

Cabinet

Supplementary Information



Date: Tuesday, 6 June 2023

Time: 4.00 pm

Venue: The Council Chamber - City Hall, College Green, Bristol, BS1 5TR

10. Residents Parking Scheme Policy Review

(Pages 2 - 35)

Issued by: Amy Rodwell, Democratic Services
City Hall, Bristol, BS1 9NE
E-mail: democratic.services@bristol.gov.uk
Date: Friday, 02 June 2023





Equality Impact Assessment [version 2.9]

Title: Residents Parking Scheme Policy Review	
<input checked="" type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service <input type="checkbox"/> Other [please state]	<input checked="" type="checkbox"/> New <input type="checkbox"/> Already exists / review <input type="checkbox"/> Changing
Directorate: Growth and Regeneration – Economy of Place and Management of Place	Lead Officer name: Jacob Pryor
Service Area: City Transport and Highways and Traffic	Lead Officer role: Transport Policy

Step 1: What do we want to do?

The purpose of an Equality Impact Assessment is to assist decision makers in understanding the impact of proposals as part of their duties under the Equality Act 2010. Detailed guidance to support completion can be found here [Equality Impact Assessments \(EqIA\) \(sharepoint.com\)](https://sharepoint.com).

This assessment should be started at the beginning of the process by someone with a good knowledge of the proposal and service area, and sufficient influence over the proposal. It is good practice to take a team approach to completing the equality impact assessment. Please contact the [Equality and Inclusion Team](#) early for advice and feedback.

1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Describe who it is aimed at and the intended aims / outcomes. Where known also summarise the key actions you plan to undertake. Please use plain English, avoiding jargon and acronyms. Equality Impact Assessments are viewed by a wide range of people including decision-makers and the wider public.

The proposal seeks three changes to parking tariffs across the Resident Parking Scheme (RPS) and Central Parking Zone (CPZ).

The changes to the RPS tariffs include:

- removing reductions for low emission vehicles in tax band A (currently free) and tax band B (currently half price)
- doubling the cost of 2nd car permits from £112 to £224 and 3rd car permits from £224 to £560

The change to the CPZ tariff includes:

- Increasing the permit fee from £50-£250

1.2 Who will the proposal have the potential to affect?

<input type="checkbox"/> Bristol City Council workforce	<input checked="" type="checkbox"/> Service users	<input checked="" type="checkbox"/> The wider community
<input type="checkbox"/> Commissioned services	<input type="checkbox"/> City partners / Stakeholder organisations	
Additional comments: All residents and businesses located within ES RPS and potentially all visitors too.		

1.3 Will the proposal have an equality impact?

Could the proposal affect access levels of representation or participation in a service, or does it have the potential to change e.g. quality of life: health, education, or standards of living etc.?

If 'No' explain why you are sure there will be no equality impact, then skip steps 2-4 and request review by Equality and Inclusion Team.

If 'Yes' complete the rest of this assessment, or if you plan to complete the assessment at a later stage please state this clearly here and request review by the Equality and Inclusion Team.

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	[please select]
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Step 2: What information do we have?

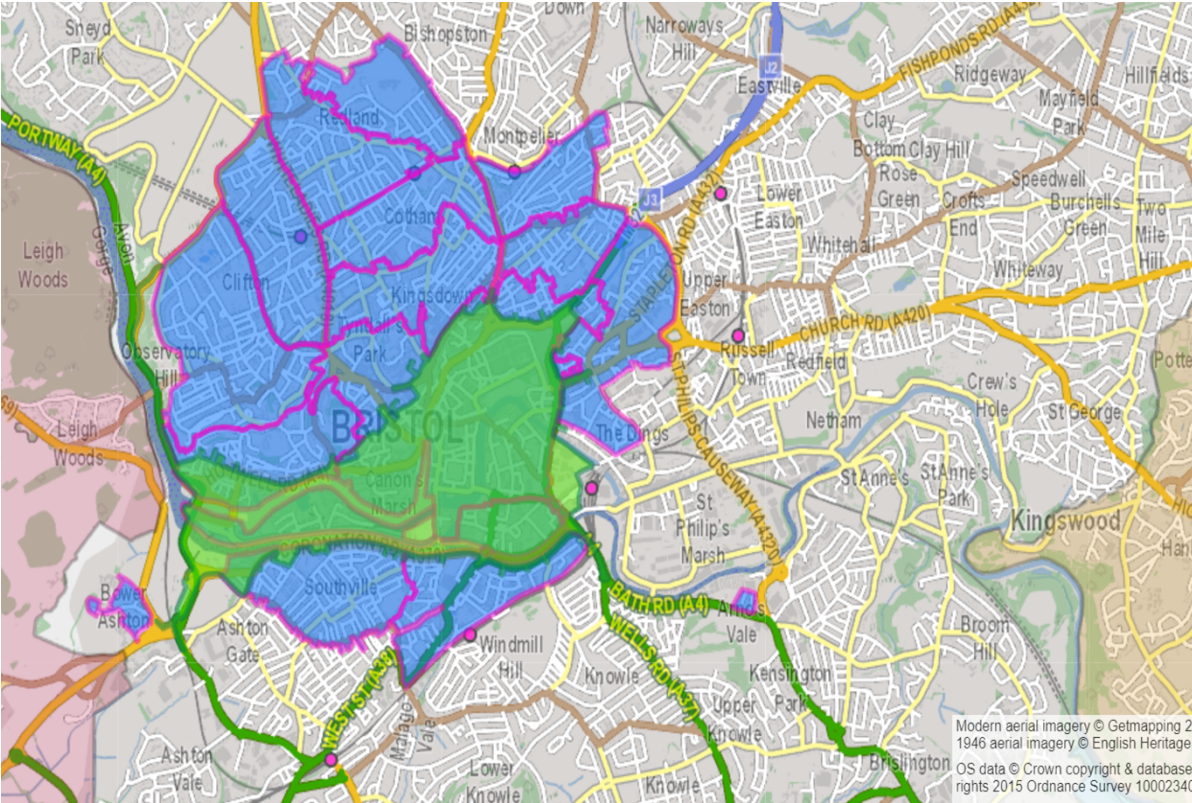
2.1 What data or evidence is there which tells us who is, or could be affected?

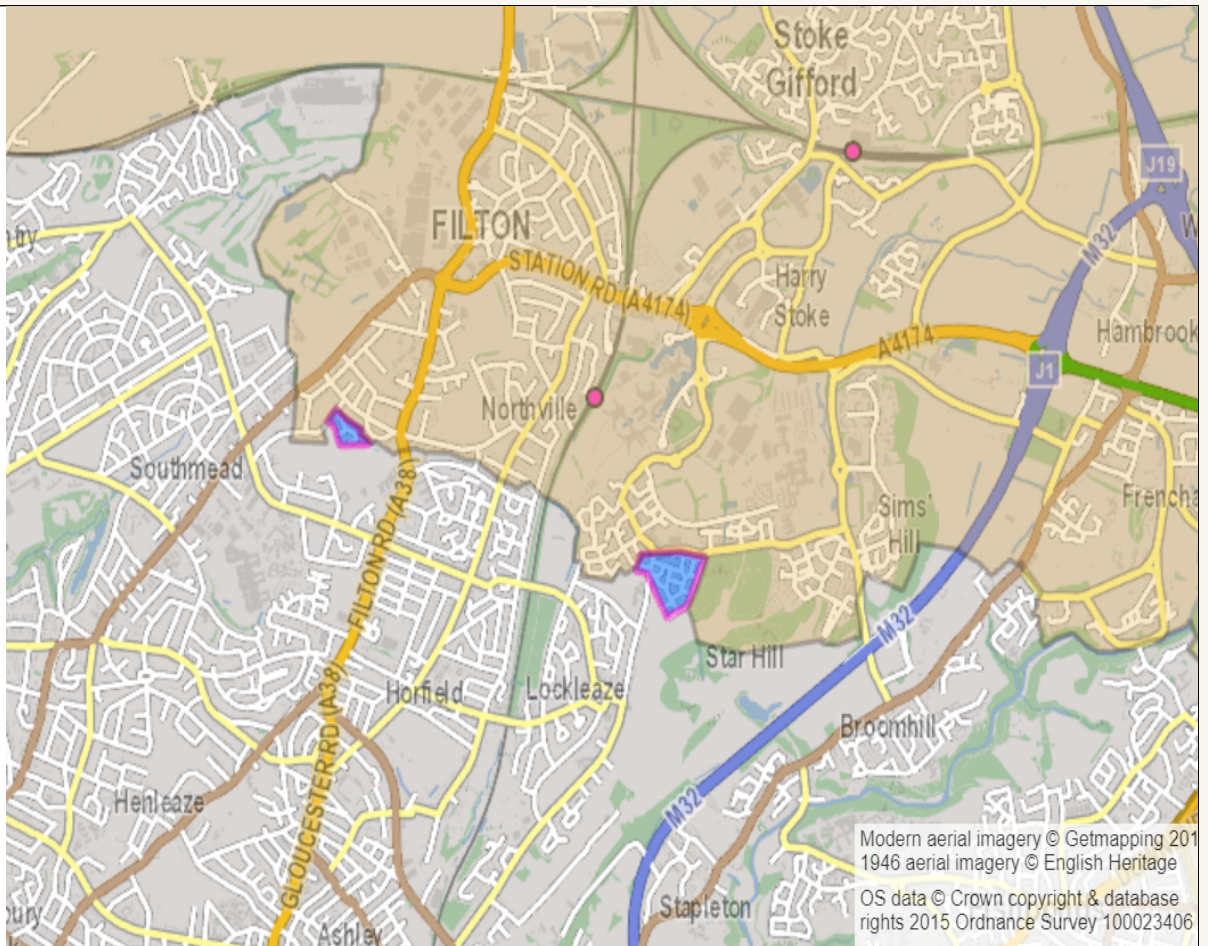
Please use this section to demonstrate an understanding of who could be affected by the proposal. Include general population data where appropriate, and information about people who will be affected with particular reference to protected and other relevant characteristics: <https://www.bristol.gov.uk/people-communities/measuring-equalities-success>.

Use one row for each evidence source and say which characteristic(s) it relates to. You can include a mix of qualitative and quantitative data e.g. from national or local research, available data or previous consultations and engagement activities.

Outline whether there is any over or under representation of equality groups within relevant services - don't forget to benchmark to the local population where appropriate. Links to available data and reports are here [Data, statistics and intelligence \(sharepoint.com\)](#). See also: [Bristol Open Data \(Quality of Life, Census etc.\)](#); [Joint Strategic Needs Assessment \(JSNA\)](#); [Ward Statistical Profiles](#).

