

Section 7 - Sign-off when assessment is completed

Officer Completing the Form:		
Signed	Name:	Gill Hutchinson
	Date:	June 2016
	Job Title:	Sustainable Transport Officer
Assistant Director:		
Signed	Name:	Dave Winstanley
	Date:	June 2016
	Service:	Transport & Capital Projects

Section 8 – Reporting of Findings and Recommendations to Decision Makers

What does the review of the information show?	
a)	No negative impact on people because of their Protected Characteristics - continue with the activity and monitor progress on implementation
b)	Negative impact identified – recommend continuing with the activity; clearly specify the people affected and the impacts, and providing reasons and supporting evidence for the decision to continue
c)	Negative impact identified - adjust the activity in light of the identified impact to avoid, minimise or mitigate the impact
d)	Negative impact identified - stop activity and provide an explanation why

An options appraisal has been developed as below, which sets out options to mitigate against the negative impacts identified:

Option	Pro's	Con's
Retain the companion pass free of charge	Remove the negative impacts and reduce the multiple impacts for this group of disabled people	Do not achieve any savings
Option 1 – Introduce a flat fare of 50p for all journeys undertaken by a companion.	Based on journeys undertaken by companions in 15/16, this will generate £8k, which could be used to offset the cost of providing subsidised travel.	Cost will fall to companion pass holders. The need to travel with a companion will result in these residents experiencing a disproportionate cost to travel when compared to other disabled pass holders.

		<p>Some companion pass holders may not be able to make as many journeys as they do now, resulting in health and social impacts as identified through the EIA.</p> <p>Likely some companion pass holders will require additional support through Health and Social Care (Adults' and Children's) if they can no longer access the services they do now with the aid of a companion.</p> <p>For those with a significant learning disability/mental health issue such as dementia the introduction of a flat fare for companions may be confusing and form a barrier in participating in the flat fare scheme.</p> <p>Would require a commercial agreement with the bus operators.</p>
<p>Option 2 – Introduce an annual charge the level to be determined (i.e £20, £30, £40) for companion entitlement. (Nexus currently charge £12 p.a. for their pass holders to use the Metro system as well as buses)</p>	<p>Based on current companion pass holders, a £20 charge would generate £13,300 per year, which could be used to offset the cost of providing subsidised travel.</p> <p>The annual charge may be more convenient for companion pass holders than paying per journey as in option 1.</p>	<p>The cost to those companion pass holders, who make very few journeys per year with their companion, will be disproportionate compared to those who make many journeys and would therefore make a choice on whether to purchase the pass or pay for a small number of individual trips.</p> <p>The need to travel with a companion will result in these residents experiencing a disproportionate cost to travel when compared to other disabled pass holders.</p> <p>Associated cost to DBC of administering the scheme on an annual basis.</p>
<p>Option 3 – Introduce new more robust criteria for those applying for companion entitlement.</p> <p>This would apply to new</p>	<p>The current process relies on an applicant's GP to give details as to why they require companion entitlement.</p>	<p>There may be a cost in carrying out OT assessments for new applicants applying for companion entitlement.</p> <p>Associated cost to DBC of</p>

and existing companion bus pass holders; in line with the new assessment process for disabled pass holders, and would include OT assessments and completion of a Health Care Professional Form. <i>(Further consideration would need to be given to this business process and how it would work in practice).</i>	The new process would take the onus off the GP, ensuring a more fair and equitable process.	administering the scheme.
Options 4 – Options 2 and 3 combined.	See above	See above
Option 5 – Install at stop audio announcements.	This would specifically benefit those who are blind/partially sighted and offer practical reassurance to those who have learning disabilities and mental health conditions.	This does not address the negative impacts for all companion pass holders. There is an associated cost to DBC.
Option 6 – Promote use of 'Journey Assistance Cards' to current companion bus pass holders.	May give companion pass holders more confidence to use public transport without the aid of companion. The cards make it easier for the driver to identify what extra help a pass holder needs.	Barriers to travelling without a companion will still exist for many bus pass holders.

Section 9 – Action Plan and Performance Management

What is the negative impact?	Actions required to reduce/eliminate the negative impact (if applicable)	Who will lead on action	Target completion date
Impact on health, well being, social inclusion and independence (as disabled people who can't travel unaided, wouldn't be able to make the same number of journeys as do currently which will limit their		Gill Hutchinson	31/03/2017

access to services.)			
Increased financial pressure on Benefits and individual budgets.	Please refer to options appraisal above.		
Many companion pass holders are unable to make journeys unaided.	Recommend further detailed work on options to retain a Companion Pass option.		
The companion pass holders carer would have to bear the cost of journeys, and would impact on their Carer's Allowance.	Develop Option 4 which is a combination of a more robust criterion and assessment for entitlement and an annual charge at a level to be determined.		
Certain companion pass holders would no longer be able to leave the house without the aid of companion due to the above.	<ul style="list-style-type: none"> - To re-assess existing pass holders by 31/03/17 - To introduce a new process for new applicants 		
If Darlington were to withdraw from the North East reciprocal arrangement, this may have a negative effect on the number of people travelling into Darlington.			

