

SECTION 1: Programme details

<p>Name of the policy, project, service, or strategy being assessed, and a brief overview of its aims and objectives</p>	<p>Revocation of Blue Badge Holder Exemption in Pedestrian and Cycle Zones</p> <p>The Council has a number of streets with ‘pedestrian and cycle zone’ restrictions, all with exemptions for access. ‘Access’ means that anyone wishing to stop in the road, for the purpose of parking (both as a resident of the road, or as a visitor wishing to shop for example) and/or loading/unloading (including of people) may do so. Pedestrian and cycle zone restrictions are intended to restrict vehicles from passing straight through a street. Pedestrians and cyclists may use the street at any time, for any purpose.</p> <p>In some of our pedestrian and cycle zones, the Council has included Blue Badge holders as a separate exemption. The intention of this was to emphasise that Blue Badge holders could access the street but in practice it means that not only may Blue Badge holders stop, but they may also drive straight through. In late 2022 the Council introduced CCTV enforcement on a pedestrian and cycle zone in Portobello Road. Blue Badges are linked to a person, rather than to a vehicle, so they may be used with any car, provided the holder is in the vehicle. Additionally, there is no requirement to display a Blue Badge when driving (only when parking). There is therefore no practical way to exempt Blue Badge holders when restrictions are enforced using CCTV, and CCTV footage operators are not able to confirm the presence of a Blue Badge from camera footage.</p> <p>While it is important to retain Blue Badge holders’ ability to enter a pedestrian and cycle zone in order to access places in that zone, there is no obvious rationale for allowing Blue Badge holders to drive (or be driven) straight through a pedestrian and cycle zone.</p> <p>The Council therefore wishes to revoke the exemption for Blue Badge holders from pedestrian and cycle zone restrictions. This would mean that Blue Badge holders would no longer be able to pass through a pedestrian and cycle zone by motor vehicle without stopping, and would need to divert onto parallel or other alternative routes when the pedestrian and cycle zone restrictions are in force. Any driver, regardless of disability, will still be able to access the road to park or load/unload.</p>
<p>Name of person completing this EqIA</p>	<p>Caroline Dubarbier, Sustainable Travel Manager</p>
<p>Name of Director</p>	<p>Andrew Burton, Director of Transport and Regulatory Services</p>
<p>Team</p>	<p>Transport & Highways</p>
<p>Directorate</p>	<p>Environment and Neighbourhoods</p>
<p>Contact Email</p>	<p>caroline.dubarbier@rbkc.gov.uk</p>
<p>Where is this EqIA stored.</p>	<p>_____</p>

(This is to ensure colleagues can pick this up in your absence.)	
Is this EqIA accompanying a report that is going through a formal decision process? If so which meeting, is it going to for decision?	Statutory Traffic Order

SECTION 2: EqIA Screening – Do you need to complete a full EqIA?

Please complete the checklist below, including impact to help determine if a full EqIA is necessary.

Please see table in Section 3 for a breakdown of the protected characteristics

Question	Answer (Yes, No, Unclear)	Impact (Positive, Negative or Neutral)
Does your programme have the potential to disproportionately affect men, women or those who identify as non-binary?	No	Neutral
Does your programme have the potential to disproportionately affect people of a particular race or ethnicity? This includes refugees, asylum seekers, migrants and gypsies and travellers.	No	Neutral
Does your programme have the potential to disproportionately affect people with a disability? Consider physical and learning disabilities and mental health conditions.	No	Neutral
Does your programme have the potential to disproportionately affect people of certain sexual orientations?	No	Neutral
Does your programme have the potential to disproportionately affect people of different age groups? Consider children and elderly populations.	No	Neutral
Does your programme have the potential to disproportionately affect those undergoing or intending to undergo the process of gender reassignment?	No	Neutral
Does your programme have the potential to disproportionately affect those due to pregnancy or maternity? The Equality Act protects women or birthing people from discrimination from when you become pregnant until your right to maternity leave ends and you return to work. If you do not have the right to maternity leave this is 2 weeks after the child is born.	No	Neutral
Does your programme have the potential to disproportionately affect people of different faiths and beliefs?	No	Neutral
Does your programme have the potential to disproportionately affect people on low incomes or living in poverty?	No	Neutral
Does your programme have the potential to disproportionately affect people living in the most deprived areas of RBKC? Think about North Kensington, in particular Golborne, Notting Dale, Dalgarno and those living on the Worlds End Estate. There is further detail in Section 3 below in the socioeconomic and geographical box.	No	Neutral

