




The Somerset Equality Impact Assessment

Before completing this EIA please ensure you have read the EIA guidance notes – available from your Equality Officer or www.somerset.gov.uk/impactassessment

<p>Organisation prepared for (mark as appropriate)</p>	 Somerset Council		 NHS Somerset		 NHS Somerset NHS Foundation Trust	
<p>Version</p>	<p><u>1</u></p>		<p>Date Completed</p>	<p>20/11/2023</p>		
<p>Description of what is being impact assessed</p>						
<p>In order to encourage greater use of the Park and Ride service as well as other local bus services, a new Taunton Integrated Parking Strategy could be introduced to support this. This scheme would see the removal of freely available parking within 1 mile of key destinations in the town centre (i.e. the station and hospital) and would review parking charges in the town centre car parks to make the bus a more attractive option. The impact of removing free parking and raising car parking charges is being assessed.</p>						
<p>Evidence</p>						
<p>What data/information have you used to assess how this policy/service might impact on protected groups? Sources such as the Office of National Statistics, Somerset Intelligence Partnership, Somerset's Joint Strategic Needs Analysis (JSNA), Staff and/ or area profiles,, should be detailed here</p>						
<p>Disability:</p> <p>21.6% of people in Somerset have a limiting long-term illness.</p>						

Just under 100,000 people in Somerset (18.8% of the population) said they had a long-term condition or disability which limited their day-to-day activities a lot or a little.

Age:

The ages of Taunton residents are:

- education or pre-education age (0-17): 16,168 (21%)
- approximate working age (18-64): 44,330 (58%)
- approximate pensionable age (65+): 15,957 (21%)

Race:

The demographic of Somerset consists of:

91.3% as 'White British',

4.4% as 'White Other' and,

4.3% as 'Other'

The greatest relative change since 2011 comes amongst those from black ethnic groups, with the number of residents from those groups having more than doubled from 1,013 in 2011 to 2,436 in 2021.

There are 14,544 households in Somerset comprised of residents from different ethnic groups. This represents 8.4% of all Somerset households with more than one resident and is an increase of over 5,000 households since 2011, when the proportion was 5.7%.

Public Transport Usage in Somerset:

Based on 2022-23 data, there were 4.4 million adult single passenger journeys made on public transport in Somerset (registered public bus services) of which 1.7 million journeys (39%) were made by concessionary pass holders.

Park and ride patronage between October 2022 - October 2023 was 475,616, this has a daily average of 1,550 journeys a day. Of the 475,616, Concessionary pass holders made 141,199 of these journeys, which equates to 29.98% of the total journeys.

At the time of the 2021 census, the government advice was for people to work from home where possible, and to avoid public transport. Of those who were travelling to a place of work, 78.5% were travelling by car or van. Only 2.1% were travelling by public transport, with 17% either walking or cycling. It is difficult to determine the impact of the government advice around avoiding public transport on these figures.

The DfT Bus Usage survey found that Somerset residents made c6.3 million bus journeys in 2018/19. **This averages at 11.3 journeys per capita, the 5th lowest of all English Local Authorities.**

Expressed as a rate per head of population, Somerset's bus usage was the fifth lowest in England in 2018/19.

Sources of data used:

To inform the above information the below sites were used:

Disability - <http://www.somersetintelligence.org.uk/health-and-disability.html>

Age - <http://www.somersetintelligence.org.uk/somerset-census-2021.html>

<https://www.citypopulation.de/en/uk/>

Race - <http://www.somersetintelligence.org.uk/ethnicitytest/>

<http://www.somersetintelligence.org.uk/cyp-population.html>

Public Transport Usage in Somerset – Somerset County Council concessionary fares database,

2017 National Travel Survey <https://www.gov.uk/government/statistics/national-travel-survey-2017>

Census 2021 – Travel to work <http://www.somersetintelligence.org.uk/census-2021-labour-market-and-travel-to-work.html>

Journey time statistics: data tables (JTS) - GOV.UK <https://www.gov.uk/government/statistical-data-sets/journey-time-statistics-data-tables-jts#journey-times-to-key-services-by-local-authority-jts04>

Who have you consulted with to assess possible impact on protected groups and what have they told you? If you have not consulted other people, please explain why?