Performance Management	
Date of the next review of the EIA	31/03/2017
How often will the EIA action plan be reviewed?	
Who will carry out this review?	Gill Hutchinson



Breaking Through Barriers

Darlington Association on Disability Centre for Independent Living

Unit 1P Enterprise House
Valley Street
Darlington DL1 1GY

Tel: 01325 489999
Text: 07624818780
Fax: 01325 267758

10 June 2016

Toconcessionarytravel@darlington.gov.uk

I am writing with regard to the current consultation and Equality Impact Assessment process, for the proposals to changes to remove the concessionary bus pass service.

Please find the following formal response from Darlington Association on Disability (DAD).

Whilst DAD acknowledge the council's financial position, DAD does NOT feel that this proposal should go ahead based on the following information.

- People have NOT been consulted in a way which has been accessible or fair. DAD would like to draw the council's attention to its duties under the Accessible Information Standard, and feel this is not compliant; including not providing Easy Read Format. Whilst we acknowledge that letters have been sent out to people who are impacted, the council need to understand that disabled people have received multiple letters about the many cuts which they will be impacted by, with multiple deadlines and meetings. DAD drew attention to the need for Easy Read information in the previous consultation on eligibility and assessment for bus passes. It cannot be assumed that everyone has someone to support them to access and understand the information and assist them with a response.
- This cut targets a particular group of people, who are in most need of support and are unable to travel without it, effectively meaning they will not be able to access free travel using their own statutory concessionary bus pass. So although they have a right to free travel, this proposal takes this away.
- DAD feels that this proposal will not achieve the cost saving outlined in the medium term financial plan, as the people who use social care and already pay a contribution would have increased disability related

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Registered Charity Number: 1125848
Company Number: 6688735
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Established 1986



INVESTOR IN PEOPLE

expenditure, and therefore the Care Act 2014 will require the local authority to take this into account.

- The local authority changed its eligibility for supported transport in a previous round of cuts. Part of the mitigating factors and rationale was that people would be able to use public transport to access day opportunities, even where people needed support as the concessionary bus pass could be used. This would no longer be the case.
- DAD are currently collating questionnaires, which identify multiple impacts due to the various cuts. The cuts to concessionary bus passes have been highlighted as one of the key proposals that will greatly impact on people's lives and their ability to connect to their community. Whilst many community services are under threat, such as the library, for many disabled people this proposal would mean the inability to access ANY local community service. Furthermore the council's proposals are over and above the many cuts and changes which have impacted on disabled people nationally, for example changes in Personal Independence Payments.
- The concessionary bus pass is a low level, low cost support which prevents the need for expensive alternatives. So for example if you live in Cockerton and the library closes, you then cannot access any transport people will not be able to access any library. More support will then be needed to be funded.
- The Care Act 2104 states that low level preventative support must be available to reduce escalation of needs (not just social care services) , and Darlington is in danger of removing the remaining low level services which are available.
- There are currently other proposals to charge for Carers service, this is yet another proposal which will put increased pressure on the 11,000 carers that the town relies to provide unpaid support, which save the public millions pounds a year.

Personal negative impacts reported to us from disabled people include:

- Not able to access the community leading to social isolation and impact on wellbeing.
- Increased costs leading to impacting on finances, leading to debt issues.
- The inability to undertake key essential activities such as shopping for food.
- Deterioration of family opportunities.
- For people who need paid support, who are often the people with highest needs, they will be unable meet their assessed social care outcomes, as they will need to pay for the agency worker or personal assistant, and may be unable to do this.
- This will impact on carers as they will need to take on more, thus increasing the risk of the caring situations breaking down.
- If you are already having problems with benefits, bills etc which requires trips to town or other public buildings, people will be unable to afford this.

- There will be an inequality of impacts, as some groups of people will be harder hit than others, depending on how their support is funded or whether costs will be passed onto the individual.
- For people with very high needs, for example people with mental health need and autism, who need to be frequently supported to get out of the house, there will be a very high impact. This is because there is a need to go out more frequently and there will be a daily cost.

Please also ensure that these impacts are considered along side other impacts and that the multiple impacts are considered.

Yours Sincerely

Chief Executive
Darlington Association on Disability

Jenny Chapman MP
Member of Parliament for Darlington



HOUSE OF COMMONS
LONDON SW1A 0AA

Paul Wildsmith
Director of Resources
Darlington Borough Council
Town Hall
Darlington
DL1 5QT

Our ref: DA3367

11 May 2016

Dear Paul,

The above constituent has contacted me about the proposal to withdraw the bus pass for companions of people with disabilities.