If you have assessed the impact to any of the above questions to be Negative, Neutral or Unclear, then you will need to complete Sections 3, 4 and 5. If you have assessed the impact as Positive, explain the rational for this in the box below and then go to Section 5.

Please use this box to outline how residents are positively impacted.
N/A

SECTION 3: Assessing the Impact

Protected characteristic	Analysis	Impact (Positive, Negative or Neutral)																								
Age	<p>2021 census: The average age of residents in Kensington and Chelsea is 40.45 years, making it the fourth oldest population in London.</p> <p>The age breakdown of our population is:</p> <table border="1" data-bbox="336 1014 1193 1279"> <tbody> <tr> <td>4 years and under</td> <td>4.3%</td> <td>25-34 years</td> <td>17.5 %</td> </tr> <tr> <td>5-9 years</td> <td>4.4%</td> <td>35-49 years</td> <td>21.2 %</td> </tr> <tr> <td>10-15 years</td> <td>5.4%</td> <td>50-64 years</td> <td>20.5%</td> </tr> <tr> <td>16-19 years</td> <td>3.8%</td> <td>65-74 years</td> <td>7.9%</td> </tr> <tr> <td>20-24 years</td> <td>8.5%</td> <td>75-84 years</td> <td>4.8%</td> </tr> <tr> <td></td> <td></td> <td>85 years and over</td> <td>1.7%</td> </tr> </tbody> </table> <p>Older people are more likely to hold a Blue Badge than younger people¹ so this section should be read in conjunction with the analysis in the Disability section below.</p>	4 years and under	4.3%	25-34 years	17.5 %	5-9 years	4.4%	35-49 years	21.2 %	10-15 years	5.4%	50-64 years	20.5%	16-19 years	3.8%	65-74 years	7.9%	20-24 years	8.5%	75-84 years	4.8%			85 years and over	1.7%	Neutral
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Disability	<p>2021 census: 12.8% of residents in the borough said they had a long-term condition or disability that limited their life in some way. LGA Data from the academic year 21/22 highlights:</p> <ul style="list-style-type: none"> • 2,379 young people have Special Educational Needs in RBKC. • 746 have a statement of Special Educational Need or an Education and Health Plan. • 62 children in the Borough have a disability in schools. <p>Whilst private cars, private hire and taxis can be an important means of transport for disabled people, the Travel in London: Understanding Our Diverse Communities report (Transport for London, 2019) suggests that transport modes used by disabled Londoners (at least once a week) are varied, with 81% walking, 58% bus, 42% car (as passenger) and 24% car (as driver). Blue</p>	Neutral																								

¹ <https://www.gov.uk/government/statistical-data-sets/blue-badge-scheme-statistics-data-tables-dis>