For workforce / management of change proposals you will need to look at the diversity of the affected teams using available evidence such as [HR Analytics: Power BI Reports \(sharepoint.com\)](#) which shows the diversity profile of council teams and service areas. Identify any over or under-representation compared with Bristol economically active citizens for different characteristics. Additional sources of useful workforce evidence include the [Employee Staff Survey Report](#) and [Stress Risk Assessment Form](#)

Data / Evidence Source	Summary of what this tells us
RPS scheme map	<p>The RPS and CPZ cover Bristol city centre and the immediate surrounding neighbourhoods including:</p> <ul style="list-style-type: none"> - Bedminster East - Bower Ashton - Clifton East - Clifton Village - Cliftonwood and Hotwells - Cotham - Cotham North - East and St Phillips - Redcliffe - Redland - Southville - Spike Island - St Pauls <p>Smaller schemes also exist on Edward and Chatsworth Road, Pitlochy Close and Cheswick Village within the Bristol local authority boundary. The map below shows the RPS and CPZ inc. Edward and Chatsworth Road and the second map shows Pitlochy Close and Cheswick Village</p>  <p>Modern aerial imagery © Getmapping 2015 1946 aerial imagery © English Heritage OS data © Crown copyright & database rights 2015 Ordnance Survey 10002340</p>



It is important to note that RPS and CPZ boundaries do not trace local ward boundaries. With much of our data at the ward level this can present some challenges with interpretation of relevant datasets. That said it is possible to draw some broad themes and conclusions. The list of wards that contain RPS/CPZ schemes can be found below:

- Ashley
- Bedminster
- Brislington West
- Central
- Clifton
- Clifton Down
- Cotham
- Horfield
- Hotwells and Harbourside
- Lawrence Hill
- Lockleaze
- Redland
- Southville

Car Ownership (Census 2021)

The proposal impacts residents who have access to a low emission vehicle and/or a second/third car/van, therefore it is important to understand the levels of car ownership across the city.

Car availability: On average across Bristol 45.8% of households have access to 1 car or van; 21.6% have access to two cars of vans and 6.4% have access to 3 or more cars or vans. 26.2% of residents have no access to a car or a van. Against that baseline, the data for areas impacted by the proposal show the following results. Any significant deviations from the baseline have been highlighted bold for ease of interpretation:

Ashley: 46.2% (3844 households) with access to one car or van; **14.6% (1218 households) with access to 2 cars or vans;** 3.8% (320 households) with access to 3 or more cars or vans. 35.3% (2940 households) with no access to a car or van.

Bedminster: 49.1% (2839 households) with access to one car or van; 20.1% (1163 households) with access to 2 cars or vans; 4.9% (281 households) with access to 3 or more cars or vans. 25.9% (1497 households) with no access to a car or van.

Brislington West: 50% (2498 households) with access to one car or van; 22.8% (1138 households) with access to 2 cars or vans; 7.1% (356 households) with access to 3 or more cars or vans. 20.2% (1008 households) with no access to a car or van.

Central: 34.6% (2245 households) with access to one car or van; 6.8% (440 households) with access to 2 cars or vans; 1.3% (83 households) with access to 3 or more cars or vans. 57.3% (3720 households) with no access to a car or van.

Clifton: 47.2% (2676 households) with access to one car or van; 18.6% (1055 households) with access to 2 cars or vans; 4.7% (264 households) with access to 3 or more cars or vans. 29.5% (1673 households) with no access to a car or van

Clifton Down: 45% (2212 households) with access to one car or van; 18.2% (893 households) with access to 2 cars or vans; 6% (294 households) with access to 3 or more cars or vans. 30.9% (1521 households) with no access to a car or van

Cotham: 46.9% (2257 households) with access to one car or van; 19.2% (921 households) with access to 2 cars or vans; 5.1% (246 households) with access to 3 or more cars or vans. 28.8% (1384 households) with no access to a car or van.

Horfield: 46.4% (2522 households) with access to one car or van; 23.7% (1287 households) with access to 2 cars or vans; 7.3% (396 households) with access to 3 or more cars or vans. 22.6% (1225 households) with no access to a car or van.

Hotwells and Harbourside: 48% (1359 households) with access to one car or van; 9.6% (271 households) with access to 2 cars or vans; **2.5% (71 households) with access to 3 or more cars or vans. 39.9% (1131 households) with no access to a car or van.**

Lawrence Hill: 41.1% (3148 households) with access to one car or van; 9.4% (717 households) with access to 2 cars or vans; 1.6% (125 households) with access to 3 or more cars or vans. 47.9% (3662 households) with no access to a car or van.

Lockleaze: 46.4% (2317 households) with access to one car or van; 21.3% (1061 households) with access to 2 cars or vans; 8% (401 households) with access to 3 or more cars or vans. 24.3% (1213 households) with no access to a car or van.

Redland: 48.5% (2505 households) with access to one car or van; 26.5% (1366 households) with access to 2 cars or vans; 7.3% (376 households) with access to 3 or more cars or vans. 17.7% (915 households) with no access to a car or van.

Southville: 49.1% (2837 households) with access to one car of van; 15.3% (885 households) with access to 2 cars of vans; **3.3% (191 households) with access to 3 or more cars of vans.** 32.2% (1861 households) with no access to a car or van

In terms of car ownership the wards affected are either very close to city average or significantly less reliant on (or unable to afford) a car/cars or a van/vans. Ashley, Central, Hotwells and Harbourside, Lawrence Hill and Southville all had significantly lower level of 2nd/3rd car ownership.

Deprivation (Indices of Multiple Deprivation 2019)

Deprivation data from the census may provide some insight into the ability of residents to meet the cost of the new tariffs. We should treat this data with caution given that the proposal will predominantly impact 2nd and 3rd car owners and drivers of electric vehicles. As the previous data suggests 2nd and 3rd car owners in RPS areas represent a smaller minority of overall residents.

The tables below show the “2019 National Deprivation Deciles by Lower Super Output Area (LSOA)” for each ward containing an RPS.

Ashley:

Deprivation by Lower Super Output Area (LSOA)				Ashley
LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)	
Ashley Hill	65.1%	England decile 7	21,380	
Cromwell Road	52.2%	England decile 6	17,138	
St Andrews Park	49.5%	England decile 5	16,268	
Mina Road	39.6%	England decile 4	12,992	
Upper Montpelier	35.4%	England decile 4	11,617	
Lower Montpelier	17.6%	England decile 2	5,787	
St Pauls Portland Square	16.5%	England decile 2	5,434	
St Agnes	10.9%	England decile 2	3,573	
St Pauls City Road	10.1%	England decile 2	3,323	
St Pauls Grosvenor Road	7.8%	England decile 1 - Most Deprived	2,559	

Bedminster:

Deprivation by Lower Super Output Area (LSOA)				Bedminster
LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)	
Winterstoke Road	73.7%	England decile 8	24,197	
Chessel Street	67.7%	England decile 7	22,238	
Luckwell Road	65.3%	England decile 7	21,462	
West Street West	40.6%	England decile 5	13,349	
West Street East	31.5%	England decile 4	10,340	
Ashton Vale	21.4%	England decile 3	7,041	

Brislington West:

Deprivation by Lower Super Output Area (LSOA)				Brislington West
LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)	
Callington Road	61.6%	England decile 7	20,248	
Sandy Park Road	54.9%	England decile 6	18,045	
Bath Road	48.9%	England decile 5	16,071	
Sandholme Road	47.4%	England decile 5	15,583	
Kensington Park	44.5%	England decile 5	14,604	
Eldonwall	43.4%	England decile 5	14,247	
Hicks Gate	9.7%	England decile 1 - Most Deprived	3,177	

Central:

Deprivation by Lower Super Output Area (LSOA)				Central
LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)	
Woodland Road	68.5%	England decile 7	22,489	
The Centre	56.4%	England decile 6	18,522	
University	55.6%	England decile 6	18,266	
St James Barton	38.9%	England decile 4	12,787	
City Centre and Queens Square	37.0%	England decile 4	12,154	
Redcliffe North	27.0%	England decile 3	8,878	
Stokes Croft West	3.7%	England decile 1 - Most Deprived	1,223	
Redcliffe South	3.6%	England decile 1 - Most Deprived	1,195	

Clifton:

Deprivation by Lower Super Output Area (LSOA)				Clifton
LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)	
Clifton Down	87.0%	England decile 9	28,589	
Clifton Village	85.7%	England decile 9	28,155	
Hotwells East	84.4%	England decile 9	27,713	
Clifton College	82.9%	England decile 9	27,222	
Clifton Central	76.5%	England decile 8	25,141	
Queens Road	73.5%	England decile 8	24,154	
Lower Clifton Hill	56.6%	England decile 6	18,589	
Hotwells	48.4%	England decile 5	15,891	
Cliftonwood	47.3%	England decile 5	15,519	

Clifton Down:

Deprivation by Lower Super Output Area (LSOA)				Clifton Down
LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)	
Worral Road	85.2%	England decile 9	27,986	
Alma Road	85.0%	England decile 9	27,927	
Whatley Road	83.1%	England decile 9	27,302	
Lower Redland Road	82.2%	England decile 9	26,995	
Oakfield Grove	63.1%	England decile 7	20,720	
Cotham Hill	56.0%	England decile 6	18,383	

Cotham:

Deprivation by Lower Super Output Area (LSOA)				Cotham
LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)	
Cotham Park	78.2%	England decile 8	25,672	
Redland Grove	77.2%	England decile 8	25,365	
Clyde Road	76.4%	England decile 8	25,109	
Kensington Road	67.6%	England decile 7	22,212	
Kingsdown Parade	63.9%	England decile 7	21,001	
Cotham Brow	57.6%	England decile 6	18,928	

Horfield:

Deprivation by Lower Super Output Area (LSOA)				Horfield
LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)	
Keys Avenue	70.1%	England decile 8	23,040	
Wessex Avenue	61.8%	England decile 7	20,291	
Monks Park	49.6%	England decile 5	16,300	
Manor Farm	44.9%	England decile 5	14,739	
Filton Road	34.8%	England decile 4	11,439	
Sheridan Road	19.1%	England decile 2	6,276	
Horfield Common	15.0%	England decile 2	4,934	

Hotwells and Harbourside:

Deprivation by Lower Super Output Area (LSOA)				Hotwells & Harbourside
LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)	
Spike Island	46.4%	England decile 5	15,252	
Brandon Hill	33.1%	England decile 4	10,883	

Lawrence Hill:

Deprivation by Lower Super Output Area (LSOA)				Lawrence Hill
LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)	
The Dings	24.3%	England decile 3	7,966	
Old Market and Temple Meads	16.5%	England decile 2	5,406	
Stapleton Road	7.1%	England decile 1 - Most Deprived	2,334	
Barton Hill	6.2%	England decile 1 - Most Deprived	2,023	
St Judes	5.7%	England decile 1 - Most Deprived	1,881	
Newtown	5.0%	England decile 1 - Most Deprived	1,657	
St Philips	5.0%	England decile 1 - Most Deprived	1,634	
Cabot Circus	4.6%	England decile 1 - Most Deprived	1,501	
Easton Road	2.3%	England decile 1 - Most Deprived	743	

Lockleaze:

Deprivation by Lower Super Output Area (LSOA) Lockleaze

LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)
Eastgate	40.6%	England decile 5	13,351
Horfield Sports Ground	38.0%	England decile 4	12,497
Muller Road	21.2%	England decile 3	6,979
Filton Avenue North	19.0%	England decile 2	6,246
Filton Avenue South	18.9%	England decile 2	6,222
Lockleaze North	13.7%	England decile 2	4,499
Lockleaze South	9.9%	England decile 1 - Most Deprived	3,249

Redland:

Deprivation by Lower Super Output Area (LSOA) Redland

LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)
Cranbrook Road	92.8%	England decile 10 - Least Deprived	30,477
Westbury Park South	91.5%	England decile 10 - Least Deprived	30,062
St Bonaventures	90.2%	England decile 10 - Least Deprived	29,628
Berkeley Road South	84.7%	England decile 9	27,824
Redland Court Road	81.1%	England decile 9	26,645
Manor Park	75.0%	England decile 8	24,618
Bishop Road	74.7%	England decile 8	24,538
Zetland Road	64.2%	England decile 7	21,086

Southville:

Deprivation by Lower Super Output Area (LSOA) Southville

LSOA	% England Rank	England Deprivation Decile	England Rank out of 32,844 (where 1 is most deprived)
Hamilton Road	81.6%	England decile 9	26,803
Ashton	76.8%	England decile 8	25,217
Stackpool Road	69.3%	England decile 7	22,763
Coronation Road East	59.2%	England decile 6	19,457
Coronation Road West	32.8%	England decile 4	10,787
Bower Ashton	26.9%	England decile 3	8,839
Bedminster West	14.0%	England decile 2	4,598
Bedminster East	10.6%	England decile 2	3,472

Overall, the deprivation data shows a mixed picture across the wards affected by this proposal. Wards such as Ashley, Brislington West, Central, Lawrence Hill and Lockleaze contain areas among the top 10% most deprived in the country. Conversely wards such as Clifton, Clifton Down, Redland and Southville contain some of the top 10 and 20% least deprived areas in the country.

