**Lisburn & Castlereagh City Council**

**Equality and Good Relations Screening – Blaris Road Car Park Project**

**Part 1. Policy scoping**

**Information about the policy**

# Name of the Policy

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| --- |
| Blaris Road Car Park Project |

# Is this policy

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| --- | --- | --- | --- | --- | --- |
| An existing policy? |  | A revised policy? |  | A new policy? | **X** |

**Introduction and background to the project**

In order to service the recently developed Discover Waterways project which has seen the restoration of Navigation House and Stable Block on the Hillsborough Road, the adjoining lagan tow path and the newly opened greenway route which connects this location to the Sprucefield Park & Ride and on to the Maze Long Kesh area, it is proposed that a car park is developed on the opposite side of the Blaris Road (at the corner of the Blue Horizon housing development site).

In addition, the availability of car parking in the area will encourage visitors to park here and cycle into Lisburn City Centre connecting the rural community to the urban, providing access to local commercial businesses, reduce traffic congestion in the city centre and provide overflow parking facilities for those visitors travelling by car to access Navigation House. This also supports the further development of the Lagan Greenway which is identified as a priority project within the DFI Strategic Plan for Greenways.

This car park will include provision of infrastructure for the future installation of EV charging point(s) for both cars and bikes.

What are the intended aims/outcomes the policy is trying to achieve?

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| * To transform a piece of waste land into a car park that will provide car parking facilities for users of Navigation House, the Lagan Tow Path and the Greenways. |
| * To encourage visitors to park on the outskirts of the City and cycle into Lisburn City Centre via greenways. |
| * To create a better connected City Centre and increase car parking provision across the Council area. |

Are there any expected benefits to the Section 75 categories/groups from this policy? If so, please explain

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| The project is intended to provide good car parking facilities to meet the needs of all users and potential users, residents and visitors, regardless of religion, race, gender, etc. However, there may be particular benefits for some groups.  For example, if a car park is designed with accessible spaces or family spaces, there will be particular benefits for disabled people, older people, those with dependants (buggies, etc.). If the car park is well lit and perceived as safe to use, it may benefit women in particular and, as the project is being undertaken on the outskirts of Lisburn City Centre, which is considered a neutral space and used by all sections of the community, it is therefore expected to have a positive impact on all users. |

Who initiated or wrote the policy?

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| Economic Development Unit, Lisburn and Castlereagh City Council (LCCC) |

Who owns and who implements the policy?

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| --- |
| Economic Development Unit, Lisburn and Castlereagh City Council (LCCC). External consultants and contractors will be delivery partners. |

**Implementation factors**

Are there any factors which could contribute to/detract from the intended aim/outcome of the policy/decision?

If yes, are they

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Financial? | **X** | Legislative? | **X** | Other? | **X** |

If other, please detail below

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| --- |
| **Financial:** Blaris Road Car Park project will be funded by Department for Infrastructure (DFI)  **Legislative:** Department for Infrastructure – Car Parking Standards  **Other:** Time -The project is required to be delivered within timeframes agreed between DFI and LCCC. We anticipate the project to be finished by February 2022. |

**Main stakeholders affected**

Who are the internal and external stakeholders (actual or potential) that the policy will impact upon?

|  |  |
| --- | --- |
| Staff | Y |
| Service Users & Delivery Partners | Residents and Visitors of Lisburn  Department for Communities (DfC) |
| Other Public Sector Organisations | Y |
| Voluntary/Community/Trade Unions | Y |

If other, please detail below

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| --- |
| Elected members and collaboration the private sector will be essential to achieve the long term vision. |

##### [Other policies with a bearing on this policy](#Onefour)

|  |  |
| --- | --- |
| Name of policy | Who owns or implements policy? |
| Equality and Disability Action Plans | Lisburn and Castlereagh City Council  https://www.lisburncastlereagh.gov.uk/council/publications/equality-section-75 |
| Local Development Plan | Lisburn and Castlereagh City Council  https://www.lisburncastlereagh.gov.uk/resident/planning/local-development-plan |
| Car Parking Standards | Department for Infrastructure  https://www.infrastructure-ni.gov.uk/publications/parking-standards |
| Accessible Parking | The British Standards Institution 2018  Attachment |
| The Baywatch Campaign (NI) Providing Accessible Parking: A good practice guide | Inclusive Mobility and Transport Advisory Committee  https://www.imtac.org.uk/sites/imtac/files/media-files/Parkingguide%28finalversion%29.pdf |

**Available evidence**

What evidence/information (both qualitative and quantitative) have you gathered to inform this policy? Specify details for each of the Section 75 categories.