Tom Rutland - Public Health Promotion Manager – Equalities

Analysis of impact on protected groups

The Public Sector Equality Duty requires us to eliminate discrimination, advance equality of opportunity and foster good relations with protected groups. Consider how this policy/service will achieve these aims. In the table below, using the evidence outlined above and your own understanding, detail what considerations and potential impacts against each of the three aims of the Public Sector Equality Duty. Based on this information, make an assessment of the likely outcome, before you have implemented any mitigation.

Protected group	Summary of impact	Negative outcome	Neutral outcome	Positive outcome
Age	<ul style="list-style-type: none"> Working age population who currently park for free in residential areas would have to find alternative parking arrangements. All ages including the working age population and older people who currently use the town centre car parks could face an increase cost, which is not sustainable. 	☒	☐	☐
Disability	<ul style="list-style-type: none"> People with disabilities who have been issued with a Blue Badge permit, will not be impacted by the introduction of any permit restrictions where they live, as the Blue Badge acts as a permit, so there is no additional cost associated with this. 	☒	☐	☐

	<ul style="list-style-type: none"> People with disabilities who have been issued with a Blue Badge permit, will continue to receive additional parking time at no extra cost in car parks where payment is required. 			
Gender reassignment	<ul style="list-style-type: none"> Considered with no impact highlighted. 	☐	☐	☐
Marriage and civil partnership	<ul style="list-style-type: none"> Considered with no impact highlighted. 	☐	☐	☐
Pregnancy and maternity	<ul style="list-style-type: none"> Considered with no impact highlighted. 	☐	☐	☐
Race and ethnicity	<ul style="list-style-type: none"> People where English is not their first language may struggle to understand the information regarding any changes if the information is not set out in clear formats for all. 	☒	☐	☐
Religion or belief	<ul style="list-style-type: none"> Considered with no impact highlighted. 	☐	☐	☐
Sex	<ul style="list-style-type: none"> Considered with no impact highlighted. 	☐	☐	☐

Sexual orientation	<ul style="list-style-type: none"> Considered with no impact highlighted. 	□	□	□
Armed Forces (including serving personnel, families and veterans)	<ul style="list-style-type: none"> Considered with no impact highlighted. 	□	□	□
Other, e.g. carers, low income, rurality/isolation, etc.	<ul style="list-style-type: none"> People living in any proposed permit areas will face an additional expense of purchasing a permit if they require on-street parking. Residents are now able to pay for permits on a monthly basis, which is currently £5 a month, spreading the cost and making it more affordable. People on low income may struggle to pay higher car parking charges but there is an affordable option available through the Park & Ride £1 fare scheme. 	☒	□	□

Negative outcomes action plan

Where you have ascertained that there will potentially be negative outcomes, you are required to mitigate the impact of these. Please detail below the actions that you intend to take.

Action taken/to be taken	Date	Person responsible	How will it be monitored?	Action complete
Ensure that any consultation and communication in relation to permits controlled areas and car parking charges are clear so people understand the implications and the alternative options available.	Ahead of any consultation	Communications/Parking Services	Feedback from public/residents	

As the Park and Ride has the £1 single/£2 return fare currently in place, this provides an alternative low cost solution.	Already in place	Natasha Bates/John Perrett	Feedback from public/residents	
People who qualify for a concessionary bus pass on the grounds of age are permitted to travel for free on the Park & Ride service after the standard 9.30am time threshold.	Already in place	Natasha Bates/John Perrett	Feedback from public/residents	
If negative impacts remain, please provide an explanation below.				
Completed by:	Nicholas Margison			
Date	20/11/2023			
Signed off by:				
Date				
Equality Lead sign off name:				
Equality Lead sign off date:				
To be reviewed by: (officer name)				
Review date:				