Almost all the wards contain a diverse range of more and less deprived areas.

Of those wards with overall higher levels of deprivation there is a general trend that 2nd and 3rd car ownership levels are lower and overall car ownership is lower. For instance, most of Lawrence Hill is in the top 10 most deprived areas of the country but contains much lower levels of car ownership than the city average.

Religion and Belief (Census 2021)

The table below shows the overall representation from 2021 Census data, of different faith groups and those with no religious beliefs in the city, for example that around 1 in 15 people in Bristol are Muslim. However there are significant differences in particular localities. For more information about particular differences in the representation of different faith groups at a locality level see the [Census Data Profile](#) tool.

No religion	37.4%
Christian	32.2%
Buddhist	0.6%
Hindu	0.8%
Jewish	0.3%
Muslim	6.7%
Sikh	0.5%
Other religion	0.8%
Not answered	6.9%

The data below shows the aggregated proportion of people from a faith group; those who have no religion; and those who have not stated this, in all the Wards affected. Data with a 5% deviation from the average has been highlighted bold.

Bristol: Total population = 472,465

Population of all combined religions* = 41.7%, 197,178 people

Population with no religion = 51.4%, 242,864 people

Population of no stated religion = 6.9%, 32,423 people

*Christian, Buddhist, Hindu, Jewish, Muslim, Sikh, Other

Ashley: Total population = 20,002

Population of all combined religions = **34.7%**, 6938 people

Population with no religion = **57.5%**, 11504 people

Population of no stated religion = 7.8%, 1560 people

Bedminster: Total population = 12,913

Population of all combined religions = **32.2%**, 4163 people

Population with no religion = **61.1%**, 7889 people

Population of no stated religion = 6.7%, 861 people

Brislington West: Total population = 11,880

Population of all combined religions = 39%, 4637 people

Population with no religion = 54.3%, 6451 people

Population of no stated religion = 6.7%, 792 people

Central: Total population = 18,389

Population of all combined religions = 36.2%, 6661 people

Population with no religion = 53.4%, 9819 people

Population of no stated religion = 10.4%, 1909 people

Clifton: Total population = 13,022

Population of all combined religions = **35.1%**, 4564 people

Population with no religion = **57.3%**, 7463 people

Population of no stated religion = 7.6%, 995 people

Clifton Down: Total population = 11,422

Population of all combined religions = **32.9%**, 3754 people

Population with no religion = **59.3%**, 6777 people

Population of no stated religion = 7.8%, 891 people

Cotham: Total population = 11,521

Population of all combined religions = **29.7%**, 3423 people

Population with no religion = **63%**, 7260

Population of no stated religion = 7.3%, 838

Horfield: Total population = 13,838

Population of all combined religions = 43.1%, 5955 people

Population with no religion = 50.4%, 6977 people

Population of no stated religion = 6.5%, 906 people

Hotwells and Harbourside: Total population = 6035

Population of all combined religions = **35.7%**, 2157 people

Population with no religion = **56.8%**, 3428 people

Population of no stated religion = 7.5%, 450 people

Lawrence Hill: Total population = 19,003

Population of all combined religions = **59.9%**, 11,742 people
 Population with no religion = **32.5%**, 6373 people
 Population of no stated religion = 7.6%, 1488 people

Lockleaze: Total population = 13,397
 Population of all combined religions = **48.7%**, 6520 people
 Population with no religion = **43.7%**, 5855 people
 Population of no stated religion = 7.6%, 1022 people

Redland: Total population = 13,254
 Population of all combined religions = **32.2%**, 4266 people
 Population with no religion = **61%**, 8084 people
 Population of no stated religion = 6.8%, 904 people

Southville: Total population = 12,882
 Population of all combined religions = **29.3%**, 3767 people
 Population with no religion = **64.1%**, 8261 people
 Population of no stated religion = 6.6%, 854 people

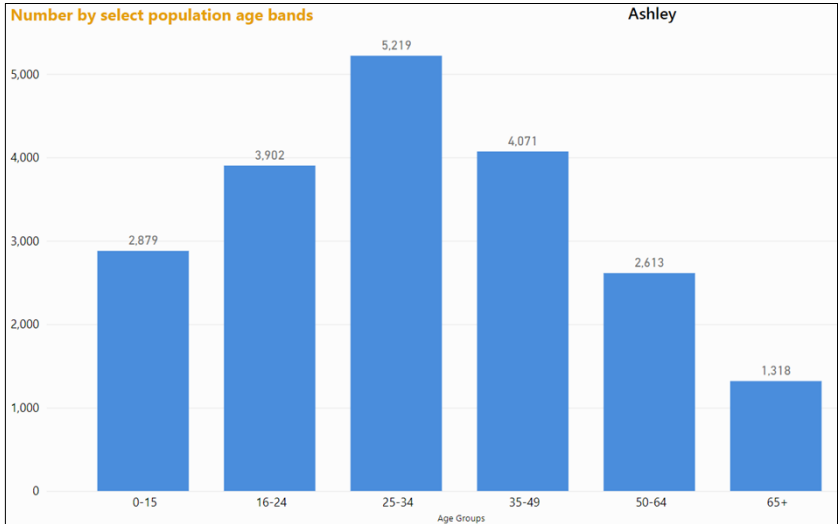
The data shows that of the 13 wards affected by this proposal, 8 of them had significantly (>5%) lower populations of religious people and had higher populations of people with no religion. Only Lawrence Hill and Lockleaze had significantly higher religious populations than the city average.

Population Age Profile (Census 2021)

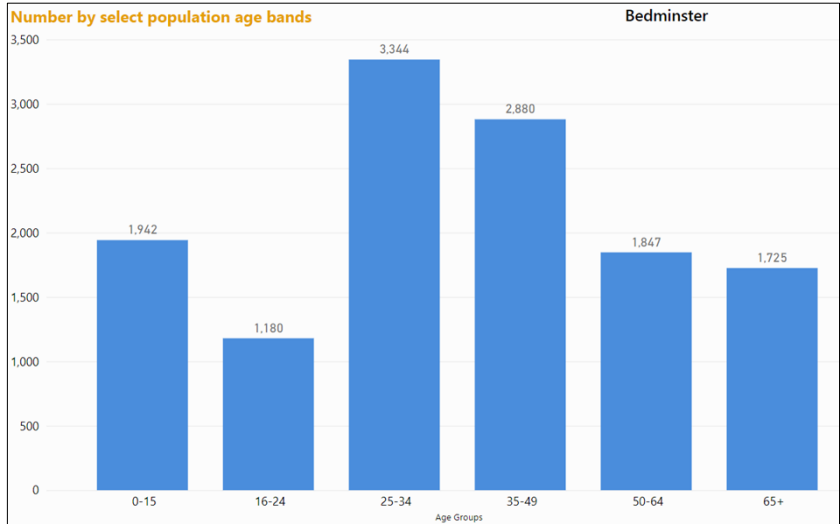
The data below shows the age profile across the wards affected by this proposal.

Bristol: Total population = 472,465
 Aged 0-15 years = 16.6%, 78,280 people
 Aged 16-24 years = 16.3%, 77,159 people
 Aged 25-34 years = 18.7%, 88,256 people
 Aged 35-49 years = 20.3%, 96,078 people
 Aged 50-64 years = 15.2%, 71,935 people
 Aged 65+ years = 12.9%, 60,760 people