Mr [redacted] tells me that this change would mean that his wife might not be able to travel because her carer would have to pay, and she would have to arrange for someone else to do her shopping. He says he thinks this is very unfair, and is asking how much the Council is expecting to save by making this change.

I would be grateful for anything you can tell me about this, so that I can advise my constituent.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Jenny Chapman'.

 Jenny Chapman MP

Darlington
DL3

17 April 2016

Withdrawal of bus travel Facilities from Disabled People.

Further to my telephone request to provide me with an audio version of your original letter, the Darlington Talking Newspaper have had the good grace to record it and include it in the latest issue. This would not have been done as a matter of course, it resulted from a specific request. DBC is under an obligation to put into action their assertion that reports etc are available in other media. Judging from the reaction to my request, no such routine process is in place.

Firstly this process is not just a consultation. It MUST be an equalities Impact Assessment carried out with proper regard to the guidelines and the Equalities Act which underpins the procedures.

In case you are unaware of your legal duties under the act, I will briefly remind you. The council has a legal duty to take account of the needs of Disabled people EVEN IF THIS MEANS TREATING DISABLED PEOPLE MORE FAVOURABLY THAN NON DISABLED PEOPLE. Also if your policies and procedures result in a carer for a disabled people being adversely affected then the council may be guilty of Indirect Discrimination.

Secondly, you need to be aware that bus travel is just a means of getting from place to place. In itself it does not enable a disabled person to take part in the life of the community. You cannot ignore the needs of disabled people to get to, or find, a bus stop in the first place.

I am registered severely sight impaired / blind and am nowadays restricted to using very familiar routes if I am travelling by myself. This means that while I can manage a bus journey from Cockerton to town by myself, the risks of injury to myself on other bus journeys is too great for me to take in the same manner as other non disabled people. Note that, since the 'pedestrianisation' of the town centre and the subsequent relocation of bus stops, I have never been able to catch a bus back from town to Cockerton while on my own. I cannot locate the bus stops nor negotiate the crowds around the bus stop areas on High Row etc. Even if I walk down to the stops on Woodland Rd, buses very often leave me standing at the stop because I cannot recognise a bus coming nor its number. Despite what you might be led to believe buses very often do not stop unless they are hailed.

This gives the first two negative impacts

- If I am now to travel without a companion, on unknown routes I will not be able to find bus stops.
- If I am now to travel without a companion, I cannot recognise buses nor the bus number and so will very often be left standing at bus stops.

As far as any companion is concerned. They will be acting as carer and must be treated as such under the law. There are several points to be made here.

It is not easy to find anyone willing to act as a sighted guide AT THE TIME I REQUIRE ONE. The only incentives which I can offer under the existing arrangements is that they will not have to part with money as well as donating their time. Removal of the companion pass means that

EITHER

I must pay for my companion, which makes my 'free' bus pass redundant. This will not affect non disabled pass holders i.e. I will be treated less favourably.

OR

My sighted guide must pay themselves. As they are not travelling for their own benefit, they will effectively be penalised for acting as a carer for a disabled person.

Both of the above may be regarded as discrimination. The fact that the companion facility is not a statutory requirement is not relevant. The council provide this now and its removal will disadvantage disabled people. This is against the law.

Other aspects which you must take into consideration are the cumulative effect of

- The proposed closure of Vane House rehabilitation centre for VI's where mobility training is available. Training is done to provide people with the knowledge of essential routes (as described above). See the separate EIA on that proposal)
- The alteration of street lighting which I can personally attest to causing me massive problems because of the deterioration in the quality of light. I can no longer safely walk routes at night which I previously could. If I should need to go into town I will need to catch a bus and inevitably have to persuade someone to act as companion and sighted guide.
- The council's withdrawal of support from charities such as DAD. Although I do not use the service Shopmobility has been an essential part of disabled people's lives. If the proposal is adopted then not only might the above negative impacts apply but also if people do make their way into town then they will not be able to get around the town centre because of mobility problems.

As you have not seen fit to include any costings in your briefing paper I can only guess what they might be but this is a disproportionate measure designed to make systematic savings at the expense of the quality of life of disabled people.

Finally, should the recommendation to cabinet be to proceed with this proposal, then you are also under the obligation to provide mitigation to lessen the impact of the withdrawal of services on Disabled people.

Please include the full contents of this letter in the final report to cabinet as, unlike yourselves, they should be aware of the consistent disproportionate costs laid on disabled people in Darlington.

DAD Young Leader's

Please find feedback regarding the budgets cuts from the DAD Young Leaders. I have submitted all of this information on to the mirco site online however, the Young Leaders wished to also have their views submitted in the format which I have attached.

Independent Supporter

Children and Young People Service (ChYPS)

Darlington Association on Disability

Aged 4 years
old.

This is why we think it's important that our bus passes enable a carer
to travel free when accompanying us on a bus....

(keep the money)

care fore people

Some one who can not travel on
my own

Some people are not able to

look after them self.

the carers will not travel with that

the carers and the
passenger assistent
to give to less
ABLE PEOPLE.