**Please note:**

The following evidence was gathered to inform this policy:

* 2011 NI Census Data
* DFI Car Parking Standards
* The British Standards Institution 2018 - Accessible Parking 8300

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| --- | --- |
| Sec 75 Category | Details of evidence/information |
| Religious Belief | The 2011 NI Census recorded the following statistics with regard to religious belief in the Lisburn and Castlereagh area;  67% Protestant (or other Christian)  24% Catholic  8% Other  1% None |
| Political Opinion | The 2011 NI Census recorded the following statistics with regard to political opinion in the Lisburn and Castlereagh area;  65.39% indicated that they had a British national identity, 14.83% had an Irish national identity and 30.46% had a Northern Irish national identity\*. |
| Racial Group | The 2011 NI Census recorded the following statistics with regard to racial groups in the Lisburn and Castlereagh area;  **2.36%** were from an ethnic minority population and the remaining **97.64%** were white (including Irish Traveller). |
| Age | In 2015 the following statistics with regard to age in the Lisburn and Castlereagh area were recorded to inform the Corporate plan;  20% Children were aged 0-15 years  30% of people aged 16 -39 years  33% aged 40 – 64 years  17% aged 65 years and older  The population of the Council area aged 65 and over will increase by 9% by 2025 and 13% by 2030.  Electric Vehicles are now available on the Motability Scheme in NI although research says that various aspects of the charging process, such as removing the charge cable from the car, opening the charge flap/inserting the cable and plugging in the car point, all of which presented barriers to disabled and older drivers. |
| Marital Status | The 2011 census records the following statics with regard to the marital status of persons over the age of 16 for the LCCC area;  Single (never married or never registered a same-sex civil partnership) – 30.7%  Married – 53.8%  In a registered same-sex civil partnership – 0.1%  Separated (but still legally married or still legally in a same-sex civil partnership) – 3.3%  Divorced or formerly in a same-sex civil partnership which is now legally dissolved – 5.5%  Widowed or surviving partner from a same-sex civil partnership – 6.7% |
| Sexual Orientation | ONS (Office for National Statistics) figures (2016) suggest at least 2% of the NI population identify as Lesbian, Gay or Bi-sexual. However, LGB support groups suggest this is a significant under-estimate based on lack of willingness/confidence to identify as LGB.  Government Equalities Office research suggests over 4% of the 18-25 year age group identify as LGB, confirming that younger people are more likely to be open about sexual orientation. |
| Men & Women Generally | The estimated population of Lisburn And Castlereagh Local Government District at 30 June 2019 was 146,002, of which 71,654 (49.1%) were male and 74,348 (50.9%) were female.  There is no official statistic on the number of people in N Ireland who identify as Transgender or non-binary but referrals to advice services are increasing year on year which suggests a small but growing minority. |
| Disability | The 2011 Northern Ireland Census collected data on ‘persons with a limiting long-term illness’ which covered any long-term illness, health problem or disability which limits daily activities or work. Statistics for Lisburn and Castlereagh showed;   * **18.29%** of people had a long-term health problem or disability that limited their day-to-day activities; * **82.13%** of people stated their general health was either good or very good; and * **12.51%** of people stated that they provided unpaid care to family, friends, neighbours or others.   Designated accessible parking spaces must be provided as a minimum in accordance with the number of total spaces available. The number of bays that should be provided will depend on the nature of the business and the number of spaces in the car park.  Routes to and from Bays should have a firm and level surface and should be as close to the entrance and exits of the premises.  Accessible bays should be designed so that drivers and passengers, any of whom may be disabled and need the bay, can get in and out of the car easily and safely. Bays should be longer and wider than standard bays to ensure easy access from both sides and at the rear.  Best practice recommends that the actual parking space should be at least 4.8m by 2.4m. In addition the hatched areas should allow a 1.2m access zone between bays at the side and 1.2m at the rear for easy boot access.  Electric Vehicles are now available on the Motability Scheme in NI although research says that various aspects of the charging process, such as removing the charge cable from the car, opening the charge flap/inserting the cable and plugging in the car point, all of which presented barriers to disabled and older drivers. |
| Dependants | Accessible bays should be designed so that drivers/carers and passengers/children, any of whom may be disabled and need the bay, can get in and out of the car easily and safely. Bays should be longer and wider than standard bays to ensure easy access from both sides and at the rear.  Best practice recommends that the actual parking space should be at least 4.8m by 2.4m. In addition the hatched  areas should allow a 1.2m access zone between bays at the side and 1.2m at the rear for easy boot access.  If there is an evidenced need, parent and child parking spaces should be provided in addition to any other designated/assigned parking spaces. |