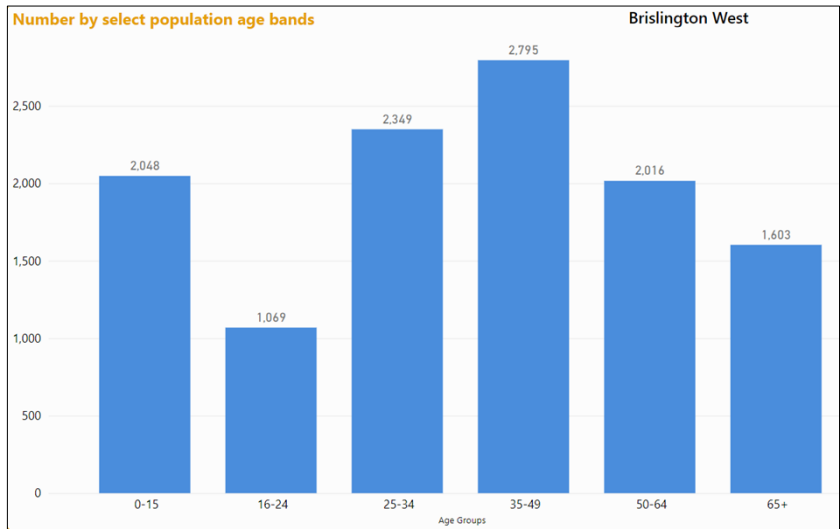
Ashley: Total population = 20,002



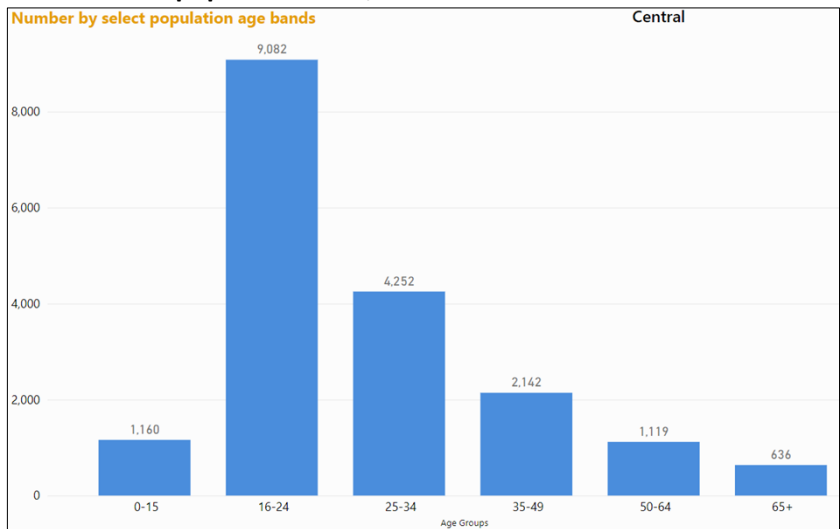
Bedminster: Total population = 12,913



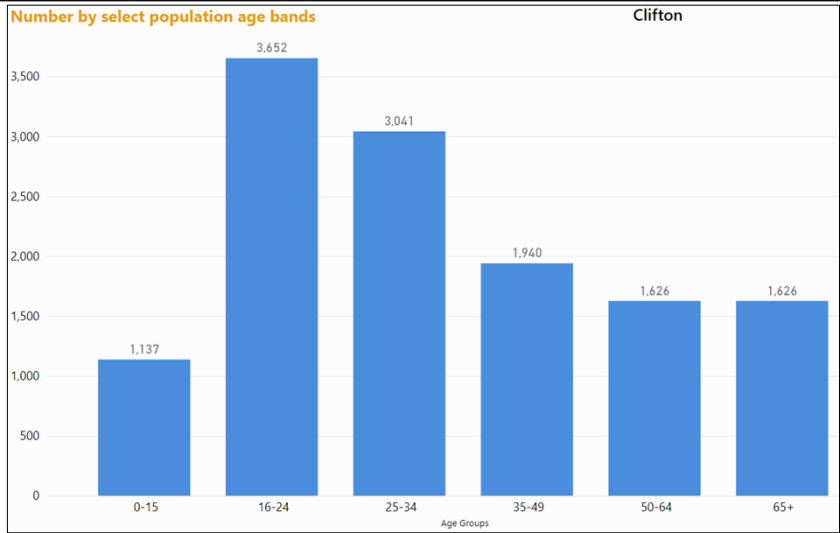
Brislington West: Total population = 11,880



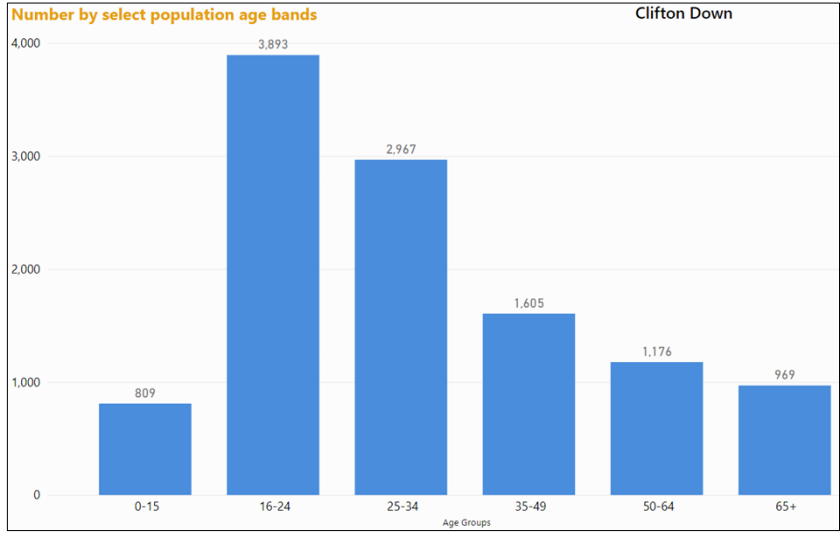
Central: Total population = 18,389



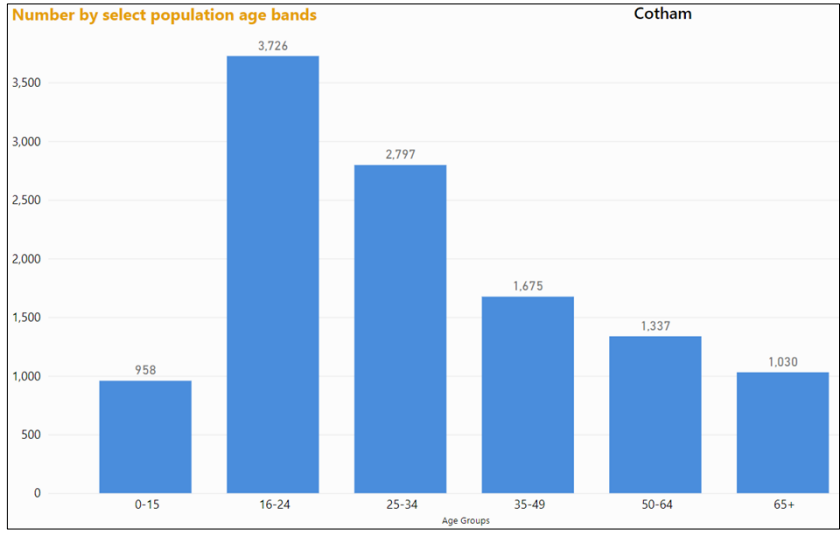
Clifton: Total population = 13,022



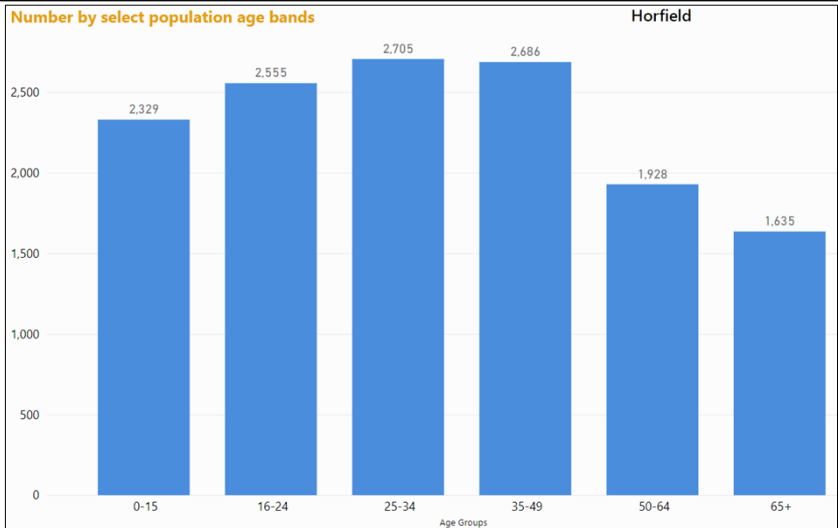
Clifton Down: Total population = 11,422



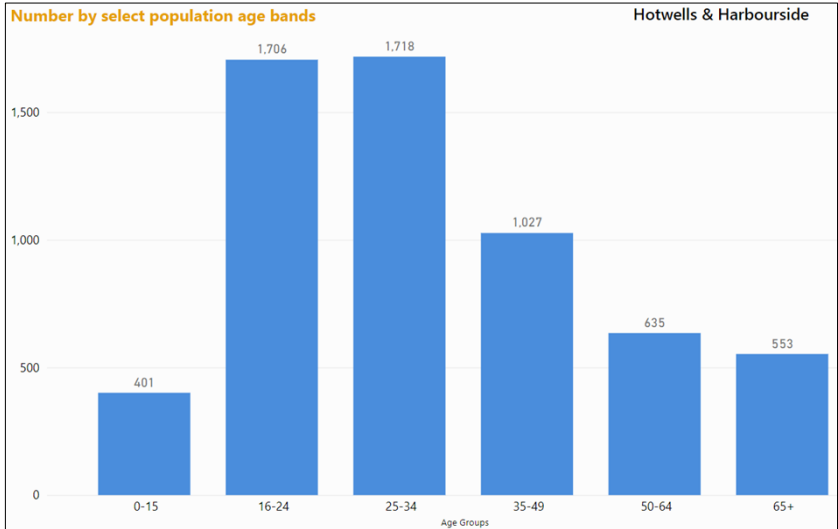
Cotham: Total population = 11,521



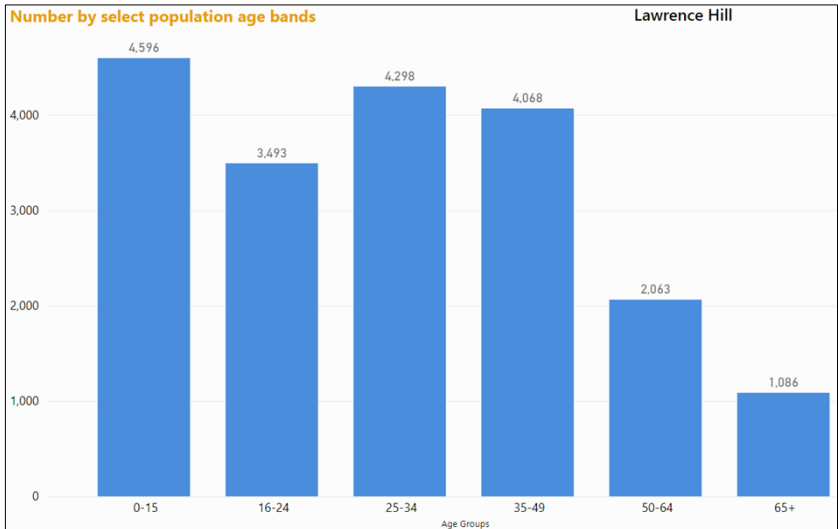
Horfield: Total population = 13,838



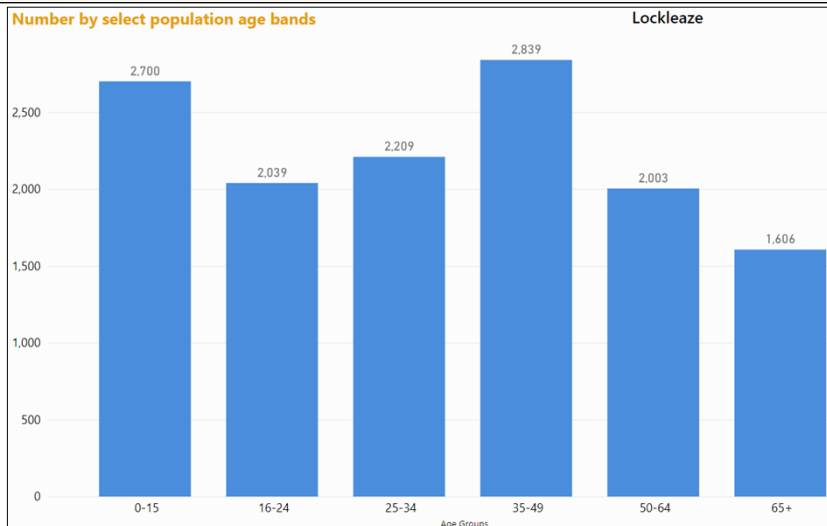
Hotwells and Harbourside: Total population = 6035