	<p>Badge holders, by definition, may be more reliant on cars or taxis than people without disabilities. The ability to park, or be picked up or dropped off, directly outside of shops or homes is likely to be more important to people with disabilities - who may not be able to walk, or walk as far as people without disabilities. However, the proposal makes no change to access for Blue Badge holders in practice, as all vehicles may stop to park, or pick up or drop off, within the pedestrian and cycle zone, regardless of the driver having a disability or not.</p> <p>The proposal would remove the provision that exists for Blue Badge holders in some pedestrian and cycle zones, enabling them to drive through the zones (without stopping to access locations in the zones). Officers have not identified any reason why a disabled driver or passenger would have a greater need to do this than anyone else. Indeed, we do not exempt Blue Badge holders from No Entry or One-Way restrictions.</p>	
Gender reassignment	<p>The 2021 census captured this information those aged 16 and above.</p> <p>Approximately 90% of our residents stated that their sex is the same as it was at birth. Nearly 9% of residents did not answer the question. The remaining identified themselves as:</p> <ul style="list-style-type: none"> • 0.2% said that their sex is different to that registered at birth • 0.1% identify as Trans woman • 0.1% as Trans man • Less than 0.1% identify as non-binary • 0.1% identify as other <p>The proposal is deemed to have no impact on this category.</p>	Neutral
Marriage and Civil Partnership	<p>2021 Census data shows 49.24% of residents are single. Nearly 35% of residents are married to someone of the opposite sex and 0.5% are married to someone of the same sex. The remaining 0.15% of our residents are in a civil partnership with someone of the opposite sex and 0.39% are in a civil partnership with someone of the same sex.</p> <p>The proposal is deemed to have no impact on this category.</p>	Neutral
Pregnancy and maternity	<p>The 2019 JSNA showed there were 1,612 births in the borough. It also showed an estimated 335 cases perinatal mental illness.</p> <p>The proposal is deemed to have no impact on this category.</p>	Neutral
Race	<p>2021 Census: The broad ethnic breakdown of the borough's population is White at 70.6%; Asian, Asian British at 11.8%; Black, Black British at 7.9%; Mixed or multiple ethnicities at 6.6%; and Other at 9.9%.</p> <p>A more detailed breakdown is:</p>	Neutral

	<table border="1"> <tr> <td>Asian Bangladeshi</td> <td>1%</td> <td>Mixed White and Asian</td> <td>2.1%</td> </tr> <tr> <td>Asian Chinese</td> <td>2.7%</td> <td>Mixed White and Black African</td> <td>0.9%</td> </tr> <tr> <td>Asian Indian</td> <td>2.2%</td> <td>Mixed White and Black Caribbean</td> <td>2.1%</td> </tr> <tr> <td>Asian Pakistani</td> <td>0.9%</td> <td>Mixed Other</td> <td>2.4%</td> </tr> <tr> <td>Asian Other</td> <td>5%</td> <td>White English, Welsh, Scottish, Northern Irish British</td> <td>32.7%</td> </tr> <tr> <td>Black African</td> <td>4.8%</td> <td>White Irish</td> <td>2.0%</td> </tr> <tr> <td>Black Caribbean</td> <td>2.3%</td> <td>White Gypsy or Irish Traveller</td> <td>0.1%</td> </tr> <tr> <td>Black Other</td> <td>0.8%</td> <td>White Roma</td> <td>0.7%</td> </tr> <tr> <td></td> <td></td> <td>White Other</td> <td>28.3%</td> </tr> <tr> <td></td> <td></td> <td>Other Arab</td> <td>4.5%</td> </tr> <tr> <td></td> <td></td> <td>Other ethnicities</td> <td>5.4%</td> </tr> </table> <p>The proposal is deemed to have no impact on this category.</p>	Asian Bangladeshi	1%	Mixed White and Asian	2.1%	Asian Chinese	2.7%	Mixed White and Black African	0.9%	Asian Indian	2.2%	Mixed White and Black Caribbean	2.1%	Asian Pakistani	0.9%	Mixed Other	2.4%	Asian Other	5%	White English, Welsh, Scottish, Northern Irish British	32.7%	Black African	4.8%	White Irish	2.0%	Black Caribbean	2.3%	White Gypsy or Irish Traveller	0.1%	Black Other	0.8%	White Roma	0.7%			White Other	28.3%			Other Arab	4.5%			Other ethnicities	5.4%	
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Religion/belief	<p>A breakdown of religious groups in RBKC from the 2021 census are:</p> <table border="1"> <tr> <td>Buddhist</td> <td>1.1%</td> <td>Jewish</td> <td>1.9%</td> <td>Other</td> <td>0.7%</td> </tr> <tr> <td>Christian</td> <td>48.4%</td> <td>Muslim</td> <td>11.8%</td> <td>No religion</td> <td>24.8%</td> </tr> <tr> <td>Hindu</td> <td>1.1%</td> <td>Sikh</td> <td>0.2%</td> <td>did not answer</td> <td>10%</td> </tr> </table> <p>The proposal is deemed to have no impact on this category.</p>	Buddhist	1.1%	Jewish	1.9%	Other	0.7%	Christian	48.4%	Muslim	11.8%	No religion	24.8%	Hindu	1.1%	Sikh	0.2%	did not answer	10%	Neutral																										
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Sex	<p>2021 Census: Female 53.2% and Male 46.8%.</p> <p>The proposal is deemed to have no impact on this category.</p>	Neutral																																												
Sexual Orientation	<p>2021 census information on sexual orientation is only captured for people aged 16 and above. Approximately 85% identify as Heterosexual, nearly 3% identify as Gay or Lesbian, 1.3% as Bisexual and 0.3% as other, the remaining 10.4% did not answer this question.</p> <p>The proposal is deemed to have no impact on this category.</p>	Neutral																																												
<p>In addition to the nine protected characteristics, where relevant we ask that you also think about the socio-economic and geographical considerations of our residents. Some data has been included below for your reference.</p>																																														
Socio-economic and Geographical	<p>A recent report on data from the Index of Multiple Deprivation for 2019 showed that a high concentration of the most deprived Lower Super Output Areas are found in the Golborne, Notting Dale and Dalgarno wards.</p>	Neutral																																												