Some people might be

poor or not afford
it.

it is not fair

Aged
23 years
old.

Wednesday 25th May
2016

This is why we think it's important that our bus passes enable a carer
to travel free when accompanying us on a bus....

keep them safe
leave A lone
NO PICES GO GO GO
it's unfair for anyone

Age 12
9 years old.

This is why we think it's important that our bus passes enable a carer to travel free when accompanying us on a bus....

It is important that our bus passes enable a carer to travel free with us because it enables us to travel safely and some of us can't get on buses without support and also not everyone can go out without a carer and the carers keep me disabled person safe and help them get around in the community if they can't have a carer on the bus with them they will have their freedom of them.

Aged
17 years
old.

This is why we think it's important that our bus passes enable a carer to travel free when accompanying us on a bus....

I think is shocking because people cant afford to pay Bus fair. and some people need them so the cars can take them out

keep them
safe

Be left alone

Aged 22
years old

This is why we think it's important that our bus passes enable a carer to travel free when accompanying us on a bus....

Some people want to be able to look after themselves in the public
The carers are important for safety
It would be taking away dignity and independence as people may not
be able to get around.
Some carers will not be able to pay to travel
Some people may not be able to pay or look after their own money

Aged 14 years old.

Without my
carer's it
would be
hard to
get places.

This is why we think it's important that our bus passes enable a carer
to travel free when accompanying us on a bus....

I C A N S E E M Y
F r e n d s

- School and home
happy because I can see
my friends

Without my care!
would be worried and sad.

Not fair that they pay
money. They should

go for free because they help me

-they might feel fed up, because it can
be expensive.

Agood 17 years old.

This is why we think it's important that our bus passes enable a carer to travel free when accompanying us on a bus....

Issad Fossye
HAPPY
Tarcy Ben
Emily

Rive Rahn ← these
Elley are my
MTCAN carers

Mohar
CariARAYE SCIOOIF

home
scille

I think they

might not be very
happy to pay.

We might have to use
the minibus. Everybody
would be angry.

- Aged 17 years old.

**This is why we think it's important that our bus passes enable a carer
to travel free when accompanying us on a bus....**

To pay the bus driver and to show the bus pass

To know when to press the button and get off at the right stop

To take me to meet friends

It didn't have to be with me I would feel sad and unhappy

I would have to wait more or not go out as much

- Aged 14 years old.

This is why we think it's important that our bus passes enable a carer to travel free when accompanying us on a bus....

I need a carer with me to keep me safe

To help me get long distances

It would make me sad for them to pay because we won't be able to get the bus as much.

I would not know what stop I need to get off at if I didn't have a carer

A letter on behalf of Darlington's Peoples Parliament regarding the proposed cuts

Darlington's Peoples Parliament is a self-advocacy group for people with a learning impairment (disability) or autism.

From the preparation work and the meeting with Councillor Copeland, Mark Humble and Helen Watson and my own observations here are some of the potential impacts from some of the cut proposals:

- Change

Change for everyone can be difficult, a person with a learning impairment may find this more difficult to navigate as it will take more time and practice to get use to the new change for example a change to the library may mean a new bus route for access, getting use to a new service/staff and building, learning the new lay out of the library etc. However, change for a person on the Autistic Spectrum can have more impact than that. For an autistic person the change itself can be overwhelming and so could the new sensory input arising from the change(s).

Life will always incur change but it would be useful to bear in mind when these changes happen in public spaces if they can be accommodated to suit autistic people and I would also suggest people with Dementia. Therefore, consider reception areas, noise, and decor, providing a quiet space, clear and adequate signage and perhaps an online 'virtual tour' which could be accessed before the visit.

Making public facilities and spaces accessible for everyone not only positively impacts the disabled person but potentially on their family/carers were they exist.

One of our member's is concerned about what will happen to the groups currently run for children in the library. She has a disabled son and is worried about the effect this change in his routine will have on him.

- Concessionary companion bus travel

This is the main impact Parliament members have discussed.

In 2012 the Department of Health's Adult Social Care Outcomes Framework found that only 7% of adults with a learning disability were in some form of employment the majority was part time work. Therefore, it is likely that a lot of adults with a learning impairment will be reliant on benefits. Therefore their disposable income and ability to increase their income is limited. So an increase in travel costs to someone on a limited budget may mean they have to face some difficult decisions on re-budgeting and potentially go without things.

Not everyone who has a companion bus pass has a companion with them every journey. However, were people in this group are likely to use the companion element is to do the things that they specifically need support with. These are things like:

- **Appointments for medical, housing, financial and social care.** A concern here is that the person won't use support for appointments and therefore, won't participate fully in the appointment. This could lead to reduced outcomes and also, potentially a need for additional appointments as issues are not addressed correctly costing more to the Council and services to staff and accommodate additional appointments.