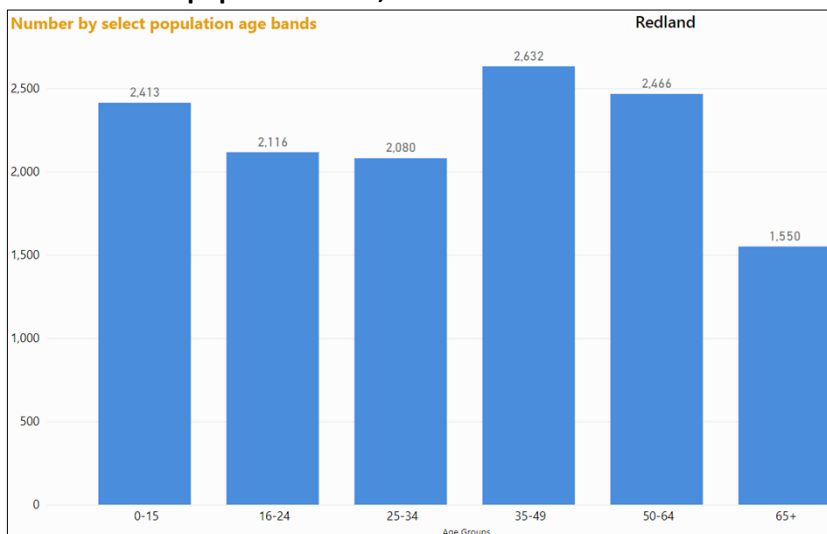
Lawrence Hill: Total population = 19,603



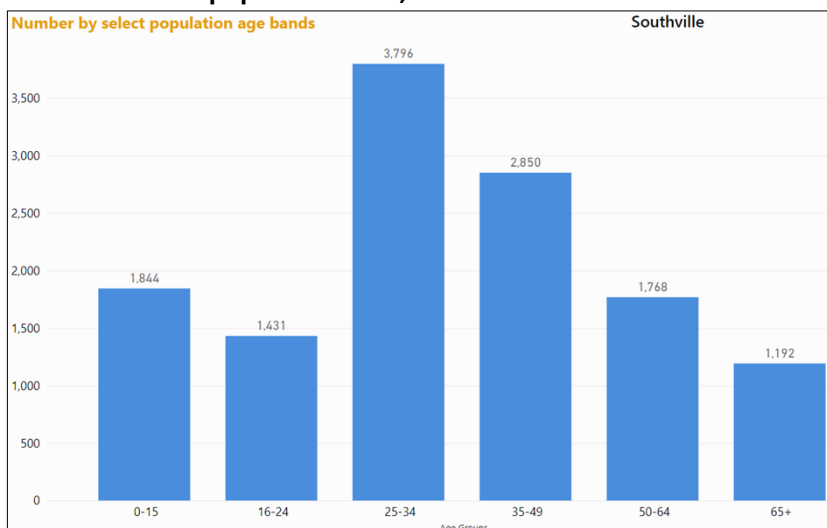
Lockleaze: Total population = 13,397



Redland: Total population = 13,254



Southville: Total population = 12,882



Many of the wards affected by the proposal are broadly in line with Bristol's overall age distribution. That said almost half of the wards (6 out of 13) have relatively young populations compared to the city average. Some of this is likely to be down to larger student populations such as in the Central Area, Clifton, Clifton Down, Cotham and Hotwells and Harbourside with Lawrence Hill the potential outlier in this regard.

Population Ethnicity (Census 2021)

The table below shows the overall representation from 2021 Census data, by broad ethnicity categories in Bristol. However there are significant differences in particular localities. For more information about particular differences in the representation of different ethnicity groups at a locality level see the [Census Data Profile](#) tool.

Bristol ethnicity groups	2021 Census
Asian or Asian British	6.6%
Black or Black British	5.9%
Mixed or multiple ethnic groups	4.5%
White Other	9.5%
White British	71.6%
Other ethnic background	1.9%
<i>All Black Asian and minoritised ethnic</i>	<i>18.9%</i>

The data below shows the aggregated levels of representation for all Black, Asian and minoritised ethnic groups, compared to the White population in the Wards affected by this proposal. Significant deviations are highlighted in bold.

Bristol: Total population = 472,465

White total = 81.1%, 383,140 people

Black, Asian and Minority Ethnic* total = 18.9%, 89,325 people

*Asian/Asian British, Black/Black British, Multiple/Mixed groups, Other ethnic group

Ashley: Total population = 20,004

White total = **69.8%**, 13,960 people

Black, Asian and Minority Ethnic total = **30.2%**, 6044 people

Bedminster: Total population = 12,916

White total = 92%, 11,886 people

Black, Asian and Minority Ethnic total = 8%, 1030 people

Brislington West: Total population = 11,880

White total = 88.8%, 10,545 people

Black, Asian and Minority Ethnic total = 11.2%, 1335 people

Central: Total population = 18,391

White total = **65.7%**, 12,077 people

Black, Asian and Minority Ethnic total = **34.3%**, 6314 people

Clifton: Total population = 13,022

White total = 85.9%, 11,185 people

Black, Asian and Minority Ethnic total = 14.1%, 1837 people

Clifton Down: Total population = 11,428

White total = 85.1%, 9728 people

Black, Asian and Minority Ethnic total = 14.9%, 1700 people

Cotham: Total population = 11,524

White total = 86.8%, 10,002 people

Black, Asian and Minority Ethnic total = 13.2%, 1522 people

Horfield: Total population = 13,839

White total = 80.5%, 11,136 people

Black, Asian and Minority Ethnic total = **19.5%**, 2703 people

Hotwells and Harbourside: Total population = 6034 people

White total = 75.1%, 4534 people

Black, Asian and Minority Ethnic total = 24.9%, 1500 people

Lawrence Hill: Total population = 19,604

White total = **42.9%**, 8417 people

Black, Asian and Minority Ethnic total = **57.1%**, 11,187 people

Lockleaze: Total population = 13,394

White total = **67.8%**, 9078 people

Black, Asian and Minority Ethnic total = **32.2%**, 4316 people

Redland: Total population = 13,259

White total = 88.3%, 11,714 people

Black, Asian and Minority Ethnic total = 11.7%, 1545 people

Southville: Total population = 12,880

White total = 88.6%, 11,416 people

Black, Asian and Minority Ethnic total = 11.4%, 1464 people

The data shows that of the wards affected the majority (9 out of 13) are broadly in line with the city average. Ashley, Central, Lawrence Hill and Lockleaze have significantly lower proportions of people from a white background and higher representation among black, Asian and minority ethnic groups.

Health and Disability (Census 2021)

Using the Census 2021 definition of Disability - the data below shows the number of households with at least one Disabled person in wards affected by this proposal. Significant deviations are highlighted in bold

Bristol: Total households = 191,637

Households with at least one Disabled person= 32.2%, 61,731 households

Ashley: Total households = 8322

Households with at least one Disabled person= 30.2%, 2511

Bedminster: Total households = 5780

Households with at least one Disabled person= 29.6%, 1711

Brislington West: Total households = 5000

Households with at least one Disabled person= 29.2%, 1458

Central: Total households = 6488

Households with at least one Disabled person= **25.1%**, 1629

Clifton: Total households = 5668

Households with at least one Disabled person= **25%**, 1416

Clifton Down: Total households = 4920

Households with at least one Disabled person= **24.7%**, 1216

Cotham: Total households = 4808

Households with at least one Disabled person= **26.6%**, 1278

Horfield: Total households = 5430

Households with at least one Disabled person= 33.3%, 1806

	<p>Hotwells and Harbourside: Total households = 2833 Households with at least one Disabled person= 22.9%, 650</p> <p>Lawrence Hill: Total households = 7652 Households with at least one Disabled person= 32.2%, 2461</p> <p>Lockleaze: Total households = 4992 Households with at least one Disabled person= 38.1%, 1901</p> <p>Redland: Total households = 5162 Households with at least one Disabled person= 24.8%, 1282</p> <p>Southville: Total households = 5774 Households with at least one Disabled person= 27.4%, 1584</p> <p>The data shows that all but one of the wards (Lockleaze) are either in line with the city average or significantly lower than the city average.</p>
<p>Sexual Orientation (Census 2021)</p>	<p>The 2021 census data on sexual orientation is only available to view at Middle Super Output Area (MSOA) and higher geography levels. This is different to the data above which has been presented on a ward level.</p> <p>Bristol: Total population = 389,708 LGB+* population = 6.07%, 23,649 Straight or Heterosexual = 85.45%, 333,008 Not stated = 8.48%, 33,051 *includes gay or lesbian, bisexual, pansexual, asexual, queer and other groups</p> <p>Barton Hill: Profile population = 5763 LGB+ population = 5.22%, 301 people Straight or Heterosexual = 82.86%, 4775 people Not stated = 11.92%, 687 people</p> <p>Bedminster: Profile population = 9006 LGB+ population = 7.92%, 713 people Straight or Heterosexual = 83.77%, 7544 people Not stated = 8.32%, 749 people</p> <p>City Centre and Harbourside: Profile population = 7631 LGB+ population = 12.8%, 977 people Straight or Heterosexual = 75.19%, 5738 people Not stated = 12%, 916 people</p> <p>Clifton East: Profile population = 8484 LGB+ population = 9.29%, 788 people Straight or Heterosexual = 82.08%, 6964 people Not stated = 8.63%, 732 people</p> <p>Clifton Village: Profile population = 5599 LGB+ population = 8.25%, 462 people Straight or Heterosexual = 84.19%, 4714 people Not stated = 7.55%, 423 people</p> <p>Cotham: Profile population = 8117 LGB+ population = 8.81%, 715 people Straight or Heterosexual = 82.65%, 6709 people Not stated = 8.54%, 693 people</p>

Hotwells: Profile population = 6382

LGB+ population = 11.09%, 708 people
Straight or Heterosexual = 78.77%, 5027 people
Not stated = 10.14%, 647 people

Kingsdown: Profile population = 7931

LGB+ population = 10.26%, 814 people
Straight or Heterosexual = 79.74%, 6324 people
Not stated = 10%, 793 people

Redland and St Andrews: Profile population = 8921

LGB+ population = 8.35%, 745 people
Straight or Heterosexual = 83.21%, 7423 people
Not stated = 8.44%, 753 people

Southville: Profile population = 9353

LGB+ population = 7.78%, 728 people
Straight or Heterosexual = 84.95%, 7945 people
Not stated = 7.27%, 680 people

St Pauls: Profile population = 6479

LGB+ population = 10.13%, 656 people
Straight or Heterosexual = 78.3%, 5073 people
Not stated = 11.58%, 750 people

St Werburghs: Profile population = 5685

LGB+ population = 9.82%, 558 people
Straight or Heterosexual = 78.33%, 4453 people
Not stated = 11.86%, 674 people

Temple Meads: Profile population = 8801

LGB+ population = 11.57%, 1018 people
Straight or Heterosexual = 75.2%, 6618 people
Not stated = 13.24%, 1165 people

University and Brandon Hill: Profile population = 8142

LGB+ population = 11.69%, 952 people
Straight or Heterosexual = 77.32%, 6295 people
Not stated = 10.99%, 895 people

Westbury Park: Profile population = 7150

LGB+ population = 5.01%, 358 people
Straight or Heterosexual = 86.84%, 6209 people
Not stated = 8.15%, 583 people

The following RPS streets are very small locations in much larger Middle Super Output Areas (MSOAs), the data has been included for completeness.

