Parking Strategy

²⁵ Census 2021 – [Gender identity: age and sex, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/ethnicityandnationality/bulletins/genderidentityageandsexenglandandwales/2021)

²⁶ Census, 2021 – [Sexual orientation, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/ethnicityandnationality/bulletins/sexualorientationenglandandwales/2021)

- Positive – strategy sets out the objective for improved parking provision and enforcement for community and religious events
- Parking policy proposals:
 - All proposals:
 - Neutral impact – no data to suggest this group would be disproportionately impacted

4j. Socioeconomic Status

Data

Borough profile

Income

- 6.9% of the population of Haringey were claiming unemployment benefit as of April 2023²⁷
- 19.6% of residents were claiming Universal Credit as of March 2023²⁸
- 29.3% of jobs in Haringey are paid below the London Living Wage²⁹

Area Deprivation

Haringey is the 4th most deprived in London as measured by the IMD score 2019. The most deprived LSOAs (Lower Super Output Areas, or small neighbourhood areas) are more heavily concentrated in the east of the borough, where more than half of the LSOAs fall into the 20% most deprived in the country.³⁰

Target Population Profile

Parking strategy and associated policy proposals concern the borough as a whole, or in the case of parking permit proposals for all controlled parking zone areas. Given this, there is no target population profile distinct from the borough profile. Furthermore, data is not held on parking users / parking permit holders' socioeconomic status, therefore detailed impact analysis is not possible.

Potential Impacts

- Parking Strategy
 - Positive – Strategic objectives include measures to further address air quality, and the contribution of vehicles to air pollution; this will positively impact areas which with more prevalent social deprivation, where there is a correlation with poor air quality³¹
- Parking policy proposals:

²⁷ ONS – [ONS Claimant Count](#)

²⁸ DWP, StatXplore – [Universal Credit statistics, 29 April 2013 to 9 March 2023 - GOV.UK \(www.gov.uk\)](#)

²⁹ ONS – [Annual Survey of Hours and Earnings \(ASHE\) - Estimates of the number and proportion of employee jobs with hourly pay below the living wage, by work geography, local authority and parliamentary constituency, UK, April 2017 and April 2018 - Office for National Statistics](#)

³⁰ IMD 2019 – [English indices of deprivation 2019 - GOV.UK \(www.gov.uk\)](#)

³¹ [Haringey Air Quality Action Plan 2019-2024](#)

- Updated permit charging structure, to include a new EV charging tier:
 - Positive – introducing incentives to further reduce vehicle emissions and thereby address air quality, will positively impact areas which with more prevalent social deprivation, where there is a correlation with poor air quality³²
- Incremental subsequent permit surcharging for a range of permits
 - Positive – introducing incentives to further reduce vehicle numbers and thereby address air quality through reduced emissions, will positively impact areas which with more prevalent social deprivation, where there is a correlation with poor air quality³³
- Other proposals:
 - Unknown impact – no data to suggest this group would be disproportionately impacted

5. Key Impacts Summary

5a. Outline the key findings of your data analysis.

The proposals are not going to result in any direct/indirect discrimination for any group that shares the relevant protected characteristics.

The proposals include measures to meet the specific parking needs of relevant protected groups such as pregnant women and young children, older / disabled people and those with long term limiting illnesses/conditions.

It is not anticipated that the proposals will have an impact on good community relations.

5b. Intersectionality

As noted in section 4, data is not held on parking permit holders' protected characteristics, therefore detailed impact analysis – including that to consider intersectionality – is not possible for specific permit policy proposals.

In this context, Parking Strategy and associated policy proposals are expected to have an overall positive impact, focusing on particular groups for whom parking supports their mobility needs. This intersects in particular older age profiles and blue badge holders, who have health concerns or a disability profile.

Parking Strategy also seeks to provide an enabling service for wider transport strategy – seeking to support and efficient, reliable and safe road network. Where protected

³² [Haringey Air Quality Action Plan 2019-2024](#)

³³ [Haringey Air Quality Action Plan 2019-2024](#)

characteristics intersect, with groups less likely to have a private vehicle and more reliant on public transport, the impact of strategic objectives is intended to be positive.

5c. Data Gaps

Based on your data are there any relevant groups who have not yet been consulted or engaged? Please explain how you will address this

Parking has a particular importance for residents and other users who have mobility issues, where easy access to a home or other facility is key. Parking Services have an established group of organisations and key contacts for such service users, with close engagement taking place early in policy development and service design. Parking policy consultation undertaken in early 2024 sought views on a wide range of parking policy issues, and these key contacts and groups were invited to engage with the consultation.

Further policy and programmes delivered under the Parking Strategy will be subject to other consultation, and as noted above this will include targeted engagement with particular groups with protected characteristics who may be impacted.

6. Overall impact of the policy for the Public Sector Equality Duty

The proposals are not going to result in any direct/indirect discrimination for any group that shares the relevant protected characteristics.

Parking strategy seeks to advance positive impacts for identified groups: firstly, those of younger and older age profiles, and those in areas with higher social deprivation, where there is a correlation with or who suffer most from poor air quality; secondly, blue badge holders who will benefit from improved parking permit offers, with improved flexibility and reduced potential for reduced fraud; thirdly, in strategic objectives to deliver improved parking and enforcement for community and religious events across the borough.

It is not anticipated that the proposals will have an impact on good community relations.

7. Amendments and mitigations

7a. What changes, if any, do you plan to make to your proposal because of the Equality Impact Assessment?

No major change to the proposal: the EQIA demonstrates the proposal is robust and there is no potential for discrimination or adverse impact. All opportunities to promote equality have been taken. The strategy expands on objectives to further improvements in delivering a responsive service which delivers for Haringey's people, with positive impacts in supporting parking users with additional mobility needs, and

creating fairness in road and kerbside space. In delivering this, parking strategy supports wider corporate and transport objectives, thereby delivering for a wide range of parking and non-parking users – through supporting an efficient road and public transport network, and improvements in air quality. Policy proposals seek to further promote existing established charging principles, supporting air quality improvements, which positively impact in particular older and younger age profiles.

7. Ongoing monitoring

Parking strategy covers a range of potential programmes of work, each of which will be subject to a specific EqIA as appropriate. Proposals for permit policy take forward established charging principles, and where appropriate equalities impact screening will be included as part of permitting fees and charges annual review.

Date of EQIA monitoring review:

In line with specific parking strategy programmes of work.

8. Authorisation

EQIA approved by (Assistant Director/ Director)

Mark Stevens

Date

05/07/2024

9. Publication

Please ensure the completed EQIA is published in accordance with the Council's policy.

Please contact the Policy & Strategy Team for any feedback on the EQIA process.