	<p>North Kensington also has higher numbers of people on low incomes, who are unemployed or who have no qualifications than the rest of the borough and has a higher proportion of social housing. There are also pockets of low income, higher unemployment, and lower skills levels in parts of the south and west of the borough, again in areas where there are greater proportions of social housing.</p> <p>According to recent ONS data RBKC continues to have the highest life expectancy in the country, however this varies between the north and the south, between people from different ethnic minorities, and between homeowners, private renters, and those in social housing.</p> <p>ONS data also shows that life expectancy in the borough can vary significantly by different wards. There are larger gaps between the least and most deprived wards, these are as much as 14.8 years for males and 11.9 years for females. Females in Notting Dale live on average 15 years less than their neighbours in Holland Ward.</p> <p>The 2021 census data on general health of our residents shows that 58% of all residents, reported being in 'very good' health, 29.6 reported 'good' health, 10.1% reported 'fair health', 3.7% reported 'bad health' and 1.1% of residents reported 'very bad' health. However, these figures vary greatly across the Borough. Campden residents had the highest proportion reporting 'very good' health, 67.4% and Dalgarno in the north of the Borough had the lowest, 48.5%.</p> <p>The proposal is not expected to have any additional effect based on socio-economic or geographical factors.</p>	
Other Groups	<p>Please consider groups that may be affected by your work, such as Grenfell Bereaved and Survivors, Carers and Members of the Armed Forces etc.</p> <p>Groups such as Grenfell Bereaved and Survivors, Carers and Members of the Armed Forces will not be any more or less impacted by the proposal than other people, except insofar as they fall into one of the other categories above.</p>	Neutral

SECTION 4: Action Plan

Have you identified the need to reduce or remove any negative impacts, conduct work with those from protected groups to participate where their participation is disproportionately low, or fill any data gaps? If so, complete the Action Plan below to show the work that is planned.

The assessment has concluded that overall impacts are Neutral, and that there is no case for an action plan, however this is a live document and will be updated at each stage of implementation.

Issue identified	Planned Action	Lead Officer and Timeframe

SECTION 5: Sign-off

Director/ Head of Service Name	Mark Chetwynd, Head of Transport and Highways
Contact Email	Mark.chetwynd@rbkc.gov.uk
Date of sign off	15 April 2024
<p>Review It is important to consider equalities issues at every stage of the process. Remember an EqlA is a live document which means it must be regularly reviewed and updated considering new evidence or information, for example, have you now completed your consultation or has there been news on funding. Please ask your Director or Head of Service to sign-off at every review stage. You can have as many reviews as are appropriate for your work.</p>	
Date of 1 st Review	
Name of Reviewer	
Director signature	
Date of 2 nd Review	
Name of Reviewer	
Director signature	
Date of 3 rd Review	
Name of Reviewer	
Director signature	