Lockleaze: Profile population = 6150

LGB+ population = 3.93%, 242 people
Straight or Heterosexual = 86.44%, 5316 people
Not stated = 9.63%, 592 people

Monks Park: Profile population = 5613

LGB+ population = 5.34%, 300 people
Straight or Heterosexual = 86.64%, 4863 people
Not stated = 8.02%, 450 people

	<p>St Annes: Profile population = 8203 LGB+ population = 5.63%, 462 people Straight or Heterosexual = 87.1%, 7145 people Not stated = 7.27%, 596 people</p> <p>The data shows that of the MSOA areas affected by the proposal, the proportion of people in the LGB+ population are broadly in line with the city average. Larger populations (>10%) of LGB+ people can be found in City Centre and Harbourside, Hotwells, Kingsdown, St Pauls, Temple Meads and University and Brandon Hill, with Lockleaze the only MSOA with a noticeably lower population of LGB+ residents.</p>
<p>Gender Identity (Census 2021)</p>	<p>The 2021 census data on gender identity is only available to view at Middle Super Output Area (MSOA) and higher geography levels. This is different to the data above which has been presented on a ward level.</p> <p>Bristol: Total population = 389,708 Gender identity <u>different</u> from sex registered at birth = 0.83%, 3220 people Gender identity the same as sex registered at birth = 92.45%, 360,274 people Not stated = 6.73%, 26,214 people *Gender identity different from sex registered at birth</p> <p>Barton Hill: Profile population = 5764 Gender identity <u>different</u> from sex registered at birth = 2.43%, 140 people Gender identity the same as sex registered at birth = 85.44%, 4925 people Not stated = 12.13%, 699 people</p> <p>Bedminster: Profile population = 9006 Gender identity <u>different</u> from sex registered at birth = 0.64%, 58 people Gender identity the same as sex registered at birth = 93.17%, 8391 people Not stated = 6.18%, 557 people</p> <p>City Centre and Harbourside: Profile population = 7627 Gender identity <u>different</u> from sex registered at birth = 1.32%, 101 people Gender identity the same as sex registered at birth = 89.13%, 6798 people Not stated = 9.55%, 728 people</p> <p>Clifton East: Profile population = 8484 Gender identity <u>different</u> from sex registered at birth = 0.59%, 50 people Gender identity the same as sex registered at birth = 93.56%, 7938 people Not stated = 5.85%, 496 people</p> <p>Clifton Village: Profile population = 5597 Gender identity <u>different</u> from sex registered at birth = 0.68%, 38 people Gender identity the same as sex registered at birth = 93.87%, 5254 people Not stated = 5.45%, 305 people</p> <p>Cotham: Profile population = 8121 Gender identity <u>different</u> from sex registered at birth = 0.69%, 56 people Gender identity the same as sex registered at birth = 93.46%, 7590 people Not stated = 5.85%, 475 people</p> <p>Hotwells: Profile population = 6380 Gender identity <u>different</u> from sex registered at birth = 1.05%, 67 people Gender identity the same as sex registered at birth = 92.18%, 5881 people Not stated = 6.77%, 432 people</p>

Kingsdown: Profile population = 7931

Gender identity different from sex registered at birth = 1.13%, 90 people
Gender identity the same as sex registered at birth = 91.1%, 7225 people
Not stated = 7.77%, 616 people

Redland and St Andrews: Profile population = 8923

Gender identity different from sex registered at birth = 0.83%, 74 people
Gender identity the same as sex registered at birth = 93.15%, 8312 people
Not stated = 6.02%, 537 people

Southville: Profile population = 9354

Gender identity different from sex registered at birth = 1.06%, 99 people
Gender identity the same as sex registered at birth = 93.86%, 8780 people
Not stated = 5.08%, 475 people

St Pauls: Profile population = 6478

Gender identity different from sex registered at birth = 1.56%, 101 people
Gender identity the same as sex registered at birth = 89.3%, 5785 people
Not stated = 9.14%, 592 people

St Werburghs: Profile population = 5684

Gender identity different from sex registered at birth = 1.6%, 91 people
Gender identity the same as sex registered at birth = 88.88%, 5052 people
Not stated = 9.52%, 541 people

Temple Meads: Profile population = 8802

Gender identity different from sex registered at birth = 1.69%, 149 people
Gender identity the same as sex registered at birth = 87.29%, 7683 people
Not stated = 11.02%, 970 people

University and Brandon Hill: Profile population = 8141

Gender identity different from sex registered at birth = 1.15%, 94 people
Gender identity the same as sex registered at birth = 90.5%, 7368 people
Not stated = 8.34%, 679 people

Westbury Park: Profile population = 7152

Gender identity different from sex registered at birth = 0.46%, 33 people
Gender identity the same as sex registered at birth = 93.88%, 6714 people
Not stated = 5.66%, 405 people

The following RPS streets are very small locations in much larger Middle Super Output Areas (MSOAs), the data has been included for completeness.

Lockleaze: Profile population = 6152

Gender identity different from sex registered at birth = 0.75%, 46 people
Gender identity the same as sex registered at birth = 91.04%, 5601 people
Not stated = 8.21%, 505 people

Monks Park: Profile population = 5613

Gender identity different from sex registered at birth = 0.82%, 46 people
Gender identity the same as sex registered at birth = 92.54%, 5194 people
Not stated = 6.65%, 373 people

St Annes: Profile population = 8203

Gender identity different from sex registered at birth = 0.69%, 57 people
Gender identity the same as sex registered at birth = 93.6%, 7678 people
Not stated = 5.71%, 468 people

	<p>The data shows that of the MSOA areas affected by the proposal, the proportion of people with a gender that is different from their sex recorded at birth, is broadly in line with the city average. Larger populations of people with a gender different from their sex recorded at birth are living in Barton Hill, City Centre and Harbourside, St Pauls, St Werburghs and Temple Meads.</p>
<p>Sex profile (Census 2021)</p>	<p>The data below shows the population by Sex across the wards affected by the proposal</p> <p>Bristol: Male: 49.6% Female: 50.4%</p> <p>Ashley Male: 50.7%, 10,141 Female: 49.3%, 9,862</p> <p>Bedminster Male: 49.9%, 6,446 Female: 50.1%, 6,470</p> <p>Brislington West Male: 49.7%, 5,901 Female: 50.3%, 5,979</p> <p>Central Male: 51.7%, 9,508 Female: 48.3%, 8,882</p> <p>Clifton Male: 49%, 6,375 Female: 51%, 6,647</p> <p>Clifton Down Male: 49.2%, 5,613 Female: 50.8%, 5,807</p> <p>Cotham Male: 49%, 5,641 Female: 51%, 5,880</p> <p>Horfield Male: 51%, 7,055 Female: 49%, 6,783</p> <p>Hotwells and Harbourside Male: 52.2%, 3,149 Female: 47.8%, 2,886</p> <p>Lawrence Hill Male: 51.7%, 10,137 Female: 48.3%, 9,467</p> <p>Lockleaze Male: 50.1%, 6,708 Female: 49.9%, 6,688</p> <p>Redland</p>

Male: 49.5%, 6,556
 Female: 50.5%, 6,697

Southville
 Male: 50.7%, 6,532
 Female: 49.3%, 6,350

The data shows that of the wards affected by the proposal the sex profile is close to the city average in all cases.

BCC Permit data

Bristol City Council's permit data (see Appendix B) provides a record of the number of 2nd and 3rd car/van permits issued across the RPS areas.

RPS Area	RPS reference code	2nd permit 12 month	2nd permit 3 Month	3rd permit 12 month	3rd permit 3 Month	2nd and 3rd permits combined
Central Parking Zone	CPZ	N/A		N/A		
Easton & St Philips	ES	113	41	2	9	165
Bedminster East	BE	32	26	3	1	62
Bower Ashton	BA	4	1	0	0	5
Clifton East	CE	338	146	45	34	563
Clifton Village	CV	442	151	45	40	678
Cliftonwood & Hotwells	CH	255	87	26	23	391
Cotham	CM	210	108	23	20	361
Cotham North	CN	293	97	31	24	445
Cheswick Village	CK	8	3	1	0	12
Edward Road & Chatsworth Road	EC	7	4	0	0	11
Kingsdown	KN	175	84	19	21	299
Montpelier	MR	147	73	8	16	244
Redcliffe	RE	19	11	1	4	35
Redland	RD	120	32	11	12	175
Southville	SE	430	160	27	31	648
Spike Island	SI	8	7	0	1	16
St Pauls	SP	70	60	3	1	134
Approximate Annual Transactions		2,671	1,091	245	237	

Additional comments:

2.2 Do you currently monitor relevant activity by the following protected characteristics?

<input checked="" type="checkbox"/> Age	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Gender Reassignment
<input type="checkbox"/> Marriage and Civil Partnership	<input type="checkbox"/> Pregnancy/Maternity	<input checked="" type="checkbox"/> Race
<input type="checkbox"/> Religion or Belief	<input checked="" type="checkbox"/> Sex	<input checked="" type="checkbox"/> Sexual Orientation

2.3 Are there any gaps in the evidence base?

Where there are gaps in the evidence, or you don't have enough information about some equality groups, include an equality action to find out in section 4.2 below. This doesn't mean that you can't complete the assessment without the information, but you need to follow up the action and if necessary, review the assessment later. If you are unable to fill in the gaps, then state this clearly with a justification.

For workforce related proposals all relevant characteristics may not be included in HR diversity reporting (e.g. pregnancy/maternity). For smaller teams diversity data may be redacted. A high proportion of not known/not disclosed may require an action to address under-reporting.

We do not currently measure protected characteristics of service users in RPS/CPZ areas. This is a significant gap in the data which will need to be addressed. We hold current Ward level and/or MSOA data for most protected characteristics which have been presented in section 2.1 in this report. Notable gaps are data around pregnancy and maternity and marital status.

2.4 How have you involved communities and groups that could be affected?

You will nearly always need to involve and consult with internal and external stakeholders during your assessment. The extent of the engagement will depend on the nature of the proposal or change. This should usually include individuals and groups representing different relevant protected characteristics. Please include details of any completed engagement and consultation and how representative this had been of Bristol's diverse communities. See <https://www.bristol.gov.uk/people-communities/equalities-groups>.

Include the main findings of any engagement and consultation in Section 2.1 above.

If you are managing a workforce change process or restructure please refer to [Managing change or restructure \(sharepoint.com\)](#) for advice on consulting with employees etc. Relevant stakeholders for engagement about workforce changes may include e.g. staff-led groups and trades unions as well as affected staff.

The changes to the tariffs are in line with established transport policy to manage parking efficiently and ensure that car use is priced fairly compared to sustainable modes. Policies such as the Bristol Transport Strategy and Joint Local Transport Plan 4 which establish these principles at the local and sub-regional level have been subject to public consultation.

The proposal is being brought to Cabinet for consideration by members of the public, councillors, and key stakeholder groups.

2.5 How will engagement with stakeholders continue?

Explain how you will continue to engage with stakeholders throughout the course of planning and delivery. Please describe where more engagement and consultation is required and set out how you intend to undertake it. Include any targeted work to seek the views of under-represented groups. If you do not intend to undertake it, please set out your justification. You can ask the Equality and Inclusion Team for help in targeting particular groups.

We do not intend to carry out any further public consultation prior to the changes being delivered, although the proposal will be kept under review. If approved the changes will be communicated on the RPS webpage to new and existing RPS/CPZ permit holders.

