

# EQUALITY IMPACT ASSESSMENT

(Please note, this will form part of a public facing document. If you have any questions about this, please contact [Equality@wiltshire.gov.uk](mailto:Equality@wiltshire.gov.uk))

<b>Title: What are you completing an Equality Impact Assessment on?</b>
Charging for blue badges in car parks

<b>Why are you completing the Equality Impact Assessment?</b> (please tick any that)			
Proposed New Policy or Service	Change to Policy or Service	MTFS (Medium Term Financial Strategy)	Service Review
Car Parking	Y		Car Parking Charges

<b>Version Control</b>					
Version control number	1/2	Date	10/02/22	Reason for review (if appropriate)	Further Review

<b>Risk Rating Score</b> (use <a href="#">Equalities Risk Matrix</a> and guidance)		
**If any of these are 3 or above, an Impact Assessment <b>must</b> be completed. Please check with <a href="mailto:equality@wiltshire.gov.uk">equality@wiltshire.gov.uk</a> for advice		
Criteria	Inherent risk score on proposal	Residual risk score after mitigating actions have been identified
Legal challenge	2	1
Financial costs/implications	2	2
People impacts	2	2
Reputational damage	3	2

## Section 1

### Description of what is being analysed

The service provides Blue Badges to members of the public who have disabilities requiring additional support to access facilities. The service works by allowing any holder of a blue badge to display it in the vehicle they are travelling in to allow additional parking concessions such as the ability to park in blue badge holder bays and to park on Double Yellow Lines for up to 3 hours when not causing an obstruction.

The service is delivered by the Parking Services team currently using an in house solution.

The service provides:

- help ensure that people entitled to a blue badge are treated fairly when they are using a Blue Badge
- respond to increasing demand for Blue Badges and pressures to extend the scheme to other groups of disabled people
- reduce the current high levels of abuse and misuse

## Section 2

People or communities that are currently **targeted or could be affected** by any change

The service supports freedom and fairness and is targeted at people entitled to a blue badge who need the most help to travel. There are many millions of badges on issue. The number has increased considerably over the years and expanded by legalisation to include more groups and demand is forecast to increase further as the population ages.

Users of the service will come from groups who are permitted to apply for badges under the statutory provisions. A blue badge can be issued under the following criteria:

You automatically qualify for a Blue Badge if you are aged 3 or over and at least one of the following applies:

- you receive the higher rate of the mobility component of the Disability Living Allowance (DLA)
- you receive a Personal Independence Payment (PIP) because you can't walk more than 50 metres (a score of 8 points or more under the 'moving around' activity of the mobility component)
- you are registered blind (severely sight impaired)
- you receive a War Pensioners' Mobility Supplement
- you have received a lump sum benefit within tariff levels 1 to 8 of the Armed Forces and Reserve Forces (Compensation) Scheme and have been certified as having a permanent and substantial disability that causes inability to walk or very considerable difficulty in walking
- you receive the mobility component of PIP and have obtained 10 points specifically for descriptor E under the 'planning and following journeys' activity, on the grounds that you are unable to undertake any journey because it would cause you overwhelming psychological distress

If you have any score other than 10 points under descriptor E, in the 'planning and following journeys' activity of PIP you may still be eligible for a Blue Badge, but you do not automatically qualify. This includes if you have a higher score of 12. You will have to provide evidence to demonstrate your eligibility which will be assessed as part of your application.

We accept that many users will have different impacts from the proposals. Personal finance is one consideration, but there will be others. Blue Badge holders will have different personal circumstances and it is difficult to make general assumptions that one group is in a special position when compared to others. We accept that issues such as benefit entitlement and work opportunities will differ depending on the Blue Badge holders' personal circumstances.

However, this system would require a two tier blue badge scheme which would not be upheld in any legislation. There would also be significant costs to creating and administering. It which would essentially be a secondary permit type which would require a test against eligibility. There may be challenge from other groups who feel they have not been treated equally or there impacts not given the same consideration.

The council also accepts that some blue badge holders take longer to go about their business, we also recognize that the on-street provision and those concessions.

### **Section 3**

People who are **delivering** the policy or service that are targeted or could be affected (i.e. staff, commissioned organisations, contractors)

Current Civil Enforcement Officers and Parking Services are delivered inhouse

#### **Section 4**

The underpinning **evidence and data** used for the analysis (Attach documents where appropriate)

Comparison with other councils.

Consideration against the LTP.

Historic consultation exercises (2018 Review)

Parking staff considerations

#### **Section 5**

**Conclusions** drawn about the impact of the proposed change or new service/policy

The Blue Badge scheme gives those entitled access to vital services and a better quality of life by improving access to parking. The aim of the programme is to give local authorities the tools to run the scheme efficiently, deliver the scheme to the right people and target those who break the rules.

Due to the recognised financial circumstances of some groups affected by disability, the imposed fee will impact on blue badge holders. However, the parking provision will continue to facilitate ease of parking with close 'off street' proximity parking to destination points. The concessions for parking 'on street' will continue.

The charge should discourage the some of the current abuse of blue badge parking increasing the availability of spaces for those that need the service.

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**Section 6**

How will the outcomes from this equality analysis be **monitored, reviewed and communicated?**

Reports will be monitored to capture performance, outcomes and reports.

Where TROs are required consultation will be undertaken.

\* The EqIA forms part of Wiltshire Council's Corporate Governance structure. Please also refer to council policies on managing risk and performance, partnership working and policy development where relevant.

**\*Copy and paste sections 5 & 6 into any Committee, CLT or Briefing papers as a way of summarising the equality impacts where indicated**

**Please send a copy of this document to [Equality@wiltshire.gov.uk](mailto:Equality@wiltshire.gov.uk)**

Completed by:	Adrian Hampton
Date	10/02/22
Signed off by:	Adrian Hampton
Date	10/02/22
To be reviewed by:	n/a
Review date:	n/a

**Equality Impact Issues and Action Table** (for more information on protected characteristics, see risk assessment document)

Identified issue drawn from your conclusions (only use those characteristics that are relevant)	Actions needed	Who is responsible	Date	Expected outcome
<b>Age</b>				
	Neutral			
<b>Disability</b>				
	Neutral			
<b>Gender Reassignment</b>				
	Neutral			
<b>Marriage and Civil Partnership</b>				
	Neutral			
<b>Pregnancy and Maternity</b>				
	Neutral			
<b>Race</b> (including ethnicity or national origin, colour, nationality and Gypsies and Travellers)				
	Neutral			
<b>Religion and Belief</b>				
	Neutral			
<b>Sex</b>				
	Neutral			
<b>Sexual Orientation</b>				
	Neutral			
<b>Other</b> (including caring responsibilities, rurality, low income, Military Status etc). Refer to family test:				