### Needs, experiences and priorities

Taking into account the information referred to above, what are the different needs, experiences and priorities of each of the following categories, in relation to the particular policy/decision? Specify details for each of the Section 75 categories

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| --- | --- |
| Sec 75 Category | Details of needs/experiences/priorities |
| Religious Belief | There have been no specific needs identified for people with different religious beliefs. |
| Political Opinion | There have been no specific needs identified for people with different political opinions. |
| Racial Group | There have been no specific needs identified for people who belong to different racial groups. |
| Age | Clear signage, bigger spaces for older people who have disabilities, etc. |
| Marital Status | There have been no specific needs identified for people of different marital status. |
| Sexual Orientation | There have been no specific needs identified for people of different sexual orientations in relation to this policy. |
| Men & Women Generally | Women car park users may be more likely to be transporting children and prefer/need family spaces |
| Disability | Designs need to take into consideration the needs of the elderly or those who may use a walking aid or drivers who are wheelchair users to mitigate the risk of any accidents occurring. It will also take into consideration the infrastructure for EV Charging to ensure it is easily accessible by those with a disability. |
| Dependants | Space for buggies, removing children from car seats etc. |

**Part 2. Screening questions**

1. What is the likely impact on equality of opportunity for those affected by this policy, for each of the Sec 75 equality categories? (minor/ major/ none)

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| --- | --- | --- |
| Sec 75 Category | Details of policy impact | **Level of impact (minor/major/none)** |
| Religious Belief | The proposed car park is expected to have positive benefits for all users, including different religion. | No differential impact identified |
| Political Opinion | The proposed car park is expected to have positive benefits for all users, including different political opinion. | None |
| Racial Group | The proposed car park is expected to have positive benefits for all users, including different racial groups. | None |
| Age | Blaris Road Car Park is expected to have a positive impact across all age groups. As a new car park with good surfaces, clear signage, and access routes, the proposed car park is expected to benefit all ages. Designated spaces for those with disabilities will specifically benefit older people. | Minor Positive |
| Marital Status | Married people may be more likely to have children and so more married than single may benefit from family spaces. | Minor Positive |
| Sexual Orientation | The proposed car park is expected to have positive benefits for all users, including people with different sexual orientation. | None |
| Men & Women Generally | Proposed new park intended to benefit men and women/all gender equally but female car park users in particular may benefit from safe provision, or from family spaces. | Minor Positive |
| Disability | Blaris Road Car Park will be fully accessible and will take into consideration those with disabilities by providing designated car parking spaces and the issues regarding the infrastructure for the EV charging will continue to be mitigated. | Minor Positive |
| Dependants | Blaris Road Car Park will be fully accessible and will take into consideration those with dependants and families by providing designated car parking spaces. | Minor Positive |

**2. Are there opportunities to better promote equality of opportunity for people within the Sec 75 equality categories?**

Blaris Road Car Park project will be delivered with a view to benefitting all users of the City Centre including visitors, businesses, community associations and voluntary organisations throughout the council area. It is considered that there are no opportunities to better promote equality of opportunity other than the measures already proposed. Feedback will be welcome however and action taken if any issues arise.

If any opportunities arise to better promote equality of opportunity in future then these will be given consideration in due course.

|  |  |  |
| --- | --- | --- |
| Sec 75 Category | IF Yes, provide details | If No, provide details |
| Religious Belief |  | No |
| Political Opinion |  | No |
| Racial Group |  | No |
| Age |  | No |
| Marital Status |  | No |
| Sexual Orientation |  | No |
| Men & Women Generally |  | No |
| Disability |  | No |
| Dependants |  | No |

3. To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group? (minor/ major/ none)

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| --- | --- | --- |
| Good Relations Category | Details of policy impact | Level of impact (minor/major/none) |
| Religious Belief/ Political Opinion/ Racial Groups | The proposed car park is likely to be used by both main communities and people from all racial backgrounds. | No direct impact identified in relation to any of these groups |

4. Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?

|  |  |  |
| --- | --- | --- |
| Good Relations Category | IF Yes, provide details | If No, provide details |
| Religious Belief/ Political Opinion/ Racial Group |  | No opportunity identified |

**Additional considerations**

**Multiple identity**

Provide details of data on the impact of the policy on people with multiple identities. Specify relevant Section 75 categories concerned.