Step 3: Who might the proposal impact?

Analysis of impacts must be rigorous. Please demonstrate your analysis of any impacts of the proposal in this section, referring to evidence you have gathered above, and the characteristics protected by the Equality Act 2010. Also include details of existing issues for particular groups that you are aware of and are seeking to address or mitigate through this proposal. See detailed guidance documents for advice on identifying potential impacts etc. [Equality Impact Assessments \(EqIA\) \(sharepoint.com\)](#)

3.1 Does the proposal have any potentially adverse impacts on people based on their protected or other relevant characteristics?

Consider sub-categories (different kinds of disability, ethnic background etc.) and how people with combined characteristics (e.g. young women) might have particular needs or experience particular kinds of disadvantage.

Where mitigations indicate a follow-on action, include this in the 'Action Plan' Section 4.2 below.

GENERAL COMMENTS (highlight any potential issues that might impact all or many groups)

We have not identified any significant disproportionately negative impacts for people specifically on the basis of their protected characteristics from the proposal. However, the proposal will increase the cost to some Residents Parking Scheme users and all Central Parking Zone schemes users. The tariff changes will impact 2nd and 3rd car/van owners and low emission vehicle owners across RPS areas. It will also impact permit holders in the CPZ.

While data is available for most protected characteristic groups affected by the proposal there are notable gaps around pregnancy and maternity and marital status. As described in section 2.1 the ward and MSOA data does not trace the boundaries of the RPS or CPZ schemes which presents some challenges with interpreting the data. That said there are some trends and themes that can be extrapolated from the data that help us to understand how the proposal might affect people differently because their characteristics and circumstances, and the extent to which this may be mitigated.

PROTECTED CHARACTERISTICS

Age: Young People	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • The analysis of ward age profiles in section 2.1 identified 6 of the 13 wards impacted by the proposal have a higher-than-average population of young people. • Younger people are often less financially independent with a greater percentage than the city average reporting that they find it 'difficult to manage financially' (QoL, 2023). • Young people in Bristol are more likely to find inaccessible public transport prevents them from leaving their home when they want to
Mitigations / comments:	<ul style="list-style-type: none"> • Younger people generally have more limited car access and lower car use and are more reliant on public transport (access to transport and life opportunities, NatCen, 2019, Bristol QoL, 2023). • Vehicle ownership tends to be low among younger age groups partly due to the costs of learning to drive, as well as maintaining a vehicle and the associated insurance costs, making this group increasingly reliant on public transport (FS13 Future of Transport –Equalities and access to opportunity, FS13 Rapid Evidence Review, Department for Transport, 2020) • It could be inferred that in broad terms most younger people would not be able to afford multiple vehicles or more expensive low emission vehicles. As such this proposal is unlikely to have a disproportionate impact on this group.
Age: Older People	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • Older people in Bristol are more reliant on public and community transport • Some older people may be more dependent on having their own vehicle due to limited mobility • Overall, the QoL 2023 reports that a significantly lower proportion of older people 'find it difficult to manage financially' but this contrasts with national studies which suggest that this group is more at risk of 'transport poverty' (Transport and inequality: An evidence review for the Department for Transport, NatCen, 2019)
Mitigations / comments:	<ul style="list-style-type: none"> • An analysis of the data does not suggest that older people are disproportionately affected by the proposal. • The analysis of ward age profiles in section 2.1 identified that wards impacted by this proposal did not disproportionality contain more older people than the city average.

	<ul style="list-style-type: none"> • Older people generally have more limited car access and lower car use than adults aged 30-69 (access to transport and life opportunities, NatCen, 2, QoL, 2023) • QoL 2023 data suggests a significantly lower proportion of older people feel that ‘a lack of transport options prevents them from leaving their homes when they want to’ • The same dataset suggests a significantly higher proportion of older people state that they are in ‘poor health’ and are ‘inactive’ which may limit their transport options in ways that could make them both more and less reliant on driving.
Disability	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • One in five Disabled adults faces extra costs of over £1,000 a month even after they have received welfare payments designed to meet those costs¹. • Disability increases with age: 4.1% of all children, for the working age population it increases to 12.3% and for people aged 65 and over it increases to 55.9%. • In broad terms people with health-related mobility impairments have more limited car access and lower car use than those without mobility • Disabled people may be more reliant on use of a private motor vehicle because of their impairment(s) • Some households have multiple motor vehicles to meet the accessibility requirements of a Disabled person • Undertaking an analysis of current transport trends among Disabled people it is important to note that Disabled people are not a homogenous group, their needs and abilities can vary greatly depending on the nature and severity of their impairments, (access to transport and life opportunities, NatCen, 2019)
Mitigations / comments:	<ul style="list-style-type: none"> • The analysis of ward data in 2.1 shows that all but one of the wards (Lockleaze) are either in line with the city average or significantly lower than the city average when it comes to households with at least one Disabled person. • Disabled people who require access to a car can apply for Blue Badge permits. Blue Badge holder do not require a permit to park in the RPS or CPZ which would suggest the impact of this proposal will be limited and therefore unlikely to be disproportionate. • It is a legal requirement under the Equalities Act to ensure information provided (including about any proposed changes to fees) is accessible to Disabled service users.
Sex	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • The analysis of ward age profiles in section 2.1 identified that wards impacted by this proposal did not disproportionality contain more males or females respectively. • Car access is statistically higher among men than women but both groups use cars as frequently as the other. (access to transport and life opportunities, NatCen, 2019). Women are more likely to use the bus and walk to work and men more likely to cycle (QoL 2023).

¹ Disability Price Tag | Disability charity Scope UK

	<ul style="list-style-type: none"> The QoL 2023 survey suggest that there is only a marginal difference between males and females 'who find it difficult to manage financially' (8.5% 8.6%) Women are statistically more likely to bear caring responsibilities for children and older adults.
Mitigations / comments:	<ul style="list-style-type: none"> While caring duties may be a factor in households owning two or more cars we do not have evidence to indicate that the financial burden of the second or third car sits disproportionality with males or females. The QoL 2023 survey suggests that two-parent families are close to the city average for the percentage 'who find it difficult to manage financially.' (9.6% vs 8.7% ave.)
Sexual orientation	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	No data to suggest a disproportionate impact
Mitigations / comments:	
Pregnancy / Maternity	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	No data to suggest a disproportionate impact. People who are pregnant or who have young children may be more reliant on private motor vehicles.
Mitigations / comments:	See general comments above
Gender reassignment	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	No data to suggest a disproportionate impact
Mitigations:	
Race	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> Black, Asian and minoritised ethnic households in the UK are more likely to be in deep poverty and experience higher levels of material deprivation. Black, Asian and minoritised ethnic households are more likely to be living in overcrowded housing and intergenerational households. Bangladeshi and Pakistani groups are more likely to live in multi-family households. Black people in the UK are less likely to hold a driving licence and more likely to rely on public transport. Black, Asian and minoritised ethnic groups in Bristol are more likely to find inaccessible public transport prevents them from leaving their home when they want to People who do not speak English as a main language may require information in plain English and community language translations or videos etc.
Mitigations / comments:	<ul style="list-style-type: none"> The analysis of ward ethnicity profiles in section 2.1 identified the majority (9 out of 13) affected by the proposal are broadly in line with the city average. Ashley, Central, Lawrence Hill and Lockleaze have significantly lower proportions of people from a White background and higher representation among Black, Asian and minoritised ethnic groups. Cross referencing ethnicity data with car ownership data shows a correlation between wards with higher populations of Black, Asian and Minoritised ethnic groups and lower car ownership. In particular Central ward and Lawrence Hill ward has significantly lower car ownership overall and a much lower proportion of households with 2 or more

	<p>cars/vans. Lockleaze was the exception where car use was more in line with the city average</p> <ul style="list-style-type: none"> • National data shows us that people from a Black, Asian or minoritised ethnic background are less likely to have access to a private vehicle, be more reliant on public transport to access employment (access to transport and life opportunities, NatCen, 2019). • People from a Black, Asian or minoritised ethnic background are much more likely to state they ‘find it difficult to manage financially’. This may suggest that proposals will place a greater financial burden on this group, but it may be that this group would not be able to afford to purchase and operate a low emission vehicle or 2 or more cars given higher rates of poverty (Transport and inequality: An evidence review for the Department for Transport, NatCen, 2019) • More data is required understand the link between 2nd and 3rd car permits and ethnicity, but the current analysis does not suggest a disproportionate impact.
Religion or Belief	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	No data to suggest a disproportionate impact
Mitigations / comments:	
Marriage & civil partnership	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	No data to suggest a disproportionate impact
Mitigations / comments:	
OTHER RELEVANT CHARACTERISTICS	
Socio-Economic (deprivation)	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> • The analysis of deprivation data in section 2.1 shows a mixed picture across the wards affected by this proposal. Wards such as Ashley, Brislington West, Central, Lawrence Hill and Lockleaze contain areas among the top 10% most deprived in the country. Conversely wards such as Clifton, Clifton Down, Redland and Southville contain some of the top 10 and 20% least deprived areas in the country. • Almost all the wards contain a diverse range of more and less deprived areas.
Mitigations / comments:	<ul style="list-style-type: none"> • Of those wards with overall higher levels of deprivation there is a general trend that 2nd and 3rd car ownership levels are lower and overall car ownership is lower. For instance, most of Lawrence Hill is in the top 10 most deprived areas of the country but contains much lower levels of car ownership than the city average. • National data suggests people with personal incomes in the lowest quintile have considerably more limited car access but only slightly lower car use than people with higher incomes and make greater use of buses but less use of trains. Their frequency of bicycle use is similar to those with higher incomes (Access to transport and life opportunities, NatCen, 2019) • People in the top 10% most deprived areas are much more like to state that they find it ‘difficult to manage financially’ This may suggest that proposals will place a greater financial burden on this group but it may

	be that this group would not be able to afford to purchase and operate a low emission vehicle or 2 or more cars given higher rates of poverty (Transport and inequality: An evidence review for the Department for Transport, NatCen, 2019).
Carers	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	No data to suggest disproportionate impact. See relevant comments under Age, Disability, and Sex above

