

Diversity Impact Assessment: Screening Form

Directorate Regeneration, Community & Culture	Name of Function/Policy The Provision of Residential On-Street Disabled Parking Bays		
Officers responsible for assessment Martin Morris, Traffic Manager	Date of assessment July 2009	New or existing? Existing policy being reviewed	
Defining what is being assessed			
1. Briefly describe the purpose and objectives	The evaluation of applications and the possible provision of on-street residential parking bays.		
2. Who is intended to benefit, and in what way?	Residents with a permanent or temporary disability who have severe mobility difficulties or are registered blind, to enable them to park close to their homes.		
3. What outcomes are wanted?	To allow easier access to a car to enable increased mobility and social inclusion.		
4. What factors/forces could contribute/detract from the outcomes?	Contribute A task group of Members and expertise from witnesses, external organisations and officers.	Detract Local authority staffing and budget implications.	
5. Who are the main stakeholders?	Disabled/blind residents of Medway and their carers.		
6. Who implements this and who is responsible?	Martin Morris, Traffic Manager		

Assessing impact	
7. Are there concerns that there <u>could</u> be a differential impact due to <i>racial groups</i>?	YES
	NO
What evidence exists for this?	<p>National research (Department of Transport Comprehensive Blue Badge (Disabled Parking) Reform Strategy (England) October 2008) found that 6% of blue badges holders are of an ethnic minority. This is slightly less than the 7.9% national average.</p> <p>This is in line with the ethnic makeup of Medway. According to Census 2006 mid-year estimates Medway's population is 93% White and 7% BAME. 2.9% of Medway's population identify themselves as being a member of an Asian ethnic group. 1.1% of people are from mixed ethnic groups while both Black and Chinese & other ethnic groups each make up 0.7% of the population.</p> <p>Statistics on ethnicity are not currently recorded by the Traffic Management team for applications for residential on-street disabled parking bays. This has been proposed as an action from this review with an annual review of statistics feeding into the department's service plan.</p> <p>The proposed policy has been scrutinised by a representative of the Medway Human Rights and Equality Council. It considered that there was no differential impact on racial groups.</p>
8. Are there concerns that there <u>could</u> be a differential impact due to <i>disability</i>?	YES
	NO
What evidence exists for this?	<p>21.5% of households in Medway include someone with a disability (majority have walking difficulties) according to the Housing Needs Survey. The percentage of households in Medway with one or more people with a limiting long-term illness is 31% according to the 2001 Census.</p> <p>The proposed policy sets out the criteria for being eligible for the installation of a disabled parking bay outside a house. However, the criteria will be dependant on site conditions and the level of the applicant's disability.</p>

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	The Physical Disability Partnership Board, Medway Access Group and Disabled Workers Forum have been approached for consideration and comment on the proposed policy and responses received from the former two groups.	
9. Are there concerns that there <u>could</u> be a differential impact due to <i>gender</i> ?	YES	
	NO	
What evidence exists for this?	<p>National research (<i>Department of Transport Comprehensive Blue Badge (Disabled Parking) Reform Strategy (England) October 2008</i>) found that 55% of blue badges holders are women. This rate is slightly higher than would be suggested by the 2001 census data which indicates 52% of the UK population is female. However, this may be accounted for by the fact that two thirds of badge holders are over the age of 65 and that women over 72 tend to live longer than men.</p> <p>Since 15 October 2007, the Blue Badge includes a gender marker (Male/Female). However, a new Equal Opportunities form will be attached to the disabled parking bays application forms for applicants to complete and this also has a gender identifier. This data will be collected and reviewed annually, along with the other statistics proposed in this form, to feed into the service plan.</p>	
10. Are there concerns there <u>could</u> be a differential impact due to <i>sexual orientation</i> ?	YES	
	NO	
What evidence exists for this?	The Government estimates that 5-7% of the UK population are gay, lesbian or bisexual. There are no relevant statistics for the South east or Medway about sexual orientation.	
11. Are there concerns there <u>could</u> be a differential impact due to <i>religion or belief</i> ?	YES	In terms of the religion or beliefs of people who live in Medway, 72% are Christian, 1.22% are Sikh and 1.05% are Muslim according to the 2006 mid-year estimates.
	NO	
What evidence exists for this?	The proposed policy has been scrutinised by the Interfaith Forum. It considered that there was no differential impact on racial groups.	

