



**Haringey** Council

## Equality Impact Assessment

<b>Name of Project</b>	Parking and Highways fees and charges review	<b>Cabinet meeting date <i>If applicable</i></b>	14/2/2017
<b>Service area responsible</b>	Parking and Highways services		
<b>Name of completing officer</b>	Ann Cunningham	<b>Date EqIA created</b>	24/01/2017
<b>Approved by Director / Assistant Director</b>		<b>Date of approval</b>	

The Equality Act 2010 places a '**General Duty**' on all public bodies to have '**due regard**' to:

- **Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act**
- **Advancing equality of opportunity between those with 'protected characteristics' and those without them**
- **Fostering good relations between those with 'protected characteristics' and those without them.**

In addition the Council complies with the Marriage (same sex couples) Act 2013.

Haringey Council also has a '**Specific Duty**' to publish information about people affected by our policies and practices.

**All assessments must be published on the Haringey equalities web pages. All Cabinet papers MUST include a link to the web page where this assessment will be published.**

This Equality Impact Assessment provides evidence for meeting the Council's commitment to equality and the responsibilities outlined above, for more information about the Council's commitment to equality; please visit the Council's website.

Stage 1 – Names of those involved in preparing the EqlA		
1. Project Lead Cunningham	Ann	5.
2. Equalities / HR		6.
3. Legal Advisor (where necessary)		7.
4. Trade union		8.

**Stage 2 - Description of proposal including the relevance of the proposal to the general equality duties and protected groups. Also carry out your preliminary screening** (Use the questions in the Step by Step Guide (The screening process) and document your reasoning for deciding whether or not a full EqlA is required. If a full EqlA is required move on to Stage 3.

This assessment focuses on the proposed 3% increase to parking and all highways fees and charges. It should be noted that not all parking permits are subject to this review.

### **Parking – Background**

Parking controls are a vital traffic management tool that keeps traffic moving, maintains road safety, and promotes the social and economic revitalisation of the borough’s town centres, by ensuring that the limited amount of space that may be used for parking is made available to those who need it.

Local authorities introduce controlled parking zones (CPZs) in areas where there is need for traffic management intervention and there is majority support from residents for this intervention. Those schemes give residents preferential treatment when parking in the street around their home. Residential permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, usually for up to two hours. Visitors can be given a visitor permit by the resident that they are visiting, for which a charge applies. Disabled badge holders may park free of charge in CPZs and in stop and shop areas. Provision is also made for business, doctors, carers and those involved in the delivery of essential services to residents.

CPZs are only implemented following extensive public consultation and where there is community support for the introduction of those measures. Income from parking and traffic enforcement is ring fenced for transport related projects and is reinvested into the transport infrastructure, for example highway maintenance that supports the community at large and concessionary travel which offers free bus and tube travel for elderly and disabled residents. When setting or reviewing parking charges the Council considers:

- The Council’s transport and wider policy objectives
- Statutory or legal requirements that may affect the setting of fees
- Car ownership patterns

The increasing demand for parking  
Traffic management issues  
Market conditions – (parking charges in other boroughs)  
Cost of delivering the service  
Impact of charges on relevant stakeholders

### **Highways**

The Council has a statutory duty to manage and maintain the highway network. This will involve issuing licenses or permissions to those who need to place structures, hoardings or containers, skips on the highway. A charge applies to those licenses or permissions, and is reviewed annually.

**Stage 3 – Scoping Exercise - Employee data used in this Equality Impact Assessment**  
**Identify the main sources of the evidence, both quantitative and qualitative, that supports your analysis. This could include for example, data on the Council’s workforce, equalities profile of service users, recent surveys, research, results of recent relevant consultations, Haringey Borough Profile, Haringey Joint Strategic Needs Assessment and any other sources of relevant information, local, regional or national.**

<b>Data Source (include link where published)</b>	<b>What does this data include?</b>
EqIA Profile on Harinet	Age, gender, ethnicity, disability information – for the Council and the Borough
These proposals do not impact on staff. Therefore an impact analysis is not required.	

**Stage 4 – Scoping Exercise - Service data used in this Equality Impact Assessment**  
**This section to be completed where there is a change to the service provided**

<b>Data Source (include link where published)</b>	<b>What does this data include?</b>
Equalities monitoring data is not available for holders of parking permits/ season tickets or for those applying for highways licenses. However given that residents and businesses may apply for a parking permit (if in a CPZ) or highways license, ward level data from sources such as National Statistics are used for the purpose of evaluating the impact on different equalities groups.	Race, age, disability, gender, religion/belief /non belief, population and car ownership levels.

**Stage 5a – Considering the above information, what impact will this proposal have on the following groups in terms of impact on residents and service delivery:  
Positive and negative impacts identified will need to form part of your action plan.**

	<b>Positive</b>	<b>Negative</b>	<b>Details</b>	<b>None – why?</b>
<b>Sex</b>			No change	
<b>Gender Reassignment</b>			No change	
<b>Age</b>			No change	
<b>Disability</b>			No change	
<b>Race &amp; Ethnicity</b>			No change	
<b>Sexual Orientation</b>			No change	
<b>Religion or Belief (or No Belief)</b>			No change	
<b>Pregnancy &amp; Maternity</b>			No change	
<b>Marriage and Civil Partnership (note this only applies in relation to eliminating unlawful discrimination (limb 1))</b>			No change	

**Stage 5b – For your employees and considering the above information, what impact will this proposal have on the following groups:  
Positive and negative impacts identified will need to form part of your action plan.**

	Positive	Negative	Details	None – why?
N/A				

**Stage 6 - Initial Impact analysis**

**Actions to mitigate, advance equality or fill gaps in information**

Proposals are unlikely to impact more on any one target group, but may represent a higher proportionate increase to those on low incomes.

The potential impact has been mitigated through the introduction of modest price increases.

**Stage 7 - Consultation and follow up data from actions set above**

**Data Source (include link where published)**

**What does this data include?**

Parking charges will be subject to statutory notification.

**Stage 8 - Final impact analysis**

The assessment has not highlighted any under or over representation. The majority of CPZ coverage is in the central and eastern part of the borough due to population density and public transport provision (this area is better serviced by British Rail and London underground services) and as a consequence there is more need for traffic restraint measures. Proposals may represent a higher proportionate increase on those on low income, but the proposed charge increase is relatively low, especially when considered in light of the overall cost of keeping and running a vehicle.

Highways licensing is generally connected with building works and those costs are generally factored in to the overall costs of works.

**Stage 9 - Equality Impact Assessment Review Log**

Review approved by Director /  
Assistant Director

Date of  
review

Review approved by Director /  
Assistant Director

Date of  
review

**Stage 10 – Publication**

Ensure the completed EqlA is published in accordance with the Council’s policy.