3.2 Does the proposal create any benefits for people based on their protected or other relevant characteristics?

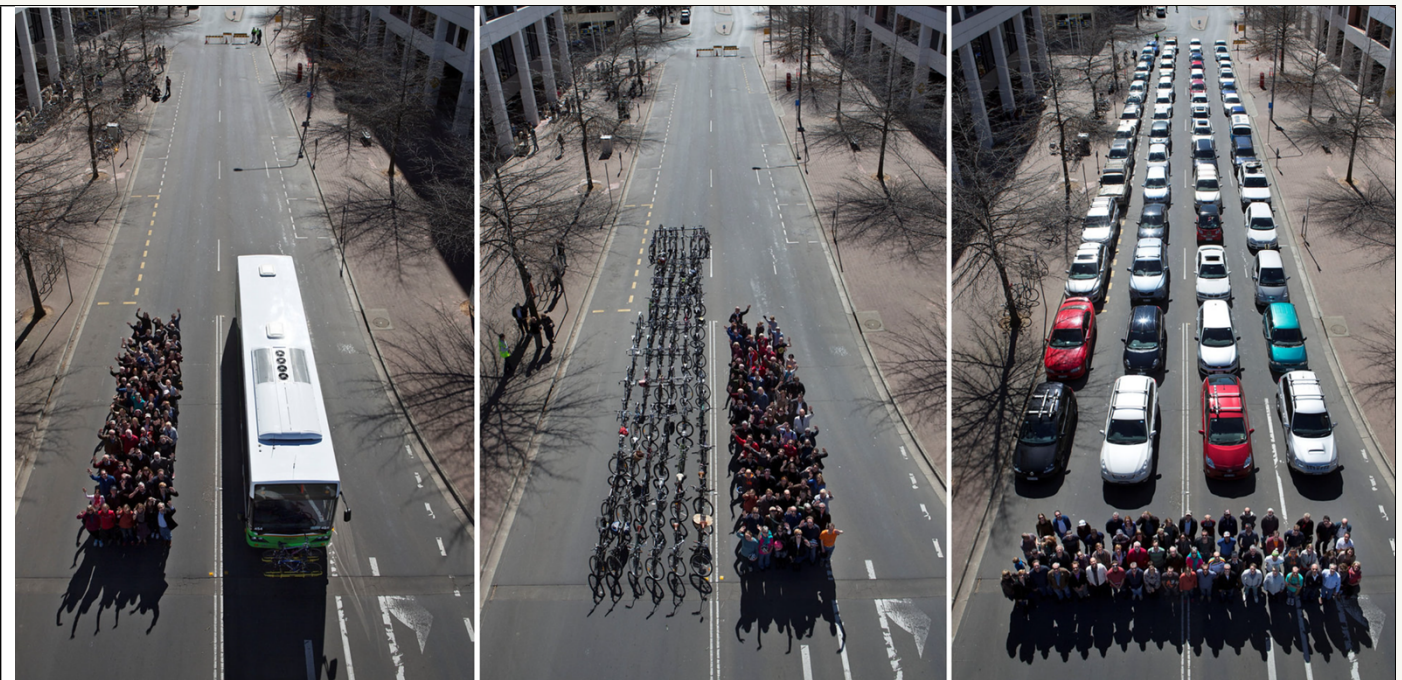
Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support our Public Sector Equality Duty to:

- ✓ Eliminate unlawful discrimination for a protected group
- ✓ Advance equality of opportunity between people who share a protected characteristic and those who don't
- ✓ Foster good relations between people who share a protected characteristic and those who don't

Access to a vehicle can be important for many people and critical for others depending on their personal circumstances. Balanced against this is the need for the city to reduce car dependency overall to ensure we meet our goals around climate change, air quality and public health.

How people move around the city is intrinsically linked to equality and inclusion. We know that many groups with protected characteristics are more likely to suffer the negative impacts of car use – such as congestion, poor air quality, traffic accidents and unhealthy physical environments, whilst at the same time having more limited access and use of vehicles. In addition, we know that these groups are much more reliant on walking and public transport as a means of accessing work, education, training, and services. (Transport and inequality: An evidence review for the Department for Transport, NatCen, 2019).

This proposal is in line with the Bristol Transport Strategy that seeks to rebalance the transport system to ensure that car use is priced fairly compared with walking, cycling and public transport. Cars take up a disproportionate amount of space on public highway which limits the use of that space for more investment in sustainable modes of transport (e.g. bike and bus lanes and wider pavements). By increasing the tariffs associated with 2nd and 3rd car ownership and bringing low emission and CPZ permits more into line with current prices we may be able to encourage people to re-evaluate the need to own more than one vehicle.



(60 people using a bus, cycling or in cars, showing the disproportionate amount of physical space cars take up for the amount of people they carry)

Step 4: Impact

4.1 How has the equality impact assessment informed or changed the proposal?

What are the main conclusions of this assessment? Use this section to provide an overview of your findings. This summary can be included in decision pathway reports etc.

If you have identified any significant negative impacts which cannot be mitigated, provide a justification showing how the proposal is proportionate, necessary, and appropriate despite this.

Summary of significant negative impacts and how they can be mitigated or justified:

We have not identified any significant negative impact from the proposal specifically on the basis of protected characteristics. However the analysis suggests that people living in more deprived areas of the city as well as e.g. Disabled people those from minoritised ethnic backgrounds are more to experience financial hardship because of existing structural inequality. This proposal will impact individuals within these groups who may find it more difficult to meet these additional costs. The main mitigation for this is that analysis also indicated that car ownership tends to be lower among these groups and there is a case to be made that individuals experiencing economic deprivation are less likely to own a two or more vehicles or own a low emission vehicle. In future more data should be collected to better understand the link between car ownership and ability to pay.

Summary of positive impacts / opportunities to promote the Public Sector Equality Duty:

How people move around the city is intrinsically linked to equality and inclusion. We know that several protected characteristic groups are more likely to suffer the negative impacts of car use – such as congestion, poor air quality, traffic accidents and unhealthy physical environments, whilst at the same time having more limited access and use of vehicles. In addition, we know that these groups are much more reliant on walking and public transport as a means of accessing work, education, training, and services. (Transport and inequality: An evidence review for the Department for Transport, NatCen, 2019). Rebalancing the transport network to better promote sustainable transport and account for the negative externalities of car use will benefit everyone.

4.2 Action Plan

Use this section to set out any actions you have identified to improve data, mitigate issues, or maximise opportunities etc. If an action is to meet the needs of a particular protected group please specify this.

Improvement / action required	Responsible Officer	Timescale
Seek comments and feedback on proposals at Cabinet	Jacob Pryor	June 2023
Amend scheme in line with feedback from Cabinet	Jacob Pryor	June 2023


4.3 How will the impact of your proposal and actions be measured?

How will you know if you have been successful? Once the activity has been implemented this equality impact assessment should be periodically reviewed to make sure your changes have been effective your approach is still appropriate.

The council's Highways and Traffic Team will continue to monitor applications for low emission, 2nd and 3rd car/van permits and CPZ permits at intervals to understand trends and review the policy if necessary

Step 5: Review

The Equality and Inclusion Team need at least five working days to comment and feedback on your EqIA. EqIAs should only be marked as reviewed when they provide sufficient information for decision-makers on the equalities impact of the proposal. Please seek feedback and review from the [Equality and Inclusion Team](#) before requesting sign off from your Director².

<p>Equality and Inclusion Team Review: <i>Reviewed by Equality and Inclusion Team</i></p>	<p>Director Sign-Off:</p> 
<p>Date: 30/5/2023</p>	<p>Date: 2.6.2023</p>

² Review by the Equality and Inclusion Team confirms there is sufficient analysis for decision makers to consider the likely equality impacts at this stage. This is not an endorsement or approval of the proposal.

Eco Impact Checklist

Title of report: Residents Parking Scheme Policy Review				
Report author: Jacob Pryor				
Anticipated date of key decision: 06/06/23				
Summary of proposals:				
<ul style="list-style-type: none"> Remove reductions provided to low emissions vehicles, currently free below 100g CO2 and half price between 101 and 110g CO2. Justification related to existing government policy change to remove many of the reductions offered to lower emissions vehicles through VED due to fairness and a gradual move to lower emissions vehicles and also the fact that a parking space is not directly related to vehicle emissions so the link is tenuous at best. Double cost of second permits, from £112 to £224, and multiply third permits by 2.5 times from £224 to £560. Justification relates to use of space, most RPS areas are older housing with limited parking space and high density. Second and third vehicles place an increased impact on other users and this needs to be better reflected in the permit cost. Road space is becoming increasingly valuable as the city adapts to climate change. Space is needed for street trees, SUDS, electric vehicle charge points, cycle hangars and other features. The costs of second and third permits needs to better reflect the impact these vehicles have on available space. Increase CPZ permit fee from £50 to £250. Fees for CPZ permits do not currently reflect the value of on street parking spaces in the city centre which is at an increasing premium with the rapidly increasing number of residents and the need to adapt the city centre to better serve the needs of people and respond to the changes required to our streets by the climate and ecological emergencies. 				
Will the proposal impact on...	Yes/No	+ive or -ive	If Yes...	
			Briefly describe impact	Briefly describe Mitigation measures
Emission of Climate Changing Gases?	Yes	+ive	The impact of this proposal is net positive. Increasing tariffs for 2 nd and 3 rd cars/vans and CPZ permits should over time reduce vehicle numbers resulting in fewer emissions of Climate Changing Gases. The removal of discounts for low emission vehicles may serve as a short-term disincentive, but given the increasing efficiency of the fleet, keeping this reduced tariff in place would eventually work against the objective it is trying	

			to achieve by incentivising free permits for all new cars. Most plug-in vehicles rely on home charging points associated with off-street parking, so there should be little impact on current permit holders.	
Bristol's resilience to the effects of climate change?		+ive	Over time the proposal should see a reduction in vehicles parked on the highway in CPZ and RPS areas. This provides an opportunity to reallocate this space to resilience enhancing assets such as trees, Sustainable Urban Drainage (SUDs) and Cycle Hangars	
Consumption of non-renewable resources?		+ive	Internal Combustion Engine (ICE) vehicles, Hybrid and Battery Electric Vehicles (BEV) all require the consumption of non-renewable resources in their construction and ongoing operation. Disincentivising their use will help to reduce the city overall consumption of non-renewable resources.	
Production, recycling or disposal of waste		+ive	Vehicles require ongoing maintenance, parts replacements and end of life disposal/recycling. Disincentivising vehicle ownership will help to reduce the production, recycling or disposal of waste	
The appearance of the city?		+ive	Reducing overall car use will provide opportunities for reallocating highway space for improved public realm including	

			tree planting, SUDS, benches and parklets	
Pollution to land, water, or air?		+ive	ICE, Hybrid and BEVs all emit particulate matter into the air though tyre and component wear. In addition Hybrid and ICE vehicles emit NO ₂ . Reducing our reliance on vehicles is one of the most effective ways to reduce harmful air pollution. It should be noted that as the beneficial reductions in NOx and particulate emissions take place, harmful pollution from ground level ozone is likely to increase (NOx emissions prevent the atmospheric chemical reaction that generate ozone), so there may be no overall health benefit.	
Wildlife and habitats?		+ive	Although likely to only have a minor impact, the planned reallocation of space to 'street greening' will likely have some benefits for wildlife and habitats	

Consulted with:

Summary of impacts and Mitigation - to go into the main Cabinet/ Council Report

The significant environmental impacts of these proposals are likely to be a gradual reduction in the number of residential parking permits issued due disincentivising on-street parking for private vehicles. Fewer vehicles is likely to reduce emissions, some air pollution and the use of non-renewable resources in the short term and the reallocation of highways space for greening projects, sustainable drainage systems, places to sit and play, and cycle parking in the medium to long term.

There are no harmful impacts to mitigate, but it will be important to ensure that projects to reallocate road space to purposes with environmental benefits as the number of vehicles falls actually take place.

The net environmental effects of the proposals are likely to be beneficial in the short term, although the benefits from reduced emissions will be neutral over the medium and long terms as

average vehicle would have reduced due to other policies.

Checklist completed by:

Name:	Jacob Pryor
Dept.:	Strategic City Transport
Extension:	
Date:	18/05/2023
Verified by Environmental Performance Team	Giles Liddell, Project Manager - Environmental