A person with a learning impairment may use support in these situations to improve their communication, help to recall things they wanted to discuss, support to ask questions or to advocate on their behalf, support to understand the information given and opportunities to discuss again afterwards.

Being fully involved in these appointments improve the person's choice and control, independence and likelihood to adhere to advice i.e. if the doctor has been able to explain the reasons why a lifestyle change is needed or a new medication. Additionally a person using a Personal Budget should have the opportunity to be fully involved to get the best out of the paid support the Local Authority is providing.

Potentially a person may stop attending appointments will all of the impacts listed above.

A lack of choice and control over a person's life is likely to negatively impact on their mental health and self esteem.

If a person stops/reduces the appointments they attend this could impact negatively on carers. Additionally, as previously mentioned this could have a cost to public services if issues are not addressed in a timely manner leading to deterioration and then a need for support from A&E, hospital admissions, social care crisis team referrals etc.

There are another group people who use the companion element of bus travel but who cannot travel alone either as a result of their learning impairment, physical impairment(s) or both.

If these people end up having to pay for their companion then effectively they have lost their concessionary bus travel. This group of people may have the same reduced outcomes as above if they stop attending appointments. Additionally people's opportunity for social, volunteering and leisure are potentially reduced if they can't go out as much and this again can affect a person's health and wellbeing.

As a result of a person's physical or learning impairment or autism it maybe that it is preferable for them to go out more regularly but for shorter periods of time. If they are paying companion bus travel they may have to reduce this to keep costs down.

- **Shopping and budgeting**

If the person stops using a companion were support has previously been required for these tasks could reduce established good practice. For example healthy eating, sticking to a budget, meal planning etc. This is low level support for some people but potentially has huge effects on their capability to then, with or without further support, feed and clothe themselves effectively. Nutrition and clothing again will impact on health, behaviour, happiness, wellbeing.

Some people with a learning impairment and/or autism may need support around money. This could leave them potentially 'vulnerable' to financial abuse if they don't use support were it is beneficial.

For some people a condition of their financial protection is that they need to collect their funds with a Personal Assistant with them. This could be needed a couple of times a week. Therefore the person has to pay for a companion to attend with them (where buses are needed).

- Increase in care charges

This would obviously be an impact on people on a potentially limited budget as previously discussed.

- Carers financial contributions

Potentially a family/carer could decline a Personal Budget to support them in their caring role if there was a charge. This could mean overall that the carer gets to a point where they can't continue to support the person at home anymore earlier than if they had had some support or respite along the way. This then could mean the individual moving into residential support or supported living at an earlier date increasing the cost to the Local Authority.

The effect of a caring role for some people can both positively and negatively impact on their health and wellbeing and therefore this can pass on a cost to the NHS and Social Care were the effects are negative.

- Reduction in housing related support

This is a concern as this is likely to affect people who don't necessarily qualify for social services support but do require support to successfully gain, maintain and adhere to housing tenancy agreements. Bill paying support may also be linked to this.

There was a mention that housing officers would be available to support people but it is unclear if this would just be for homeless people and/or what this support would look like. Some people using housing related support really benefit from this low level regular support where the worker and the person are able to build up a relationship.

Parliament members were in favour of the Future's Fund being utilised for housing related support if this does end up being an area that is cut.

Project Worker for Darlington's Peoples Parliament

Dear Jenny I have Written this document which follows talking about the current benefit cuts which we Have spoken about. I won't be able to attend the meeting but I was wondering if someone could take a look at my document and possibly express my views on my behalf. I look forward to your response and thank you for taking the time to read THIS LETTER

YOUR sincerely

The current aim of the financial cuts is to reduce the huge national debt incurred by the labour government. The current government seems to be focusing on reducing spending in public sectors that are primarily focused on HELPING the poor and disadvantaged. It is alleged that these cuts are tailored to certain members of society to find work but little thought has been given to this concept as we live in an age where there is little chance of people getting one job that will provide a basic living wage. It seems that the poor and disadvantaged are being targeted in order to compound their situation. All the while large corporations are allowed to flourish and reap huge of profit whilst avoiding proportionate tax , bills in addition little is done to use positive encouragement to the money and the economy will begin a faster downward spiral that we will struggle to recover from. As the economy fails society declines as poverty becomes more it is hard to believe that we are living in the twenty first century. The first and second world war governments has not changed the global market economy of our old generation of our parents past twentieth-century .