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| LCCC recognises that all individuals are not exclusive to just one designated group. “Multiple identity” has been given consideration within this screening.  If additional issues/impacts not already covered above arise, they will be addressed. |

**Part 3. Screening decision**

If the decision is not to conduct an equality impact assessment, please provide details of the reasons.

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| **Screening Decision: Screen out without mitigation.**  It has been concluded that a detailed equality impact assessment is not necessary as all the potential impacts identified are minor and positive. No additional mitigations are needed as the needs of particular user groups will be taken into account fully in the car park design, EV Charging infrastructure and construction phase. |

If the decision is not to conduct an equality impact assessment the public authority should consider if the policy should be mitigated or an alternative policy be introduced.

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| --- |
| N/A |

If the decision is to subject the policy to an equality impact assessment, please provide details of the reasons.

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| N/A |

**Mitigation**

When the public authority concludes that the likely impact is ‘minor’ and an equality impact assessment is not to be conducted, the public authority may consider mitigation to lessen the severity of any equality impact, or the introduction of an alternative policy to better promote equality of opportunity or good relations.

Can the policy/decision be amended or changed or an alternative policy introduced to better promote equality of opportunity and/or good relations?

If so, give the **reasons** to support your decision, together with the proposed changes/amendments or alternative policy.

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| **N/A** |

**Timetabling and prioritising N/A**

Factors to be considered in timetabling and prioritising policies for equality impact assessment.

If the policy has been **‘screened in’** for equality impact assessment, then please answer the following questions to determine its priority for timetabling the equality impact assessment.

On a scale of 1-3, with 1 being the lowest priority and 3 being the highest, assess the policy in terms of its priority for equality impact assessment.

|  |  |
| --- | --- |
| Priority criterion | Rating (1-3) |
|  |  |
| Effect on equality of opportunity and good relations |  |
| Social need |  |
| Effect on people’s daily lives |  |
| Relevance to a public authority’s functions |  |
|  |  |
| Total Rating Score |  |

Is the policy affected by timetables established by other relevant public authorities?

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| --- |
| **N/A** |

**Part 4. Monitoring**

Car park use will be monitored on an ongoing basis initially and its operation reviewed annually or whatever is appropriate for such projects.

**Part 5 - Approval and authorisation**

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| --- | --- | --- |
| **Screened by:** | **Position/Job Title** | **Date** |
| Yvonne Burke | Regeneration Officer | 15.04.21 |
|  | C:\Users\Yvonne.Burke\AppData\Local\Microsoft\Windows\INetCache\Content.Word\YB Signature 2.jpg |  |
| Mary McSorley | Equality Officer | 15.02.21 |
| **Approved by:** |  |  |
| Paul McCormick | Head of Economic Development | 22.02.22 |

Note: A copy of the Screening Template, for each policy screened should be ‘signed off’ and approved by a senior manager responsible for the policy, made easily accessible on the public authority’s website as soon as possible following completion and made available on request.

Appendix 1

**Proposed Blaris Road Car Park**

**Project Description and Background:**

The Council have recently developed the Discover Waterways project which has seen the restoration of Navigation House and Stable Block on the Hillsborough Road to create a high end multi-use Council owned facility consisting of office space, training facilities, exhibition space, workshop space and meeting/conference facilities.

In order to service Navigation House, the adjoining lagan tow path and the newly opened greenway route which connects this location to the Sprucefield Park & Ride and on to the Maze Long Kesh area, it is proposed that a car park is developed on the opposite side of the Blaris Road (at the corner of the Blue Horizon housing development site).

In addition, the availability of car parking in the area will encourage visitors to park here and cycle into Lisburn City Centre connecting the rural community to the urban, providing access to local commercial businesses, reduce traffic congestion in the city centre and provide overflow parking facilities for those visitors travelling by car to access Navigation House. This also supports the further development of the Lagan Greenway which is identified as a priority project within the DFI Strategic Plan for Greenways.

This car park will include provision of infrastructure for the future installation of EV charging point(s) for both cars and bikes.

This project will be reviewed over its lifetime. If there are any major changes in the delivery/provision of the project it will be rescreened to ensure it is documented accordingly.

The project is to be completed by March 2022 (COVID-dependent).

**Aims of the Project:**

To develop a Car Park on the Blaris Road to provide car parking facilities which will not only service Navigation House but the adjoining Towpath and associated Greenways.

**Project Duration:**

The duration of the project is 1 year (COVID-dependent).

**Phase 1 (2022)** Construction of the Car Park