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12. Are there concerns there <u>could</u> be a differential impact due to people's <i>age</i> ?	YES	The Blue Badge scheme applies to people of all ages and there will be no differential impact due to people's age.
	NO	The Council is aware that the ageing UK population will increase numbers of people with a disability in Medway and subsequently the numbers of applications for a disabled parking bay. However, the criteria does not restrict or differentiate due to age.
What evidence exists for this?	The application for a disabled parking bay is not age-restricted, and the date of birth is given on the application form and can show the pattern of age groups applying for this service. Any discrepancy or gap in the service may be addressed in the service plan.	
13. Are there concerns that there <u>could</u> be a differential impact due to <i>being trans-gendered or transsexual</i> ?	YES	
	NO	
What evidence exists for this?	<p>Discrimination of transsexual and transgendered people in many circumstances is unlawful and best practice will always be to regard the individual in the gender with which they identify.</p> <p>Since 15 October 2007, the Blue Badge has included a gender marker (Male/Female). It is important that local authorities deal with applications for Blue Badges made by transsexual and transgendered people sensitively and issue badges under the requested gender. This policy will abide by the same rules.</p>	
14. Are there any <i>other</i> groups that would find it difficult to access/make use of the function (e.g. people with caring responsibilities or dependants, those with an offending past, or people living in rural areas)?	YES	If yes, which group(s)?
	NO	Residents living in some rural areas where it would depend on the nature of the country road whether on-street parking is unsuitable eg. small rural lanes and the impact this would have on health and safety of other road users and the free flow of traffic.
What evidence exists for this?	The policy clearly states about site conditions and if not properly suited to someone with disabilities. It is also the aim of the policy to ensure that provision is made as close as is safely possible.	
15. Are there concerns there <u>could</u> be a differential impact due to <i>multiple discriminations</i> (e.g. <i>disability and age</i>)?	YES	To be considered in one year's time
	NO	

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What evidence exists for this?	When the policy has been in place for one year and the first statistics have been collected, officers will investigate whether there is any evidence for this.
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Conclusions & recommendation		
16. Could the differential impacts identified in questions 7-15 amount to there being the potential for adverse impact?	YES	Brief statement of main issue
	NO	External groups and forums have responded to the draft policy and no potential for adverse impact has been identified.
17. Can the adverse impact be justified on the grounds of promoting equality of opportunity for one group? Or another reason?	YES	N/A
	NO	
Recommendation to proceed to a full impact assessment?		
NO	This function/ policy/ service change complies with the requirements of the legislation and there is evidence to show this is the case.	
NO, BUT ...	What is required to ensure this complies with the requirements of the legislation? (see DIA Guidance Notes)?	Officers will collate data to ensure that all groups and communities are using the service and to identify any gap in service provision. One response is awaited to the consultation document.
YES	Give details of key person responsible and target date for carrying out full impact assessment (see DIA Guidance Notes)	

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Action plan to make Minor modifications		
Outcome	Actions (with date of completion)	Officer responsible
Better statistics about applicants	<p>Gather the information by taking it from the application forms.</p> <p>Every new application form will invite people to complete the details.</p> <p>Statistics will be reported through the service plan on an annual basis. There will be a review of statistics before the service plan is written and any gaps identified – action will be included to meet the Council's obligations with regard to equalities.</p>	Martin Morris, Traffic Manager

Planning ahead: Reminders for the next review		
Date of next review	1013 or when the outcome of the DoT consultation is implemented, whichever is the first.	
Areas to check at next review (e.g. new census information, new legislation due)	Any new centrally collated data/statistics. The implementation of the Department of Transport consultation.	
Is there <i>another</i> group (e.g. new communities) that is relevant and ought to be considered next time?		
Signed (completing officer/service manager)	Date	
Signed (service manager/Assistant Director)	Date	