Equality Impact Assessment Record Form 2012-16

Section 1: Service Details and Summary of EIA Activity

Title of activity:	Proposal to charge for Blue Badge Parking in all Council off-street car parks
Lead Officer for EIA:	Bill Westland
Telephone:	01325 406305
Service Group:	Economic Initiative
Service or Team:	Regulatory Services
Assistant Director accountable for this EIA	Bill Westland
Who else is involved in carrying out the EIA:	Sue Dobson & Lucy Humphreys

What stage has the EIA reached? Provide date and a brief note of where you're up to. List any consultation or engagement. Facts, figures and findings go elsewhere.		
Stage	Date	Summary of position
Stage 1: Initial officer assessment to identify whole population likely to be affected	25.02.16	7,230 residents who hold a blue badge plus visitors to Darlington with a blue badge.
Stage 2: Further assessment to identify target population		Blue badge holders with: Mobility impairment, Visual impairment, Learning Disability, Long Term Limiting illness, Multiple Impairments.
Stage 3: Further assessment to identify individuals	18.3.16 17.5.16 24.5.16	500 blue badge holders then selected at random and sent a questionnaire to complete to consider the impacts of this proposal; from this we received 126 responses at a response rate of 25%. We also invited a small group of 12 blue badge holders to a focus group to discuss the impacts in more detail which took place on 17.5.16

		A final meeting was held between DBC & Gordon Pybus of DAD to discuss the outcomes from the wider responses we have received and to further consider impacts not already raised.
Stage 4: Analysis of Findings	24.5.16	The findings are detailed in Section 6. In summary a number of negative impacts on people with disabilities (blue badge holders) have been identified. (Inability to handle coins, ticket dispensers, physical effort of an additional trip to the vehicle to display a ticket, access to the 4 pay machines). These can be mitigated by taking a number of actions. One impact cannot be mitigated and that is the financial impact of paying for parking. But there is no requirement in providing blue badges or disabled off-street parking bays to offer these without charge.
Stage 5: Sign-Off	1.6.16	Bill Westland
Stage 6: Reporting and Action Planning	1.6.16	Options have been considered and a number of mitigating actions are identified in Section 9

Section 2: The Activity and Supporting Information

Details of the activity (main purpose and aims)
<p>Information gathering from organisations representing residents with a disability and directly from blue badge holders to understand the impact of introducing a parking charge for blue badge holders.</p> <p>Access audit of Pay & Display ticket machines in the Council's off-street car parks to identify any physical, visual or cognitive barriers which could make it difficult for disabled people to obtain a parking ticket.</p>
Who will be affected by the activity? (groups and numbers)
Whole population
<p>Whole population plus visitors.</p> <p>In 2014/2015 Darlington had 1473005 visitors to the town centre car parks (data collected through parking tickets sold).</p>
Target population
<p>Disabled Drivers and passengers.</p> <p>7,230 Darlington residents hold a Blue Badge, which equates to approximately 6.8% of the population. In early February 2016 a survey of Town Centre car parks over the period of one week (Mon – Sunday) indicated that on average 8% of vehicles parked in the Councils off street car parks display a Blue Badge. With the most popular locations for blue badge holders to park being Abbotts Yard and Commercial Street car parks.</p>
Individuals
N/A
What data, research and other evidence or information is available which is relevant to the EIA?

BS8300:2009 +A1:2010 'Design of buildings and their approaches to meet the needs of disabled people – code of practice.'

Operational guidance to local authorities: parking policy and enforcement - Last updated 25.3.15.

See annex 1 for further detail on the survey of Blue Badge holders using off street car parks.

Section 3: Officer Assessment

Use this table to record officer views on potential equality impacts. As the activity and assessment develop, views may change – record them here.

Protected Characteristic	Potential Impact:	Potential level of impact:	Summary of Impact
	Positive Negative Mixed N/A	High Medium Low Nil	
Age	Negative	High	See section 3. Almost 70% of Blue Badge holders are aged over 64.
Race	N/A	Nil	
Sex	N/A	Nil	
Gender Reassignment	N/A	Nil	
Disability (summary of detail on next page)	Negative	High	See section 3
Religion or belief	N/A	Nil	
Sexual Orientation	N/A	Nil	
Pregnancy or maternity	N/A	Nil	
Marriage/Civil Partnership	N/A	Nil	

Section 3: Officer Assessment – continued

The Council must consider disabled peoples' impairments when making decisions about 'activities'. This list is provided only as a starting point to assist officers with the assessment process. People with similar impairments may experience completely different impacts. Consider the potential impacts and summarise in the Disability section on the previous page.

Mobility Impairment	N	Medium	Ability to access pay machines, operate them, and display ticket in vehicle. Impact will be in some cases the physical challenge of doing this.
Visual impairment	N	Low	Ability to read and understand parking charges and how to pay them. Impacts may apply to some drivers (e.g. colour blind) and to passengers.
Hearing impairment	N/A	Nil	
Learning Disability	N	Low	Ability to read and understand parking charges and how to pay them.
Mental Health	N/A	Nil	
Long Term Limiting Illness	P	High / medium	Issues picked up under other characteristics.
Multiple Impairments	P	High	Issues picked up under other characteristics.
Other - Specify	N/A		None identified

Potential Cumulative Impacts

The proposed charge is only one proposal that will impact on disabled. The cumulative impacts of the Council's MTFP proposals should also be considered as some groups with protected characteristics will feel multiple impacts.

For the general population there may be increased congestion and less access to on-street pay and display bays as blue badge holders may be parking in on-street bays and on yellow lines in increased numbers.

The charge may deter volunteer drivers from continuing their volunteer role where they are themselves blue badge holders. Specifically there may be an impact on the volunteer driving services provided by the third sector.

This proposal may also have negative impact on retail town centre businesses with a loss of trade to out of town and other towns. Some disabled shoppers will choose not to use Darlington but to go elsewhere where parking is free. Previously Darlington drew disabled people from outside the area due to shopmobility and free parking.

Section 4: Engagement Decision

Do you need to engage now, or during the development of the activity, to better understand how the activity might affect people because of their protected characteristics?	Yes
<p>If YES, proceed to the next section.</p> <p>If NO, briefly summarise below the reasons why you have reached this conclusion.</p>	

Section 5: Involvement and Engagement Planning

Has the assessment shown that the activity will have a different effect on people because of their protected characteristic(s)? Yes
<p>If yes, please state which groups and how</p> <p>The current policy on charging means that drivers with a blue badge receive preferential treatment in that they are not charged for parking in off-street car parks. The proposed policy change would introduce the same charge for registered disabled drivers and drivers with registered disabled family members as other members of the public using the Councils car parks.</p>
Will the difference advance equality for people with that protected characteristic? No
<p>If yes, please state which groups and how</p>
Will the difference cause or increase disadvantage for people with that protected characteristic? Yes
<p>If yes, please state which groups and how</p> <p>The proposal to remove free parking for Blue Badge holders will potentially have a financial impact on families with a registered disabled family member. There will be a direct financial impact on blue badge holders who will have to pay for parking off-street, unless they choose to and are able to park elsewhere. This will be most onerous on regular users of the car parks such as people in employment, attending regular meetings, or in a volunteering role.</p> <p>Where a disabled person is alone in a vehicle the additional travel to go to a pay machine, return to the vehicle and enter the vehicle to display the ticket can be onerous. This is particularly so for the more</p>

severely disabled including those needing to use rear loading vehicles.

Generally the more severely disabled will be penalised by the charge as they need a wider space to exit and enter their vehicle, and this isn't always available in on-street bays. Many also cannot use other forms of transport.

Involvement and Engagement Plan

Which organisations, groups and individuals do you need to involve or engage and how?

Date of plan entry	Organisation, Group or Individuals	Date of event or activity	Type of activity – venue, channels, method and staffing
25.02.16	DAD – Darlington Association on Disability	24.3.16	Meeting between Owen Wilson, DBC and representative of DAD to discuss initial plan for this consultation and sound out early views from DAD.
25.2.16	Blue Badge holders	18.3.16	500 blue badge holders selected at random and sent a letter explaining the proposal and a questionnaire to assess impacts. From this we received 126 responses at a rate of 25% which is above average for this type of engagement. The comments from the responses have been collated with wider responses from the general MTFP consultation that relate to blue badge holders to consider overall response.
25.5.16	Blue Badge holders	17.5.16	Cohort of 12 blue badge holders then invited to participate in a focus group to discuss in more detail the proposals and the potential impact of these. (Seven attended).
11.5.16	DAD – Darlington Association on Disability	24.5.16	Meeting with representative of DAD to discuss response received within questionnaires and focus group session and to discuss further impacts not yet considered.

Section 6: Engagement Findings

	Date/summary of engagement carried out	Summary of impacts identified
Age	17.5.16 – Blue badge focus group meeting	Focus group felt a high proportion of disabled people will be elderly and on one or more benefits. They are not affluent and therefore will need to find ways to avoid paying parking charges.
Disability		

<p>Mobility Impairment</p>	<p>24.5.16 – raised in meeting with representative of DAD.</p> <p>17.5.16 – Blue badge focus group meeting</p> <p>18.4.16 – response from 500 questionnaires sent out</p>	<p>The location of the pay and display machine is important because having to display a ticket in the car doubles the trip. The type of machine is very important. There is a misconception regarding the advertising statement of DDA compliant. No such thing legally exists.</p> <p>Independent driver of rear loading vehicle will need to unload, close up, get ticket, open up rear loading ramp, and get back in to place ticket on display.</p> <p>Independent driver with wheelchair in boot. Will need to use crutches to crab walk along side of car to boot. Get wheelchair out, rest, get ticket, return to car and do all in reverse if can't get wheelchair alongside of car to place ticket on display</p> <p>On street parking where there is lack of drop kerbs for wheelchair users. Driver needs to park close to kerb or transfer to wheelchair on the road side. Then travel along the road until reaching a drop kerb.</p> <p>The location of the machine can be problematic for people with a mobility impairment. Having to put ticket in car doubles the trip.</p> <p>Parking on street, either on yellow lines or in parking bays, is not always feasible for some disabled people as they are unable to fully open doors or use tailgate lifts/hoists. Therefore they have to use car parks and they would then have to pay.</p> <p>Blue badge holders generally struggle to use other forms of transport and there is therefore an equality of access issue.</p> <p>Need to locate disabled bays closer to ticket machines as well as consider wider & more bays as current bays are too tight for some with mobility impairment to navigate in and out of.</p>
<p>Visual impairment</p>	<p>24.5.16 – raised in meeting with Gordon Pybus of DAD.</p>	<p>Screen glare can be a problem for many wheelchair users because of the height they are to the machine.</p>
<p>Hearing impairment</p>		
<p>Learning Disability</p>		

Mental Health	17.5.16 – Blue badge focus group meeting	In many cases avoiding parking charges will mean they make fewer trips and this will impact adversely on their physical and mental well-being (for example isolation). (The number of on-street disabled parking bays has reduced in recent years and they are extremely well used). A real concern that people will not leave the house, resulting in depression and other mental health problems.
Long Term Limiting Illness		
Multiple Impairments		
Other - Specify	24.5.16 – raised in meeting with representative of DAD. 17.5.16 – Blue badge focus group meeting	Issue with pay and display machines as no machine can cater for people who have problems holding money. A potential impact on carers, increasing costs for those providing care, resulting in a reduction in the number of journeys made or a choice to not spend money on something else which could have impacts on health and well-being. In one case an attendee stated she would have to give up her part time work if the charge is imposed, driving her further into poverty. She see this as a removal of choice and an equality issue as she is unable to park on street as this is limited to 3 hours and her working day is longer than that.
Race		
Sex		
Gender Reassignment		
Religion or belief		
Sexual Orientation		
Pregnancy or maternity		
Marriage / Civil Partnership		

Section 6: Engagement Findings – Continued

Please explain your findings for each area of the Public Sector Equality Duty.

a) Does the activity help to eliminate discrimination, harassment and victimisation?

No
b) Does the proposal help to advance equality of opportunity?
No
c) Does the proposal help to foster good relations?
No

During the engagement process were there any suggestions on how to avoid, minimise or mitigate any negative impacts? If so, please give details.
<p>During the consultation on this proposal it was raised that currently DBC do not enforce the free 3 hour rule for blue badge holders in off street car parks, with DBC allowing blue badge holders unlimited free parking in off street car parks. The focus group explained disabled people feel that there is not enough monitoring of spaces now which leads to misuse. If they have to pay they will want more monitoring and enforcement to take place.</p> <p>One suggestion to mitigate the impact was regarding potential transferrable tickets to allow blue badge holders to move between council car parks under a single ticket. Thought needs to be put to whether this would be one broad transferrable ticket or whether it would be better to have Long to Long and short to short tickets due to the significant difference in pricing structures.</p> <p>Another suggestion to mitigate the impact of imposed charging may have would be to remove or review the £10 cost for the badge which is an additional financial burden.</p>

Section 7 - Sign-off when assessment is complete

Officer Completing the Form:		
	Name:	Lucy Humphreys
	Date:	1.6.16
	Job Title:	Policy and Research Officer
Assistant Director:		
Signed	Name:	Bill Westland
Bill Westland	Date:	2 nd June 2016
	Service:	Economic Growth

Section 8: Report Findings to Decision Makers

Any report to decision makers should clearly identify impacts, options and reasons. What does the EIA show? More than one may apply:

Negative impacts identified. Adjustments to mitigate these have been proposed.

Section 9: Action Plan and Performance Management

What is the negative impact?	Actions required to reduce/eliminate the negative impact (if applicable)	Who will lead on action	Target completion date
Some disabled people will find it difficult to insert coins in to the payment machines because of dexterity issues.	Pay by phone is available in all the Council's car parks and avoids the need to go to the pay machines. Need to more widely promote this.	Bill Westland	February 2017 but in any case prior to introduction of charge
Some of the pay machines are difficult to access by wheelchair and the controls and instructions are not readable from a seated position	The Council is currently procuring new pay machines. These will be designed to be accessible and locations will be assessed for access before installation. The charge will not be introduced until the new machines are in place.	Assistant Director Regulatory Services	February 2017 but in any case prior to introduction of charge
Disabled people have an increased need to use more than one parking location in a single trip (shopping etc) because of limited mobility	A transferrable ticket will be allowed for blue badge holders so that a ticket purchased in any short stay or long stay car park can be used in any car park of the same type (i.e. short stay to short stay and long stay to long stay).	Assistant Director Regulatory Services	February 2017 but in any case prior to introduction of charge
The more severely disabled using rear-loading vehicles have to re-enter the vehicle through the rear doors to display a ticket – this is laborious and time-consuming	Pay by phone is available in all the Council's car parks and avoids the need to go to the pay machines. Need to more widely promote this.	Bill Westland	February 2017 but in any case prior to introduction of charge

Performance Management

Date of the next EIA review	October 2017
Further review dates	October 2020
Who will lead the review?	Assistant Director Regulatory Services

